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(213) 978-1273

http://planning.lacity.org

March 31, 2017

NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

CASE NO.: ENV-2016-4476-EIR
PROJECT NAME: Arts District Center
PROJECT APPLICANT: Arts District Development, LLC
PROJECT LOCATION/ADDRESS: 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
COMMUNITY PLANNING AREA: Central City North
COUNCIL DISTRICT: 14, Jose Huizar
DUE DATE FOR PUBLIC COMMENTS: 4:00 pm, May 1, 2017
SCOPING MEETING: April 20, 2017 at 5:00-7:00 pm; 1129 E. 5th Street, Los Angeles, CA 90013

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, once the Lead Agency decides to prepare an Environmental Impact Report (EIR) for a project, a Notice of Preparation (NOP) describing the project and its potential environmental effects shall be prepared. You are being notified of the City of Los Angeles' intent, as Lead Agency, to prepare an EIR for this Project, which is located in an area of interest to you and/or the organization or agency you represent. This EIR will be prepared by outside consultants and submitted to the Department of City Planning, Environmental Analysis Section, for independent review and certification.

The Department of City Planning requests your comments as to the scope and content of the EIR. Comments must be submitted in writing pursuant to directions below. If you represent an agency, the City is seeking comments as to the scope and content of the environmental information in the document which is germane to your agency's statutory responsibilities in connection with the proposed Project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the Project.

A Scoping Meeting will be held to receive input from the public as to what areas the EIR should study. No decisions about the Project are made at the Scoping Meeting. The project description, location, and the potential environmental effects identified thus far are set forth in this document. Also included below are the date, time, and location of the Scoping Meeting that will be held in order to solicit input regarding the content of the Draft EIR.

The Scoping Meeting is in an open house format. THIS IS NOT THE REQUIRED PUBLIC HEARING FOR MUNICIPAL CODE ENTITLEMENT REQUESTS which will be scheduled after the completion of the EIR. The environmental file is available for review at the Department of City Planning, 200 North Spring Street, Room 750, Los Angeles, CA 90012. A copy of the Initial Study prepared for the Project is not attached but may be viewed online at http://planning.lacity.org by clicking on the "Environmental Review" tab, then "Notice of Preparation & Public Scoping Meetings".

PROJECT LOCATION: 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles, CA 90013. The Project Site consists of six parcels.

PROJECT DESCRIPTION: The Project site is located on the north side of 5th Street between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similarly zoned industrial land and structures.

The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

The Project would demolish and remove all existing lot uses. The Applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The Project would be 12 stories (148 feet) in height. 539 automobile parking spaces will be provided in four of five subterranean levels. 164 long term and 48 short term bicycle parking spaces will be provided at the Site.

The Project will have a maximum Floor Area Ratio (FAR) of 8:1:1 in conformance with the Vesting Zone Change request to the C2-2 zone and with the approval of the General Plan Amendment to the "Regional Center Commercial" land use.

REQUESTED PERMITS/APPROVALS:

1. Pursuant to LAMC Section 11.5.6 & Charter Sec. 558, a General Plan Amendment (GPA) to change the Central City North Community Plan land use designation of the Project Site from Heavy Manufacturing to Regional Center Commercial;
2. Pursuant to LAMC Section 12.32Q, a Vesting Zone Change and Height District Change to change the zoning of the Project site from M3-1-RIO to C2-2-RIO;
3. Pursuant to LAMC Section 17.01 et seq., a Vesting Tentative Tract Map No. 74703 for a 12-lot subdivision for merger and re-subdivision with a request for haul route approval;
4. Pursuant to LAMC Section 16.05, Site Plan Review;
5. Pursuant to LAMC Section 12.22.A.25(g)(2), Density Bonus Compliance Review for the provision of 11% Very-Low income affordable housing units with two on-menu incentives (a 35% increase in Floor Area Ratio and a reduced side yard setback of 12 feet in lieu of 14 feet). No density bonus units are requested;
6. Pursuant to LAMC Section 12.24 W.1, Master Conditional Use Permit for on-site and off-site sales and consumption of alcohol;

7. Pursuant to LAMC Section 12.24 W.18, Conditional Use Permit for live entertainment and dancing; and
8. Any other entitlements and permits necessary to construct the Project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics; Air Quality; Cultural Resources; Geology/Soils; Greenhouse Gas Emissions; Hazards/Hazardous Materials; Hydrology/Water Quality; Land Use/Planning; Noise; Population, Housing & Employment; Public Services (Fire, Police, Schools, Recreation & Parks, Libraries); Recreation; Transportation/Traffic; and Utilities/Service Systems (Water, Wastewater, Solid Waste, Energy Demands).

PUBLIC SCOPING MEETING: A public scoping meeting in **an open house format** will be held to receive public comment regarding the scope and content of the environmental analysis to be included in the Draft EIR. City staff, environmental consultants and project representatives will be available, but no formal presentation is scheduled. You may stop by at any time between 5:00 pm and 7:00 pm to view materials, ask questions, and provide comments. The Department of City Planning encourages all interested individuals and organizations to attend this meeting. The location, date, and time of the public scoping meeting for this Project are as follows:

Date: **April 20, 2017**

Time: **5:00 pm to 7:00 pm**
Arrive any time between 5:00 pm and 7:00 pm to speak one-on-one with City staff and Project consultants.

Location: **1129 E. 5th Street**
Los Angeles, CA 90013

The enclosed materials reflect the scope of the project (subject to change). The Department of City Planning welcomes and will consider all written comments regarding potential environmental impacts of the project and issues to be addressed in the EIR. **Written comments must be submitted to this office by 4:00 pm, May 1, 2017.** Written comments will also be accepted at the public scoping meeting described above.

Please direct your responses to:

Mail: William Lamborn
Environmental Analysis Section
Department of City Planning
200 N. Spring Street, Room 750, Los Angeles, CA 90012

Fax: (213) 978-1470

Email: william.lamborn@lacity.org

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. The scoping meeting facility and its parking are wheelchair accessible.

Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon request.

To ensure availability or services, please make your request no later than three working days (72 hours) prior to the scoping meeting by calling Darlene Navarrete at (213) 978-1332.

Como entidad cubierta bajo el Título II del Acto de los Americanos con Desabilidades, la Ciudad de Los Angeles no discrimina. La facilidad donde la junta se llevará a cabo y su estacionamiento son accesibles para sillas de ruedas. Traductores de Lengua de Muestra, dispositivos de oído, u otras ayudas auxiliaries se pueden hacer disponibles si usted las pide en avance. Otros servicios, como traducción de Inglés a otros idiomas, también pueden hacerse disponibles si usted los pide en avance.

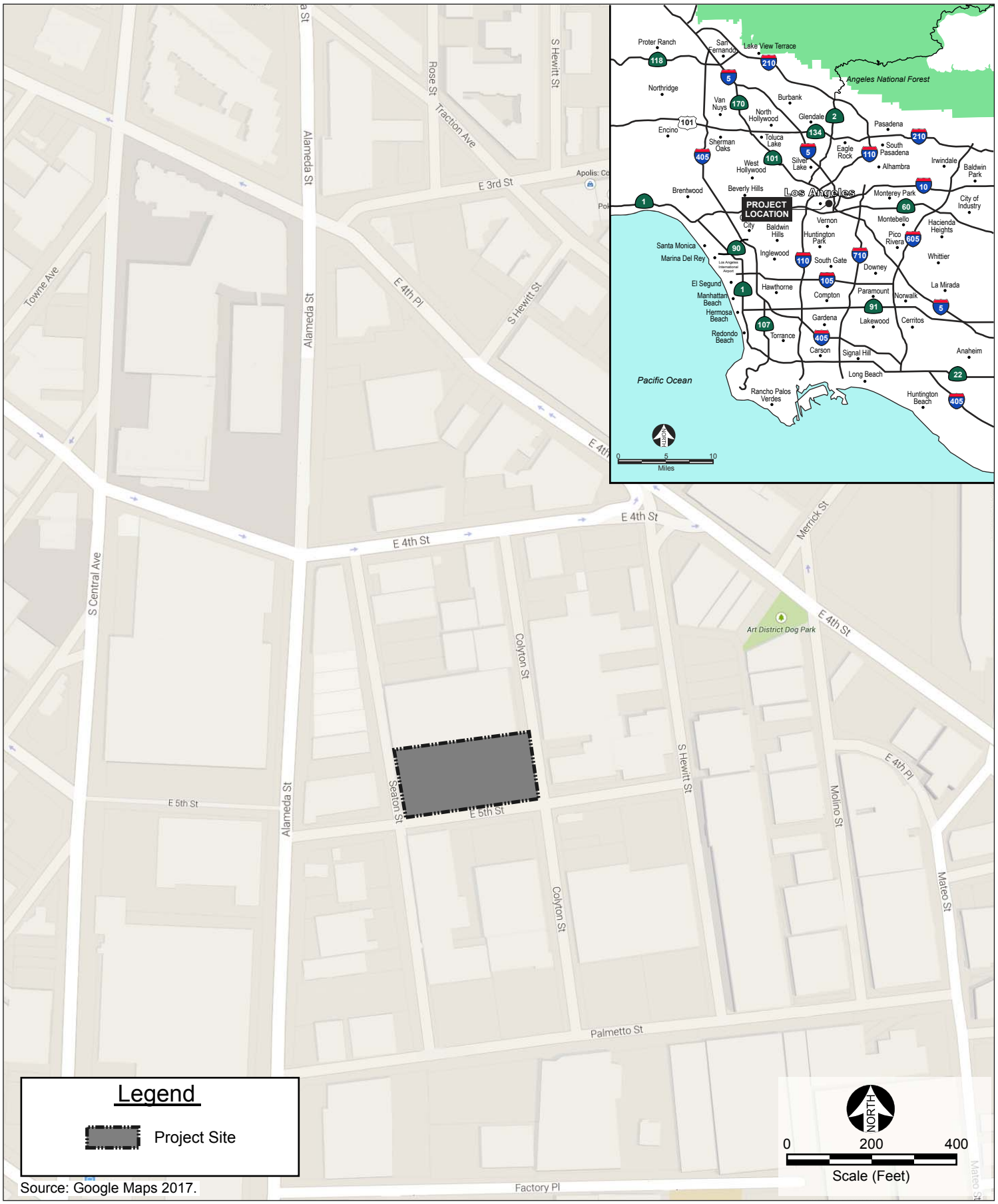
Para asegurar la disponibilidad de éstos servicios, por favor haga su petición al mínimo de tres días (72 horas) antes de la reunión, llamando a Darlene Navarrete a (213) 978-1332.

Vincent P. Bertoni, AICP
Director of City Planning

William Lamborn
Project Coordinator, Major Projects

Enclosures

Figure 1, Vicinity Map
Figure 2, Aerial Map
Figure 3, Proposed Site Plan
Figure 4, Scoping Meeting Location Map
Figure 5, 500-foot Radius Map



Source: Google Maps 2017.

CAJA Environmental Services, LLC

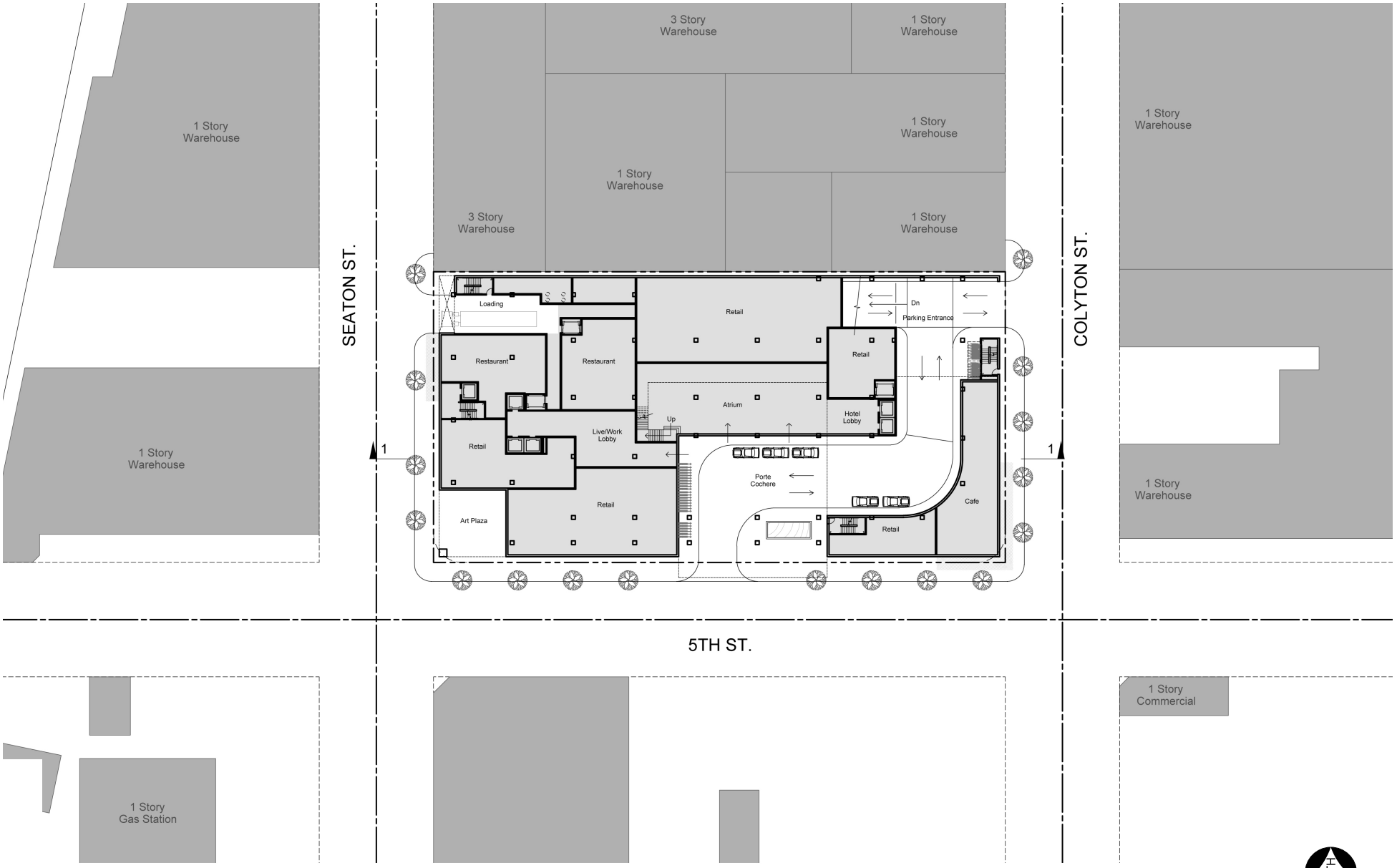
Figure II-1
Project Vicinity Map



Source: Google Maps, 2014.

CAJA Environmental Services, LLC

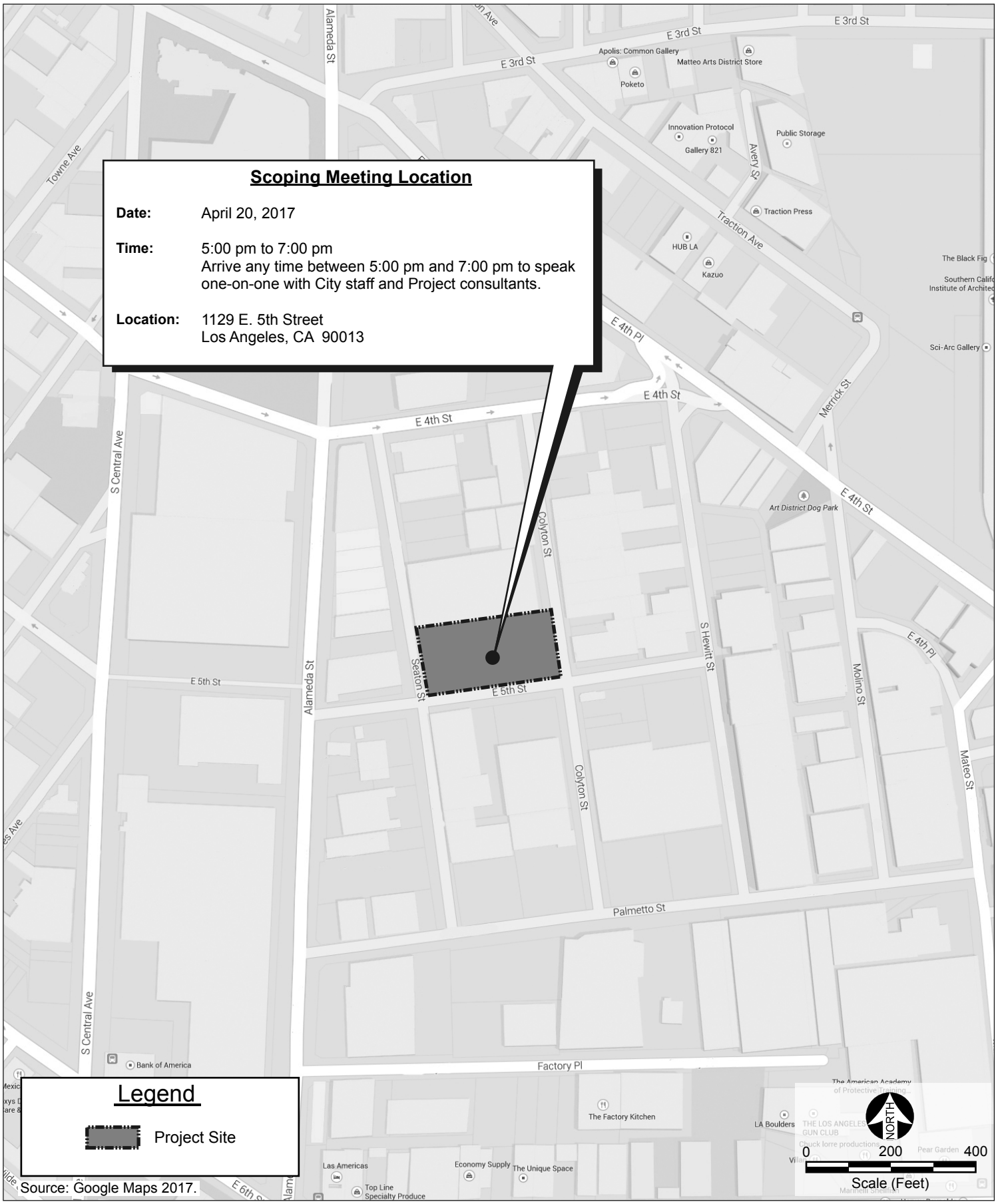
Figure 2
Aerial Map



Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 3
Proposed Site Plan



CAJA Environmental Services, LLC

Figure 4
Scoping Meeting Location Map



LEGAL: LOTS 19-24, BLK. C., F.P. HOWARD AND CO.'S SUBDIVISION, M.R. 12-42.

C.D. 14
C.T. 2060.31
P.A. CENTRAL CITY NORTH

N

GC MAPPING SERVICE, INC. 3055 WEST VALLEY BOULEVARD ALHAMBRA CA 91803 (626) 441-1080 FAX (626) 441-8850	**NOTICE OF PREPARATION**	SITE: 1101 E. 5TH ST. 445-457 COLYTON ST. 450-456 SEATON ST. 1.05 NET AC.	CASE NO. DATE: 11-17-2016 SCALE: 1" = 100' USES FIELD D.M. 127.5 A 215, 126 A 215 T.B. PAGE: 634 GRID: G-5

CAJA Environmental Services, LLC

Figure 5
500-Foot Radius Map

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

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MAY 04 2017
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UNIT

April 27, 2017

Mr. William Lamborn
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Arts District Center
SCH # 2017041012
GTS # LA-2017-00798-NOP
Vic. LA-110/PM 23.015,
LA-101/PM 1.08

Dear Mr. Lamborn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would demolish and remove all existing lot uses. The applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative offices and special events.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743 (https://www.opr.ca.gov/s_sb743.php).

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Currently the freeway condition is operating near or at capacity. This project is in close proximity to the Equity Residential Mixed-Use Project along with other related projects in the area. Please confirm the study locations for the State facilities with Caltrans prior to preparing the Environmental Impact Report (EIR). The City should refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

When preparing the traffic study, please include the following elements:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to freeway segments of I-110, I-10, I-05, and US-101 within 3 miles radius of the project location including any (weaving areas) acceleration/deceleration lanes (The calculated LOS should be validated using PEMS data with verifiable reference), and on/off ramp accesses with peak hour LOS within 1 mile radius of the project including but not limit to the followings:

    a. I-10 EB/WB off-ramps to S Alameda St.,
    b. I-10(I-05) EB/WB off-ramp to E 4th St.,
    c. US-101 NB/SB off-ramp to E 4th St.,
    d. US-101 NB off-ramp to S Alameda St.,
    e. US-101 SB off-ramp to S Los Angeles St (to S. Alameda St.)

2. Caltrans is concerned that additional traffic exiting the freeway may potentially back into the mainline through lanes if the queue exceeds storage capacity on the off ramps. A queuing analysis should be performed using HCM methodology. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor (i.e. 85% of total queue length, etc.). The existing queue length should be calculated from the traffic counts, actual signal timing and the actual percent of truck assignments with an adequate passenger car equivalent factor. The analyzed result may need to be calibrated with actual signal timing when necessary.

3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. Future conditions should include build-out of all projects and any plan-horizon years.

4. Analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

5. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

6. Fair share contributions toward pre-established or future improvements on the State Highway System is considered to be an acceptable form of mitigation. Please use the following ratio when estimating project equitable share responsibility: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guide).

   Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved projects, project that have not yet been approved, and other sources of growth.

Caltrans staff is available to meet with the City and traffic consultant to further discuss the project. We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. If you would like to expedite the review process or receive early feedback from the Caltrans please send a copy of the DEIR directly to our office.

If you have any questions or would like to schedule a meeting, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2017-00798-AL-NOP.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

April 5, 2017

To:
William Lamborn
Environmental Analysis Section
Department of City Planning
200 N Spring Street, Room 750, Los Angeles, CA 90012
FAX: 213-978-1470

From:
Chun Wu Wang
Farmland Imports Inc.
1168 E 5th Street, Los Angeles, CA 90013
TEL: 213-621-2929

RE: Concerns from Neighbor, CASE NO. ENV-2016-4475-EIR

Dear Mr. William Lamborn,

I, Chun Wu Wang, am the property owner of 1168 E. 5TH STREET and I am writing this in regards to a letter I received dated March 31, 2017 titled “NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING”, **CASE NO. ENV-2016-4475-EIR**, about the proposed **Arts District Center Project (ADCP)** (1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013) across the street from my property. My concerns and requests are as follows:

1. The building is probably over 100 years old, its history and legacy should be preserved as is without adulterating the look and feel of the Arts District.
2. If project must commence then the project should maintain a brick facade, to maintain the aesthetics of the surrounding neighborhood.
3. ADCP Project must be able to provide enough parking space to accommodate the proposed 129 live/work condos, 113 room hotels, and 70,000 sqft of retail space. Parking in the area is already an issue in this area and we constantly battle pedestrians trying to park on our premises despite PRIVATE PARKING signs displayed throughout.
4. ADCP build a sidewalk for pedestrians use, the sidewalk should be SET BACK INTO THE ACTUAL PROPERTY BORDERS AND NOT ONTO THE STREETS (as shown on ADCP proposed site plan, pg.8 Figure 3, trees or structures spilling into the streets, 5th St., Colton and Seaton). We run a business with 53’ trucks backing in and out constantly, any encroachment into the 60’ feet wide street will impact my business as well as others in the area as well. Currently, the tenants are already expanded 25’ outside of the property(cars, benches, paint, bike racks, etc.) and into the streets. There is also a lot of illegal double parking already occurring on 5th street causing traffic.

5. Provide a no parking zone in front of our(1168 E 5th Street, Los Angeles CA 90013) entrance gate (south side of 5th street) to allow for easy flow of traffic in and out of our premises.
6. During the construction of this project, I ask that there be **no heavy equipment** (especially during our business hours Monday through Friday 7am-4pm) **on 5th Street**(from Alameda St. through Colyton St.) that will prevent trucks from backing in and out of my property and/or disturb my business.
7. Have ADCP provide a trash can that sits inside the property (NOT OUTSIDE ON THE STREETS) and a loading zone.
8. Once ADCP project is complete, the property **cannot be stripped for their own private parking or remodeled without going to the city first for approval.** As mentioned before, current tenants of 1101 E 5th Street are already claiming space onto 5th street as if that were part of the property enclosure and we have heard disturbing reports of internal construction taking place on interior/exterior of building without proper permits, etc.
9. Have a corner cut off the actual property for the safety of drivers when turning the corner.
10. Add a 4 way stop on the corner of Colyton and 5th as well as on the corner of Seaton and 5th.
11. No catering truck parking on 5th Street, Colyton, and Seaton.

These are just some of the potential problems I could think of regarding the proposal of this new construction. Please consider and respond back to me anytime.

Thanks,

Chun Wu Wang
(213) 621 2929 -work
(213) 422- 0959- cell
1168 E. 5th Street
Los Angeles, CA 90013

---------- Forwarded message ----------
From: **stefanie anderson** <stefanie310@me.com>
Date: Sat, Apr 8, 2017 at 12:38 AM
Subject: against 527 highrise
To: william.lamborn@lacity.org

Hi William,

I'm writing in regards to building plans for a 12 story building at 527 Colyton Street in the arts district of dtla. A number of us in the barker block are unhappy that it will obstruct our view and essentially decreasing our property value in a major way. What can be done to deter this high rise building?

Any info would be greatly appreciated as we will probably have near 500 people against this.

Best Regards,

Stefanie

Stefanie Anderson
323-356-1682
stefanie310@me.com
527 Molino St. #108
Los Angeles, CA 90013

---------- Forwarded message ----------
From: **Fernando Diaz** <fd@d-i-a-z.com>
Date: Sat, Apr 8, 2017 at 12:51 PM
Subject: 5th & Coylton Proposed Building
To: william.lamborn@lacity.org

Good Afternoon Mr. Lamborn,

I am reaching out to you today with my concerns over what I have read and heard regarding a 12 story building proposed on the corners of 5th and Coylton. The Arts District is unique for several reasons, but one important reason is the lack of high rises. Keeping buildings at a max of 6 stories sets us apart from the rest of downtown. It's part of our identity. I hope you hear our voices and consider what buildings like theses will do to the landscape of what residents in the Arts District have loved for several decades. Both owners and renters.
This building has no place here.

Thank you for your time,

- Fernando Diaz, owner since 2008

---------- Forwarded message ----------
From: **Jenn Lloyd** <cellulloyd@gmail.com>
Date: Sun, Apr 9, 2017 at 7:28 PM
Subject: Colyton Arts District development
To: william.lamborn@lacity.org

I'm writing in response to a proposed 12 story development in the LA Arts District on Colyton St. This building must be stopped. It's an eye sore and has no place in the Arts District. It ruins the area, consumes what little parking we have left and obstructs all city views from my building. The proposed building is revolting and ruins the neighborhood.

Sincerely,

Jenn Lloyd

---------- Forwarded message ----------
From: **Marc Gasway** <mgasway@yahoo.com>
Date: Tue, Apr 11, 2017 at 3:41 PM
Subject: Potential property on Colyton
To: william.lamborn@lacity.org

Mr. Lamborn,

I understand you're responsible for the environmental assessment of a potential new 12 story building on Colyton in the DTLA Arts District. I'd like to be counted among the many residents of Barker Block who would be furious if such a structure were to be erected.

The AD has grown rapidly in the past ten years, as new, hip tenants have repurposed the existing structures, breathing new energy into the community. The AD hasn't needed to build *up*; so far, we've gotten a ton of leverage out of building *into*.

But even if one were to counter that the AD could handle taller structures, why on Earth would a city planner want to put the first one *right between a view of downtown and the homes of the largest block of homeowners currently in the neighborhood*??? Lacking complementary structures, this building would stick out like a sore thumb, and the ones who would suffer from its presence the most would be the people who have been bringing in most of the tax revenue to the neighborhood over the last ten years.

As a loyal resident of the AD, I beseech you to nix the project and direct the developers to put their new building somewhere else less disruptive to the current AD.

Marc Gasway
510 S Hewitt #415
Los Angeles, CA 90013
3237470858

---------- Forwarded message ----------
From: **Glendon Palmer** <glendonpalmer1@gmail.com>
Date: Wed, Apr 19, 2017 at 9:09 AM
Subject: ENV-2016-4476-EIR
To: william.lamborn@lacity.org

I am writing as a 7 year resident and owner in the Arts District. I want to voice my opposition to the scale of the proposed development on fifth and Coylton. I am not opposed to development a a whole, but the scope and scale what is being proposed is wildly in contrast to the neighborhood.

Unlike the currently being constructed At Mateo, this proposed development does not take into consideration the character of the Arts District. It would dwarf everything around it. I am all for development and rehabbing existing structures. I myself live in the Barker Block.
In my seven years in the area I have seen the streets go from wide open parking to people now having to circle looking for that one available space. The construction of this building will make traffic and parking virtually impossible. The streets were not designed to handle the traffic that a fully occupied building of this size would create.

It would have been nice if the developers showed the same interest and sensitivity as the At Mateo developers and wanted to work with the community and not against it.

I am not opposed to developing the proposed corners, but would love it for to be in a way that fits the neighborhood organically. I am quite sure that I am not the only person who feels his way.

Glendon Palme

---------- Forwarded message ----------
From: **Michelle Rodriguez** <michelle@lolistudios.com>
Date: Tue, Apr 25, 2017 at 8:50 AM
Subject: Case No. ENV-2016-4476-EIR
To: william.lamborn@lacity.org

Hi,

I live in the Barker Block Complex that is one block away from this proposed development (Case No. ENV-2016-4476-EIR). I am deeply concerned about the impact such a development will have on the neighborhood. The streets and specifically the intersection this development is being built on are already congested, and this amount of occupancy cannot be handled by the current infrastructure. There is also the issue of losing what we have left of historic warehouses that made this neighborhood what it is, plus the height of the building is completely not inline with the current aesthetic of the neighborhood. The At Mateo project nearby is an example of a well done project that fits in the neighborhood and does not disturb the urban ecosystem, the building is not excessively tall, has ample parking and was built with reclaimed materials of old warehouses to fit in with the warehouse style of the neighborhood. This proposed development is another glass block tower that is cookie-cutter and will destroy the design of the neighborhood, and it is obvious foot traffic/parking/auto-traffic were not taken into consideration with this project.

They need to go back to the drawing board and build something that makes sense for the neighborhood.

Thank you for taking the time to read my comments.

Best,

Michelle

~~~~~~~~~~~~~~~~~~

Michelle Rodriguez

805-284-2824
~~~~~~~~~~~~~~~~~~

---------- Forwarded message ----------
From: **BRIAN HAN** <brianh902@gmail.com>
Date: Thu, Apr 27, 2017 at 10:37 PM
Subject: CASE NO. ENV-2016-4475-EIR
To: william.lamborn@lacity.org

Dear City of Los Angeles Planning Department,

District 14

This email is in regards to Project Name Arts District Center. I am opposed to this project.

I live at Barker Block. This proposed project directly affects living environments for Barker Block residents in such a horrible way that I can't even describe in words. This project will destroy Arts District forever. This project will bring disaster to Arts District as Hollywood got destroyed by greedy developers.

I demand City of Los Angeles Planning Department to reject this project forever in Arts District.
Amongst many reasons; I noted few below to oppose this project.

1. Zoning changes which only benefits Developers. Zoning must be enforced to over development without infrastructure. Arts District is overly developed in recent years. Traffic, parking, air pollution, heavy people traffic, underdeveloped city streets are few reasons must be addressed for zoning changes.

2. Arts District cannot sustain big project such as this. Proposed 12 stories will remap the area. Construction cannot be allowed at the expense of current residents.

3. Question leadership of District 14 Councilmember. Councilmen mr. Jose Huizar of District 14 must address horrible impact this project will bring to Arts District living and working environment. Current City Streets and Infrastructure cannot hold this kind of project. City Planning must reject this project and any further zoning change development requests from greedy real estate developers and current owner of the project. Arts District just cannot sustain this project. This kind of request should have been rejected by the leaders of District 14. Developers do not live or work in Arts District. We do.

4. Environmental factors affected. Aesthetics, Worse Air Quality, Gas Emissions, not enough Public Services to name few. This will be devastating to current residents.

5. Arts District does NOT want disaster that happened to Hollywood. We all know what this means.

6. Arts District will NOT tolerate same corrupt City Hall practice allowing developers to ignore the law to fit their projects.

7. District 14 and City of Los Angeles Planning Department must build Public Trust.

Above are few reasons why I am strongly opposing this project.
Please do contact me for any updates and support from District 14 residents.

Thank you.

Brian Han
Barker Block Resident
530 S. Hewitt St. #443 Los Angeles, CA 90058
This e-mail is intended for exclusive use of individual(s) named above.

---------- Forwarded message ----------
From: **sharon tomlin** <mrsnims@yahoo.com>
Date: Fri, Apr 28, 2017 at 12:48 AM
Subject: objections to "Arts District Center" CASE NO: ENV-2016-4476-EIR
To: William.lamborn@lacity.org

Sharon Tomlin
1201 East 5th Street,
Ste A,
Los Angeles, CA 90013
mrsnimst@gmail.com

April 27 2017

Mr. William Lamborn
Environmental Analysis Section Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012
William.lamborn@lacity.org

Dear Mr. Lamborn:

I am writing to express my strong objections to the proposed 12 story "Arts District Center" redevelopment of 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013. CASE NO: ENV-2016-4476-EIR

I live directly opposite the proposed site at 1201 East 5th St. I have lived in the Arts District for 15 years.

This building is far too tall, overpopulated and overbuilt to be in keeping with the ascetic and nature of our neighborhood. There are no residential or manufacturing buildings this tall in the surrounding areas for many good reasons.

I was one of the volunteers who created the Arts District Dog Park, I dug trenches to plumb in the water fountain. The ground we all live on around here is pure and deep sand! Not only that, but we live on a flood plain, even with the limited rains we have, we have to have sand bags at our doors. Digging down to create a 5 story parking lot is madness! It will flood!

After the 1987 Earthquake many of the buildings around here had to undergo serious retrofitting including 445-457 South Colyton Street, I do not feel it is safe to build so high. Not only that, but sound and vibration carries through the sandy soil, we feel the loud vibrations from the demolition of the 6th street bridge, having this magnitude of a construction site right across the

street will be extremely harsh for us. Please, I beg you, make the project much smaller! With the dust and pollution it will create we will suffer greatly, emotionally and physically.

Our sewer drains struggle to manage the very small population that exists here. We have many, many problems due to the narrowness of the city sewer lines. They will have to be completely overhauled to cope with this giant population leap, otherwise buildings at street level will be flooded with human excrement.

I saw that there was a proposed sidewalk of 10'. This would mean we would be down to single lane traffic, if there is to be street parking. It is already very hard to pull out onto Alameda and East 4th Street during rush hour. With the new mall on Palmetto Street there will be a huge increase in traffic, getting in, out and around the neighborhood will be a nightmare! Where will everyone park? We have no street parking right now during the day, this is going to get so much worse! There are so many new residential buildings popping up around here and a quick Google search showed me that many believe the amount of traffic and its flow has been deliberately disregarded by city officials in order to appease the developers. I hope this is not true.

The owner of 445-457 South Colyton Street has already stolen parking from all other residents by putting up illegal no parking signs all around his property. When we report it to the city no one cares! How is this man so above the law? When we have tried to negotiate with him and his staff my neighbors and I have been met with verbal abuse, this man does not care AT ALL about this neighborhood! It makes me sick to hear him and his associates claim otherwise. His motives are pure greed.

If a building of this height was proposed in any other local neighborhood, Boyle Heights, Echo Park, Los Feliz etc there would be hundreds of people protesting it. Because we are sparsely populated, so far, there are few to express their objections. This doesn't make it OK!
The property owner is bragging to us that the Mayors Office has already signed off on the project and that there is nothing we can do to stop it!? How can this be true!? Is there really such a despicable level of corruption?

Other neighborhoods in LA that have undergone gentrification, have done so over tens of years, the Arts District it seems, will undergo an almost overnight transformation where huge apartment buildings will be built on the many vacant or demolished lots. Surely this cannot be a logical, sustainable or intelligent approach?

I can now count the number of residential artist, like myself, left in the Arts District on two hands. The fact that this neighborhood is still called the "Arts District" is a joke to many. A few painted walls is our main claim to this status now. The artists have been forced out and yet their spirit is being used to sell real estate.

When I first moved here we cleaned streets ourselves, we had a neighborhood watch and would take care of our own security when necessary. Then we were forced to pay for a private company to do street cleaning and security we didn't want, or need. Like everyone else in the US, our taxes should pay for services like this but somehow we have to pay extra to make our neighborhood

look suitably safe and sterilized, just so others can make major profit from it? The price of rent has quadrupled, property is no longer affordable. Will this current population boom mean the city will start taking care of our streets and improve the infrastructure? Can we loose the private contractors?

I will loose all daylight to my studio if this project goes ahead, you cannot know how truly depressed this makes me. Will the city ever truly acknowledge that the people that made this neighborhood desirable are being bullied, extorted and pushed out? Will local artists ever get a newly rezoned “Artist In Residence" neighborhood so we can live and work in our city? There are no more affordable legally zoned spaces in LA for artists to live and work, every one has been taken over and gentrified. It is not fair at all.

Please scale down this project considerably so it is in keeping with the neighborhood, complies to EXISTING city height zoning and does not ruin our lives and the Arts District completely.

Yours Sincerely

Sharon Tomlin
213 948 6813

---------- Forwarded message ----------
From: **Lynxwiler** <lynxwiler@aol.com>
Date: Sun, Apr 30, 2017 at 2:08 PM
Subject: Case #ENV-2016-4475-EIR, Arts District Center
To: william.lamborn@lacity.org
Cc: Clare.Eberle@lacity.org, Kevin.Ocubillo@lacity.org, Ari.Simon@lacity.org, mvavala@laconservancy.org

Dear Mr. Lamborn:

I'm writing this note in opposition to the proposed Arts District high-rise titled Arts District Center, #ENV-2016-4475-EIR. As a neighbor to the site, I am concerned over parking, congestion, population, and aesthetics.

• The height of the building at 12 stories is ridiculously out of place in a neighborhood of early-twentieth century one and two-story warehouses.
• Demolishing the existing warehouses diminishes the cultural and aesthetic value of the Arts District itself which is identified by its low-rise, one and two-story warehouses, many of which are over one-hundred years old.
• The neighborhood cannot support the infrastructure required of this enormous condo, hotel, and parking complex. The Arts District neighborhood surrounding the site at 5th Street, Seaton, and Colyton, has back-alley like streets which are narrow and unaccommodating to the proposed 129 condos, 113 hotel rooms, three restaurants, and five retail shops.
• The neighborhood does not have the infrastructure to support the transit/traffic of the 539 cars expected to be parking on the property daily, plus the additional parking expected from the three restaurants and five retail shops and the hotel and condo visitors.

Please accept the letter of opposition to this Arts District project and keep me posted to the future plans for the site.

Sincerely,
Eric Lynxwiler
510 S. Hewitt Street #303
Los Angeles, CA 90013

cc: Claire Eberle, Kevin Ocubillo, Ari Simon — City of Los Angeles
Marcello Vavala, Los Angeles Conservancy

---------- Forwarded message ----------
From: **EVE SHEEDY** <esheedy@earthlink.net>
Date: Mon, May 1, 2017 at 8:32 AM
Subject: 12 story building on Coylton/ENV-2016-4475-EIR
To: william.lamborn@lacity.org

We are writing to object to the planned 12 story building in the Arts District on Coylton. We live in Barker Block and have lived here for 7 years. The neighborhood is developing and builders have generally made an effort to incorporate the feel and design of the neighborhood into new structures (e.g. At Mateo). This proposal is in complete opposition to that. Not only will create an eyesore, it will act to destroy the existing developments and feel of the neighborhood. This small area can not handle the additional traffic, noise or population that will result from this proposal. Additionally it will block the entire view from La Kretz, Barker Block, At Mateo (, and every other structure that is east of the project. We simply can not sustain this type of growth here. We have developed a strong neighborhood feel and this will destroy it. There are no other buildings even near this height in this neighborhood. Please insure that our neighborhood is not ruined by developers who are focused on their own perspectives without taking into account those already living here. We, and many others in the Barker Block community, are strongly opposed to this project. Thank you.

Eve & Christopher Sheedy
530 S. Hewitt St. #353
Los Angeles, CA 90013

---------- Forwarded message ----------
From: **Jim Greco** <jamescgrecojr@gmail.com>
Date: Mon, May 1, 2017 at 3:03 PM
Subject: env-2016-4475-EIR Arts District Center
To: william.lamborn@lacity.org

Hello William,
This is James C. Greco jr , owner of Baker block unit #551 located 530, s hewitt st , la ,ca 90013.
I strongly object to the scale of this project for several reasons:

It substantially hurts the equity in my property by taking a large portion of my view away, it will create tons of dust and hurt the air qualiy also create congestion in the area.

these things listed may also be effected :
Cultural Resources; Geology/Soils; Greenhouse Gas Emissions; Hazards/Hazardous Materials; Hydrology/Water Quality; Land Use/Planning; Noise; Population, Housing & Employment; Public Services (Fire, Police, Schools, Recreation & Parks, Libraries); Recreation; Transportation/Traffic; and Utilities/Service Systems (Water, Wastewater, Solid Waste, Energy Demands).

It would be great if the developers would compromise on the scale of the project, perhaps something half the height?

Thanks for considering my thoughts.
Best regards,
-James

---------- Forwarded message ----------
From: **Alyse Emdur** <a.emdur@gmail.com>
Date: Mon, May 1, 2017 at 3:57 PM
Subject: ENV-2016-4475-EIR, Arts District Center
To: william.lamborn@lacity.org, Michael Parker <routesandmethods@gmail.com>

COMMENTS FOR ENV-2016-4475-EIR, Arts District Center

May 1, 2017

Dear William Lamborn,

I have been a resident at the building 454 Seaton Street, that is under review for a massive 12-story project teardown, since August 15, 2001.

I am strongly against this development for the following reasons:

1.) The proposed design clashes with the artist history of the neighborhood.

2.) The height and lack of cultural vision of the building is absurd in relationship to everything around it.

3.) The project's mission as the Arts District Center, has no information about how it will support art and artists. There has been zero outreach to the artists who have lived and worked in this neighborhood.

4.) Under Capital KCS stewardship of this building, my neighbors and the few long time tenants remaining have endured years of harassment by Capital KCS. To name a few- everything we owned was covered in dust on 3 separate occasions due to sandblasting with zero notice or health and safety precautions, a worker fell through our ceiling onto my roommates bed during illegal construction, we had to immediately evacuate due to fumes from spray sealing the ceiling below without ventilation or prior notice of work. This building was one of the first buildings ever occupied by artists in the Arts District, since 1979. Since Capital KCS has been managing the building, they have been doing everything they can to harass, price-out, and evict artists, and zero to support art in the Arts District.

5.)The sewer and plumbing of the building for the new development would be funded by taxpayers. Why do I say this? Because under the stewardship of Capital KCS, a single permit has been applied for or paid for for hundreds of thousands of dollars of illegal renovations and construction over these past nine years. The lack of paying for permits is fraud to taxpayers and is fraud to our city. Capital KCS and their illegal construction does not bode well for playing by the rules of being a massive building owner. It would be incredibly irresponsible for our City to support a developer who has a 9-year history of harassing artist tenants with illegal construction. The proposed development would do great harm to the history and future of the Arts District.

6.) In addition, the cold storage warehouse known as Farmland Imports directly across the street from this proposed massive building will shut my friends and neighbors' business down. Everyday I watch as 18 wheelers struggle to turn into the Farmland Imports loading zone since Capital KCS took over the street with illegal reserved parking signs on the publicly zoned street parking, and regular outdoor events on the street that

is needed to keep the Farmland Imports business running. Additionally all of the piping and plumbing is the oldest in Los Angeles in our streets there are massive mosquito clouds because of the very old plumbing. Which means that part of the EIR remediation plan will be to create new plumbing into fifth Street and under fifth Street which will also put farmland imports out of business during those times.

The 5000 square-foot (AIR) artist studios and living space that I share with my wife and four other artists, has been featured in the premiere episode of KCET's Art Bound. This building has facilitated public artworks commissioned by the City of Los Angeles. I have gotten commissions from LA CIty's Dept of Cultural Affairs on two occasions: one at LAPD's SID Tech Lab, one in the inaugural Los Angeles public art biennial known as Current LA. I was the first artist to use and envision the Bowtie Project, which is owned by the California State Park in cooperation with the City of Los Angeles as the city's premier urban riverside park. I built a 137-foot long obelisk sculpture in the ground known as The Unfinished.

As the Arts District is gaining national and international acclaim, this type of insensitive and irresponsible proposed development would put a stain on the branding of the Arts District. Since Capital KCS bought 454 Seaton Street in the Arts District, I have witnessed my artist community priced out by Capital KCS. Most of my neighbors are no longer artists, but rather small businesses including AirBNB. The notion that Capital KCS and this proposed development have any interest in supporting art, artists, and community is a complete sham. If proposals like this are realized and the last remaining artists like my wife, four studio mates, and myself are forced out of our Artists In Residence units (our homes and studios) with no more affordable Artists In Residence options to keep the Arts District an actual artist neighborhood, I propose that the City change the neighborhood name from the Arts District to the Luxury District, which would be a much closer description for what seems to be happening here.

If you have any questions, please do not hesitate to reach out.

With deep appreciation, Sincerely,

Michael Parker
Founder of the Artists Loft Museum of Los Angeles
Lecturer at California State University Long Beach. Recipient of Mayor Eric Garcetti's 2016 Award of Recognition, California Community Foundation 2015 Emerging Artist Fellow, and Recipient of the California Center for Innovation Grant

---------- Forwarded message ----------
From: **Michael Parker** <routesandmethods@gmail.com>
Date: Mon, May 1, 2017 at 3:59 PM
Subject: Re: ENV-2016-4475-EIR, Arts District Center
To: Alyse Emdur <a.emdur@gmail.com>
Cc: william.lamborn@lacity.org

Thank you Alyse for sending this. Mr. Lamborn, my wife, myself and my roommates are STRONGLY against this development.

---------- Forwarded message ----------
From: **Alyse Emdur** <a.emdur@gmail.com>
Date: Mon, May 1, 2017 at 4:00 PM
Subject: Re: ENV-2016-4475-EIR, Arts District Center
To: william.lamborn@lacity.org, Michael Parker <routesandmethods@gmail.com>

Dear William Lamborn,

I forgot to include my contact info incase you would like to reach me for further comments. My cell is 310-753-7740. Email is routesandmethods@gmail.com or a.emdur@gmail.com

All best,
Michael Parker

---------- Forwarded message ----------
From: **Claude Kent** <indrevolution@sbcglobal.net>
Date: Thu, May 4, 2017 at 1:52 PM
Subject: EIR Issues for Future Development in the Arts District
To: "william.lamborn@lacity.org" <william.lamborn@lacity.org>

Hello Mr. Lamborn,

Here is a second letter we want to submit. It is not about the project across the street specifically. It is about our neighborhood in general. I am attaching it as well as putting it in the body of this email.

Thank you,
Nancy Kent

Nancy and Claude Kent
442 Colyton St.
Los Angeles, CA 90013
213 210-6372
indrevolution@sbcglobal.net
April 26, 2017

Mr. William Lamborn
Environmental Analysis Section
Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012
William.lamborn!@acity.org
Re: General Plan for the Artist District

Dear Mr. Lamborn:

Since we sent our letter to you about the project on Colyton, Fifth, and Seaton, Streets, we have become aware of a much larger problem that involves the whole of our Arts District. We understand that there are at least 20 projects going through the planning and permitting process for our neighborhood.

At the same time, there is a general plan being formulated to look at new projects and evaluate them in regards to the effect they will have on this community. During this process, apparently many projects, that should be evaluated, are being pushed through to avoid that scrutiny. Before you know it, there will be no need for such a plan. It will be too late.

Individual projects need to be considered as part of a whole. It is the cumulative size of all these developments that counts. Each developer is myopic. They only see their project and feel it is their right to maximize their investment. They have no real vested interest in our community and will be gone when their work is done.

Our neighborhood's growth is at a tipping point where our infrastructure is concerned. We have many issues that need to be addressed before we add more stress on our already fragile systems.

Moving through our neighborhood is very difficult. The streets were designed for limited traffic and, they are impassable at most times during the day. The One Santa Fe Project got the city to downgrade Santa Fe Street, and they were allowed to move their project right up to the edge of the street, reducing the lanes, and taking away lots of parking. Santa Fe was always a busy thoroughfare for the neighborhood. There was a constant stream of UPS trucks, and it was our major way of egress to the North and East. Now we can't use that street and getting out of the Arts District is very hard.

The neighborhood has very few legal parking spaces. With the influx of people to projects that were allowed to provide less parking than was required in the past, cars are parked everywhere. They are blocking access to our buildings and even our doors.

The traffic and the parking are a hazard to the health and well being of our residents and visitors. Fire trucks and ambulances are impeded in their attempt to get to their destinations quickly. Some streets are impassable between the parking and the businesses still trying to carry on. That ambulance on its way to a heart attack victim does not have the time to wait to find the owner of a car blocking the roadway so it can be moved out of the way.

The quality of life that everyone has come to expect will degrade with every over scale project. So will the property values that attracted these for profit developments. The developers will have moved on to the next Arts District and left us all, including buyers of the very properties they developed, to pick up the pieces.

The community plan needs to be addressed before any more permits are granted. Please consider the Arts District as a neighborhood, not a prize to be divided.

Thank you,

Claude and Nancy Kent

Nancy and Claude Kent
442 Colyton St.
Los Angeles, CA 90013
213 210-6372
indrevolution@sbcglobal.net
April 26, 2017

Mr. William Lamborn
Environmental Analysis Section
Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012
William.lamborn!@acity.org
Re: Case #ENV-2016-4475-EIR

Dear Mr. Lamborn:

We had a chance to speak with you at the Scoping Meeting last week. I am sure we seemed very angry. We wanted to maintain a certain amount of reserve to make our points in a civil manner, but when you are very invested in a neighborhood that is threatened to this extent, it is hard.

As we told you, we own 2 properties on 3 city lots directly East of the proposed project on the corner of Fifth and Colyton Streets. We have 2 buildings with parking on those 3 lots zoned as artists and residence. We have been here since 1980 in one of the buildings and we have 4 units in the building next door. Our 3 lots totally approximately 22,000 sq. ft. and they roughly total one half of the square footage for which this development is planned.

The first issue we have with the project is the serious overbuilding of the property. It is just too high and too dense for the neighborhood, and out of scale with everything else built anywhere in the Artist District. Six stories seems to be the high end of the norm and to double that will absolutely destroy our quality of life and light here.

The next issue is the five floors of underground parking. Obviously the serious overbuilding of the lot necessitates a ridiculously deep parking garage to provide the required parking for such a project. The neighborhood is on a flood plain of the LA River. We had a storage tank removed from our property on the corner when we bought it. The excavator couldn't believe the sandy beach he found at the very shallow level of the old fuel tank. Seismically that can't bode well for such a deep excavation. What sort of foundations will they have to pour to insure structural stability? This neighborhood was badly damaged in the Whittier Quake

of 1987 because it is directly on that fault line. Many buildings 2 stories or taller that hadn't been updated had significant wall loss.

The third issue is the drainage and sewage system under these old streets. We have been on the edge of flooding many times when we actually had a rainy season. In 2009, Colyton was repaved and a new sewer drain was installed in front of our building. When they excavated for the drain, I had the opportunity to go down the hole and observe the situation. The main sewer line is a 10 or 12-inch diameter ceramic pipe probably installed in 1920 when most of this area was developed. The sludge build up had cut the pipe's capacity to less than half. The fellows doing the work joked that it would have been much smarter to just put a new man hole cover on the drain because the new drain fed into such a useless system. A project of that square footage is not feasible with the existing sewers.

The fourth issue is access for the existing businesses in regards to the congestion from that much square footage. As things are now, the food storage business can't get his trucks into his lot because of the parking around the existing building on the proposed site. The existing building has perpendicular parking around the building, as well as trees, tables, benches and other personal items positioned on the public right of way taking up some of that parking. The owner of the proposed project feels that he owns the public street around his building, and to make matters worse, on parking spots that are still available, which are for all to use, he has posted private parking signs. Although it is not legal for him to have done this, people don't know that and try to obey his version of the law. This puts the burden of accommodating the people who come to the area on all of us adjacent to his property.

The traffic here has increased exponentially and the new businesses bringing the people are on very low-density parcels. A development that is so out of proportion to the surrounding neighborhood will swallow it up?

They say that zoning requires 10 feet of sidewalk around the perimeter. What will Colyton Street measure in width when that sidewalk is in, with parallel parking on both sides, and possibly a 10-foot sidewalk on our side too? Will there even be room enough for 2 lanes of traffic?

When the artists came to this area, they were keenly aware that they had to share with the various types of businesses that had been making their living here for the better part of a century. We were accepted, and slowly the area was revitalized by the symbiosis of the new residents, businesses, and city government. Development thus far has been thoughtful and in good taste reviving the broken bones of a once dead zone.

This project is destructive in every way. It is about one developer wanting more than his piece of the pie. The charm that has brought developers here will be gone, and we won't be able to reclaim it. It needs to be seriously scaled back to be an asset not a destroyer of the neighborhood.

Thank you,

Claude and Nancy Kent

Nancy and Claude Kent
442 Colyton St.
Los Angeles, CA 90013
213 210-6372
indrevolution@sbcglobal.net
April 26, 2017

Mr. William Lamborn
Environmental Analysis Section
Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012
William.lamborn!@acity.org
Re: General Plan for the Artist District

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At the same time, there is a general plan being formulated to look at new projects and evaluate them in regards to the effect they will have on this community. During this process, apparently many projects, that should be evaluated, are being pushed through to avoid that scrutiny. Before you know it, there will be no need for such a plan. It will be too late.

Individual projects need to be considered as part of a whole. It is the cumulative size of all these developments that counts. Each developer is myopic. They only see their project and feel it is their right to maximize their investment. They have no real vested interest in our community and will be gone when their work is done.

Our neighborhood's growth is at a tipping point where our infrastructure is concerned. We have many issues that need to be addressed before we add more stress on our already fragile systems.

Moving through our neighborhood is very difficult. The streets were designed for limited traffic and, they are impassable at most times during the day. The One Santa Fe Project got the city to downgrade Santa Fe Street, and they were allowed to move their project right up to the edge of the street, reducing the lanes, and taking away lots of parking. Santa Fe was always a busy

thoroughfare for the neighborhood. There was a constant stream of UPS trucks, and it was our major way of egress to the North and East. Now we can't use that street and getting out of the Arts District is very hard.

The neighborhood has very few legal parking spaces. With the influx of people to projects that were allowed to provide less parking than was required in the past, cars are parked everywhere. They are blocking access to our buildings and even our doors.

The traffic and the parking are a hazard to the health and well being of our residents and visitors. Fire trucks and ambulances are impeded in their attempt to get to their destinations quickly. Some streets are impassable between the parking and the businesses still trying to carry on. That ambulance on its way to a heart attack victim does not have the time to wait to find the owner of a car blocking the roadway so it can be moved out of the way.

The quality of life that everyone has come to expect will degrade with every over scale project. So will the property values that attracted these for profit developments. The developers will have moved on to the next Arts District and left us all, including buyers of the very properties they developed, to pick up the pieces.

The community plan needs to be addressed before any more permits are granted. Please consider the Arts District as a neighborhood, not a prize to be divided.

Thank you,

Claude and Nancy Kent

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

May 1, 2017

Submitted electronically
William Lamborn
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012
Email: william.lamborn@lacity.org

Re: Notice of Preparation for Arts District Center Project, ENV-2016-4476-EIR

Dear Mr. Lamborn,

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Arts District Center project. The project proposes the redevelopment of an existing industrial property at 1129 E. 5th Street with a twelve-story mixed use project. The project site is located within a district eligible for listing in the National Register of Historic Places and contains a contributing property. The existing structure would be demolished as part of the proposed project.

The Conservancy is not opposed to new development in the Arts District, including in the identified historic district, but we have ongoing concerns over the cumulative impacts of the proposed demolition of contributors and influx of new construction on the district's continued eligibility as an historic district. In addition, we have questions about the proposed project's compatibility with the neighborhood's historic character, namely its height and scale. Taken together, we believe these issues could result in significant adverse impacts to the historic district, and they should be fully examined as part of the Draft EIR. Viable preservation alternatives for the existing building should be evaluated as part of the environmental review process.

I. Project site contains a contributing structure to a National Register-eligible historic district

Constructed c. 1915, the two-story brick building at 1129 E. 5th Street is an excellent example of a low-rise industrial structure in the Arts District, possessing key character-defining features and architectural articulations. The modular building is largely utilitarian and spans the length of E. 5th Street between Seaton and Colyton Streets. The primary, south-facing elevation is broken into thirteen bays, appearing at largely regular intervals. The eastern elevation features three bays, and the western features six. Wood-framed windows punctuate the second story on all three elevations. Typical of industrial structures in the neighborhood, the building displays minimal ornamentation. A brick stringcourse divides the first and second stories, and there is some articulation of the brickwork along the parapet.

In 2016, 1129 E. 5th Street was identified as a contributor to the potential Los Angeles Industrial Historic District as part of SurveyLA, the City of Los Angeles' comprehensive citywide historic resources survey. The preliminary draft of the survey report for the Central City North Community Plan Area found that the district was eligible for listing in the National Register, the California Register of Historical Resources, and as a Los Angeles Historic-Cultural Monument. The report also reveals that this particular district has a lower percentage of contributing properties than is typical of other districts. Therefore any proposed demolition of contributors and new construction of this magnitude will have a significant impact on the eligibility of both the contributor and the district as a whole.

II. California Environmental Quality Act

Given the fragility of the identified Los Angeles Industrial Historic District, the City and project applicant should demonstrate a good faith effort to identify feasible preservation alternatives that would rehabilitate and incorporate the existing building into the proposed development, rather than demolish it. Though not individually eligible for designation, the building at 1129 E. 5th Street helps anchor the historic district and is representative of early twentieth century industrial development west of the Los Angeles River.

Furthermore, any project of this height and scale could have a significant impact on the district's historic setting, which could jeopardize its continued eligibility for the National Register. At twelve stories, the proposed height, in particular, represents a stark departure from the project site's existing context. The forthcoming Draft EIR should evaluate the potential impacts of the proposed project on the existing structure as well as the identified district as a whole in order to ensure compatibility with the neighborhood's historic industrial character.

A key policy under the California Environmental Quality Act (CEQA) 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] To this end, CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."[2]

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.[3] CEQA Guidelines require a range of alternatives to be considered in the EIR that would feasibly attain most of the basic project objectives but would avoid or "substantially lessen" the project's significant adverse environmental effects. The lead agency cannot merely adopt a statement of overriding considerations and approve a project with significant impacts; it must first adopt feasible alternatives and mitigation measures.[4]

To avoid the loss of a district contributor, the Draft EIR should evaluate a range of scenarios that adaptively reuse the existing building and incorporate it into the new development. Given current development pressures in the Arts District, the Conservancy is concerned about setting harmful precedents for new construction in the identified historic district, which could result in a tide of incompatible new development and the erosion of its National Register eligibility. The proposed Arts District Center project – and any future projects – should follow a rigorous environmental review process to ensure meaningful study of viable preservation alternatives and the continued eligibility of the district. This evaluation should also look at the proposed project in its larger context and assess cumulative impacts to historic resources.

In addition, we believe that the proposed project represents a clear opportunity to explore alternative tools for preserving low-rise buildings in the Arts District, including Transfer of Development Rights (TDR) and Transfer of Floor Area (TFAR). These economic incentives are a crucial means of directing incompatible development away from historic resources while allowing for density in more appropriate locations.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 6,500 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

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[1] Public Resources Code §21001 (b), (c).
[2] *Sierra Club v. Gilroy City Council* (1990) 222 Cal. App.3d 30, 41; *also see* PRC §§ 21002, 21002.1.
[3] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.
[4] PRC §§ 21081; Friends of Sierra Madre v. City of Sierra Madre (2001) 25 Cal.4th 165, 185.



Thank you for the opportunity to comment on the proposed Arts District Center Project. If you have any questions, please do not hesitate to contact me at 213-430-4203 or afine@laconservancy.org.

Sincerely,



Adrian Scott Fine
Director of Advocacy

cc: Los Angeles City Councilmember José Huizar (District 14)
Ken Bernstein, Office of Historic Resources

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: June 13, 2017

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: William Lamborn, City Planning Associate
Department of City Planning

RECEIVED
CITY OF LOS ANGELES
JUN 16 2017
MAJOR PROJECTS
UNIT

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

SUBJECT: **ARTS DISTRICT CENTER – NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING**

This is in response to your March 31, 2017 letter requesting a review of your proposed mixed-use project located at 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013. The proposed project will demolish an existing commercial building and the new project will consist of condominium units, retail space, restaurant space, and art galleries. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA 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. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Commercial Use	50 GPD/1,000 SQ. FT	91,000 SQ. FT	(4,550)
Proposed			
Residential: Condo- 1 BDRM	110 GPD/DU	90 UNITS	9,900
Residential: Condo- 2 BDRM	150 GPD/DU	34 UNITS	5,100
Retail	25 GPD/1000 SQ.FT	26,979 SQ.FT	674
Restaurant	300 GPD/1000 SQ.FT	31,719 SQ.FT	9,516
Art Gallery	50 GPD/1000 SQ.FT	10,341 SQ.FT	517
Artist CoLab	50 GPD/1000 SQ.FT	3,430 SQ.FT	172
Total			**21,329**

File Location: \Div Files\SCAR\CEQA Review\FINAL CEQA Response LTRs\Final Draft\ Arts District Center – NOP EIR and Public Scoping Meeting.doc

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Colyton Street. The sewage from the existing 8-inch line feeds into a 22-inch line on Alameda Street before discharging into a 40-inch sewer line on Alameda Street. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Colyton St	*	296,794 GPD
12	Palmetto St	37	740,652 GPD
15	Palmetto St	24	969,149 GPD
22	Alameda St	39	3.09 MGD
40	Alameda St	22	13.52 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. 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 Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA 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 Stormwater Low Impact Development (LID) requirements. The projects that are subject to 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 LID 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 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 disturb 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 Floor, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted

and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

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.

CD/AP:yv

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
LA Sanitation
City of Los Angeles

Figure 1
Arts District Center
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
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West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

April 6, 2017

William Lamborn
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

sent via e-mail:
william.lamborn@lacity.org

RE: SCH# 2017041012; Arts District Center Project, Notice of Preparation for Draft Environmental Impact Report, Los Angeles County, California

Dear Mr. Lamborn:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    - **a.** A brief description of the project.
    - **b.** The lead agency contact information.
    - **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).

d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:
    i. Planning and construction to avoid the resources and protect the cultural and natural context.
    ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    i. Protecting the cultural character and integrity of the resource.
    ii. Protecting the traditional use of the resource.
    iii. Protecting the confidentiality of the resource.
c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason,

we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: April 20, 2017

william.lamborn@lacity.org
William Lamborn, Environmental Analysis Section
City of Los Angeles – Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Notice of Preparation of Environmental Impact Report for the Arts District Center (Case No.: ENV-2016-4475-EIR)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Environmental Impact Report (EIR). Please send SCAQMD a copy of the EIR upon its completion. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting 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. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs 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 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/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant sources related to the proposed 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, such as sources that generate or attract vehicular trips, should be included in the analysis.

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 at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at: 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.

Mitigation Measures

In the event that the proposed 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 these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 AQMP available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines § 15126.6 (d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

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 at the SCAQMD's webpage (http://www.aqmd.gov).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170404-01
Control Number

Arts District Center Project
NOP Scoping Meeting
April 20, 2017

CASE NO. ENV-2016-4476-EIR

Sign-In Sheet

Please provide your name, affiliation (if any), and a contact address or e-mail if you would like to be notified of future updates concerning this project.

Name/Affiliation	Address or E-mail
Cassie Kelle / neighbor	Cassie Kelle@youngsholdings.com
JACK SUGIMURA / Neighbor	1200 E. 5TH ST
SHARON TOMLIN	1201 E. 5TH ST
Lucy Jensen	lucy.jensen@att.net
JAKE LONGSTRETH	jake.longstreth@gmail.com
CLAUDE & NANCY KENT	INDREVOLUTION@SBCGLOBAL.NET
VLADI	VLADI@SRAX.com
MIKE MANZOORI	1201 A E 5TH ST
Chun Wu, Wang	1168 E. 5TH. St
Lan Yu Huang	1168 E. 5TH St.
CHRIS KWOK	510 S HEWITT ST.
Andrew Neeld	aneeld11@gmail.com
Deborah Kang	itsdebbykang@gmail.com

April 20, 2017

To:
William Lamborn
Environmental Analysis Section
Department of City Planning
200 N Spring Street, Room 750, Los Angeles, CA 90012
FAX: 213-978-1470

From:
Chun Wu Wang
Farmland Imports Inc.
1168 E 5th Street, Los Angeles, CA 90013
TEL: 213-621-2929

RE: Concerns from Neighbor, CASE NO. ENV-2016-4475-EIR

Dear Mr. William Lamborn,

I, Chun Wu Wang, am the property owner of 1168 E. 5TH STREET and I am writing this in regards to a letter I received dated March 31, 2017 titled "NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING", **CASE NO. ENV-2016-4475-EIR**, about the proposed **Arts District Center Project (ADCP)** (1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013) across the street from my property. My concerns and requests are as follows:

1. The building is probably over 100 years old, its history and legacy should be preserved as is without adulterating the look and feel of the Arts District.
2. If project must commence then the project should maintain a brick facade, to maintain the aesthetics of the surrounding neighborhood.
3. ADCP Project must be able to provide enough parking space to accommodate the proposed 129 live/work condos, 113 room hotels, and 70,000 sqft of retail space. Parking in the area is already an issue in this area and we constantly battle pedestrians trying to park on our premises despite PRIVATE PARKING signs displayed throughout.
4. ADCP build a sidewalk for pedestrians use, the sidewalk should be SET BACK INTO THE ACTUAL PROPERTY BORDERS AND NOT ONTO THE STREETS (as shown on ADCP proposed site plan, pg.8 Figure 3, trees or structures spilling into the streets, 5th St., Colton and Seaton). We run a business with 53' trucks backing in and out constantly, any encroachment into the 60' feet wide street will impact my business as well as others in the area as well. Currently, the tenants are already expanded 25' outside of the property(cars, benches, paint, bike racks, etc.) and into the streets. There is also a lot of illegal double parking already occurring on 5th street causing traffic.

5. Provide a no parking zone in front of our(1168 E 5th Street, Los Angeles CA 90013) entrance gate (south side of 5th street) to allow for easy flow of traffic in and out of our premises.
6. During the construction of this project, I ask that there be **no heavy equipment** (especially during our business hours Monday through Friday 7am-4pm) **on 5th Street**(from Alameda St. through Colyton St.) that will prevent trucks from backing in and out of my property and/or disturb my business.
7. Have ADCP provide a trash can that sits inside the property (NOT OUTSIDE ON THE STREETS) and a loading zone.
8. Once ADCP project is complete, the property **cannot be stripped for their own private parking or remodeled without going to the city first for approval.** As mentioned before, current tenants of 1101 E 5th Street are already claiming space onto 5th street as if that were part of the property enclosure and we have heard disturbing reports of internal construction taking place on interior/exterior of building without proper permits, etc.
9. Have a corner cut off the actual property for the safety of drivers when turning the corner.
10. Add a 4 way stop on the corner of Colyton and 5th as well as on the corner of Seaton and 5th.
11. No catering truck parking on 5th Street, Colyton, and Seaton.

These are just some of the potential problems I could think of regarding the proposal of this new construction. Please consider and respond back to me anytime.

Thanks,

Chun Wu Wang
(213) 621 2929 -work
(213) 422- 0959- cell
1168 E. 5th Street
Los Angeles, CA 90013

(2) 45

April 20, 2017

To:
William Lamborn
Environmental Analysis Section
Department of City Planning
200 N Spring Street, Room 750, Los Angeles, CA 90012
FAX: 213-978-1470

From:
Lan Yu Huang
Farmland Imports Inc.
1168 E 5th Street, Los Angeles, CA 90013
TEL: 213-621-2929

RE: Concerns from Neighbor, CASE NO. ENV-2016-4475-EIR

Dear Mr. William Lamborn,

I, Lan Yu Huang, am the property owner of 1168 E. 5TH STREET and I am writing this in regards to a letter I received dated March 31, 2017 titled "NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING", **CASE NO. ENV-2016-4475-EIR**, about the proposed **Arts District Center Project (ADCP)** (1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013) across the street from my property. My concerns and requests are as follows:

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2. If project must commence then the project should maintain a brick facade, to maintain the aesthetics of the surrounding neighborhood.
3. ADCP Project must be able to provide enough parking space to accommodate the proposed 129 live/work condos, 113 room hotels, and 70,000 sqft of retail space. Parking in the area is already an issue in this area and we constantly battle pedestrians trying to park on our premises despite PRIVATE PARKING signs displayed throughout.
4. ADCP build a sidewalk for pedestrians use, the sidewalk should be SET BACK INTO THE ACTUAL PROPERTY BORDERS AND NOT ONTO THE STREETS (as shown on ADCP proposed site plan, pg.8 Figure 3, trees or structures spilling into the streets, 5th St., Colton and Seaton). We run a business with 53' trucks backing in and out constantly, any encroachment into the 60' feet wide street will impact my business as well as others in the area as well. Currently, the tenants are already expanded 25' outside of the property(cars, benches, paint, bike racks, etc.) and into the streets. There is also a lot of illegal double parking already occurring on 5th street causing traffic.

5. Provide a no parking zone in front of our(1168 E 5th Street, Los Angeles CA 90013) entrance gate (south side of 5th street) to allow for easy flow of traffic in and out of our premises.
6. During the construction of this project, I ask that there be **no heavy equipment** (especially during our business hours Monday through Friday 7am-4pm) **on 5th Street**(from Alameda St. through Colyton St.) that will prevent trucks from backing in and out of my property and/or disturb my business.
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9. Have a corner cut off the actual property for the safety of drivers when turning the corner.
10. Add a 4 way stop on the corner of Colyton and 5th as well as on the corner of Seaton and 5th.
11. No catering truck parking on 5th Street, Colyton, and Seaton.

These are just some of the potential problems I could think of regarding the proposal of this new construction. Please consider and respond back to me anytime.

Thanks,

Lan Yu Huang
(213) 621 2929 -work
(213) 422- 0959- cell
1168 E. 5th Street
Los Angeles, CA 90013

Arts District Center Project
NOP Scoping Meeting
April 20, 2017

CASE NO. ENV-2016-4476-EIR

Comment Form

Comments are to address environmental concerns, such as traffic, aesthetics, air quality, hazards, noise, public services, utilities, etc. Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR.

Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Contact Information (Optional, please print clearly)

Name: M MANZOORI Representing Agency or Organization Local Resident

Address: 1201 E 5th ST

Comment:

Please dont build a huge monster building, the neighbourhood is overcrowding so fast,
listen to the local tennant letters and emails with detailed concerns- overcrowding, parking, ground water, sewer system etc....
Please scale it back a lot so it blends in and doesn't crush us!

Arts District Center Project
NOP Scoping Meeting
April 20, 2017

CASE NO. ENV-2016-4476-EIR

Comment Form

Comments are to address environmental concerns, such as traffic, aesthetics, air quality, hazards, noise, public services, utilities, etc. Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR.

Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Contact Information (Optional, please print clearly)

Name: CHRISTOPHER KWOK Representing Agency or Organization

Address: 510 S HEWITT ST.

Comment:

- Aesthetics of building should be kept to overall fabric and historical roots of the city and not turned into the same out of the box look as those in South Park, DTLA
- Parking should be incentivized for patrons to reduce street congestion
-

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attention to: MR WILLIAM LAMBORN date: 5-2-17

company: DEP OF CITY PLANNING from: JACK SHASHOUA

phone #: (213) 978 - 1470 company:

fax #: (213) 978 1343 senders phone #: (213) 276 2096

comments: RE SUBMIT OF LETTER

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April 25, 2017

To: Mr. William Lamborn
Environmental Analysis Section
Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012
Tel: (213) 978-1470
Fax: (213) 978-1343

From: Jack Shashoua
1200 East 5th Street
Los Angeles, CA 90013
Tel: (213) 276-2096

RE: Case No. ENV-2016-4475-EIR

Dear Mr. Lamborn,

It was nice meeting you at the presentation last week. I am writing you this letter to convey some of my concerns regarding the proposed project at 1101 East 5th St.

I don't have an issue with developing and improving the neighborhood in general, however, I share the same opinions as my neighbors that this specific project is not in line with the rest of the neighborhood. New construction should be in proportion; this massive project will create a whole new set of concerns during the construction period and afterwards.

For the past 10 years, one of the most important topics at City Hall and in Los Angeles in general, has been the issue of increased congestion, density and traffic. We all know that it has been getting worse every year and it is a priority concern of most mayors and councilmen. We are spending millions of dollars trying to address these conditions.

I believe that even though the city will not admit to it, the city is very much responsible for the condition of over crowdedness when they approve huge projects like this one. This proposed construction is basically imposing density on us, the residents, by bringing so many more people, vehicles, service trucks, delivery trucks, and tractor trailers which most of the time double park while loading and unloading (check out Earth Café during the morning hours). In addition, to regulate traffic, the city usually installs new stop signs and traffic lights which ultimately increase traffic jams (Mateo St. was a shortcut to avoid Alameda St., but not anymore). Other proposed construction projects in the area range within six to seven stories high; this project is definitely out of balance at twelve stories high.

The existing infrastructure was not originally built to handle such a huge increase in demands. Some things like running new power lines are probably doable but what about the sewer system, gas, and water lines? There is no way to widen the streets to accommodate the extra traffic. Finding parking at the existing conditions is a major task during the day. Can you imagine what will happen with additional 242 apartments coming online, not including the number of cars and people that the new businesses and restaurants will attract? The quality of life will turn unpleasant in the neighborhood. Both the Baker Block project as well as the DWP Incubator project improved the district remarkably. Both used the existing structures to convert them into condominiums and work space; there was no major increase in the buildings' square footage.

I don't know the owner of the building personally, however, as a neighbor across the street I have some doubts as to the way he conducts business and how the city officials tend to look the other way. Is this what will happen with this project as well? He is using city property for personal use by placing picnic tables, planters, bike racks, and such. He has also done some renovations to the building for example, cutouts to exterior supporting walls, creating new loading doors, and entry ways to the building; he is also not allowing parking in front of them. I am not sure if the work was done with permit or not, but when I was involved with a similar project that was permitted, building and safety officials were much more involved with the job.

He is surrounding himself with a team of individuals and lobbyists that during the presentation, when I spoke to them one on one boasted on how well connected they are with City Hall. That is fine for a developer, but to me it raises red flags and concerns. Perhaps there will be plans, approvals, and waivers behind the scenes without transparency.

I moved into the Art's District back in 2002 and have seen the area change from being a rundown, rough zone into a desirable comfort zone. Back when I moved I had the most difficult time trying to hire employees; once they heard of the location they were scared and declined to show up. I, together with the rest of the community, am responsible for improving the neighborhood. I hope that we don't create a situation where in the future, people wanting to visit the Art's District will be discouraged due to all the congestion.

I hope that you will take my concerns as well as the others, and make the right decision that will keep our quality of life and livelihood in mind.

Thank You,

Jack Shashoua

RECEIVED
CITY OF LOS ANGELES
MAY 04 2017
MAJOR PROJECTS
UNIT

Sharon Tomlin
1201 East 5th Street,
Ste A,
Los Angeles, CA 90013
mrsnimst@gmail.com

April 27 2017

Mr. William Lamborn
Environmental Analysis Section Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012
William.lamborn@lacity.org

Dear Mr. Lamborn:

I am writing to express my strong objections to the proposed 12 story "Arts District Center" redevelopment of 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013. CASE NO: ENV-2016-4476-EIR

I live directly opposite the proposed site at 1201 East 5th St. I have lived in the Arts District for 15 years.

This building is far too tall, overpopulated and overbuilt to be in keeping with the ascetic and nature of our neighborhood. There are no residential or manufacturing buildings this tall in the surrounding areas for many good reasons.

I was one of the volunteers who created the Arts District Dog Park, I dug trenches to plumb in the water fountain. The ground we all live on around here is pure and deep sand! Not only that, but we live on a flood plain, even with the limited rains we have, we have to have sand bags at our doors. Digging down to create a 5 story parking lot is

madness! It will flood!

After the 1987 Earthquake many of the buildings around here had to undergo serious retrofitting including 445-457 South Colyton Street, I do not feel it is safe to build so high. Not only that, but sound and vibration carries through the sandy soil, we feel the loud vibrations from the demolition of the 6th street bridge, having this magnitude of a construction site right across the street will be extremely harsh for us. Please, I beg you, make the project much smaller! With the dust and pollution it will create we will suffer greatly, emotionally and physically.

Our sewer drains struggle to manage the very small population that exists here. We have many, many problems due to the narrowness of the city sewer lines. They will have to be completely overhauled to cope with this giant population leap, otherwise buildings at street level will be flooded with human excrement.

I saw that there was a proposed sidewalk of 10'. This would mean we would be down to single lane traffic, if there is to be street parking. It is already very hard to pull out onto Alameda and East 4th Street during rush hour. With the new mall on Palmetto Street there will be a huge increase in traffic, getting in, out and around the neighborhood will be a nightmare! Where will everyone park? We have no street parking right now during the day, this is going to get so much worse! There are so many new residential buildings popping up around here and a quick Google search showed me that many believe the amount of traffic and its flow has been deliberately disregarded by city officials in order to appease the developers. I hope this is not true.

The owner of 445-457 South Colyton Street has already stolen parking from all other residents by putting up illegal no parking signs all around his property. When we report it to the city no one cares! How is this man so above the law? When we have tried to negotiate with him and his staff my neighbors and I have been met with verbal abuse, this man does not care AT ALL about this neighborhood! It makes me sick to hear him and his associates claim otherwise. His motives are pure greed.

If a building of this height was proposed in any other local neighborhood, Boyle Heights, Echo Park, Los Feliz etc there would be hundreds of people protesting it. Because we are sparsely populated, so far, there are few to express their objections. This doesn't make it OK!
The property owner is bragging to us that the Mayors Office has already signed off on the project and that there is nothing we can do to stop it!? How can this be true!? Is there really such a despicable level of corruption?

Other neighborhoods in LA that have undergone gentrification, have done so over tens of years, the Arts District it seems, will undergo an almost overnight transformation where huge apartment buildings will be built on the many vacant or demolished lots. Surely this cannot be a logical, sustainable or intelligent approach?

I can now count the number of residential artist, like myself, left in the Arts District on two hands. The fact that this neighborhood is still called the "Arts District" is a joke to many. A few painted walls is our main claim to this status now. The artists have been forced out and yet their spirit is being used to sell real estate.

When I first moved here we cleaned streets ourselves, we had a neighborhood watch and would take care of our own security when necessary. Then we were forced to pay for a private company to do street cleaning and security we didn't want, or need. Like everyone else in the US, our taxes should pay for services like this but somehow we have to pay extra to make our neighborhood look suitably safe and sterilized, just so others can make major profit from it? The price of rent has quadrupled, property is no longer affordable. Will this current population boom mean the city will start taking care of our streets and improve the infrastructure? Can we loose the private contractors?

I will loose all daylight to my studio if this project goes ahead, you cannot know how truly depressed this makes me. Will the city ever truly acknowledge that the people that made this neighborhood desirable are being bullied, extorted and pushed out? Will local artists ever get a newly rezoned "Artist In Residence" neighborhood so we

can live and work in our city? There are no more affordable legally zoned spaces in LA for artists to live and work, every one has been taken over and gentrified. It is not fair at all.

Please scale down this project considerably so it is in keeping with the neighborhood, complies to EXISTING local height zoning and does not ruin our lives and the Arts District completely.

Yours Sincerely

Sharon Tomlin
213 948 6813

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

November 7, 2017

To: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: William Lamborn

From: Fire Department

Subject: **Notice of Preparation of an Environmental Impact Report**

CASE NO.: **ENV-2016-4476-EIR (Corrected Letter)**
PROJECT NAME: **Arts District Center**
PROJECT APPLICANT: **Arts District Development, LLC**
PROJECT LOCATION: **1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles, CA 90013**

PROJECT DESCRIPTION:

The Project site is located on the north side of 5th Street between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similar zoned industrial land structures.

The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

The Project would demolish and remove all existing lot uses. The Applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The Project would be 12 stories (148 feet) in height. 539 automobile parking spaces will be provided in four of five subterranean levels. 164 long term and 48 short term bicycle parking spaces will be provided at the Site.

The Project will have a maximum Floor Aria Ratio (FAR) of 8:1:1 in conformance with the Vesting Zone Change request to the C2-2 zone and with the approval of the General Plan Amendment to the “Regional Center Commercial” land use.

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 4,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 4,000 G.P.M., the first-due Engine Company should be within 1.5 mile(s), the first-due Truck Company within 2.0 mile(s).

FIRE STATIONS:

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

DISTANCE		EQUIPMENT & SERVICES	STAFF
1.1	**Fire Station No. 4** 800 N. Main Street Los Angeles, CA 90012	Task Force Truck and Engine Company Hazardous Materials Unit	**14**
1.2	**Fire Station No. 9** 430 E. 7th Street Los Angeles, CA 90014	Task Force Truck and Engine Company Paramedic Rescue Ambulance Battalion 1 Headquarters	**13**
1.6	**Fire Station No. 17** 1601 S. Santa Fe Avenue Los Angeles, CA 90021	Task Force Truck and Engine Company Paramedic Supervisor	**11**
1.8	**Fire Station No. 3** 108 N. Fremont Avenue Los Angeles, CA 90012	Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance - Division Headquarters	**16**

1.9	**Fire Station No. 2** 1962 Cesar Chavez Ave. Los Angeles, CA 90033	Task Force Truck and Engine Company Paramedic Rescue Ambulance	**12**

Based on these criteria (response distance from existing fire stations), fire protection would be considered **adequate**.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:

During demolition, the Fire Department access will remain clear and unobstructed.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector (Refer to FPB Req # 75).

The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

- This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Submit plot plans indicating access road and turning area for Fire Department approval.

Standard cut-corners will be used on all turns.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstruction block aerial ladder access.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB’s Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

City of Los Angeles Fire Department Hydrants and Access design requirements for the outdoor and indoor use of dependent access (attended parking) Mechanical Car Stackers – 2, 3, & 4 by levels high. The provisions of this document shall regulate the use of Mechanical Car Stackers by addressing the arrangement, location and size of areas, height, separations, housekeeping, and fire protection.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB’s Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

Each standpipe in a new high-rise building shall be provided with two remotely located FDC’s for each zone in compliance with NFPA 14-2013, Section 7.12.2.

The inclusion of the above recommendations, along with any additional recommendations made during later reviews of the proposed project. Will reduce the impacts to an acceptable level.

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 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. (I.E., Paramedic Rescue Ambulance and EMT Rescue Ambulance resources.)
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6543.**

RALPH M. TERRAZAS,
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RD:yw

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

April 15, 2017

To: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: William Lamborn

From: Fire Department

Subject: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting

CASE NO.: **ENV-2016-4475-EIR**
PROJECT NAME: **Arts District Center**
PROJECT APPLICANT: **Arts District Development, LLC**
PROJECT LOCATION: **1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles, CA 90013**

PROJECT DESCRIPTION

The Project site is located on the north side of 5th Street between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similar zoned industrial land structures.

The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor are ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

The Project would demolish and remove all existing lot uses. The Applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The Project would be 12 stories (148 feet) in height. 539 automobile parking spaces will be provided in four of five subterranean levels. 164 long term and 48 short term bicycle parking spaces will be provided at the Site.

The Project will have a maximum Floor Aria Ratio (FAR) of 8:1:1 in conformance with the Vesting Zone Change request to the C2-2 zone and with the approval of the General Plan Amendment to the “Regional Center Commercial” land use.

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 4,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 4,000 G.P.M., the first-due Engine Company should be within 1.5 mile(s), the first-due Truck Company within 2.0 mile(s).

FIRE STATIONS:

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

DISTANCE		EQUIPMENT & SERVICES	STAFF
1.1	**Fire Station No. 4** 800 N. Main Street Los Angeles, CA 90012	Task Force Truck and Engine Company Hazardous Materials Unit	**14**
1.2	**Fire Station No. 9** 430 E. 7th Street Los Angeles, CA 90014	Task Force Truck and Engine Company Paramedic Rescue Ambulance Battalion 1 Headquarters	**13**
1.7	**Fire Station No. 17** 1601 S. Santa Fe Avenue Los Angeles, CA 90021	Task Force Truck and Engine Company Paramedic Supervisor	**11**
1.9	**Fire Station No. 2** 1962 Cesar Chavez Avenue Los Angeles, CA 90033	Task Force Truck and Engine Company Paramedic Rescue Ambulance	**12**

2.4	**Fire Station No. 25** 2927 Whittier Boulevard Los Angeles, CA 90023	Single Engine Company	**4**

Based on these criteria (response distance from existing fire stations), fire protection would be considered **adequate**.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector (Refer to FPB Req # 75).

The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Policy Exception: L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit

stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet
  inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

- This policy does not apply to single-family dwellings or to non-residential buildings.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstruction block aerial ladder access.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Submit plot plans indicating access road and turning area for Fire Department approval.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

SECTION 510 - EMERGENCY RESPONDER RADIO COVERAGE
5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

MECHANICAL PARKING DESIGN REQUIREMENTS - FPB REQUIREMENT NO. 101 05/12/14

Scope: City of Los Angeles Fire Department Hydrants and Access design requirements for the outdoor and indoor use of dependent access (attended parking) Mechanical Car Stackers – 2, 3, & 4 by levels high. The provisions of this document shall regulate the use of Mechanical Car Stackers by addressing the arrangement, location and size of areas, height, separations, housekeeping, and fire protection.

HELIPADS ON HIGHRISE BUILDINGS

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing pads are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing pad.

Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

During demolition, the Fire Department access will remain clear and unobstructed.

The inclusion of the above recommendations, along with any additional recommendations made during later reviews of the proposed project. Will reduce the impacts to an acceptable level.

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 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 Conneally of the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6543.**

RALPH M. TERRAZAS,
Fire Chief

Kristen Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:JC:yw

City of Los Angeles

Department of City Planning • Environmental Analysis Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

Initial Study

This document comprises the Initial Study as required under the California Environmental Quality Act

Central City North Community Plan Area

Arts District Center

Case Number: ENV-2016-4476-EIR

Location: 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013

Council District: 14, Jose Huizar

Project Description: The Project Site is located on the north side of 5th Street, between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Project Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similarly zoned industrial land and structures. The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

The Project would demolish and remove all existing uses. The Applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The Project would be 12 stories (148 feet) in height. 539 automobile parking spaces will be provided in four of five subterranean levels. 164 long term and 48 short term bicycle parking spaces will be provided at the Site.

Discretionary Actions:

1. Pursuant to LAMC Section 11.5.6 & Charter Sec. 558, a General Plan Amendment (GPA) to change the Central City North Community Plan land use designation of the Project Site from Heavy Manufacturing to Regional Center Commercial;
2. Pursuant to LAMC Section 12.32Q, a Vesting Zone Change and Height District Change to change the zoning of the Project site from M3-1-RIO to C2-2-RIO;
3. Pursuant to LAMC Section 17.01 et seq., a Vesting Tentative Tract Map No. 74703 for a 12-lot subdivision for merger and re-subdivision with a request for haul route approval;
4. Pursuant to LAMC Section 16.05, Site Plan Review;
5. Pursuant to LAMC Section 12.22.A.25 (g)(2), Density Bonus Compliance Review for the provision of 11% Very-Low income affordable housing units with two on-menu incentives (a 35% increase in Floor Area Ratio and a reduced side yard setback of 12 feet in lieu of 14 feet). No density bonus units are requested;
6. Pursuant to LAMC Section 12.24 W.1, Master Conditional Use Permit for on-site and off-site sales and consumption of alcohol; and
7. Pursuant to LAMC Section 12.24 W.18, Conditional Use Permit for live entertainment and dancing.

APPLICANT:

Arts District Development, LLC
1129 E. 5th Street
Los Angeles, CA 90013

PREPARED BY:

CAJA Environmental Services
11990 San Vicente Boulevard, Ste. 250
Los Angeles, CA 90049

ON BEHALF OF:

The City of Los Angeles
Department of City Planning
Environmental Analysis Section
200 North Spring Street, Room 750
Los Angeles, CA 90012-2601

March 2017

TABLE OF CONTENTS

Section **Page**

1. Project Description 1

2. Initial Study Checklist 37
   1. Aesthetics 42
   2. Agricultural and Forestry Resources 44
   3. Air Quality 45
   4. Biological Resources 48
   5. Cultural Resources 50
   6. Geology and Soils 55
   7. Greenhouse Gas Emissions 58
   8. Hazards and Hazardous Materials 59
   9. Hydrology and Water Quality 61
   10. Land Use and Planning 66
   11. Mineral Resources 67
   12. Noise 69
   13. Population and Housing 71
   14. Public Services 71
   15. Recreation 74
   16. Transportation/Circulation 75
   17. Utilities 77
   18. Mandatory Findings of Significance 80

Figures **Page**

1 Vicinity Map 14
2 Aerial Map 15
3 Existing Site Survey 16
4 Proposed Site Plan 17
5 Ground Level Plan 18
6 2nd Level Plan 19
7 3rd Level Plan 20
8 4th-8th Level Plan 21
9 9th-10th Level Plan 22
10 11th Level Plan 23
11 12th Level Plan 24
12 B1 Level Plan 25
13 B2 Level Plan 26
14 B3-B5 Level Plan 27

15 Building Section 28
16 5th Street Elevation 29
17 Seaton Street Elevation 30
18 North Elevation 31
19 Colyton Street Elevation 32
20 Project Rendering: View Northeast From Seaton Street 33
21 Project Rendering: View From 5th Street/Seaton Street Intersection 34
22 Ground Level Landscape Design 35
23 Roof Level Landscape Design 36

Tables **Page**

1 Project Site Information 5
2 Proposed Floor Area 7
3 Project Live/Work Unit Distribution 8
4 Vehicle Parking 9
5 Bicycle Parking 10
6 Open Space 11
7 Estimated Construction Schedule 12

1. PROJECT DESCRIPTION

The subject of this Initial Study (IS) is the proposed Arts District Center Project (the "Project" or "Proposed Project"), which consists of the redevelopment of an existing industrial property at 1129 E. 5th Street in the Downtown Los Angeles Arts District with a 12-story (148-foot tall) mixed use project consisting of 129 live/work condominium units (200,021 square feet), a 113-room hotel (97,850 square feet), and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. A total of 539 automobile parking spaces would be provided in four of the five subterranean levels. The Project's FAR would be 8.1 to 1.

PROJECT INFORMATION

Project Title: Arts District Center

Project Location: 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013

Lead Agency: City of Los Angeles, Department of City Planning
200 N. Spring Street, Room 750, Los Angeles, CA 90012

City Staff Contact: William Lamborn

Applicant: Arts District Development, LLC

Regulatory Framework

According to CEQA Guidelines, Article 5. Preliminary Review of Projects and Conduct of Initial Study:

15063. INITIAL STUDY

(a) Following preliminary review, the Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable.

> *(1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.*
>
> *(2) To meet the requirements of this section, the lead agency may use an environmental assessment or a similar analysis prepared pursuant to the National Environmental Policy Act.*
>
> *(3) An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.*

(b) Results.

(1) If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:

(A) Prepare an EIR, or

(B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or

(C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plans described in section 15182, approval of residential projects consistent with a community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

(2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) Purposes. The purposes of an Initial Study are to:

(1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.

(2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.

(3) Assist in the preparation of an EIR, if one is required, by:

(A) Focusing the EIR on the effects determined to be significant,

(B) Identifying the effects determined not to be significant,

(C) Explaining the reasons for determining that potentially significant effects would not be significant, and

(D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

(4) Facilitate environmental assessment early in the design of a project;

(5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

(6) Eliminate unnecessary EIRs;

(7) Determine whether a previously prepared EIR could be used with the project.

(d) Contents. An Initial Study shall contain in brief form:

(1) A description of the project including the location of the project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.

(4) A discussion of the ways to mitigate the significant effects identified, if any;

(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;

(6) The name of the person or persons who prepared or participated in the Initial Study.

Regional Setting

The Project Site is located at 1101 E. 5th Street (with additional addresses of 445-457 South Colyton Street and 450-456 South Seaton Street) within the Central City North Community Plan Area (CCNCP) of the City of Los Angeles, approximately one mile east of the heart of Downtown Los Angeles. The Site is approximately 3 miles north of the City of Vernon boundary south of Washington Boulevard and is approximately 2.5 miles west of the unincorporated Los Angeles County (East Los Angeles area) boundary at Indiana Street. The CCNCP area is in the Downtown section of Los Angeles. The plan area is bounded by Elysian Park to the north; Alameda Street to the west; the City of Vernon to the south; and the Los Angeles River to the east. The CCNCP area is generally fully developed with a mix of older industrial and newer arts-oriented commercial and residential properties and includes both the Arts District and Chinatown, generally to the east and north of downtown Los Angeles. The CCNCP area is surrounded by the City of Los Angeles community plan areas of Central City to the west; Southeast Los Angeles to the southwest; Silver Lake-Echo Park-Elysian Valley to the north; and both Northeast Los Angeles and Boyle Heights to the east. The Project Site is located approximately 14 miles east of the Pacific Ocean.

See Figure 1, Regional Vicinity Map, for the location within the context of the City. See Figure 2, Aerial Map, for the Project Site and immediate surrounding areas.

Regional and Local Access

The Hollywood Freeway (US-101) and the Santa Monica Freeway (I-10) provide primary regional access to the Project Site. The Hollywood Freeway runs in a north-south direction east of the Project Site, while the Santa Monica Freeway runs in an east-west direction south of the Project Site. These two freeways also provide access to the Harbor Freeway (I-110) to the west, to the Santa Ana (I-5) freeway to the south, to the Golden State Freeway (I-5) to the north, and to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east. Major surface street arterials within the vicinity include Alameda Street, Santa Fe Avenue, 4th Street, 6th Street, and 7th Street. Local access is provided by Alameda Street, 4th Street, 5th Street, Seaton Street, and Colyton Street.

Public Transit

Union Station is located approximately one mile north of the Project Site and serves as the focus of public transit and train service within the Central City North Community Plan area. Union Station is surrounded by several public infrastructure facilities, including a county jail, educational facilities, and water/power utility facilities.

The Los Angeles County Metropolitan Transportation Authority (Metro) provides bus, transitway, and rail service to the immediate vicinity of the Project Site. The Project Site is located approximately 0.6 mile southeast of the Little Tokyo/Arts District Metro Gold Line Station. The Gold Line provides access to the other transit lines operated by Metro. It is anticipated that the proximity of the Project Site to the Gold Line Station would encourage the use of transit by on-site residents and their guests, as well as by retail and restaurant patrons. The Project Site is also served by Metro's Downtown DASH A bus line, which runs on weekdays along 3rd Street near the Site, and Metro Local 18 bus service along 6th Street near the Site on both weekdays and weekends. Additionally, a new Metro bike share station is located at 1210 East 5th Street.

The Project Site is in close proximity to Metro's bus system. The nearest express bus (Metro Rapid) stop is on Metro Rapid Bus Line 720, which runs east-west along 6th Street, and is located on 6th Street between Alameda Street and Central Avenue, approximately one-fifth of a mile southwest of the Project Site. Metro Rapid Line 720 continues to the west through Downtown Los Angeles and then along Wilshire Boulevard to its final destination in Santa Monica. Going east along 6th Street, Metro Rapid Bus 720 continues to run along Whittier Boulevard through East Los Angeles to the Commerce Center.

The nearest local bus (Metro Local) stop to the Project Site (and closest public transit stop of any type) is on Metro Local Bus Line 18, which runs east-west along 6th Street, and is located on 6th Street at Mateo Street, approximately 120 feet south of the Project Site. Metro Local Line 18 continues to the west through Downtown Los Angeles and then along Wilshire Boulevard to its final destination at Western Avenue in the Wilshire District. Going east along 6th Street, Metro Local Line 18 continues to run along Whittier Boulevard through East Los Angeles and eastward to the Metrolink station in Montebello. Local Line 18

operates between 5:00 am and 9:00 pm with eight-minute headways during weekday peak periods and 15-60 minute headways on weekends.

Metro DASH Bus Line A serves the Arts District on weekdays, with a stop at Traction Avenue and Merrick Street, approximately one-quarter mile north of the Project Site. Metro DASH Line A runs to the west along 1st Street with convenient stops near City Hall, the Civic Center and County buildings, and then running south along Figueroa Street, and then proceeding along Wilshire Boulevard to City West, with a final stop at Witmer Street, and then returning along 7th Street, with a stop at Metro Rail's 7th Street/Metro Center station. DASH Line A operates on weekdays between 6:00 am and 6:30 pm at about seven-minute headways, but does not operate on weekends.

Other Metro bus routes in the broader vicinity include Local Bus Line 53, which has a stop at the corner of 5th Street and Central Avenue and runs from Downtown to Cal State Dominguez Hills in Carson, and Local Bus Line 62, with stops at 5th Street and Central Avenue northbound and at 6th Street and Central Avenue southbound and runs from Downtown to Hawaiian Gardens.

Site Characteristics

The Project Site is approximately 1.05 acres (approximately 45,721 square feet) in size. The Site is zoned M3-1-RIO, where "M3" refers to Heavy Industrial Zone and the "1" refers to Height District 1. The "RIO" extension refers to the Los Angeles River Improvement Overlay District. For a Height District of 1 in an M zone, the floor-area-ratio (FAR) is limited to 1.5:1. The site's assessor parcel number (APN), zoning, census tract, land use, and acreage are listed in Table 1, Project Site Information. The Project Site is also located within the East Los Angeles State Enterprise Zone and the Arts District Business Improvement District.

Table 1
Project Site Information

Address	APN	Zoning	Census Tract	Land Use Designation	Size
456 S. Seaton Street	5163-025-009	M3-1-RIO	2060.31	Heavy Manufacturing	7,500 sf
454 S. Seaton Street	5163-025-009	M3-1-RIO	2060.31	Heavy Manufacturing	7,500 sf
450 S. Seaton Street	5163-025-009	M3-1-RIO	2060.31	Heavy Manufacturing	7,860 sf
457 S. Colyton Street	5163-025-009	M3-1-RIO	2060.31	Heavy Manufacturing	7,503 sf
451 S. Colyton Street	5163-025-009	M3-1-RIO	2060.31	Heavy Manufacturing	7,503 sf
445 S. Colyton Street	5163-025-009	M3-1-RIO	2060.31	Heavy Manufacturing	7,863 sf
Sources: http://zimas.lacity.org/ and ALTA Survey, Psomas, 2014.					

Existing Uses

The Project Site is located on the north side of 5th Street between Seaton Street and Colyton Street. The Site is developed with an approximately 91,000 square-foot, two-story brick building that contains

approximately 11 tenant arts-oriented businesses. The building is constructed flush with adjacent off-site buildings so that the frontages along both Colyton and Seaton Streets are unbroken. The building covers the majority of the Site and is bordered on its north side by adjacent arts, industrial, and warehousing businesses. Street parking (head-in) is provided on three sides (5th, Seaton and Coylton) of the existing structure, which directly abuts the adjoining off-site buildings to the north. The existing building at the Site was built in approximately 1915 and is approximately 102 years old. No trees or planted vegetation are present on the site, although potted plants and trees are currently positioned along the Site's Colyton Street frontage in the paved area between the travel lane and the building. No sidewalks are present around the Site. Figure 3 provides the existing site survey.

Surrounding Uses

The surrounding land uses are characterized by a mix of industrial and former industrial, commercial, and loft residential uses. The immediate surroundings are zoned M3-1-RIO (Heavy Industrial). Properties located a short distance east of the Site adjacent to the Los Angeles River are zoned PF (Public Facilities) and OS (Open Space).

The Project Site is immediately surrounded by a mix of industrial, gas station, residential, and commercial uses contained in low-rise buildings of widely varying vintages, which are physically separated from the Project Site by streets and a former rail right-of-way. The closest residential uses to the Project Site are the Molino Street Lofts, located approximately two blocks east of the site at 530 Molino Street. One block to the southwest of the Molino Street Lofts are the Barker Block Residences, at 510 Hewitt Street. To the southeast (corner of 5th and Hewitt Street) there is a restaurant, next to a tow service parking lot and the new half-acre Arts District green space/park. The park sits immediately north of the La Kretz Innovation Campus, a 60,000 square foot facility which serves as an incubator for local startups in the cleantech industry.

The Project Site sits on the southern portion of the city block bounded by 4th Street to the north, Colyton Street to the east, 5th Street to the south, and Seaton Street to the west.

North

Immediately to the north of the Project Site there is a three-story warehouse hosting an event space and creative business offices and creative business offices, and two one-story warehouses hosting commercial uses.

South

South, across 5th Street, is located, from east to west, a surface asphalt parking lot associated with a four-story warehouse/office building (fronting on Colyton Street), another gated surface paved parking lot, and a single-story stucco industrial office building at the corner of 5th Street and Seaton Street. The latter structure may be completely or partially vacant.

East

East across Colyton Street are single-story industrial and/or warehouse building with associated gated surface parking and exterior shed facilities.

West

West across Seaton Street is located a single-story brick industrial and/or warehouse building with associated gated surface parking. Immediately to the south of this (across 5th Street) is a commercial truck fueling station operated by Valero.

Proposed Project

The Project proposes the removal of all existing structures, and construction of a single 12-story (148-foot tall) building containing 129 live/work condominium units (200,021 square feet), a 113-room hotel (97,850 square feet), and 72,469 square feet of commercial space, to be used for art galleries (10,341 square feet), retail (26,979 square feet), restaurant (31,719 square feet), and Artist CoLab (3,430 square feet). A total of 539 automobile parking spaces would be provided in four of the five subterranean levels. The Project's FAR would be 8.1 to 1. Eleven percent of the base density would be set aside as restricted affordable (Very Low) units.

Table 2, Proposed Floor Area, provides a breakdown of the proposed uses. Parking areas are excluded from the information in Table 2, but would be located in four of the five subterranean garage levels.

Table 2
Proposed Floor Area

Use	Stories	Size (sf)
Live/Work (129 units)	4-11	200,021
Hotel (113 rooms)	1, 3-12	97,850
Art Galleries	3	10,341
Retail	1-2	26,979
Restaurant	1-2, 12	31,719
ArtistCoLab	3	3,430
Total	**12**	**370,340**

City of Los Angeles Planning and Zoning Floor Area excludes exterior walls, stairs, shafts, rooms housing building equipment, parking areas, driveways, ramps, basement storage. It includes private balconies enclosed on three sides by walls.

The Project would be developed in a single building fronting on both 5th Street and Colyton Street. Vehicular access would be provided from each of these streets, while a loading driveway entrance would be located on the Seaton Street frontage. The 5th Street entry would be a porte-cochere that offers valet parking and temporary valet pick-up/ drop-off areas. The Coylton Street entrance would connect to the 5th Street porte cochere, but would also lead directly to the subterranean parking ramp. Figure 4 presents the proposed site plan, Figures 5-14 illustrate the proposed floor plans, Figure 15 presents the proposed building

section, Figures 16-19 illustrate the proposed building elevations, and Figures 20-21 present renderings of the Project. Additionally, Figures 22-23 provide general landscape schematics for the ground level and roof level of the Project.

The Project would be 12 stories and approximately 148 feet in height above the five subterranean levels, which would extend approximately 50 feet below grade. Of the five subterranean levels, four would be used for parking, while the fifth (B1) would contain storage and bicycle parking. As is illustrated in Figures 16-21, the skin on the exterior of the Project would feature large-scale works of art, intended to change on a rotating basis.

Live/Work Uses

The Project would contain a total of 129 live/work units to be distributed as shown in Table 3.

Table 3
Project Live/Work Unit Distribution

Type	Quantity	Percent	Stories
1-Bedroom	50	39	4-8
1-Bedroom + Den	45	35	4-8
2-Bedroom	6	4	9-11
2-Bedroom + Den	28	22	9-11
Total	**129**	**100**	**4-11**
Source: Togawa Smith Martin Architects, Inc.			

Retail/Restaurant Uses

The 26,979 square feet of retail/commercial uses within the Proposed Project would be located on the ground and second floors. The 31,719 square feet of restaurant space within the Project would be located on the ground, second, and 12th (rooftop) levels and would include both interior and outdoor dining areas.

Hotel Uses

The 113 hotel rooms within the Proposed Project would be located on the fourth through eleventh stories and would be separate from the live/work units on each of these levels. Hotel patrons and live/work unit occupants would utilize separate elevators, although the rooftop amenities would be shared. The hotel lobby would be on the ground level, with the check-in and concierge area and hotel kitchen on the third floor of the Project.

Art Gallery/Creative Office-Events Uses

The 10,341 square feet of art gallery space within the Proposed Project would be located on the third level, as would the 3,430 square feet of creative office and/or events space.

Access

Vehicular access to the Project would be provided from both 5th Street and Colyton Street, with a connecting driveway between each entrance through the center of the Project building. Access to the subterranean parking levels, which would feature an automated/robotic parking system, would be from the Colyton Street entrance. A loading driveway entrance would be located on the Seaton Street frontage. Valet and drop off/pick up areas would be accessed primarily from the 5th Street entrance.

Parking

Table 4 presents the amount of code-required and Project-provided automobile parking. The Project is required to have 304 spaces and would provide 539 spaces, including 59 valet spaces (on level B2) and 480 automated parking spaces (on levels B3 through B5).

Table 4
Vehicle Parking

Use	Amount	Rate	Total
Required Parking			
Live/Work Unit (less than 3 habitable rooms) (LAMC Section 12.22 A.25 (d)(1))	50 units	1.0 space/unit	50
Live/Work Unit (3 or more habitable rooms) (LAMC Section 12.22 A.25 (d)(1))	79 units	1.25 spaces/unit	99
Hotel (1-20 rooms)	20 rooms	0.5 space/room	10
Hotel (21-40 rooms)	20 rooms	0.25 space/unit	5
Hotel (41-113 rooms)	73 rooms	0.17 space/unit	12
Restaurant	25,380 sf [a]	1 space/500 sf	51
Retail	24,950 sf [a]	1 space/500 sf	50
Art Gallery	10,200 sf [a]	1 space/500 sf	20
Creative Office/Events	3,300 sf [a]	1 space/500 sf	7
Total Required			**304**
Provided Parking[a]			
Valet Parking (Level B2)			59
Automated Parking (Levels B3, B4, B5)			480
Total Provided			**539**

[a] *Net square footage.*

Source: Togawa Smith Martin Architects, Inc.

Bicycles

LAMC 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces. Live/work buildings with more than three units require one long term bicycle parking space per unit and one short term bicycle parking space per 10 units. Office uses require one long term bicycle parking space per 5,000 square feet

and one short term bicycle parking space per 10,000 square feet. Retail and restaurant uses require one long term and one short term bicycle parking space per 2,000 square feet. Hotel uses require one long term and one short term bicycle parking space per 20 guest rooms. Art gallery uses require one long term bicycle parking space and one short term bicycle parking space per 10,000 square feet.

Short term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather. All bicycle parking for the Project is proposed to be located on Level B1, in compliance with LAMC 12.21 A.16(e). As required and demonstrated below in Table 5, the Project will provide, at a minimum, 48 short term and 164 long term bicycle spaces, consistent with code requirements.

Table 5
Bicycle Parking

Use	Amount	Rate	Short-Term	Long-Term
Live/Work	129 units	1 per 10 units (short-term) 1 per unit (long-term)	13	129
Hotel	113 rooms	1 per 20 rooms (short-term) 1 per 20 rooms (long-term)	6	6
Retail	24,950 sf [a]	1 per 2,000 sf (short-term) 1 per 2,000 sf (long-term)	12	12
Restaurant	25,380 sf [a]	1 per 2,000 sf (short-term) 1 per 2,000 sf (long-term)	13	13
Art Gallery	10,200 sf [a]	1 per 10,000 sf (short-term) 1 per 10,000 sf (long-term)	2	2
Creative Office/Events	3,300 sf [a]	1 per 10,000 sf (short-term) 1 per 5,000 sf (long-term)	2	2
		Total	**48**	**164**

[a] Net square footage.

Source: Togawa Smith Martin Architects, Inc.

Height

The Proposed Project would have a height at the parapet of 148 above the ground level. The top of the mechanical elements on the roof of the Project would be 154 feet above ground level. There is no maximum height limit within the C2 zone. The C2-2 zoning classification requested for the Project site would allow the proposed Project Floor Area Ratio of 8.1:1.

Open Space

The amounts of required and provided open space for the residential uses in the Proposed Project are presented in Table 6. No open space is required for the commercial or hotel uses. The Project is required to have 16,275 square feet of open space. The Project would provide 22,500 square feet of open space.

Table 6
Open Space

Live/Work Unit Type	Amount	Rate	Total size (sf)
Required Open Space			
Less than 3 habitable rooms	50 units	100 sf/unit	5,000
3 habitable rooms	51 units	125 sf/unit	6,375
More than 3 habitable rooms	28 units	175 sf/unit	4,900
		Total Required	**16,275**
Provided Open Space			
3rd Level Terrace			9,000
Roof Garden/Pool/Terrace			13,500
		Total Open Space Provided	**22,500**
Source: Togawa Smith Martin Architects, Inc.			

Landscaping

No trees are present on the Project Site. Proposed landscaping would consist of trees throughout the ground floor exterior of the Project as well as trees in planters on the exterior portions of the third level and the rooftop amenities area and would comply with LAMC requirements concerning trees (one tree per four residential dwelling units pursuant to LAMC 12.21-G,2(a)(3)).

Green/Conservation Features

The Project will comply with the Los Angeles Green Building Code (LAGBC), which is based on the 2010 California Green Building Standards Code (CalGreen).[1]

Signage/Exterior Building Treatments

Conceptually, the iconic building is envisioned as an urban canvas, with large-scale works of art adorning the south (facing 5th Street), north, and west (facing Seaton Street) elevations. The intent is for these works of art to be rotated on a periodic basis.

Exterior Project and tenant signage would consist of identity, wayfinding, and commercial signs.

[1] *Los Angeles Department of Building and Safety: http://ladbs.org/LADBSWeb/green-bldg.jsf*

Construction Information

The estimated construction schedule is shown in Table 7. Operation would begin in 2020. The amount of materials exported from the Project Site as a result of excavation is estimated to be approximately 92,000 cubic yards.[2] The Project would contain five subterranean levels under the proposed building (approximately 50 feet below grade) in addition to any other excavation typically required for foundation and utility work.

Table 7
Estimated Construction Schedule

Phase	Duration
Demolition	2 months
Site Preparation	1 month
Grading/Excavation	2 months
Building Construction	22 months
Architectural Coatings	2 months
Paving/Landscaping	2 months
Construction schedule, including start, end, and duration dates are estimates only.	

Haul Route

A Haul Route program will be required as part of the City's permitting process. It is anticipated that the demolition, export, and construction debris will be transported to either the Chiquita Canyon Sanitary Landfill in Castaic and/or the Manning Pit Sediment Placement Site in Irwindale. The estimated haul route to Chiquita Canyon is approximately 40 miles and will generally include (most direct path, and to avoid residential neighborhoods): local streets (5th Street to Alameda Street) to US-101 freeway to CA-170 freeway to I-5 freeway to CA-126 freeway to Chiquita Canyon Landfill. The estimated haul route to Manning Pit is approximately 22 miles and will generally include (most direct path, and to avoid residential neighborhoods): local streets (Seaton/Colyton Streets to 4th Street) to US-101 freeway to CA-60 freeway to I-605 freeway to I-10 freeway to Vincent Avenue to Manning Pit.

Project Objectives

The objectives of the Project are as follows:

- Develop an iconic, architecturally-compelling building that adds visual distinction and a unique feature to the Arts District skyline.

[2] *Estimates provided by the Applicant, November 2016.*

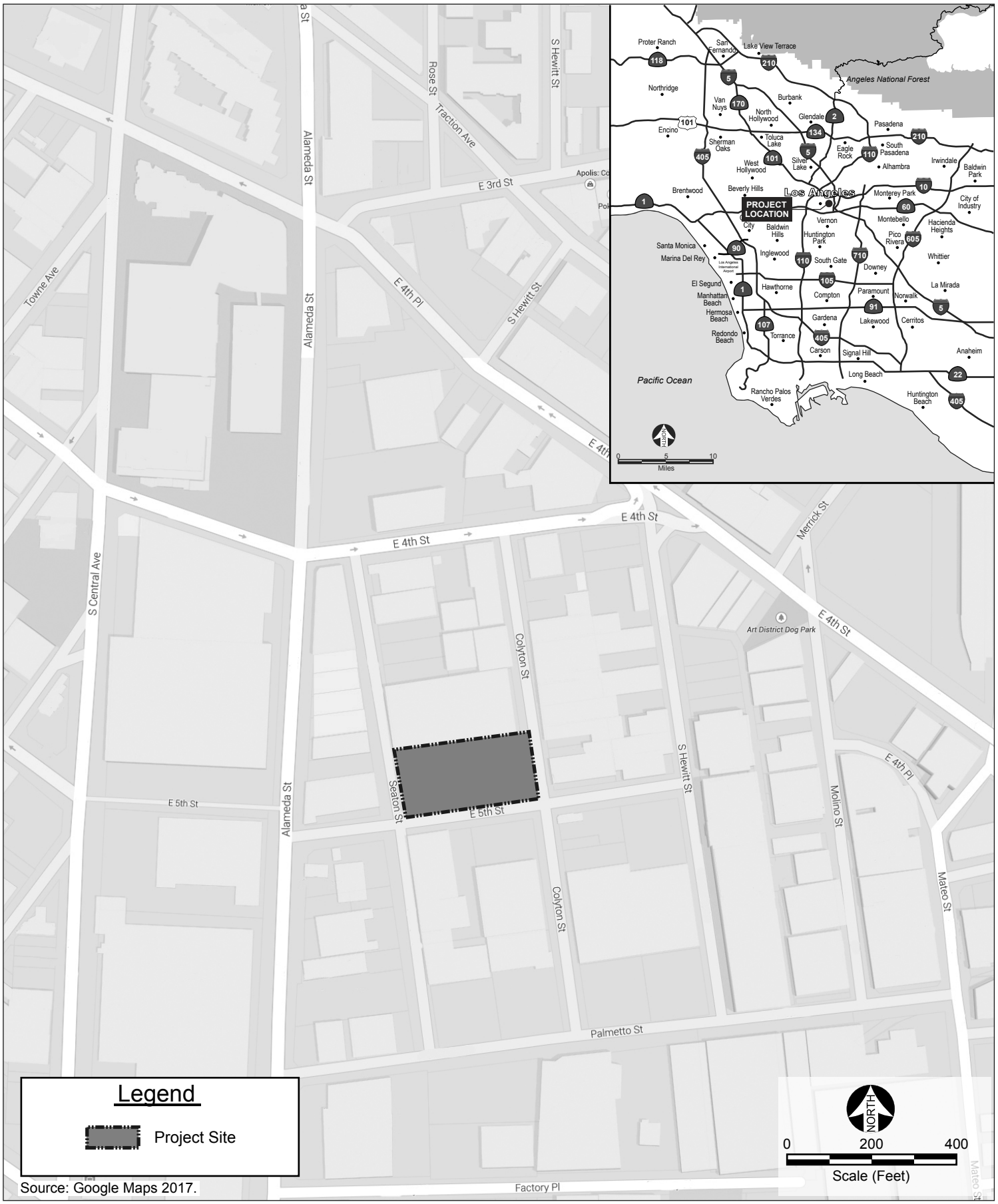
- Redevelop a currently underutilized site into a mixed-use development that combines complementary uses, such as community serving retail, an Artist CoLab, and live/work uses.
- Create an appealing and cutting edge design identity featuring large-scale works of art to serve as a visual symbol of the Arts District.
- Improve the aesthetic quality of the site by removing older structures and developing new efficient buildings that are consistent with others within the burgeoning Arts District.
- Create a range of construction and permanent jobs.
- Improve public safety by creating a development that provides the level of density and mix of uses necessary to activate the area both day and night.
- To meet the demand for urban housing, including affordable housing, within the general Downtown area and specifically within the Arts District.
- Create a catalytic mixed-use project including hotel, residential, and retail uses, focused on the arts that attracts international residents and visitors and contributes to the Arts District community.
- Provide housing in proximity to the Metro Gold Line Station.
- Contribute to the City's economic growth by developing commercial, residential, and hotel uses that generate local tax revenues, provide new construction jobs, and generate residents who support local businesses.

Requested Discretionary Actions

The City of Los Angeles (the City) is the Lead Agency for the Project. In order to construct the Project, the Applicant is requesting approval of the following actions from the City:

1. Pursuant to LAMC Section 11.5.6 & Charter Sec. 558, a General Plan Amendment (GPA) to change the Central City North Community Plan land use designation of the Project Site from Heavy Manufacturing to Regional Center Commercial;
2. Pursuant to LAMC Section 12.32Q, a Vesting Zone Change and Height District Change to change the zoning of the Project site from M3-1-RIO to C2-2-RIO (permitting a maximum FAR of 8.1:1 and a maximum height of 148 feet to the top of the parapet);
3. Pursuant to LAMC Section 17.01 et seq., a Vesting Tentative Tract Map No. 74703 for a 12-lot subdivision for merger and re-subdivision with a request for haul route approval;
4. Pursuant to LAMC Section 16.05, Site Plan Review;
5. Pursuant to LAMC Section 12.22.A.25(g)(2), Density Bonus Compliance Review for the provision of 11% Very-Low income affordable housing units with two on-menu incentives (a 35% increase in Floor Area Ratio and a reduced side yard setback of 12 feet in lieu of 14 feet). No density bonus units are requested;

6. Pursuant to LAMC Section 12.24 W.1, Master Conditional Use Permit for on-site and off-site sales and consumption of alcohol;
7. Pursuant to LAMC Section 12.24 W.18, Conditional Use Permit for live entertainment and dancing; and
8. Any other entitlements and permits necessary to construct the Project.



Source: Google Maps 2017.

CAJA Environmental Services, LLC

Figure II-1
Project Vicinity Map



Source: Google Maps, 2014.

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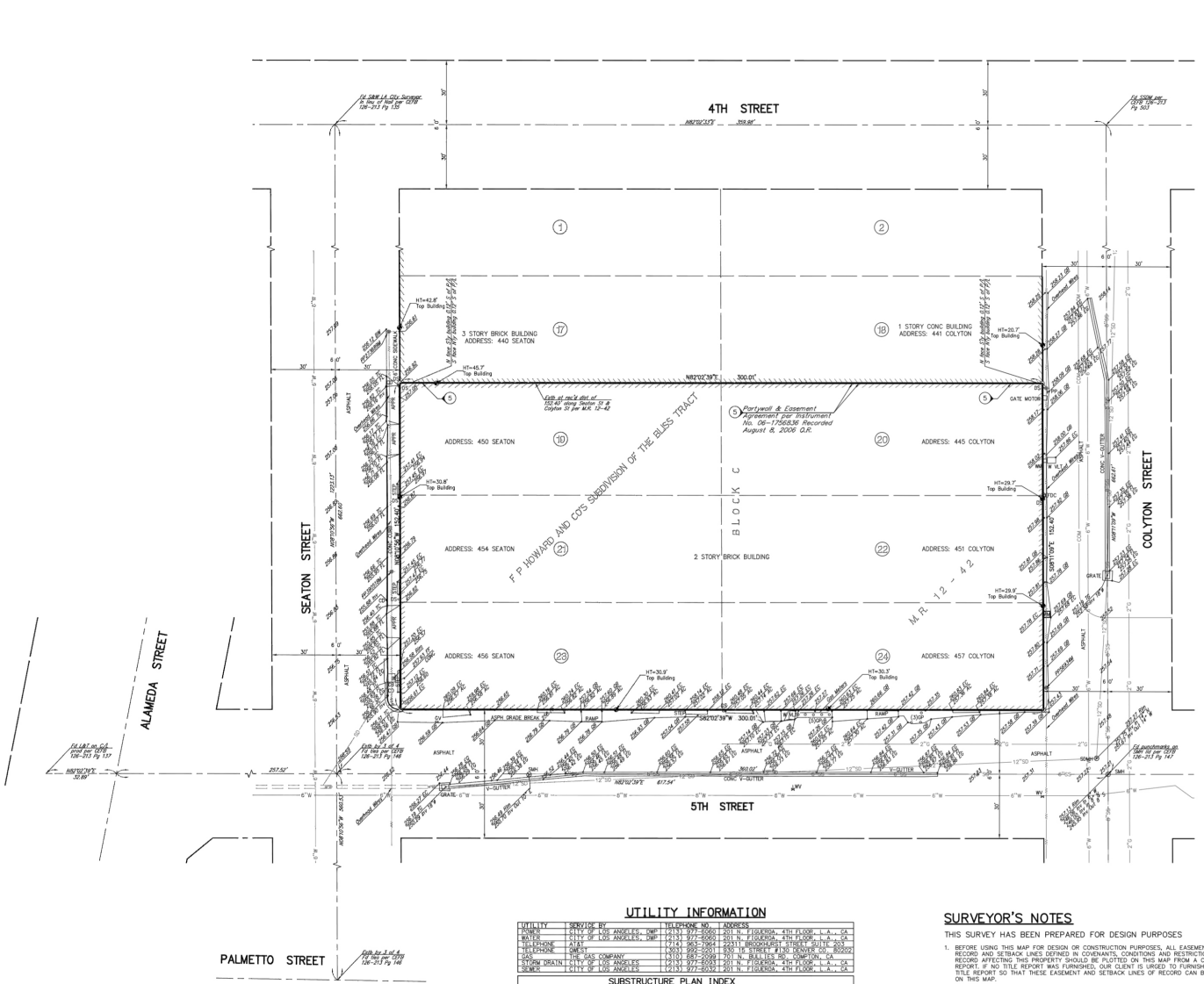
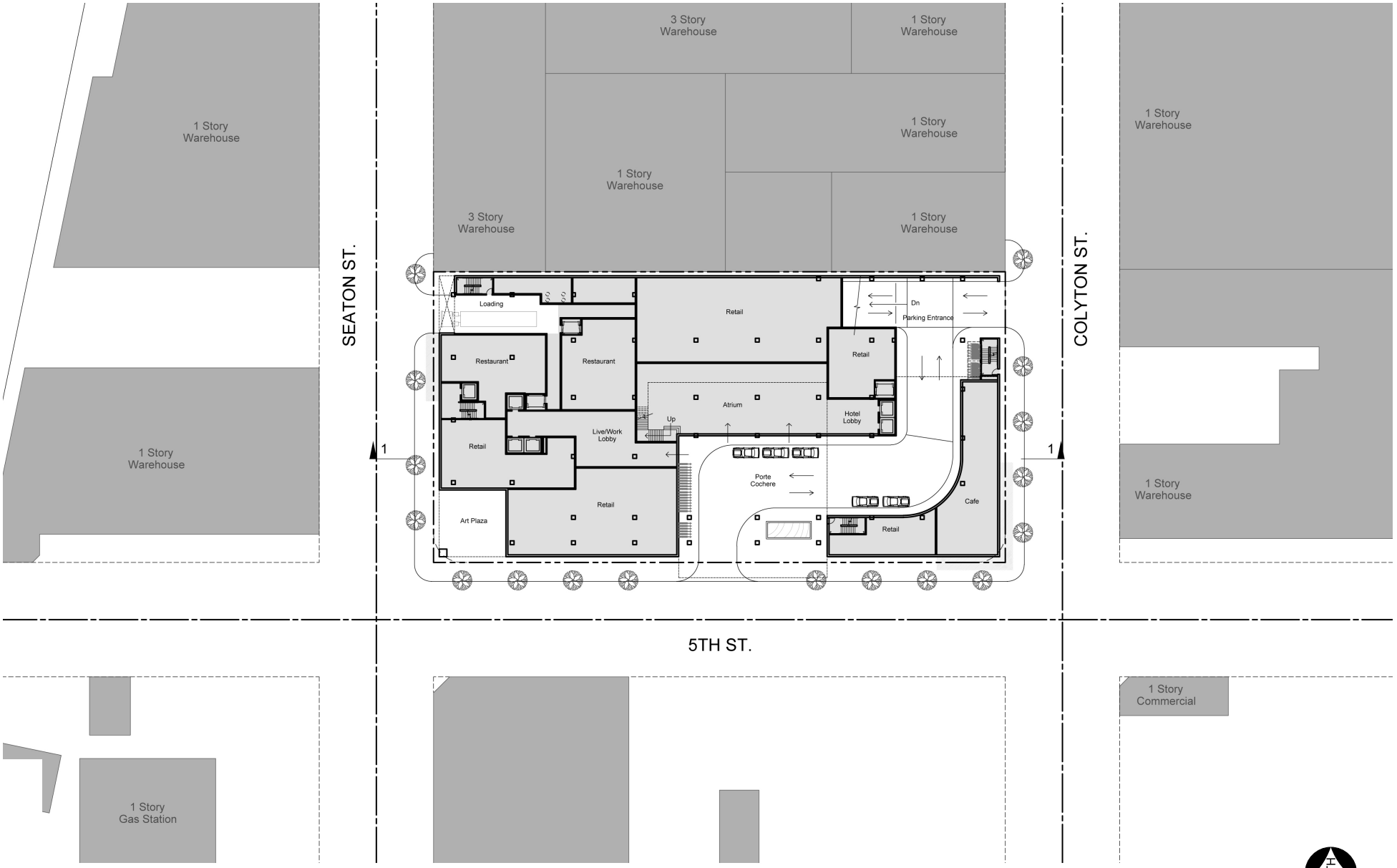
Figure 2
Aerial Map


4TH STREET
5TH STREET
SEATON STREET
COLYTON STREET
ALAMEDA STREET
PALMETTO STREET
BLOCK C
F P HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT
M.R. 12 - 42
3 STORY BRICK BUILDING
ADDRESS: 440 SEATON
1 STORY CONC BUILDING
ADDRESS: 441 COLYTON
ADDRESS: 450 SEATON
ADDRESS: 445 COLYTON
ADDRESS: 454 SEATON
2 STORY BRICK BUILDING
ADDRESS: 451 COLYTON
ADDRESS: 456 SEATON
ADDRESS: 457 COLYTON
GATE MOTOR
Portywall & Easement Agreement per Instrument No. 06-1756836 Recorded August 8, 2006 O.R.
N82°02'39"E 300.01'
S82°02'39"W 300.01'
N82°02'39"E 617.54'
N82°02'24"E 358.86'
S07°57'21"E 152.40'
N07°57'39"W 152.40'
ASPH GRADE BREAK
RAMP
CONC. GUTTER
V-GUTTER
ASPHALT
GRATE
DOOR
GATE
Overhang Bldg
Overhang Bldg
Overhang Bldg



Source: Togawa Smith Martin Architects, 2016.

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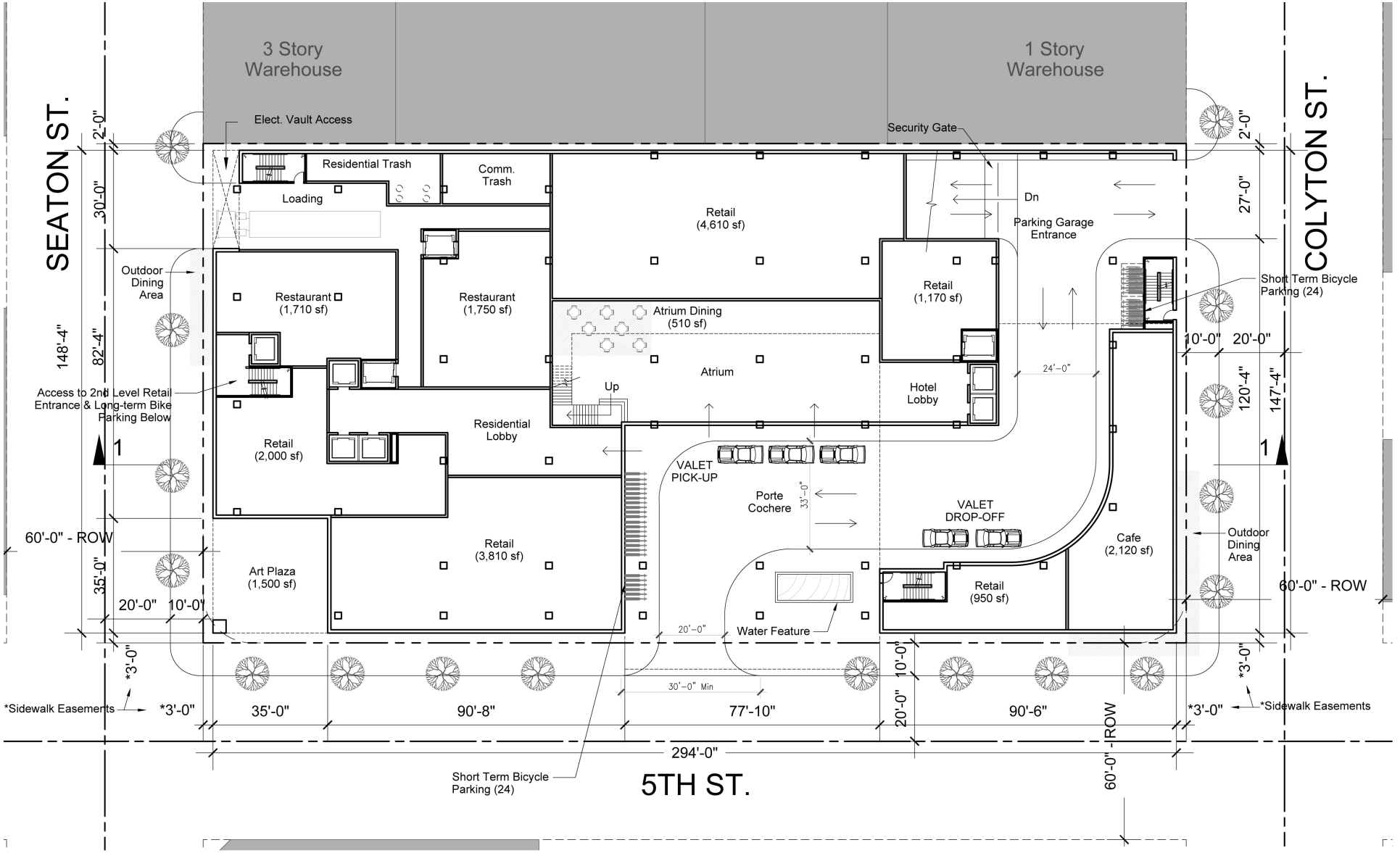
Figure 4
Proposed Site Plan



Source: Togawa Smith Martin Architects, 2016.

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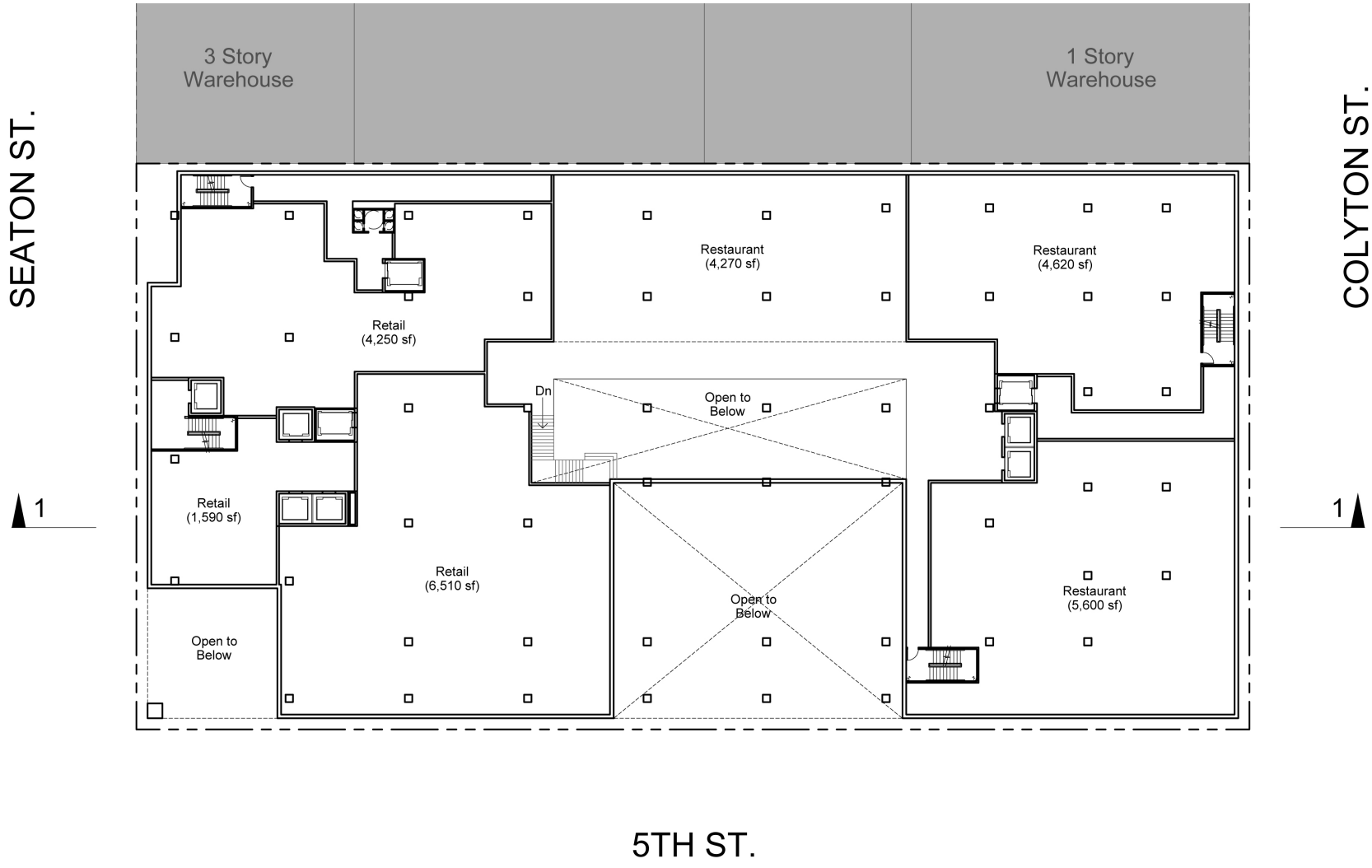
Figure 5
Ground Level Plan



Source: Togawa Smith Martin Architects, 2016.

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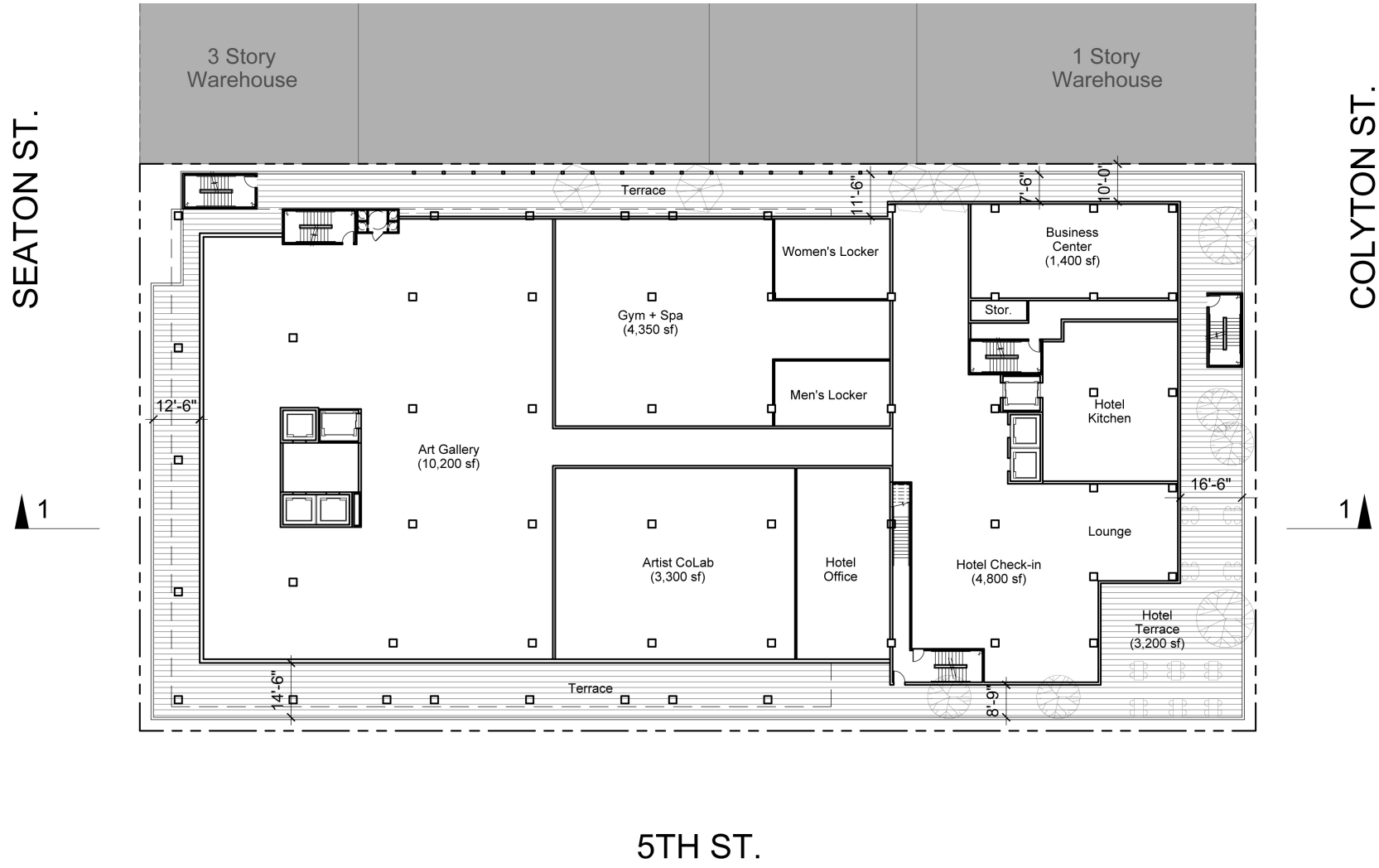
Figure 6
Second Level Plan



Source: Togawa Smith Martin Architects, 2016.

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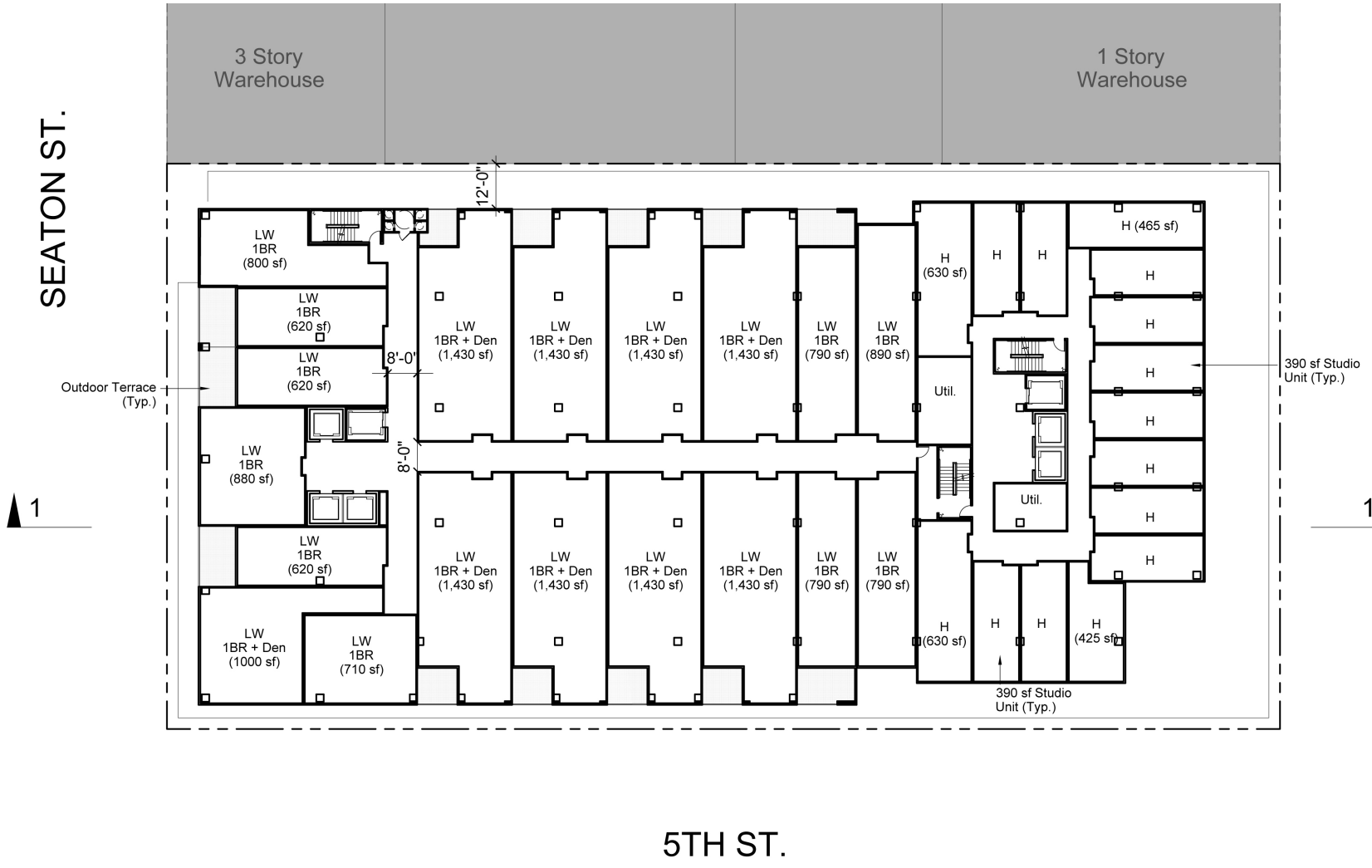
Figure 7
Third Level Plan



Source: Togawa Smith Martin Architects, 2016.

NORTH

0 15 30

Scale (Feet)

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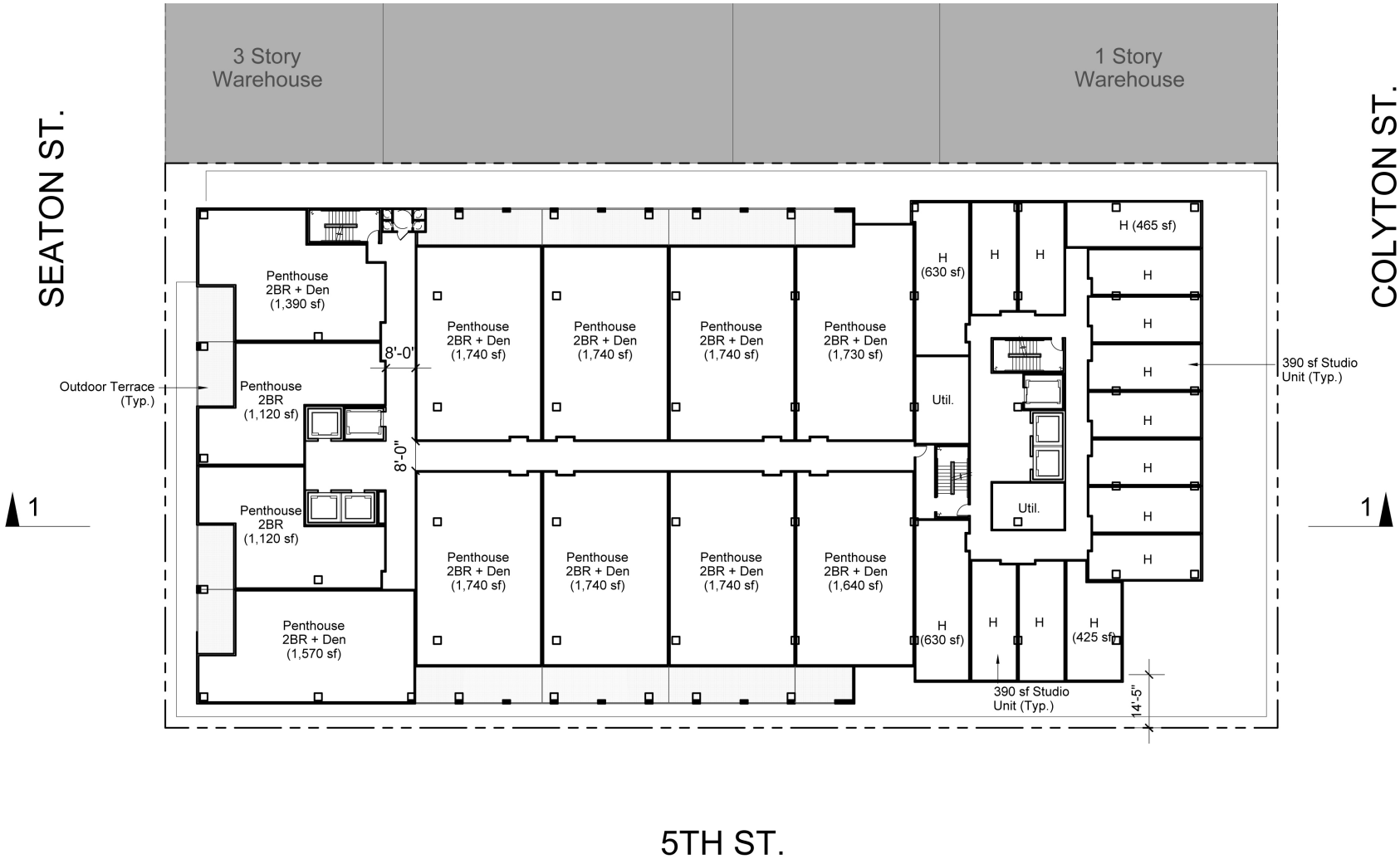
Figure 8
Fourth-Eighth Level Plan



Source: Togawa Smith Martin Architects, 2016.

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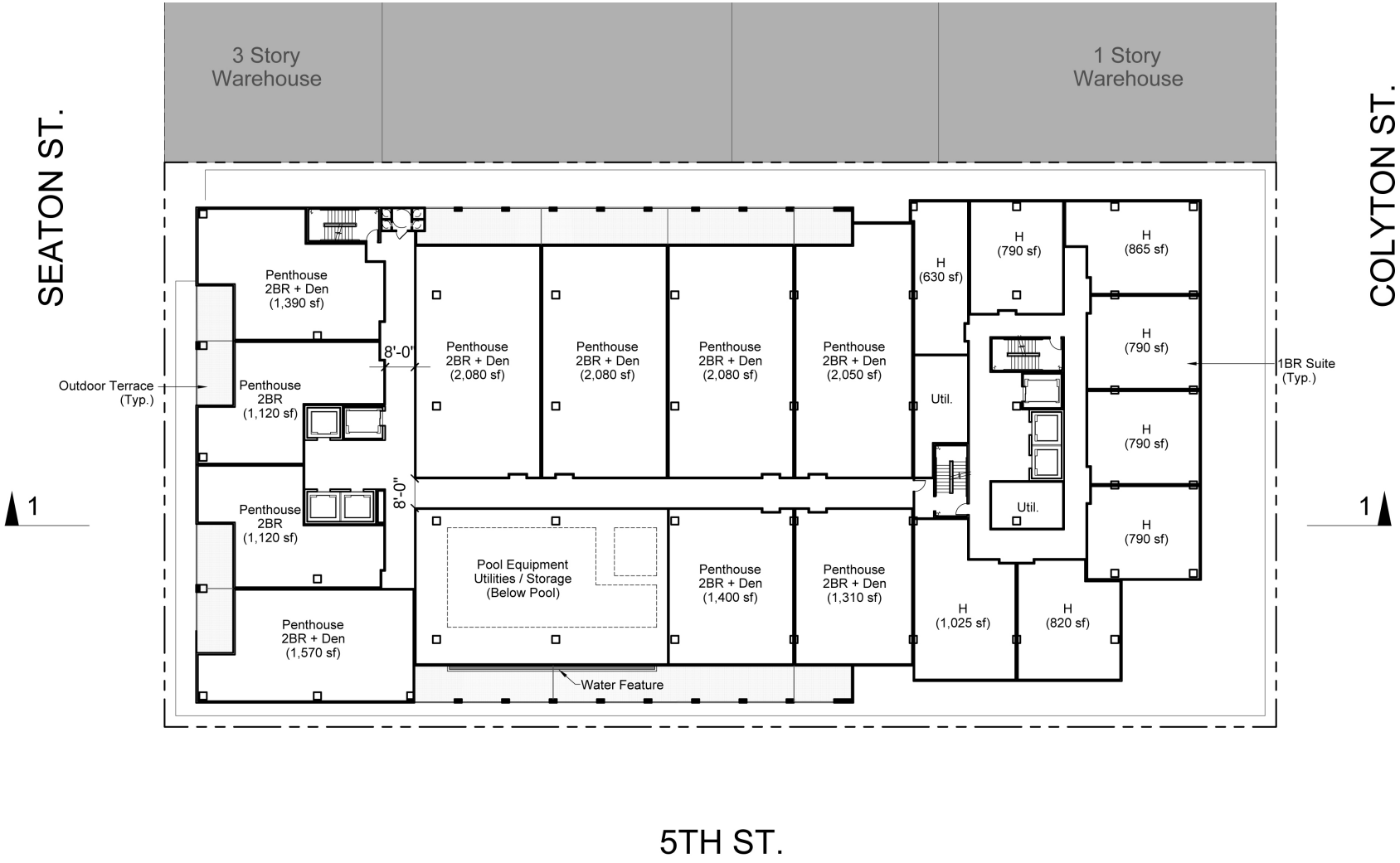
Figure 9
Ninth-Tenth Level Plan



Source: Togawa Smith Martin Architects, 2016.

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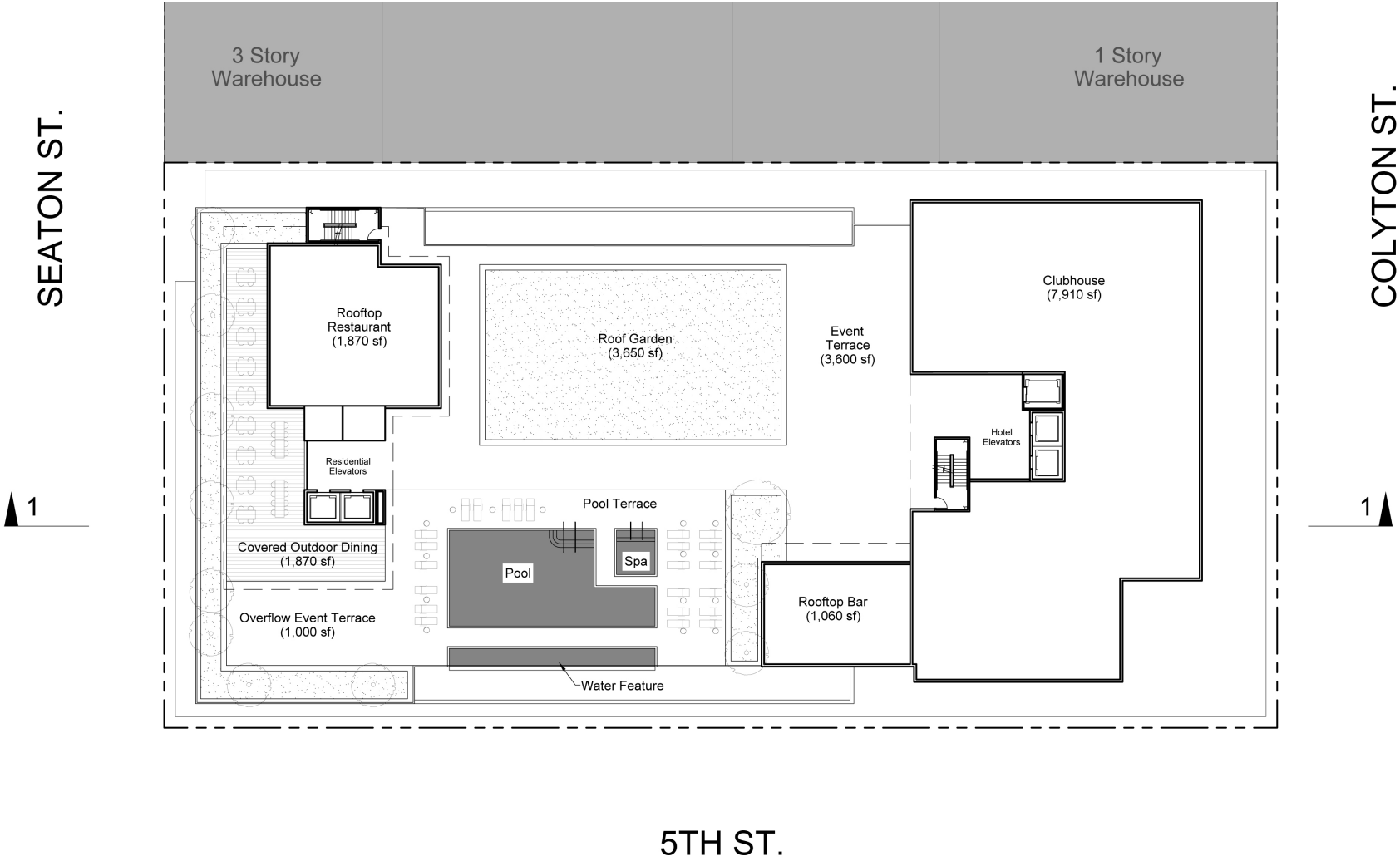
Figure 10
Eleventh Level Plan



NORTH

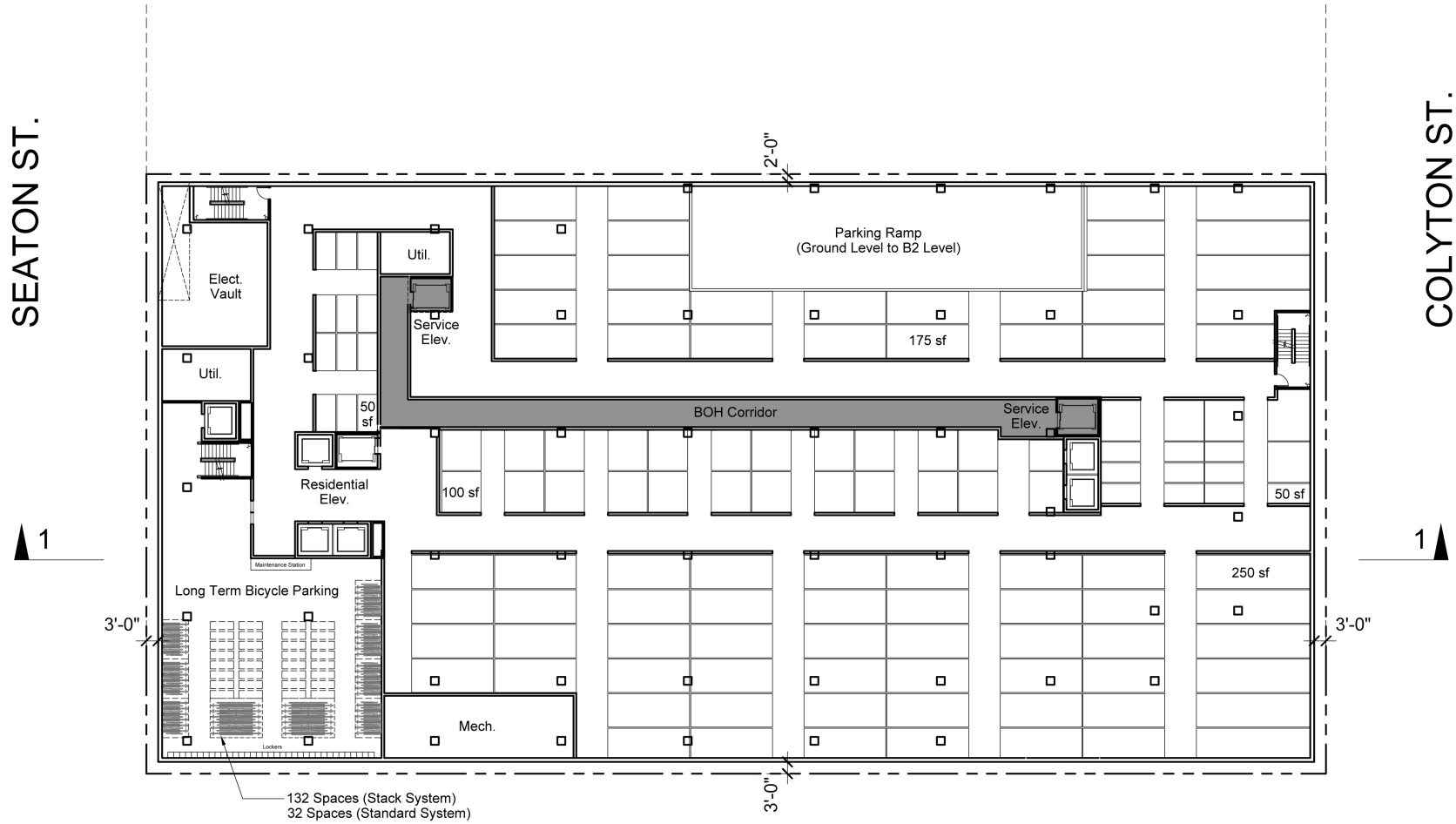
0 15 30

Scale (Feet)

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 11
Twelfth Level Plan



Source: Togawa Smith Martin Architects, 2016.

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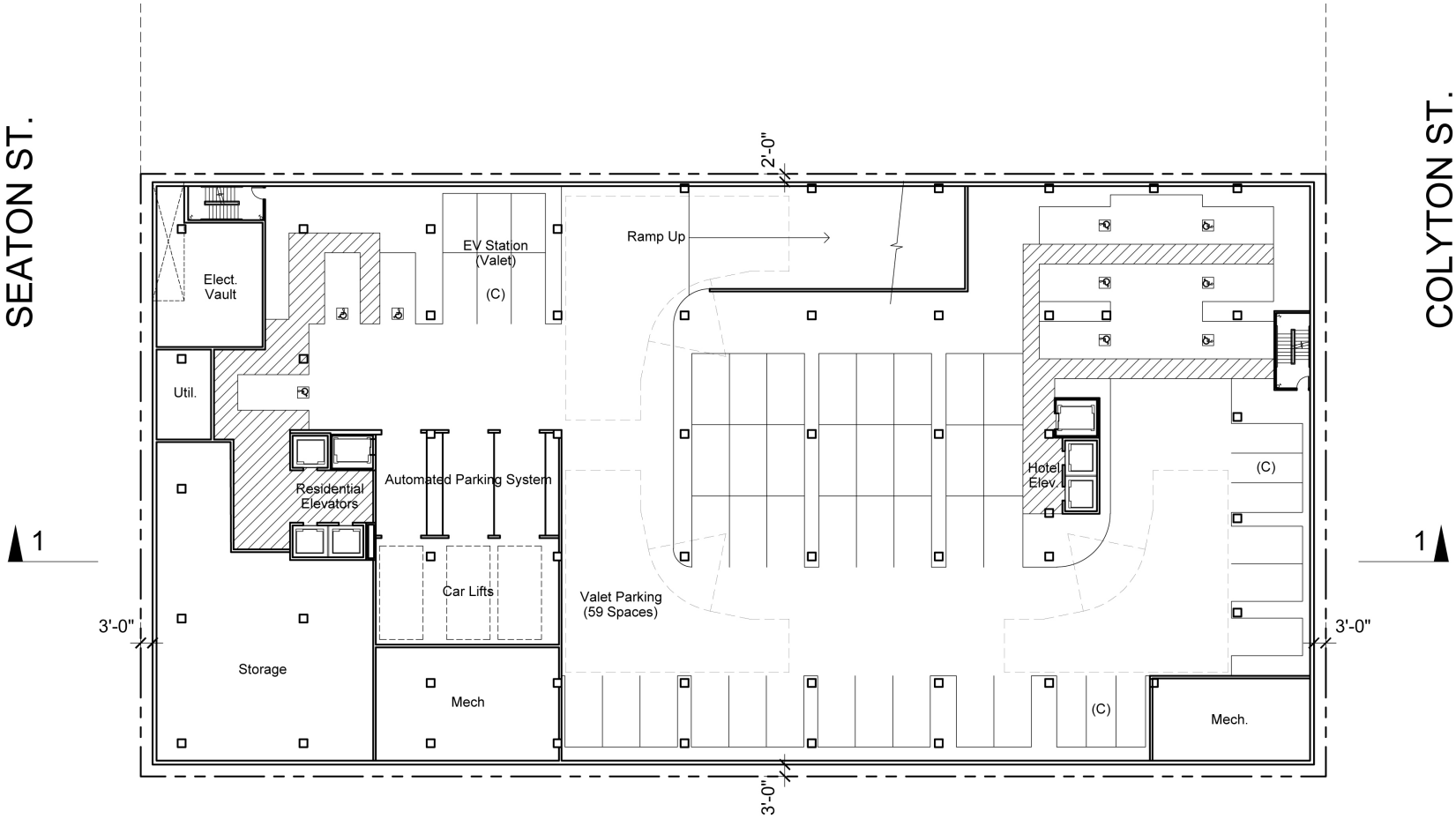
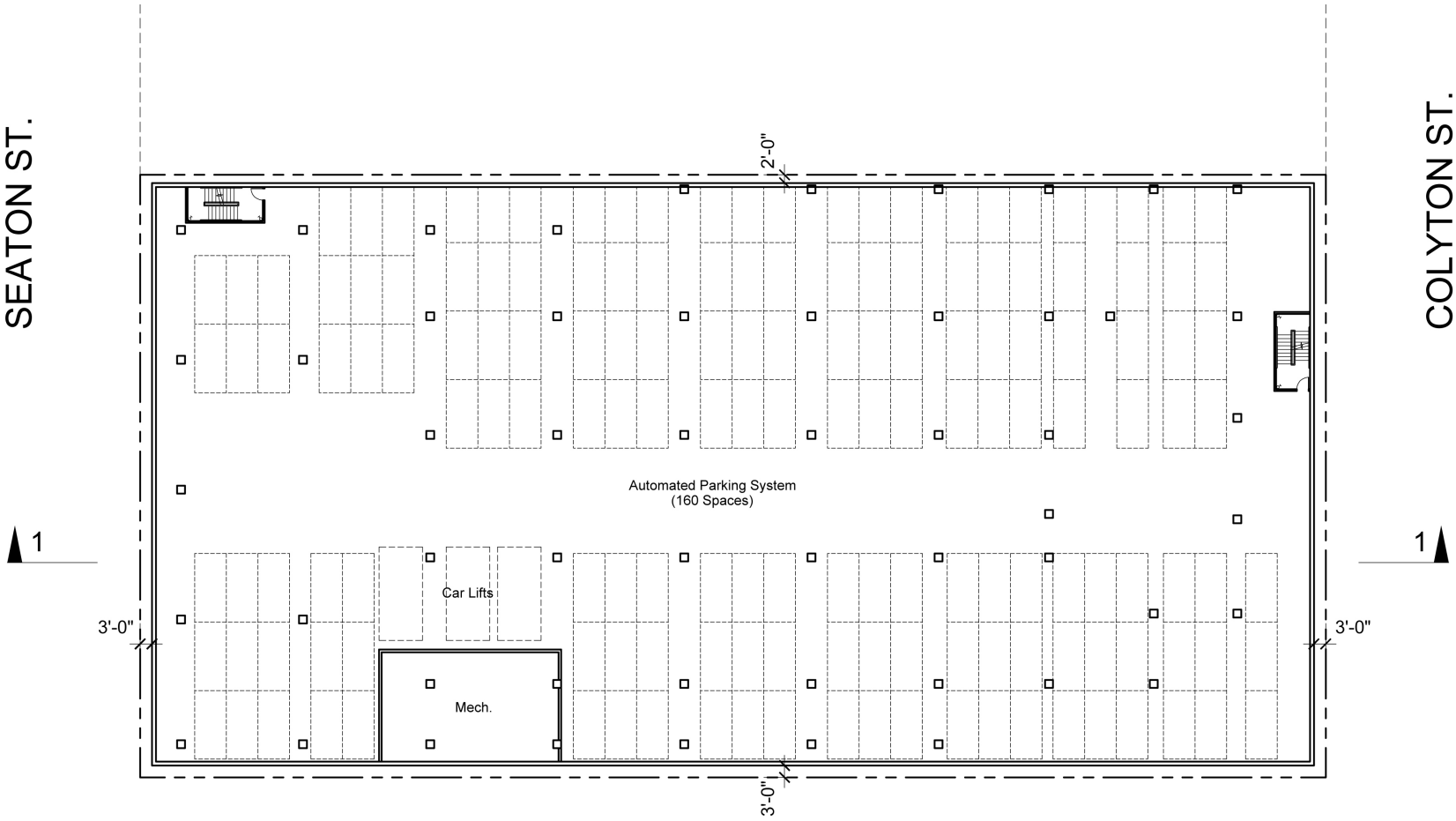
Figure 12
B1 Level Plan

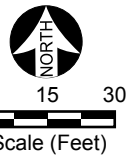


Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 13
B2 Level Plan

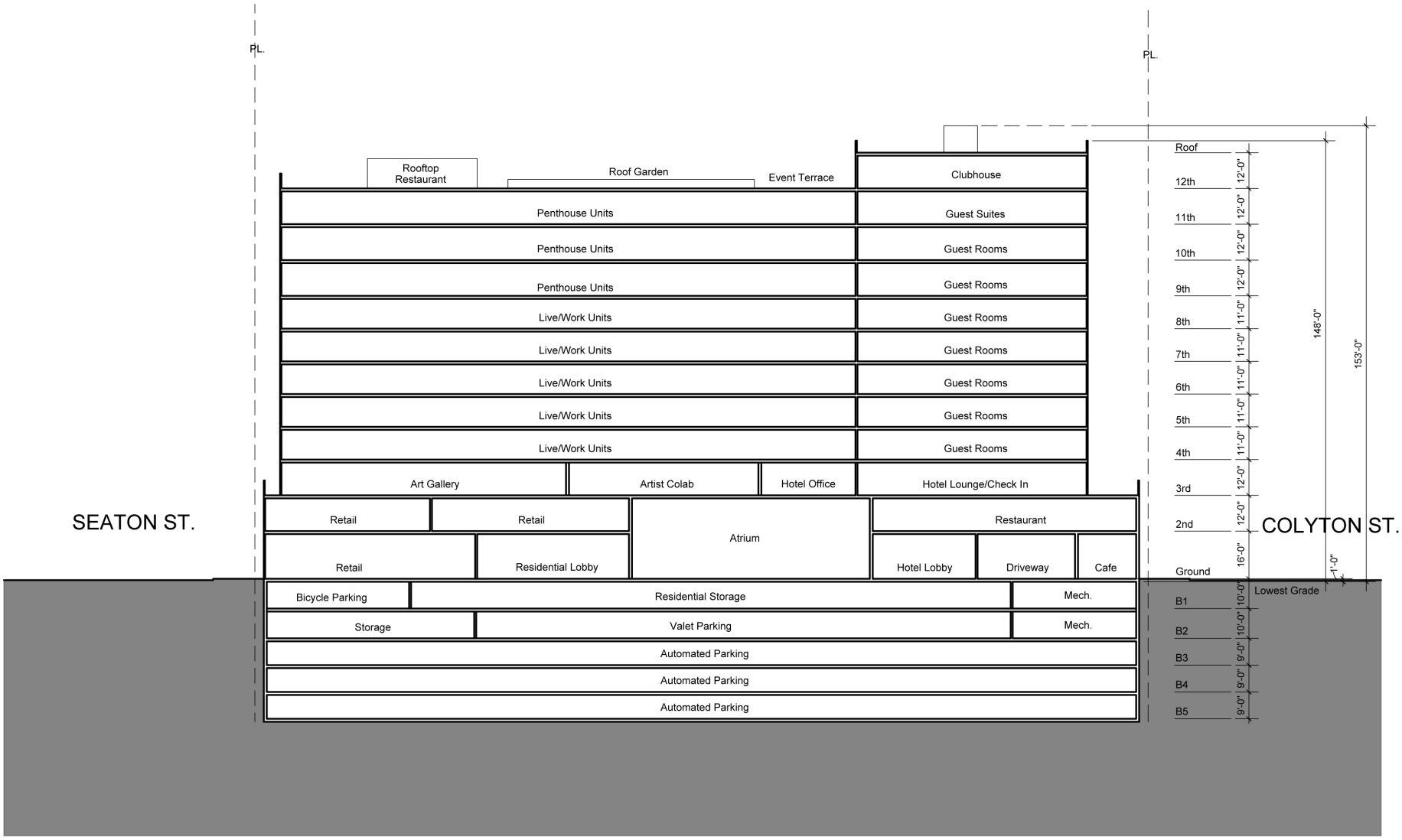




Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

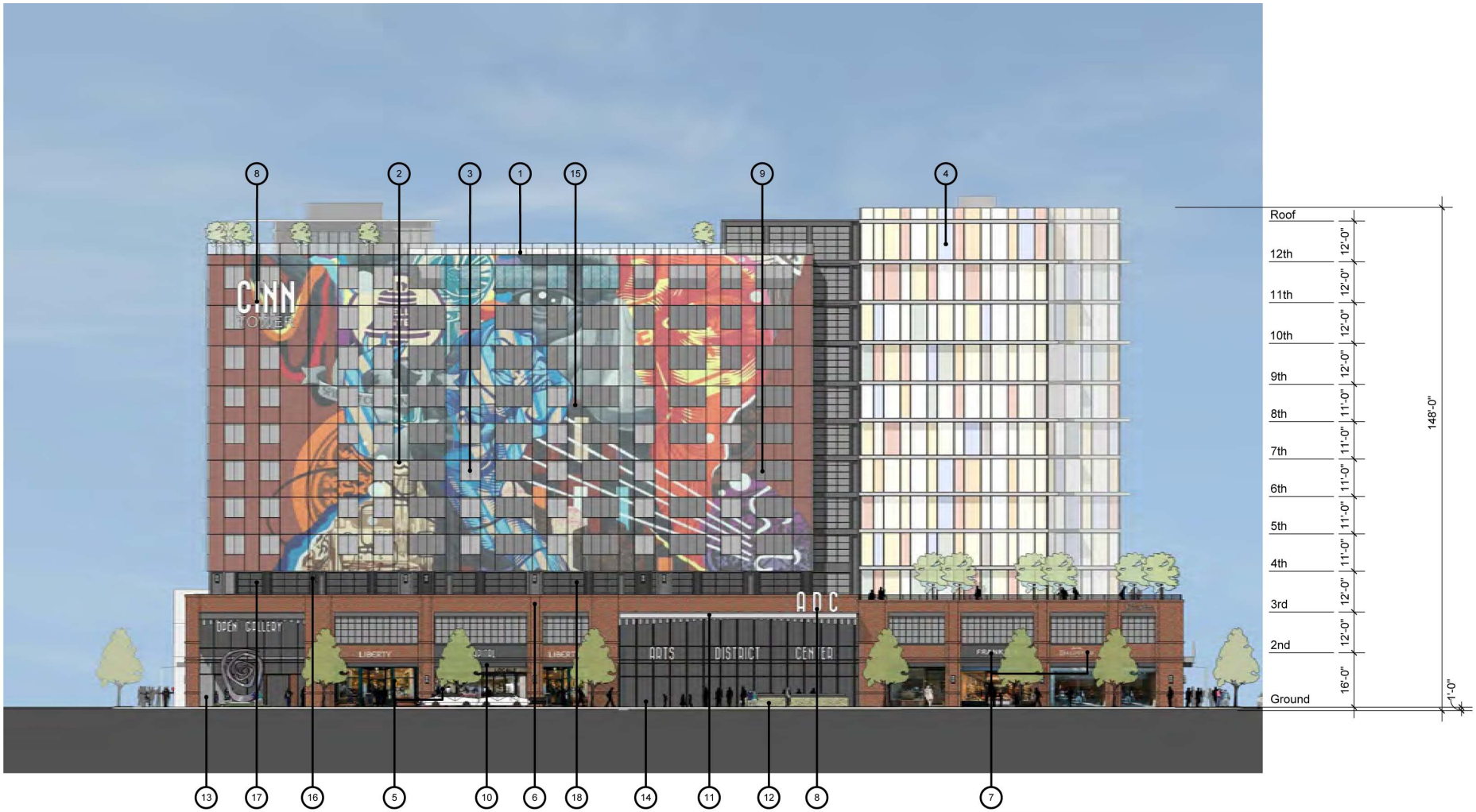
Figure 14
B3-B5 Level Plan



Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 15
Building Section



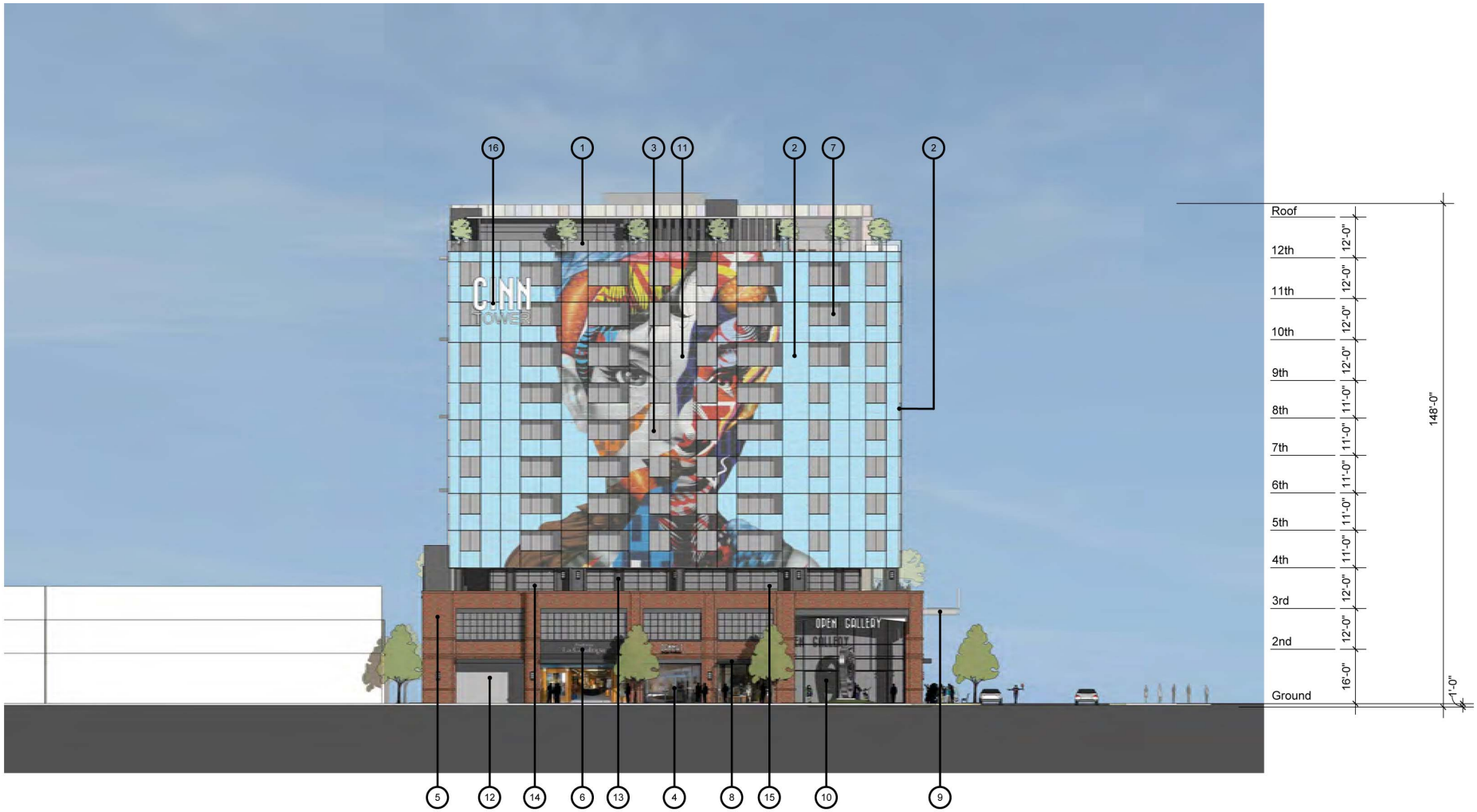
1. Glass Guardrail
2. Glass Curtain Wall
3. Residential Window
4. Window Wall Glass
5. Storefront @ Retail
6. Brick Veneer
7. Tenant Signage
8. Project Signage
9. Balcony
10. Metal Awning
11. Metal Canopy
12. Water Feature
13. Art Plaza
14. Porte Cochere
15. Artwork
16. Metal Veneer
17. Art Gallery
18. Sectional Glass Roll-up Door

NOTE: Artwork shown is a placeholder to illustrate concept only

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

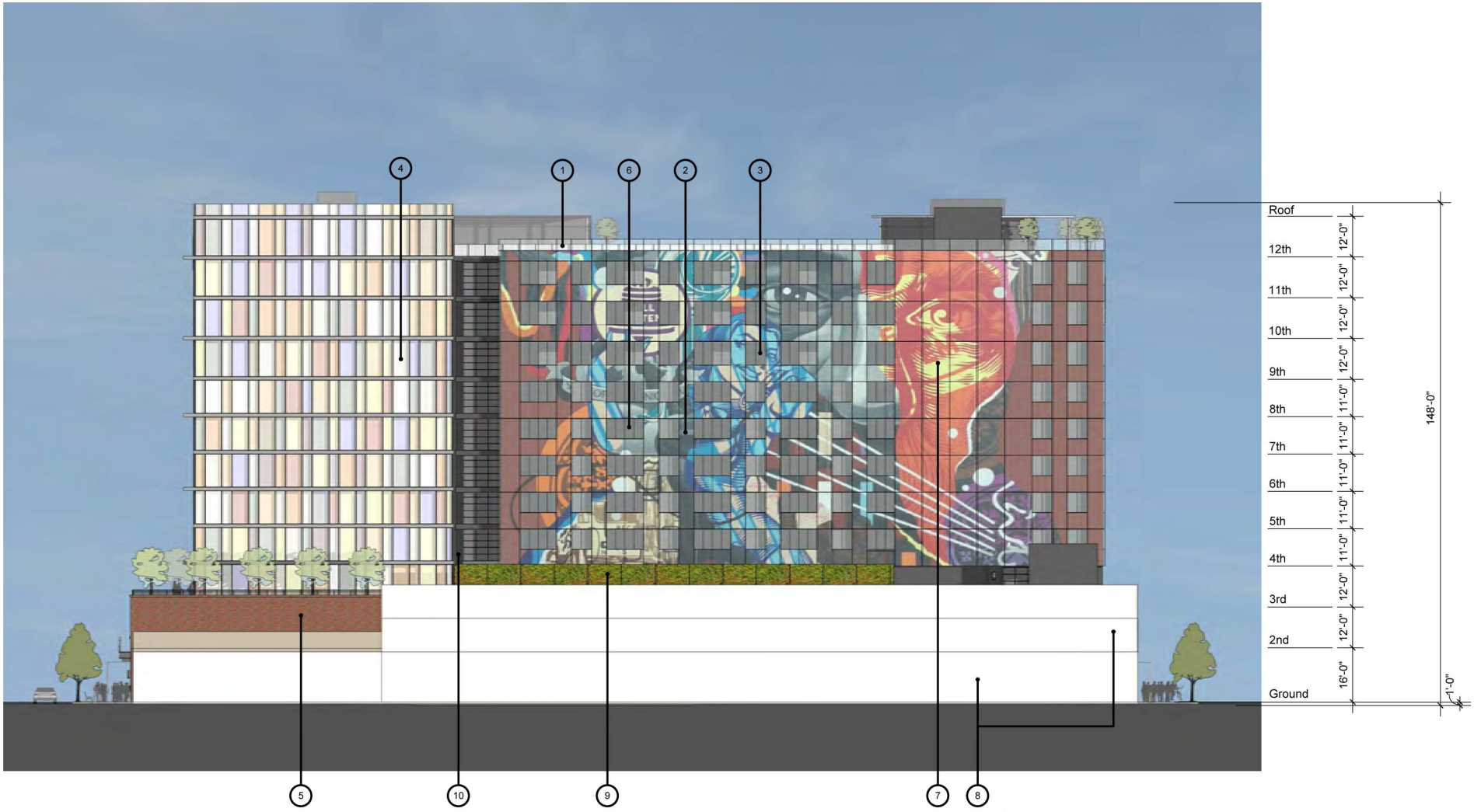
Figure 16
5th Street Elevation



1. Glass Guardrail
2. Glass Curtain Wall
3. Residential Window
4. Commercial Storefront
5. Brick Veneer
6. Tenant Signage
7. Cantilevered Balcony
8. Metal Awning
9. Metal Canopy
10. Art Plaza
11. Artwork
12. Loading Dock
13. Metal Veneer
14. Art Gallery
15. Sectional Glass Roll-up Door
16. Project Signage

NOTE: Artwork shown is a placeholder to illustrate concept only

Source: Togawa Smith Martin Architects, 2016.



1. Glass Guardrail
2. Glass Curtain Wall
3. Residential Window
4. Window Wall Glass
5. Brick Veneer
6. Balcony
7. Artwork
8. Existing Adjacent Building
9. Landscape Screen Wall
10. Metal Veneer

NOTE: Artwork shown is a placeholder to illustrate concept only

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 18
North Elevation



1. Glass Guardrail
2. Glass Curtain Wall
3. Window Wall Glass
4. Commercial Storefront
5. Brick Veneer
6. Tenant Signage
7. Project Signage
8. Metal Canopy
9. Metal Awning
10. Artwork
11. Parking Garage Entry

NOTE: Artwork shown is a placeholder to illustrate concept only

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 19
Colyton Street Elevation



NOTE: Artwork shown is a placeholder to illustrate concept only

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 20
Project Rendering: View Northeast From Seaton Street

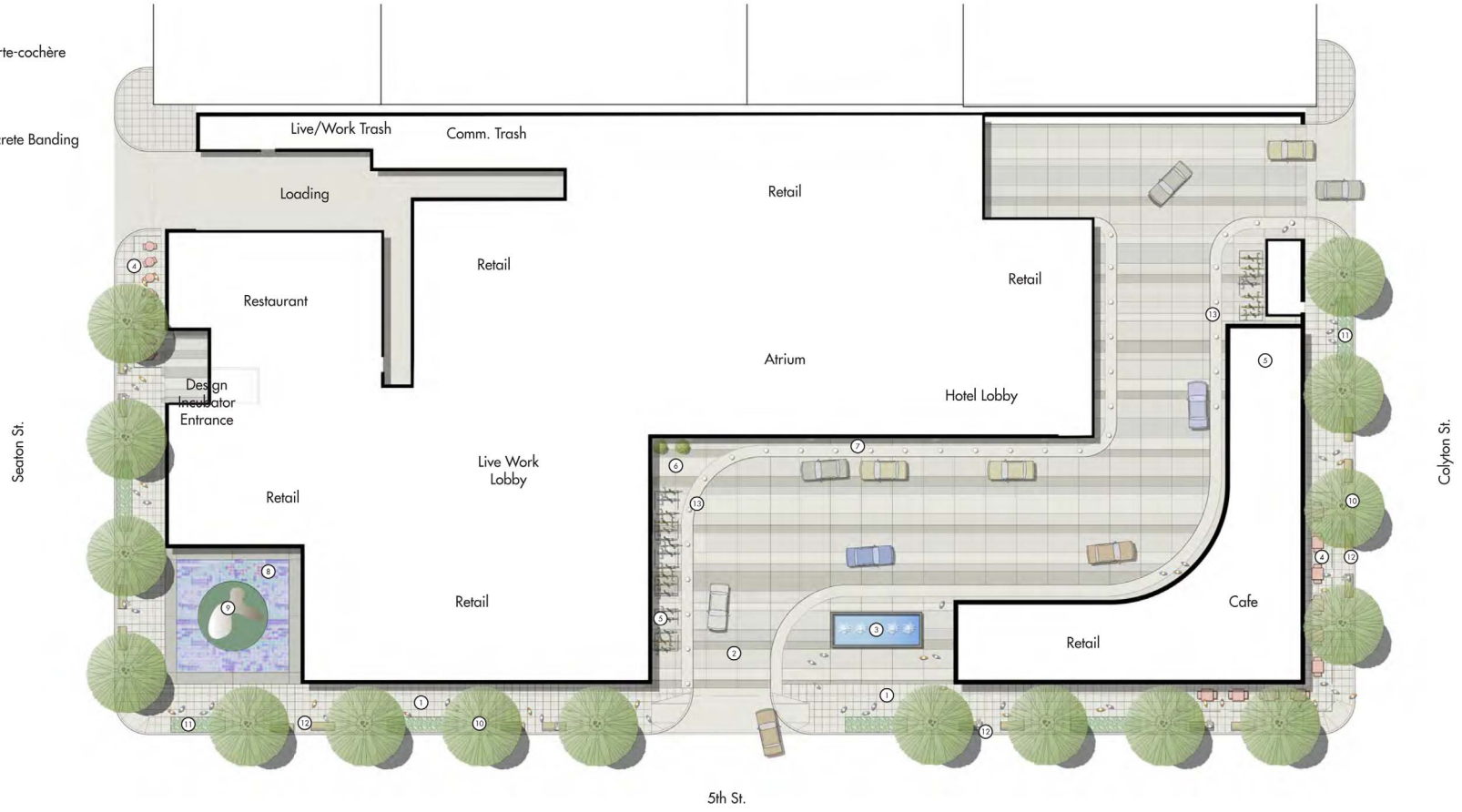


NOTE: Artwork shown is a placeholder to illustrate concept only

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 21
Project Rendering: View From 5th Street/Seaton Street Intersection



Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 22
Ground Level Landscape Design

LEGEND

① Integral Colored Concrete Tile Paving
② Raised Planter On Casters, Typical
③ Pool 25'x55'
④ Raised Spa 10'x12'
⑤ Poolside Terrace with Cabanas
⑥ Outdoor Lounge and Dining
⑦ Central Lawn (Synthetic)
⑧ Raised Rooftop Garden with Seating
⑨ Raised Planters
⑩ Water Feature



NORTH

0 15 30

Scale (Feet)

Source: Togawa Smith Martin Architects, 2016.

CAJA Environmental Services, LLC

Figure 23
Roof Level Landscape Design

2. INITIAL STUDY CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles City Planning Department	14, Jose Huizar	March 2017

RESPONSIBLE AGENCIES

Southern California Air Quality Management District; Los Angeles Regional Water Quality Control Board

PROJECT TITLE/NO.	CASE NO. ENV-2016-4476-EIR
Arts District Center	

PREVIOUS ACTIONS CASE NO.	
N/A	❑ **DOES have significant changes from previous actions.** ❑ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

See Section 1 (Project Description).

ENVIRONMENTAL SETTING:

See Section 1 (Project Description).

PROJECT LOCATION

1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles, CA 90013

PLANNING DISTRICT	STATUS:
Central City North Community Plan Area	❑ **PRELIMINARY** ❑ **PROPOSED** ■ **ADOPTED 2003**

EXISTING ZONING	MAX. DENSITY ZONING	❑ DOES CONFORM TO PLAN
M3-1-RIO	C2-2	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	■ DOES NOT CONFORM TO PLAN
Regional Center Commercial; C2-2-RIO	N/A	
SURROUNDING LAND USES	**PROJECT DENSITY**	❑ NO DISTRICT PLAN
Hotel, residential, commercial/retail, restaurant, art gallery	Proposed Floor-Area Ratio: 8.1:1	

DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

City Planning Associate

Title

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to a project like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    1) Earlier Analysis Used. Identify and state where they are available for review.

    2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared

or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

    1) The significance criteria or threshold, if any, used to evaluate each question; and

    2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

■ Aesthetics	■ Greenhouse Gas Emissions	■ Population/Housing
☐ Agricultural and Forestry Resources	■ Hazards & Hazardous Materials	■ Public Services
■ Air Quality	☐ Hydrology/Water Quality	■ Recreation
☐ Biological Resources	■ Land Use/Planning	■ Transportation/Traffic
■ Cultural Resources	☐ Mineral Resources	■ Utilities/Service Systems
■ Geology/Soils	■ Noise	■ Mandatory Findings of Significance

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

BACKGROUND

PROPONENT NAME	**PHONE NUMBER**
Arts District Development, LLC	213-261-3727

PROPONENT ADDRESS

1129 E. 5th Street, Los Angeles, CA 90013

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles Planning Department	March 2017

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**Aesthetics.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	■	❑	❑	❑
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?	■	❑	❑	❑
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	■	❑	❑	❑
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■	❑	❑	❑

Response a:

A significant impact would occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. As described in the City of Los Angeles CEQA Thresholds Guide, panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural area, which provide a geographical orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies. The Project Site is in an urbanized portion of Los Angeles, and topographically relatively flat. The Project would construct a new 148-foot tall building, thus substantially increasing the building heights on the Site from the existing two-story structure, having a potential adverse effect on a scenic vista. Therefore, this potential impact will be analyzed in the EIR.

Response b:

A significant impact would occur only where scenic resources would be damaged or removed by a project. The Project Site does not contain trees with scenic significance or rock outcroppings and is not located within a state scenic highway. The Project Site has been identified by SurveyLA as a potential contributor to a historic district. Therefore, the Proposed Project could have a potential impact on a potential historic resource and this potential will be analyzed in the EIR, as discussed in response to Checklist Question V.a.

Response c:

A significant impact may occur if a project introduces incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the area. The Project would increase the building heights on the Site from existing uses and would introduce new architectural elements to the area. Therefore, this issue will be analyzed in the EIR.

Response d:

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

Artificial Light

An adverse impact would occur if the Project created a substantial new source of artificial light that would adversely affect the surrounding area. Artificial light may be generated from individual (i.e., point) sources as well as from indirect sources of reflected light. Uses such as residences, hospitals, and hotels are considered light sensitive since they are typically occupied by persons who are subject to disturbance by bright light sources during evening hours. The Project Site is located in a well-lit urban portion of Los Angeles where there are high levels of ambient nighttime lighting including street lighting, architectural and security lighting, exterior signage, and indoor building illumination (light emanating from the interior of structures which passes through windows), all of which are common to densely populated areas. Nevertheless, aesthetic impacts to the nearby residential properties may result due to excessive illumination at the Project Site. Therefore, this issue will be analyzed further in the EIR.

Glare

An adverse impact would occur if the Project created a substantial new source of glare that would adversely affect day or nighttime views in the area. Glare is a common phenomenon in the southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets in the vicinity of the project, exterior building windows, and surfaces of brightly painted buildings in the project vicinity. Excessive glare not only restricts visibility but increases the ambient heat reflectivity in a given area. The potential exists for glass or other shiny building materials to cause glare impacts at nearby residential uses. Therefore, this issue will be analyzed further in the EIR.

Shade/Shadow

The analysis of the Project's potential shade/shadow impacts focuses on changes in shading conditions for those off-site uses and activities that are dependent on access to natural light. Off-site uses and activities that meet this criteria include routinely used outdoor spaces associated with residential, recreational, or institutional uses (pre-schools, schools, nursing homes); or commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; and existing solar collectors. The Project would construct a new 148-foot tall building on the Site. The City of Los Angeles requires a shade/shadow

evaluation for any new building over 60 feet in height.[3] Therefore, a shade/shadow analysis will be included in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**Agricultural And Forestry Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range and Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	■
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	❑	❑	❑	■
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 122220(g)), timberland (as defined by Public Resources Code section 4526, or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	❑	❑	❑	■
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	❑	■
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	❑	❑	❑	■

[3] *City of Los Angeles, CEQA Thresholds Guide, 2006, Section A (Aesthetics and Visual Resources), Part 4.*

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Farmland, to non-agricultural use or conversion of forest land to non-forest use?				

Responses a-e:

A significant impact may occur if a project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use, the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use, results in the rezoning of forest land or timberland, or involves other changes in the existing environment which, could result in conversion of Farmland to non-agricultural use. The Project Site is currently developed with a building and is in a highly urbanized area. The Site does not contain any agricultural uses, and is not delineated as such on any maps prepared pursuant to the Farmland Mapping and Monitoring Program.[4] The Site is zoned manufacturing. No Williamson Act Contract applies to the Site. Therefore, no impact would occur. Further evaluation of this issue in an EIR is not required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**Air Quality.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	■	❑	❑	❑
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	❑	❑	❑
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	■	❑	❑	❑
d.	Expose sensitive receptors to substantial pollutant concentrations?	■	❑	❑	❑

[4] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf, March 8, 2016.*

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?	❑	❑	■	❑

Response a:

A significant impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The Project Site is located within the 6,600 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone [1-hour and 8-hour standards], PM_{10}, and $PM_{2.5}$). As such, the Project would be subject to the SCAQMD's AQMP. The AQMP 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 the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.[5] With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP, and 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 growth projections originating from the City's General Plan.

A significant impact may occur if the Project is inconsistent with the growth assumptions upon which the AQMP was based. As a result, Project development could have an adverse effect on the SCAQMD's implementation of the AQMP. Therefore, this issue will be analyzed further in the EIR.

Response b:

A project would result in a significant air quality impact if project-related emissions exceed federal, state or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. Construction and operation of the Project would result in an increase in uses which has the potential to generate emissions which could exceed federal, state, or regional standards or thresholds or contribute to an existing or projected air quality violation. Therefore, this issue will be analyzed further in the EIR.

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[5] *SCAG is the federally designated metropolitan planning organization (MPO) for the southern California region.*

Response c:

A significant impact would occur if a project would result in a cumulatively considerable net increase in a federal or state non-attainment pollutant. With regard to determining the significance of the Project's contribution to regional emissions, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, an individual project that generates construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. The Project has the potential to add a cumulatively considerable contribution to a federal or state non-attainment pollutant. Therefore, this issue will be analyzed further in the EIR.

Response d:

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to air pollution than others include hospitals, schools, residences, playgrounds, childcare centers, athletic facilities, and retirement homes.[6] Sensitive receptors in the Project vicinity include residences to the east along Hewitt and Palmetto Streets. The Project could expose these sensitive receptors to substantial pollutant concentrations during construction and operation. Therefore, this issue will be analyzed further in the EIR.

Response e:

A significant impact would only occur if a project would generate substantial odors. The SCAQMD's *CEQA Air Quality Handbook* identifies those land uses that are associated with odor complaints, which typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any of the uses identified by the SCAQMD as being associated with odors. While the Project does include restaurant uses, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase to a less than significant level.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Via mandatory compliance with SCAQMD Rules, no construction activities or materials are proposed which would create a significant level of objectionable odors and would limit potential objectionable odor impacts during the Project's short-term construction phase to a less than significant level. Therefore, further evaluation of this issue is not required.

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[6] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Figure 5-1, April 1993.*

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	❑	❑	❑	■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	❑	❑	❑	■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	❑	❑	❑	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	❑	■
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	❑	❑	❑	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	■

Response a:

A significant impact would occur if a project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited above. The Project Site is located in an urbanized area of Los Angeles and is currently developed with a building, paving, and no landscaping. The Site does not contain any natural open spaces, act as a wildlife corridor, nor possess any areas of significant biological resource value. No hydrological features are present on the Site and there are no sensitive

habitats present. Due to the lack of biotic resources, no candidate, sensitive, or special status species identified in local plans, policies, regulations, by the California Department of Fish and Game (CDFG), the California Native Plant Society (CNPS), or the U.S. Fish and Wildlife Service (USFWS) would be expected to occur on the Site. Therefore, no impact would occur and no mitigation measures would be required. Further evaluation of this issue in an EIR is not required.

Response b:

A significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the state and federal regulatory agencies cited would be adversely modified by a project. There are no riparian areas located on or adjacent to the Project Site.[7] Therefore, no impact would occur. Further evaluation of this issue in an EIR is not required.

Response c:

A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by a project. Review of the National Wetlands Inventory identified no wetlands or water features on the Project Site.[8] Therefore, no impact would occur. Further evaluation of this issue in an EIR is not required.

Response d:

A significant impact would occur if a project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The Project Site is developed with an existing building and other hard surfaces and currently does not interfere substantially with the movement of any native resident or migratory birds. The Site is located within an urban area that is highly disturbed and which contains numerous high-rise buildings. The nearest location that contains vegetation with the potential for supporting migratory bird and/or wildlife use is the Los Angeles River, located approximately 1,500 feet to the east. The Project would develop a 148-foot building on the Site. Although buildings of this height could potentially interfere with bird movement, the presence of several buildings of a similar height in the immediate vicinity would generally act as a discouragement to major bird migration. No trees are present on the Project Site to provide nesting or perching spots for birds. No bodies of water exist on the Site to provide habitat for fish. As such, Project implementation would neither interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors nor would it impede the use of native wildlife nursery sites. Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

Response e:

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[7] *NavigateLA, Water, Lakes, and Streams layer: http://navigatela.lacity.org/navigatela/, November 11, 2016.*

[8] *U.S. Fish & Wildlife Service, National Wetlands Inventory: http://www.fws.gov/wetlands/data/mapper.HTML*

A significant adverse impact would occur if a project were inconsistent with local regulations pertaining to biological resources. The Project would be confined to a previously developed site and would not involve substantial changes in the existing environment. Local ordinances protecting biological resources are limited to the City of Los Angeles Protected Tree Ordinance, as modified by Ordinance 177404. The amended Protected Tree Ordinance provides guidelines for the preservation of all Oak trees indigenous to California (excluding the Scrub Oak or *Quercus dumosa*) as well as the following tree species: Southern California Black Walnut (*Juglans californica var. californica*); Western Sycamore (*Platanus racemosa*); and California Bay (*Umbellularia californica*).[9] No City-protected trees, or trees of any type are present on the Project Site. Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

Response f:

A significant impact would occur if a project would be inconsistent with policies in any draft or adopted conservation plan. The Project Site is located in an urbanized area of Los Angeles and is currently developed with buildings and paving, and contains no landscaping. The Site is not located in or adjacent to an existing or proposed Significant Ecological Area.[10] Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. The Project would not conflict with any habitat conservation plans. Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**Cultural Resources:** Would the project:				
a.	Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	■	❑	❑	❑
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	❑	❑	■	❑
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	❑	■	❑
d.	Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	■	❑

[9] *City of Los Angeles, Ordinance 177404, approved March 13, 2006 and effective April 23, 2006.*

[10] *NavigateLA, Significant Ecological Area layer: http://navigatela.lacity.org/navigatela/, November 11, 2016.*

Response a:

Section 15064.5 of the State CEQA Guidelines defines an historical resources as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if the proposed project were to adversely affect a historical resource meeting one of the above definitions.

The State Office of Historic Preservation recommends that properties over 45 years of age be evaluated for their potential as historic resources. The existing structure on the Project Site was built in approximately 1915 and has been identified as a potential contributor to a potential historic industrial district by SurveyLA. This issue will be analyzed in the EIR.

Response b:

Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which met the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A project-related significant adverse effect could occur if the Project was to affect archaeological resources which fall under either of these categories. The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[11] The Project Site is located in a highly urbanized area of the Central City North Community Plan Area of the City of Los Angeles, and has been disturbed by past development activities. The Project includes subgrade preparation and excavation for the five-level subterranean parking garage. Thus, the potential exists for the accidental discovery of unknown archaeological materials. Because the presence or absence of such materials cannot be determined until the Site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity.

Under California Public Resources Code Section 21083.2, development projects that involve excavations are required to implement the following measures:

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University

[11] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;

- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
- The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Compliance with these requirements would ensure that the Project would have a less than significant impact with respect to archaeological resources and no further evaluation of this issue in an EIR is required.

Response c:

A project-related significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb paleontological resources or geologic features which presently exist within the Project Site. The Project site is located in the Central City North Community Plan Area of the City of Los Angeles, and as described above, the Project Site has been previously graded and is currently developed. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[12] Although no paleontological resources are known to exist on-site, there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during subgrade excavation for the parking garage.

[12] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

Under California Public Resources Code Sections 5097.5 and 30244, development projects that involve excavations are required to implement the following measures:

- If any paleontological materials are encountered during the course of project development, all further development activities in the vicinity of the materials shall halt and:
    - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact;
    - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource;
    - The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report; and
    - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Compliance with these requirements would ensure that, if any such resources are found during construction of the Project, they would be handled according to the proper regulations, and impacts to potential paleontological resources that may exist beneath the Project Site would be less than significant. No further evaluation of this issue in an EIR is required.

Response d:

A project-related significant adverse effect could occur if grading or excavation activities associated with proposed project would disturb previously interred human remains. The Project Site is located in a heavily urbanized area, and developed with an existing building. The likelihood of encountering human remains on the Project Site is minimal. However, during the construction phase and excavation of the subterranean parking levels, there is a possibility that human remains could be encountered, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

Under California Health and Safety Code Section 7050.5 and Native American Heritage Commission (NAHC) regulations (Public Resource Code Section 5097), development projects that involve excavations are required to implement the following measure:

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
    - Stop excavation immediately in the vicinity of the remains and contact the County Coroner at:

      1104 N. Mission Road
      Los Angeles, CA 90033
      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

    - The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission;
    - The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American;
    - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
    - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods;
    - If the most likely descendent does not make recommendations within 48 hours, the Applicant shall reinter the remains in an area of the property secure from further disturbance, or;
    - If the Applicant does not accept the most likely descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

Through compliance with these requirements, potential Project impacts related to the disturbance of unknown human remains would be less than significant. No further evaluation of this issue in an EIR is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	■	❑	❑	❑
ii. Strong seismic ground shaking?	■	❑	❑	❑
iii. Seismic-related ground failure, including liquefaction?	■	❑	❑	❑
iv. Landslides?	❑	❑	■	❑
b. Result in substantial soil erosion or the loss of topsoil?	❑	❑	■	❑
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	■	❑	❑	❑
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	■	❑	❑	❑
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	❑	❑	❑	■

Response a.i:

Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. In addition, the City of Los Angeles designates Fault Rupture Study Zones on each side of active and potentially active faults to establish areas of hazard potential.

There are several principal active faults in the metropolitan region. The greatest of these is the San Andreas Fault, approximately 35 miles (55 kilometers) northwest of downtown Los Angeles, on the other side of the San Gabriel Mountains. Several other important active faults lie closer to and even within the populated

area of greater Los Angeles. These include the Sierra Madre fault zone, which runs through parts of Altadena and other foothills communities, the Raymond Fault in San Marino, and the Hollywood and Santa Monica Faults along the southern edge of the Hollywood Hills and Santa Monica Mountains.

The Site is not within an Alquist-Priolo Fault Zone or a Fault Rupture Study Zone.[13] The Project would comply with the CGS *Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards, and with seismic safety requirements in the UBC and the LAMC. Nonetheless, as the Site is located in a seismically active region, potential impacts associated with fault rupture will be analyzed further in an EIR.

Response a.ii:

A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. Southern California is active seismic region (UBC Seismic Zone IV). Although the Project Site is not within an Alquist-Priolo Zone, the Site is susceptible to ground shaking during a seismic event. The main seismic hazard affecting the Site is moderate to strong ground shaking. The Project would conform to all applicable provisions of the City Building Code and the UBC with respect to new construction. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. Nonetheless, as the Site is located in a seismically active region, this potential impact from ground shaking will be analyzed further in an EIR.

Response a.iii:

Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Low groundwater table and the presence of loose to medium dense sand and silty sand are factors that could contribute to the potential for liquefaction. The Project Site is not identified by ZIMAS as being within a liquefaction zone.[14] The City of Los Angeles Seismic Safety Element does not identify the Project Site as being within a liquefiable area, but there are some areas nearby that are susceptible to liquefaction.[15] The Project would be required to comply with building regulations set forth by the State Geologist, which require site analysis prior to development. Furthermore, the Project would comply with the CGS *Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* (1997), which provides guidance for evaluation and mitigation of earthquake-related hazards including liquefaction.

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[13] *City of Los Angeles, ZIMAS Parcel Profile Reports, website: http://zimas.lacity.org, November 11, 2016.*
[14] *City of Los Angeles, ZIMAS Parcel Profile Report, website: http://zimas.lacity.org, November 11, 2016.*
[15] *City of Los Angeles, Safety Element of the General Plan, Areas Susceptible to Liquefaction, Exhibit B.*

Nonetheless, because the Project Site is near susceptible areas, potential impacts associated with liquefaction will be analyzed further in an EIR.

Response a.iv:

A significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest high potential for sliding. Landslides can occur on slopes under normal gravitational forces and during earthquakes when strong ground motion can cause failure. Landslides tend to occur in loosely consolidated, wet soil, and/or rock on unstable sloping terrain. The Project Site is topographically level and is not classified as a landslide hazard zone in the CGS Seismic Hazards Map.[16] The Project Site is also not identified by ZIMAS as being within a landslide hazard zone.[17] Therefore, a less than significant impact would occur and further evaluation of this issue in an EIR is not required.

Response b:

A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The Project Site is located in an urbanized portion of Los Angeles and is currently developed with an existing building. Any topsoil that may exist on the Site was previously blended with other on-site soils during previous site preparation/grading activities. As such, development of the Project would not result in substantial loss of topsoil. Construction activities such as grading and excavation could create a potential for soil erosion. The potential for soil erosion on the Project Site is low due to the generally level topography of the Project Site and the presence of off-site drainage facilities. Project construction would require the removal of existing pavement and grading earth and excavation. Conformance with City Building Code Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the Los Angeles Building Code requires an erosion control plan to be reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). Therefore, Project impacts related to soil erosion during construction, with the inclusion of the proposed design features, are anticipated to be minimal. The potential for soil erosion during project operation would be relatively low due to the urbanized nature of the Project site and area and the generally level topography of the Site. In addition, the Project Site will be improved with new buildings, hardscape and landscape. Therefore, a less than significant impact would occur and further evaluation of this issue in an EIR is not required.

Response c:

A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. The Project Site is located in an urbanized portion of Los Angeles and is currently developed

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[16] *California Geologic Survey, Seismic Hazard Zones: http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_holly.pdf.*

[17] *City of Los Angeles, ZIMAS Parcel Profile Report, website: http://zimas.lacity.org.*

with an existing building. Subsidence is a localized mass movement that involves the gradual downward settling or sinking of the ground, resulting from the extraction of mineral resources, subsurface oil, groundwater, or other subsurface liquids, such as natural gas. Since the Project may require dewatering for construction of the subterranean parking, the potential for subsidence may occur. Therefore, this issue and soil suitability will be analyzed further in an EIR.

Response d:

A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink as water is drawn away. If soils below the development consist of expansive clays within a zone where the water content can fluctuate, foundation movement and/or damage can occur. Although the Project must comply with building regulations set forth by the California Building Code, the potential for an impact still exists. Therefore, this issue will be analyzed further in an EIR.

Response e:

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact upon the environment?	■	❑	❑	❑
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■	❑	❑	❑

Responses a and b:

Construction and operation of the Project has the potential to generate greenhouse gas emissions because it will result in new construction and uses, which may directly or indirectly have a significant impact on the environment. In addition, the Project will need to be fully evaluated for consistency with all applicable plans, policies, and regulations for the purpose of reducing the emissions of greenhouse gases. Therefore,

the Project's generation of greenhouse gas emissions and consistency with plans will be analyzed in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**Hazards and Hazardous Materials.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	■	❑	❑	❑
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	❑	❑	❑
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	■	❑	❑	❑
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	■	❑	❑	❑
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	❑	❑	❑	■
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	❑	❑	❑	■
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	■	❑	❑	❑
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	❑	■

Response a:

A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The construction activities are anticipated to use typical, although potentially hazardous, construction materials, including vehicle fuels, paints, mastics, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. During operation, residential, retail, hotel, and office uses would store and use maintenance products, such as cleaning materials. Since the Project would require the transport, use, and disposal of hazardous materials, the potential for an impact exists. Therefore, this issue will be analyzed further in an EIR.

Response b:

A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. Because the existing structure on the Project Site was constructed prior to enactment of the bans on asbestos and lead-based paint, it is likely to contain asbestos-containing-materials (ACMs) and lead-based-paint (LBP). Polychlorinated biphenyls (PCBs) and/or hazardous petroleum products could also potentially be present at the Site. Therefore, construction activities may have the potential to expose construction workers and sensitive receptors in the Project area to hazards associated with accidental exposure to ACMs, LBP, PCBs and/or petroleum products. Therefore, this issue will be analyzed further in an EIR.

Response c:

A significant adverse effect may occur if a Project Site is located within one-quarter mile of an existing or proposed school site and is projected to release toxic emissions which pose a health hazard beyond regulatory thresholds. The Project Site is located within 0.25 mile of the following schools:[18]

- Korpus School of Art and Gallery, 1300 Factory Place (900 feet south); and
- Southern California Institute of Architecture, 960 E. 3rd Street (900 feet northeast).

The Project would use, at most, minimal amounts of hazardous materials for routine cleaning and maintenance. However, since the Project would require the transport, use, and disposal of hazardous materials, the potential for an impact exists. Therefore, further analysis of this issue in an EIR is required.

Response d:

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

[18] *NavigateLA, Schools Layer: http://navigatela.lacity.org/navigatela/*

surrounding sensitive uses. The potential exists for the Project Site and/or any number of hazardous materials sites near the Project Site, including sites up-gradient, to be listed according to Government Code Section 65962.5 which could create a significant hazard to the public. Therefore, this issue will be analyzed further in an EIR.

Responses e and f:

A significant impact may occur if a project is located within two miles of a public airport, and subject to a safety hazard or within the vicinity of a private airstrip. The Project Site is not located in the vicinity of a public airport or private airstrip. Therefore, no impact would occur. Further evaluation of this issue in an EIR is not required.

Response g:

A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The construction and operation activities have the potential to impede public access or travel upon public rights-of-way as well as interfere with any adopted emergency response or evacuation plan. Therefore, this issue will be analyzed further in an EIR.

Response h:

A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone.[19] The Project Site is not located within a designated Fire Buffer Zone or Mountain Fire District in the 1996 City of Los Angeles Safety Element.[20] Therefore, no impact would occur. Further evaluation of this issue in an EIR is not required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hydrology And Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	❑	❑	■	❑

[19] *City of Los Angeles, ZIMAS Parcel Profile Report, website: http://zimas.lacity.org.*

[20] *City of Los Angeles, Safety Element of the General Plan, Selected Wildfire Hazard Areas, Exhibit D.*

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	❑	❑	■	❑
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❑	❑	■	❑
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	❑	❑	■	❑
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❑	❑	■	❑
f.	Otherwise substantially degrade water quality?	❑	❑	■	❑
g.	Place housing within a 100-year flood plain hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	■
h.	Place within a 100-year flood plain hazard area structures which would impede or redirect flood flows?	❑	❑	❑	■
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	❑	❑	■	❑
j.	Inundation by seiche, tsunami, or mudflow?	❑	❑	❑	■

Response a:

A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These

regulations include compliance with the City's Low Impact Development Ordinance and/or Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts. The Project involves the development of a mixed-use building on land that is currently fully developed and completely paved. The Project would not alter the existing surface water runoff drainage pattern, would not reduce rainfall absorption at the Site, and would not result in a net increase of rates of stormwater discharge which may exceed water quality standards or waste discharge requirements. Therefore, this potential impact on water quality standards or waste discharge requirements would be less than significant and further evaluation in an EIR is not required.

Response b:

A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement, or includes withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. The Project does not propose any permanent groundwater wells or pumping activities. All water supplied to the Site would be derived from the City's existing water supply and infrastructure. In addition, the Project would not increase the amount of impervious surface area located on the Project Site upon completion of project construction. Although construction of the Project would include excavation and could possibly require dewatering at the Site, the amount of groundwater infiltration likely to occur would be minimal given the small area and relatively shallow depth of the proposed excavation (approximately 50 feet below grade) in an area where groundwater has not been encountered in test borings drilled to 95 feet below ground surface.[21] If groundwater is encountered during excavation work, compliance with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit would be mandatory. This would include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. Therefore, this potential impact would be less than significant and further evaluation in an EIR is not required.

Response c:

A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. There are no natural watercourses on the Project Site. The Site is currently fully developed. As part of the Project, grading and construction activities may temporarily alter the existing drainage patterns of the Site. However, compliance with the requirements of the mandated construction Stormwater Pollution Prevention Plan (SWPPP) would reduce the occurrence of erosion and siltation during construction and operation to the

[21] *GeoDesign, Inc., Phase I Environmental Site Assessment, The Art District Center, 1129 E. 5th Street, Los Angeles CA 90013, June 26, 2014.*

maximum extent practicable. Therefore, this potential impact would be less than significant and further evaluation in an EIR is not required.

Response d:

A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project would result in flooding conditions affecting the Project Site or nearby properties. Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns of the Site and off-site flows, thereby having a potential impact. However, compliance with the requirements of the mandated construction Stormwater Pollution Prevention Plan (SWPPP) would reduce the amount of additional stormwater runoff from the Project Site during construction and operation to the maximum extent practicable. Therefore, this potential impact would be less than significant and further evaluation in an EIR is not required.

Response e:

A significant impact may occur if a project would increase the volume of stormwater runoff to a level which exceeds the capacity of the storm drain system serving the Project Site, or if the proposed project would introduce substantial new sources of polluted runoff. Construction of the project could contribute to the degradation of existing surface water quality conditions primarily due to: 1) potential erosion and sedimentation during the grading phase; 2) particulate matter from dirt and dust generated on the Site; and 3) construction activities and equipment. However, compliance with the requirements of the mandated construction and operation Stormwater Pollution Prevention Plans (SWPPP), as well as with the requirements of the City's Low Impact Development Ordinance and/or SUSMP, would reduce the amount of additional stormwater runoff from the Project Site and the introduction of pollutants to stormwater runoff during construction and operation to the maximum extent practicable. Development of the Proposed Project would not increase overall stormwater runoff volume as the Project Site is currently completely covered with impervious surfaces. Therefore, this potential impact would be less than significant and further evaluation in an EIR is not required.

Response f:

As previously discussed, the Project could involve the use of contaminants that could potentially degrade water quality if not properly handled and stored. However, compliance with the requirements of the mandated construction and operation Stormwater Pollution Prevention Plans (SWPPP), as well as with the requirements of the City's Low Impact Development Ordinance and/or SUSMP, would reduce the introduction of contaminants to stormwater runoff during Project construction and operation to the maximum extent practicable. Therefore, this potential impact would be less than significant and further evaluation in an EIR is not required.

Response g-h:

The Project Site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods.[22] The Site is not located within a City-designated 100-year or 500-year flood plain.[23] As the Site is located in an area of minimal flooding, the Project would not introduce people or structures to an area of high flood risk. Therefore, the Project would not contain any significant risks of flooding and would not have the potential to impede or redirect floodwater flows. No impact would occur and no further analysis of this issue is required.

Response i:

A significant impact may occur if a project were located in an area where flooding, including flooding associated with dam or levee failure, would expose people or structures to a significant risk of loss, injury, or death. Based on a review of the County of Los Angeles Flood and Inundation Hazards Map, it is concluded that the Project site does not lie within a mapped inundation area.[24] The Project Site is located approximately 1,500 feet west of the Los Angeles River, which is contained in a flood control channel. The Project Site is within the City-designated potential inundation area of Los Angeles River flood control channel, as is much of Downtown and Central Los Angeles.[25] The Project Site and the surrounding areas could be inundated with floodwaters if the levees along the Los Angeles River channel were to fail, which is a remote possibility. The Los Angeles River flood control channel is maintained by the U.S. Army Corps of Engineers (USACE), which is responsible for periodically analyzing its facilities for earthquake safety and potential failures. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing channel and drainage infrastructure are intended to ensure that all such facilities are capable of withstanding the maximum credible earthquake for the site. Flooding from other sources is not expected; thus the minimal risk of flooding from potential levee failure would not be exacerbated by the development of the Project. Thus, the failure of the Los Angeles River flood control channel is considered remote and does not present a significant risk of loss, injury or death to people or structures. Moreover, the area surrounding the Project Site is highly urbanized and there are no other levees or dams within the immediate vicinity of the Project Site. Thus, the Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and no impact would occur.

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[22] *NavigateLA, FEMA Flood Hazard layer: http://navigatela.lacity.org/navigatela/, November 20, 2016.*

[23] *City of Los Angeles, Safety Element of the General Plan, 100-Year and 500-Year Flood Plains, Exhibit F.*

[24] *Los Angeles County Department of Public Works, FEMA Flood Zone Determination Website http://dpw.lacounty.gov/wmd/floodzone/, accessed November 2016.*

[25] *City of Los Angeles, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed November 20, 2016.*

Response j:

A significant impact may occur if a project is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a Tsunami Hazard Area, and is located at least 14 miles from the Pacific Ocean and is not near any major water bodies potentially at risk of the effects of a seismically-induced tidal phenomena. Therefore, there is no impact associated with seiches or tsunamis at the Site. In addition, the Site is in an urbanized portion of the City of Los Angeles, and is relatively flat, thereby limiting the potential for inundation by mudflow. No further analysis of this issue is required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**Land Use And Planning**. Would the project:				
a.	Physically divide an established community?	❑	❑	❑	■
b.	Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■	❑	❑	❑
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■

Response a:

A significant impact may occur if a project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The Project Site is approximately one acre in size and is currently developed with commercial uses. Redevelopment of the Site with the Proposed Project would not physically divide a community. Therefore, no impact would occur and no further analysis of this issue is required.

Response b:

A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The Project would require several discretionary actions by the City which could conflict with land use plans, policies or regulations, leading to a potentially significant impact. The EIR will provide additional analysis to assess the potential impact

from the project's consistency with applicable General Plan policies, zoning code restrictions, Southern California Association of Governments (SCAG) policies, any other applicable City (such as the Central City North Community Plan) or regional plans and policies (such as the SCAQMD and Metro CMP). Therefore, this issue will be further analyzed in an EIR.

Response c:

A significant impact may occur if a project is inconsistent with policies in any draft or adopted conservation plan. The Project Site is currently developed and is located in an urbanized area. As discussed under Checklist Question IV(f), there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Site. Implementation of the Project would not conflict with any habitat conservation plans. Therefore, no impact would occur and no mitigation measures would be required. Further evaluation of this issue in an EIR is not required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**Mineral Resources**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	■
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	■

Response a:

A significant impact may occur if a project is located in an area used or available for extraction of a regionally-important mineral resource, and if the project converted an existing or potential future regionally-important mineral extraction use to another use, or if the project affected access to a site used or potentially available for regionally-important mineral resource extraction. The State Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board (SMGB) map areas throughout the State of California that contain regionally significant mineral resources. Aggregate mineral resources within the state are classified by the SMGB through application of the Mineral Resource Zone (MRZ) system. The MRZ system is used to map all mineral commodities within identified jurisdictional boundaries. The MRZ system classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The Project Site is located within an area classified as MRZ-2, defined as areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.

The Project Site is located within the Union Station Oil Field. Although no oil wells exist or are known to have previously existed on or immediately adjacent to the Project Site, plugged wells do exist within a 1,500-foot radius of the site. The Project Site is not located within an Oil Drilling/Surface Mining Supplemental Use District.[26,27]

Should any future mineral resource be discovered on or near the Project Site, development of the Project would not alter the potential future utility of any minerals located beneath the site. Therefore, no impact associated with the loss of availability of a known mineral resource would occur as a result of Project development. Therefore, further evaluation in an EIR is not required.

Response b:

A significant impact may occur if a project is located in an area used or available for extraction of a locally-important mineral resource extraction, and if the project converted an existing or potential future locally-important mineral extraction use to another use, or if the project affected access to a site used or potentially available for locally-important mineral resource extraction. The Project Site is located within a Mineral Resource Zone 2 (MRZ-2) Area.[28] The Project Site is not designated as a locally important mineral resource recovery site delineated on the Los Angeles General Plan, a specific plan, or other land use plan. Should any future mineral resource be discovered on or near the Project Site, development of the Project would not preclude the mineral's extraction, nor would it alter the potential utility of any minerals located beneath the site. Therefore, no impact associated with the loss of availability of a locally important mineral resource recovery site would occur.

Additionally, according to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the flood plain from the San Fernando Valley through downtown Los Angeles. Much of the area identified has been developed with structures and is inaccessible for mining extraction.[29] Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

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[26] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, September 1996.*

[27] *State of California Department of Conservation, Division of Oil, Gas & Geothermal Resources, Online Mapping System, District 1, website: http://www.conservation.ca.gov/dog/Pages/WellFinder.aspx, accessed December 2016.*

[28] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

[29] *City of Los Angeles, Conservation Element of the General Plan, September 16, 2001; pg II-57.*

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**Noise.** Would the project result in:				
a.	Exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■	❑	❑	❑
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	■	❑	❑	❑
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	❑	❑	❑
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	❑	❑	❑
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	■
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	■

Response a:

A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Construction would require the use of construction equipment during grading, excavation, hauling, establishing building foundations, and other construction activities. The concurrent use of construction equipment and machinery has the potential to increase noise levels above the applicable standards of the City's Noise Ordinance. Existing on-site noise sources include the existing commercial/industrial uses. The Project would increase the activities that would occur on the Site and noise levels from on-site sources also have the potential to increase during Project operation. In addition, the traffic attributable to the Project has the potential to cause noise levels to exceed City Noise Ordinance standards. Therefore, the potential impact from these noise increases will be analyzed further in an EIR.

Response b:

A significant impact would occur if the Project were to generate or expose people to excessive groundborne vibration or groundborne noise levels. Construction of the Project would require the use of heavy construction equipment during grading, excavation, hauling, establishing building foundations, and other construction activities. The use of earthmoving equipment and machinery has the potential to cause groundborne vibration and noise which could have a potentially significant impact. During operation, ground-borne vibration may also occur from increased road traffic or other on-site activities. Therefore, this issue will be analyzed further in an EIR.

Response c:

A significant impact may occur if the operation of the Project would introduce substantial new sources of noise or would substantially add to existing sources of noise within the vicinity of the Site. Traffic and human activity associated with the Project, as described above, have the potential to increase ambient noise levels above existing levels which could have a potentially significant impact. Therefore, this issue will be analyzed further in an EIR.

Response d:

A significant impact may occur if a project were to introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site during construction of the Project or on a periodic basis during the operation of the Project. As discussed above, construction activity has the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the increase in on-site uses may also result in periodic increases in noise levels which could have a potentially significant impact. Therefore, this issue will be analyzed further in an EIR.

Response e:

A significant impact may occur if a project is located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site during construction of the proposed project. As discussed under Checklist Question VIII(e), the Project Site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The Project would therefore not expose people residing or working in the project area to excessive noise levels from an airport use. Therefore, no impact would occur and further evaluation of this issue is not required.

Response f:

This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. As discussed under Checklist Question VIII(f), there are no private airstrips in the vicinity of the Site. Therefore, no impact would occur and further evaluation of this issue is not required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Population And Housing. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	■	❑	❑	❑
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■

Response a:

A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. The Project would result in the generation of jobs (both for construction and operation) and would also result in an increased residential population which could induce potentially significant population growth. Therefore, this issue will be further analyzed in an EIR.

Response b:

A significant impact may occur if a project would result in displacement of a substantial number of existing housing units, necessitating construction of replacement housing elsewhere. The Project would not displace any housing since there is no existing housing on the Site. Further, the Project would develop residential units. Therefore, no impact would occur and further evaluation in an EIR is not required.

Response c:

A significant impact may occur if a project would result in displacement of existing residents, necessitating the construction of replacement housing elsewhere. The Project would not displace people necessitating the construction of replacement housing elsewhere. There is no existing housing on the Site. Therefore, no impact would occur and further evaluation in an EIR is not required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Public Services. Would the project result in substantial adverse physical impacts associated with the provision of				

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	■	❑	❑	❑
b.	Police protection?	■	❑	❑	❑
c.	Schools?	■	❑	❑	❑
d.	Parks?	■	❑	❑	❑
e.	Other public facilities?	■	❑	❑	❑

Response a:

A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the Project based upon response time, access, or fire hydrant/water availability, necessitating the construction of a new or physically altered facility. The Project is served by:

- Fire Station No. 3, located at 108 N. Fremont Avenue, approximately 1.9 miles from the Site.
- Fire Station No. 4, located at 450 E. Temple Street, approximately 0.9 mile from the Site.
- Fire Station No. 9, located at 430 E. 7th Street, approximately 1.3 miles from the Site.

The Project would increase the intensity of development at the Project Site, which may require the provision of new facilities to maintain acceptable service ratios. This potential impact of the Project on fire protection services will be analyzed in the EIR.

Response b:

A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve the Project, necessitating a new or physically altered station. If existing service capacities are exceeded, new facilities, equipment and/or personnel may be required to maintain acceptable response times and service levels. The Project is within the LAPD's Central Community Police Station service area,

located at 251 E. 6th Street.[30] The Project would increase the intensity of development at the Project Site, resulting in a potentially significant impact on police protection services. This will be analyzed in the EIR.

Response c:

A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project would directly impact local schools by providing new housing to families with school-age children, and indirectly impact schools by providing jobs that may cause employees with families to relocate to an area, thus necessitating new school facilities. The potential impact of the Project on school facilities will be analyzed in the EIR.

Response d:

A significant impact would occur if the available City of Los Angeles Department of Recreation and Parks (LADRP) recreation and park services could not accommodate a project, necessitating new or physically altered facilities and the construction of which could cause significant environmental impacts. The Project includes the development of live/work uses that would increase the permanent residential population of the area. Residential developments typically have the greatest potential to result in impacts to parks since they generate a permanent increase in residential population. Therefore, there could be a potentially significant impact from new parks or recreation facilities. The EIR will evaluate the Project's impacts on park facilities.

Response e:

A significant impact may occur if a project includes substantial employment or population growth that could exceed the capacity of public facilities (such as libraries), necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment. The Project is served by the Los Angeles Public Library (LAPL). The Little Tokyo Branch Library located at 203 S. Los Angeles Street is the closest library to the Site. Developments such as the Proposed Project typically have the greatest potential to result in impacts to libraries since they generate a permanent increase in population. Therefore, the EIR will evaluate the Project's potential impacts upon library facilities.

[30] *LAPD: http://www.lapdonline.org/central_community_police_station*

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**Recreation.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	■	❑	❑	❑
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	■	❑	❑	❑

Response a:

A significant impact may occur if the Project would include substantial employment or population growth that could generate an increased demand for public park facilities which exceeds the capacities of existing parks and/or cause premature deterioration of the park facilities. The Project involves the construction of new live/work uses that could increase the demand for neighborhood and regional parks and recreational facilities in the area (see XIV, Parks). While on-site open space and recreational amenities would be included, the Project has the potential to increase demands upon several public park facilities located within the project area. The EIR will evaluate the potential of the Project to cause an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur.

Response b:

As discussed above, the Project has the potential to increase demands upon recreational facilities that may in turn require the construction of new facilities or the expansion of existing facilities. The construction of these facilities may have an adverse physical effect on the environment. Therefore, the potential of such facilities to have an adverse effect on the environment will be analyzed in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Transportation/Traffic.					
Would the project:					
a.	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?	■	❑	❑	❑
b.	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■	❑	❑	❑
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	■
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	❑	❑	❑
e.	Result in inadequate emergency access?	■	❑	❑	❑
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	■	❑	❑	❑

Response a:

A significant impact would occur if the Project generated traffic at each study intersection would exceed City of Los Angeles Department of Transportation (LADOT) standards. According to LADOT policy, a significant project impact would occur when the Critical Movement Analysis (CMA) value increases by 0.010 or more when the final Level of Service (LOS) at a given study intersection is E or F; by 0.020 or more when the final LOS is D; or by 0.040 or more when the final LOS is C. It is unknown at this time whether the Project may result in potentially significant traffic impacts during operation and construction. The potential impacts of the Project will be evaluated in a traffic study in accordance with the assumptions, methodology, and procedures approved by LADOT and will be included in the EIR.

Response b:

A significant impact may occur if adopted California Department of Transportation (Caltrans) and County of Los Angeles Metropolitan Transit Authority (MTA) thresholds are exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all state highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan that is in conformance with the Los Angeles County CMP. The intent of the CMP is to provide information to decision-makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process. A CMP traffic impact analysis is required if a project would add 150 or more trips to the freeway, in either direction during either the AM or PM weekday peak hour. An analysis is also required at all CMP monitoring intersections where a project would add 50 or more peak hour trips. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add 50 or more trips during the peak hours. It is unknown at this time whether the Project may result in a potentially significant traffic impact at any CMP monitoring locations. However, there could be an impact if levels of service standards are exceeded. Therefore, this issue will be analyzed further in an EIR.

Response c:

A significant impact would occur if a proposed project included an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. Furthermore, as discussed under Checklist Question VIII(e), the Project Site is not located within an airport land use plan area or within two miles of a public airport or private use airport. Safety risks associated with a change in air traffic patterns would not occur. Therefore, no impact would occur and no mitigation measures would be required. Further evaluation of this issue in an EIR is not required.

Response d:

A significant impact may occur if a project includes new roadway design or introduces a new land use or project features into an area with specific transportation requirements, characteristics, or project access or other features designed in such a way as to create hazardous conditions. It is unknown at this time whether the Project may increase hazards due to a design feature. In addition, there could be a potentially significant impact if the driveway width and queuing length result in inadequate space to accommodate the vehicles for the Project. Therefore, this issue will be analyzed further in an EIR.

Response e:

A significant impact may occur if a project design does not provide emergency access meeting the requirements of the LAFD or in any other way threatens the ability of emergency vehicles to access and serve the Project Site or adjacent uses. The increased traffic during construction and operation could obstruct emergency vehicle access to the Project Site and adjacent uses in the Project vicinity. Therefore,

the EIR will provide additional analysis to assess the potential of the Project to result in impacts on emergency access.

Response f:

A significant impact may occur if a project would conflict with adopted policies or involve modification to existing alternative transportation facilities located on- or off-site. The potential of the Project to decrease the performance of these facilities or conflict with adopted policies, plans, and programs supporting alternative transportation will be analyzed in the EIR.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Utilities and Service Systems. Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	❑	❑	❑
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	❑	❑	❑
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	■	❑
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	❑	❑	❑
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	❑	❑	❑
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	❑	❑	❑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	■	❑

Response a:

A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. The City of Los Angeles Department of Public Works provides

wastewater services for the Project Site. Wastewater discharges are conveyed to the Hyperion Treatment Plant (HTP), which is a public facility and is therefore subject to the state's wastewater treatment requirements which, in the project area, are enforced by the Los Angeles Regional Water Quality Control Board (LARWQCB). The HTP has a current capacity of 450 million gallons per day (mgd). The Project's introduction of new live/work, hotel, retail, restaurant, and art gallery uses could result in the potential to exceed wastewater treatment requirements of the LARWQCB. This potentially significant impact will be analyzed in the EIR.

Response b:

A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that new facilities would be needed, the construction of which would cause significant environmental effects. The Project is expected to increase water usage and wastewater generated as compared to the existing uses on the Project Site. The potentially significant impact with respect to the capacity of the water and wastewater treatment plants and the existing water and sewer lines that serve the Site will be analyzed in the EIR.

Response c:

A significant impact may occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the Project Site, to the extent that existing facilities would need to be expanded and the construction of which would cause significant environmental effects. The Project Site is currently fully developed and covered with impervious surfaces. Development of the Proposed Project would not increase the amount of impervious surface area at the Site and, consequently, would not increase the volume of stormwater runoff from the Site. Therefore, this impact would be less than significant and no further evaluation of this issue is required in an EIR.

Response d:

A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The Project is estimated to increase water consumption as compared to the existing uses on the Site, resulting in a potentially significant impact if new or expanded entitlements are needed. Given the Project's size, a Water Supply Assessment by the Los Angeles Department of Water and Power (LADWP) may be necessary in order to evaluate the water supply's availability to serve the Project. Any potential impacts with respect to water supply will be analyzed within the EIR.

Response e:

A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. As discussed under Checklist Question XVII(b), the Project is estimated to generate an increase in wastewater as compared to the existing

development on the Site. Therefore, this potential impact related to wastewater treatment plant capacity and availability will be analyzed in the EIR.

Response f:

A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Since the Project will result in an increase in residents and users, there could be a potentially significant impact if those solid waste disposal needs are not accommodated by a landfill. Therefore, the potential impacts associated with the ability of the local landfills to serve the Project will be analyzed in the EIR.

Response g:

Solid waste management is guided by the California Integrated Waste Management Act of 1989, which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994. Solid waste generated on-site by the Project would be disposed of in accordance with all applicable federal, state, and local regulations and policies related to solid waste, including (but not limited to) AB 939, CiSWMPP, SRRE, Ordinance No. 171687 and the Framework Element of the General Plan. The Project would provide clearly marked, durable, source sorted recycling bins throughout the Project Site to facilitate recycling in accordance with Ordinance No. 171687. The Project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, a less than significant impact would occur and no mitigation measures would be required. No further analysis is required in an EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Mandatory Findings Of Significance.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	❑	❑	❑
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	■	❑	❑	❑
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	❑	❑	❑

Response a:

Based on the analysis contained in this Initial Study, the project has the potential to result in significant impacts with regard to the issues addressed herein. Therefore, the Project has the potential to degrade the quality of the environment. An EIR will be prepared to analyze and document these potentially significant impacts. All feasible mitigation measures will be identified to reduce the identified significant impacts.

Response b:

The potential for cumulative impacts occurs when the independent impacts of the project are combined with the impacts of related projects in proximity to the Project Site such that impacts occur that are greater than the impacts of the project alone. Located within the vicinity of the Project Site are other past, current, and/or reasonably foreseeable projects whose development, in conjunction with that of the project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR. Therefore, the potential for cumulative impacts related to aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards/hazardous materials, land use and planning, noise, population and housing, public services, transportation and traffic, and utilities and service systems resulting from the project in conjunction with the applicable related projects will be analyzed and documented in an EIR. The potential for significant cumulative impacts from the other environmental

issues that are not to be evaluated and documented in the EIR can be assessed at this time. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the project's incremental contribution would be less than significant. Therefore, only those aspects of the Project to be analyzed and documented in an EIR are concluded to have the potential for significant cumulative impacts.

Response c:

As discussed above, construction and operation of the Project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As a result, these potential effects will be analyzed further in an EIR.

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

As noted above, the lead agency has determined that the proposed project may result in a significant effect on the environment, and an environmental impact report is required.

PREPARED BY	TITLE	TELEPHONE	DATE
William Lamborn	City Planner	213-978-1470	March 2017

November 4, 2016

Kevin Chen
Art District Los Angeles Regional Center, LLC
1131 East 5th Street
Los Angeles, California 90013

VIA EMAIL
Kevin@artdistrictlaregionalcenter.com

Subject: Tree Evaluation Report for the Project Site Located at 450-456 South Seaton Street and 445-457 South Colyton Street, City of Los Angeles, California

Dear Mr. Chen:

Psomas is pleased to provide the following tree evaluation for the project site located at 450-456 South Seaton Street and 445-457 South Colyton Street in the City of Los Angeles, California. This property (hereinafter referred to as the "project site") is bound by South Seaton Street to the west, South Colyton Street to the east, and East 5th Street to the south.

Psomas Certified Arborist David Hughes (International Society of Arboriculture Certificate No. WE-7752A) visited the project site on November 1, 2016, to review site conditions and determine if any trees occur on the site that are subject to regulation by the City of Los Angeles.

REGULATORY AUTHORITY

As a condition of tentative tract map submittals for the proposed project, the City of Los Angeles (City) requires a report that identifies the location of the following:

1. Trees that are designated as "protected trees" as defined by Section 17.02 of the Los Angeles Municipal Code. This category includes oak trees (*Quercus* spp.), southern California black walnuts (*Juglans californica*), western sycamores (*Platanus racemosa*), and California bay laurels (*Umbellularia californica*), which have a trunk dbh of at least four inches.
2. Any non-protected trees that have a trunk dbh of at least eight inches.

RESULTS

The project site contains a large multi-use building. The only landscaping present on the site consists of vegetation in small planters. No vegetation is present that is rooted in the ground and no trees occur on the site. Therefore, a tree removal permit is not necessary.

Please call David Hughes at (626) 351-2000 with any questions related to this report.

Sincerely,
PSOMAS

Melissa A. Howe
Vice President, Resource Management

David T. Hughes
Certified Arborist
International Society of Arboriculture
Certificate No. WE-7752A

cc: Anne Williams, Psomas (anne.williams@psomas.com)
Danai Zaire, Psomas (danai.zaire@psomas.com)

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CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
ZONING INFORMATION FILE

ZI NO. 2451

TRANSIT PRIORITY AREAS (TPAs) / EXEMPTIONS TO AESTHETICS AND PARKING WITHIN TPAs PURSUANT TO CEQA

CITYWIDE

COMMENTS:

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.

Section 21099 (a) of the PRC defines the following terms:

(1) "Employment center project" (TPAs) means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles (city) that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS).

While the Governor's Office of Planning and Research (OPR) is still in the process of drafting guidance to substantially revise transportation impact methodology for infill projects, the elimination of aesthetics and parking for infill projects went into effect January 2014. No further action is needed for the elimination of aesthetics and parking for infill projects, defined herein to take effect as part of the City's impact evaluations pursuant to CEQA.

INSTRUCTIONS:

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs (shown in the attached map) pursuant to CEQA. However, this law did not limit the ability of the City to regulate, or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City's General Plan, including specific plans. For example, DCP staff would still need to address a project's shade and shadow impacts if it is expressly required in a specific plan, Community Design Overlays (CDOs), or Historic Preservation Overlay Zones (HPOZs). Also note that the limitation of aesthetic impacts pursuant to Section 21099 of the PRC does not include impacts to historic or cultural resources. Impacts to historic or cultural resources will need to be evaluated pursuant to CEQA regardless of project location.

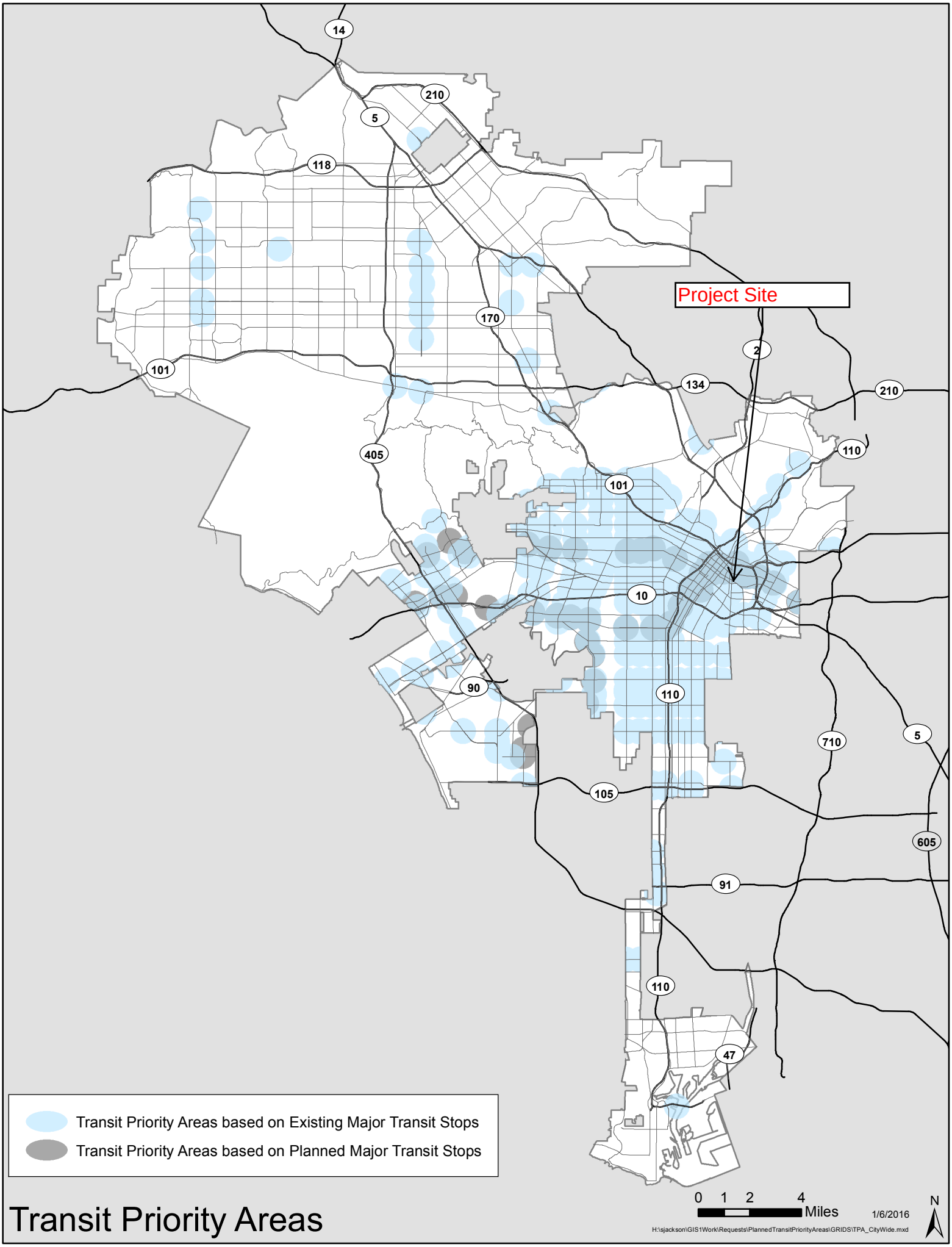
Find attached a citywide map of TPAs in the City of Los Angeles. Department of City Planning (DCP) staff should use this citywide map in determining if a project is clearly within a TPA, and if aesthetics and parking are not to be included in a project's impact evaluation in a negative declaration (ND), mitigated negative declaration (MND) or environmental impact report (EIR) prepared in accordance with CEQA. Eventually, TPAs will be identified in ZIMAS, however this map is to be referenced on an interim basis. Planners should also consult ZIMAS or Navigate LA if it cannot be determined from the map if a project site is within ½ mile of a major transit stop.

A project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. Projects intersecting non-overlapping TPA boundaries would also need to demonstrate they are within one-half mile of a major transit stop based on boarding location information. The burden shall be on the project applicant to demonstrate their project is within a TPA for parcels along a TPA boundary.

For further information regarding TPAs or SB 743, contact David Somers at (213) 978-3307

Further reference:

http://opr.ca.gov/s_transitorienteddevelopmentsb743.php



Transit Priority Areas

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.5319	6.3811	18.3823	0.0500	3.5976	0.0592	3.6567	0.9630	0.0557	1.0187		5,070.8632	5,070.8632	0.3162		5,078.7675
Total	**2.7900**	**6.4935**	**19.2850**	**0.0507**	**3.5976**	**0.0717**	**3.6693**	**0.9630**	**0.0683**	**1.0313**	**0.0000**	**5,199.1060**	**5,199.1060**	**0.3201**	**2.3200e-003**	**5,207.8009**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.5319	6.3811	18.3823	0.0500	3.5976	0.0592	3.6567	0.9630	0.0557	1.0187		5,070.8632	5,070.8632	0.3162		5,078.7675
Total	**2.7900**	**6.4935**	**19.2850**	**0.0507**	**3.5976**	**0.0717**	**3.6693**	**0.9630**	**0.0683**	**1.0313**	**0.0000**	**5,199.1060**	**5,199.1060**	**0.3201**	**2.3200e-003**	**5,207.8009**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day					
Mitigated	1.5319	6.3811	18.3823	0.0500	3.5976	0.0592	3.6567	0.9630	0.0557	1.0187		5,070.8632	5,070.8632	0.3162		5,078.7675
Unmitigated	1.5319	6.3811	18.3823	0.0500	3.5976	0.0592	3.6567	0.9630	0.0557	1.0187		5,070.8632	5,070.8632	0.3162		5,078.7675

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
NaturalGas Unmitigated	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	499.435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	458.521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	19.9452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	99.4521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.499435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	0.458521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	0.0199452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	0.0994521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Unmitigated	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Mitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Unmitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
NaturalGas Unmitigated	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	499.435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	458.521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	19.9452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	99.4521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.499435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	0.458521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	0.0199452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	0.0994521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Unmitigated	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Mitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Unmitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
NaturalGas Unmitigated	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	499.435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	458.521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	19.9452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	99.4521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.499435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	0.458521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	0.0199452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	0.0994521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Unmitigated	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Energy	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	399.6455	399.6455	9.3500e-003	2.2400e-003	400.5452
Mobile	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839
Waste						0.0000	0.0000		0.0000	0.0000	9.9790	0.0000	9.9790	0.5897	0.0000	24.7226
Water						0.0000	0.0000		0.0000	0.0000	2.1394	68.4131	70.5526	0.2214	5.5200e-003	77.7323
Total	**0.4928**	**1.2335**	**3.3820**	**8.9000e-003**	**0.6420**	**0.0128**	**0.6548**	**0.1721**	**0.0122**	**0.1843**	**12.1185**	**1,275.3139**	**1,287.4324**	**0.8726**	**7.7600e-003**	**1,311.5578**

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	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Energy	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	399.6455	399.6455	9.3500e-003	2.2400e-003	400.5452
Mobile	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839
Waste						0.0000	0.0000		0.0000	0.0000	9.9790	0.0000	9.9790	0.5897	0.0000	24.7226
Water						0.0000	0.0000		0.0000	0.0000	2.1394	68.4131	70.5526	0.2214	5.5200e-003	77.7323
Total	**0.4928**	**1.2335**	**3.3820**	**8.9000e-003**	**0.6420**	**0.0128**	**0.6548**	**0.1721**	**0.0122**	**0.1843**	**12.1185**	**1,275.3139**	**1,287.4324**	**0.8726**	**7.7600e-003**	**1,311.5578**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839
Unmitigated	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH

General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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						0.0000	0.0000		0.0000	0.0000	0.0000	378.6611	378.6611	8.9400e-003	1.8500e-003	379.4360
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	378.6611	378.6611	8.9400e-003	1.8500e-003	379.4360
NaturalGas Mitigated	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	20.9845	20.9845	4.0000e-004	3.8000e-004	21.1092
NaturalGas Unmitigated	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	20.9845	20.9845	4.0000e-004	3.8000e-004	21.1092

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Apartments Low Rise	182294	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
General Office Building	167360	9.0000e-004	8.2000e-003	6.8900e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9310	8.9310	1.7000e-004	1.6000e-004	8.9840
Refrigerated Warehouse-No Rail	7280	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3885	0.3885	1.0000e-005	1.0000e-005	0.3908
Strip Mall	36300	2.0000e-004	1.7800e-003	1.4900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9371	1.9371	4.0000e-005	4.0000e-005	1.9486
Total		**2.1200e-003**	**0.0187**	**0.0123**	**1.1000e-004**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**20.9845**	**20.9845**	**4.1000e-004**	**3.9000e-004**	**21.1092**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	182294	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
General Office Building	167360	9.0000e-004	8.2000e-003	6.8900e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9310	8.9310	1.7000e-004	1.6000e-004	8.9840
Refrigerated Warehouse-No Rail	7280	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3885	0.3885	1.0000e-005	1.0000e-005	0.3908
Strip Mall	36300	2.0000e-004	1.7800e-003	1.4900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9371	1.9371	4.0000e-005	4.0000e-005	1.9486
Total		**2.1200e-003**	**0.0187**	**0.0123**	**1.1000e-004**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**20.9845**	**20.9845**	**4.1000e-004**	**3.9000e-004**	**21.1092**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	43879.3	24.4391	5.8000e-004	1.2000e-004	24.4891

General Office Building	213120	118.6996	2.8000e-003	5.8000e-004	118.9426
Refrigerated Warehouse-No Rail	117950	65.6936	1.5500e-003	3.2000e-004	65.8281
Strip Mall	304920	169.8287	4.0100e-003	8.3000e-004	170.1763
Total		**378.6610**	**8.9400e-003**	**1.8500e-003**	**379.4360**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	43879.3	24.4391	5.8000e-004	1.2000e-004	24.4891
General Office Building	213120	118.6996	2.8000e-003	5.8000e-004	118.9426
Refrigerated Warehouse-No Rail	117950	65.6936	1.5500e-003	3.2000e-004	65.8281
Strip Mall	304920	169.8287	4.0100e-003	8.3000e-004	170.1763
Total		**378.6610**	**8.9400e-003**	**1.8500e-003**	**379.4360**

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	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Unmitigated	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738

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	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1987					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2600e-003	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Total	**0.2260**	**1.2100e-003**	**0.1044**	**1.0000e-005**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**0.1696**	**0.1696**	**1.7000e-004**	**0.0000**	**0.1738**

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	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1987					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2600e-003	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Total	**0.2260**	**1.2100e-003**	**0.1044**	**1.0000e-005**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**0.1696**	**0.1696**	**1.7000e-004**	**0.0000**	**0.1738**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	70.5526	0.2214	5.5200e-003	77.7323
Unmitigated	70.5526	0.2214	5.5200e-003	77.7323

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.65154 / 0.410754	7.4735	0.0214	5.4000e-004	8.1685
General Office Building	2.84374 / 1.74294	32.3106	0.0934	2.3400e-003	35.3435
Refrigerated Warehouse-No Rail	1.61875 / 0	12.2531	0.0530	1.3000e-003	13.9669

Strip Mall	1.6296 / 0.998784	18.5155	0.0535	1.3400e-003	20.2534
Total		**70.5526**	**0.2214**	**5.5200e-003**	**77.7323**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.65154 / 0.410754	7.4735	0.0214	5.4000e-004	8.1685
General Office Building	2.84374 / 1.74294	32.3106	0.0934	2.3400e-003	35.3435
Refrigerated Warehouse-No Rail	1.61875 / 0	12.2531	0.0530	1.3000e-003	13.9669
Strip Mall	1.6296 / 0.998784	18.5155	0.0535	1.3400e-003	20.2534
Total		**70.5526**	**0.2214**	**5.5200e-003**	**77.7323**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.9790	0.5897	0.0000	24.7226

Unmitigated	9.9790	0.5897	0.0000	24.7226

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4.6	0.9338	0.0552	0.0000	2.3134
General Office Building	14.88	3.0205	0.1785	0.0000	7.4832
Refrigerated Warehouse-No Rail	6.58	1.3357	0.0789	0.0000	3.3091
Strip Mall	23.1	4.6891	0.2771	0.0000	11.6170
Total		**9.9790**	**0.5898**	**0.0000**	**24.7226**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4.6	0.9338	0.0552	0.0000	2.3134
General Office Building	14.88	3.0205	0.1785	0.0000	7.4832
Refrigerated Warehouse-No Rail	6.58	1.3357	0.0789	0.0000	3.3091
Strip Mall	23.1	4.6891	0.2771	0.0000	11.6170

Total		**9.9790**	**0.5898**	**0.0000**	**24.7226**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Mitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Unmitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
NaturalGas Unmitigated	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	499.435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	458.521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	19.9452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	99.4521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.499435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	0.458521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	0.0199452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	0.0994521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Unmitigated	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	26.98	1000sqft	0.20	26,979.00	0
Quality Restaurant	15.20	1000sqft	0.05	15,197.00	0
Fast Food Restaurant w/o Drive Thru	2.89	1000sqft	0.02	2,888.00	0
High Turnover (Sit Down Restaurant)	13.63	1000sqft	0.05	13,634.00	0
Hotel	113.00	Room	0.30	164,076.00	0
Apartments Mid Rise	129.00	Dwelling Unit	0.30	129,000.00	369
Junior College (2Yr)	3.43	1000sqft	0.02	3,430.00	0
Place of Worship	10.34	1000sqft	0.10	10,341.00	0
Enclosed Parking with Elevator	539.00	Space	1.04	215,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Construction Phase - Developer information

Grading - Developer information

Demolition - Developer information

Trips and VMT - Assumes 40-mile haul trip to Chiquita Canyon Sanitary Landfill. Assumes 10 CY capacity haul trucks

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	66.00
tblFireplaces	NumberGas	109.65	0.00
tblFireplaces	NumberNoFireplace	12.90	129.00
tblFireplaces	NumberWood	6.45	0.00
tblGrading	AcresOfGrading	33.00	1.03
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	BuildingSpaceSquareFeet	15,200.00	15,197.00
tblLandUse	BuildingSpaceSquareFeet	26,980.00	26,979.00
tblLandUse	BuildingSpaceSquareFeet	2,890.00	2,888.00
tblLandUse	BuildingSpaceSquareFeet	13,630.00	13,634.00
tblLandUse	BuildingSpaceSquareFeet	10,340.00	10,341.00
tblLandUse	LandUseSquareFeet	15,200.00	15,197.00
tblLandUse	LandUseSquareFeet	26,980.00	26,979.00
tblLandUse	LandUseSquareFeet	2,890.00	2,888.00
tblLandUse	LandUseSquareFeet	13,630.00	13,634.00
tblLandUse	LandUseSquareFeet	10,340.00	10,341.00
tblLandUse	LotAcreage	0.35	0.05
tblLandUse	LotAcreage	0.62	0.20
tblLandUse	LotAcreage	0.07	0.02
tblLandUse	LotAcreage	0.31	0.05
tblLandUse	LotAcreage	3.77	0.30

tblLandUse	LotAcreage	3.39	0.30
tblLandUse	LotAcreage	0.08	0.02
tblLandUse	LotAcreage	0.24	0.10
tblLandUse	LotAcreage	4.85	1.04
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	6,000.00
tblVehicleTrips	ST_TR	6.39	4.82
tblVehicleTrips	ST_TR	696.00	329.36
tblVehicleTrips	ST_TR	158.37	93.71
tblVehicleTrips	ST_TR	8.19	7.11
tblVehicleTrips	ST_TR	10.37	1.16
tblVehicleTrips	ST_TR	94.36	74.57
tblVehicleTrips	ST_TR	42.04	17.55
tblVehicleTrips	SU_TR	5.86	4.82
tblVehicleTrips	SU_TR	500.00	329.36
tblVehicleTrips	SU_TR	131.84	93.71
tblVehicleTrips	SU_TR	36.63	1.16
tblVehicleTrips	SU_TR	20.43	17.55
tblVehicleTrips	WD_TR	6.65	4.82
tblVehicleTrips	WD_TR	716.00	329.36
tblVehicleTrips	WD_TR	127.15	93.71
tblVehicleTrips	WD_TR	8.17	7.11
tblVehicleTrips	WD_TR	9.11	1.16
tblVehicleTrips	WD_TR	89.95	74.57
tblVehicleTrips	WD_TR	44.32	17.55
tblWoodstoves	NumberCatalytic	6.45	0.00
tblWoodstoves	NumberNoncatalytic	6.45	0.00

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					
2018	4.8645	73.7426	33.7892	0.1595	9.4301	1.4827	10.8162	4.2278	1.3871	5.5111	0.0000	17,073.7725	17,073.7725	1.5777	0.0000	17,113.2152
2019	4.3225	30.1225	31.4574	0.0821	3.6931	1.1821	4.8752	0.9922	1.1319	2.1241	0.0000	8,161.9822	8,161.9822	0.7549	0.0000	8,180.8544
2020	68.6809	27.7111	29.6094	0.0809	3.6931	1.0184	4.7115	0.9922	0.9751	1.9674	0.0000	8,019.8211	8,019.8211	0.7171	0.0000	8,037.7495
2021	68.6399	1.6918	4.0731	9.3700e-003	0.6260	0.0992	0.7251	0.1660	0.0988	0.2648	0.0000	919.1592	919.1592	0.0381	0.0000	920.1118
Maximum	**68.6809**	**73.7426**	**33.7892**	**0.1595**	**9.4301**	**1.4827**	**10.8162**	**4.2278**	**1.3871**	**5.5111**	**0.0000**	**17,073.7725**	**17,073.7725**	**1.5777**	**0.0000**	**17,113.2152**

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					
2018	2.6657	59.6682	33.4791	0.1595	4.4136	0.9217	5.1164	1.8508	0.9162	2.5442	0.0000	17,073.7725	17,073.7725	1.5777	0.0000	17,113.2152
2019	2.4783	24.8344	31.6110	0.0821	2.2568	0.9097	3.1665	0.6397	0.9048	1.5444	0.0000	8,161.9822	8,161.9822	0.7549	0.0000	8,180.8544
2020	68.4981	23.8996	30.1204	0.0809	2.2569	0.8880	3.1449	0.6397	0.8840	1.5237	0.0000	8,019.8211	8,019.8211	0.7171	0.0000	8,037.7495
2021	68.4804	1.5220	4.0879	9.3700e-003	0.3756	0.1002	0.4758	0.1046	0.0998	0.2043	0.0000	919.1592	919.1592	0.0381	0.0000	920.1118
Maximum	**68.4981**	**59.6682**	**33.4791**	**0.1595**	**4.4136**	**0.9217**	**5.1164**	**1.8508**	**0.9162**	**2.5442**	**0.0000**	**17,073.7725**	**17,073.7725**	**1.5777**	**0.0000**	**17,113.2152**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.99**	**17.52**	**-0.37**	**0.00**	**46.66**	**25.46**	**43.66**	**49.29**	**21.94**	**41.05**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216
Total	**17.1900**	**39.6938**	**102.7984**	**0.3104**	**21.9686**	**0.5682**	**22.5368**	**5.8794**	**0.5520**	**6.4314**	**0.0000**	**33,606.8258**	**33,606.8258**	**1.7255**	**0.0771**	**33,672.9313**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216
Total	**17.1900**	**39.6938**	**102.7984**	**0.3104**	**21.9686**	**0.5682**	**22.5368**	**5.8794**	**0.5520**	**6.4314**	**0.0000**	**33,606.8258**	**33,606.8258**	**1.7255**	**0.0771**	**33,672.9313**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/31/2018	5	22	
2	Grading	Grading	8/1/2018	10/31/2018	5	66	
3	Building Construction	Building Construction	11/1/2018	10/31/2020	5	220	
4	Paving	Paving	11/1/2020	11/30/2020	5	10	
5	Architectural Coating	Architectural Coating	12/1/2020	1/31/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.03

Acres of Paving: 1.04

Residential Indoor: 261,225; Residential Outdoor: 87,075; Non-Residential Indoor: 354,818; Non-Residential Outdoor: 118,273; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	415.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,000.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	280.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

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					4.0806	0.0000	4.0806	0.6178	0.0000	0.6178			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**4.0806**	**1.4365**	**5.5170**	**0.6178**	**1.3429**	**1.9607**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3362	10.2529	2.2639	0.0286	0.6592	0.0450	0.7042	0.1807	0.0431	0.2237		3,085.7194	3,085.7194	0.1922		3,090.5244
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0718	0.0542	0.7021	1.6400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		162.9797	162.9797	6.1100e-003		163.1325
Total	**0.4080**	**10.3071**	**2.9660**	**0.0302**	**0.8045**	**0.0463**	**0.8508**	**0.2192**	**0.0442**	**0.2634**		**3,248.6991**	**3,248.6991**	**0.1983**		**3,253.6569**

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					1.5119	0.0000	1.5119	0.2289	0.0000	0.2289			0.0000			0.0000
Off-Road	0.5621	12.1033	15.4154	0.0241		0.7182	0.7182		0.7182	0.7182	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**0.5621**	**12.1033**	**15.4154**	**0.0241**	**1.5119**	**0.7182**	**2.2300**	**0.2289**	**0.7182**	**0.9471**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3362	10.2529	2.2639	0.0286	0.4298	0.0450	0.4747	0.1243	0.0431	0.1674		3,085.7194	3,085.7194	0.1922		3,090.5244
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0718	0.0542	0.7021	1.6400e-003	0.0872	1.3000e-003	0.0885	0.0243	1.1900e-003	0.0255		162.9797	162.9797	6.1100e-003		163.1325
Total	**0.4080**	**10.3071**	**2.9660**	**0.0302**	**0.5170**	**0.0463**	**0.5632**	**0.1486**	**0.0442**	**0.1929**		**3,248.6991**	**3,248.6991**	**0.1983**		**3,253.6569**

3.3 Grading - 2018

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					6.1414	0.0000	6.1414	3.3276	0.0000	3.3276			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**6.1414**	**1.1683**	**7.3097**	**3.3276**	**1.0748**	**4.4024**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6200	49.4115	10.9101	0.1376	3.1768	0.2169	3.3937	0.8706	0.2075	1.0781		14,870.9370	14,870.9370	0.9263		14,894.0935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		125.3690	125.3690	4.7000e-003		125.4865
Total	**1.6753**	**49.4532**	**11.4502**	**0.1389**	**3.2886**	**0.2179**	**3.5065**	**0.9003**	**0.2084**	**1.1087**		**14,996.3060**	**14,996.3060**	**0.9310**		**15,019.5800**

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					2.2754	0.0000	2.2754	1.2329	0.0000	1.2329			0.0000			0.0000
Off-Road	0.5043	10.2150	12.1450	0.0206		0.4850	0.4850		0.4850	0.4850	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**0.5043**	**10.2150**	**12.1450**	**0.0206**	**2.2754**	**0.4850**	**2.7604**	**1.2329**	**0.4850**	**1.7179**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6200	49.4115	10.9101	0.1376	2.0711	0.2169	2.2879	0.5992	0.2075	0.8067		14,870.9370	14,870.9370	0.9263		14,894.0935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		125.3690	125.3690	4.7000e-003		125.4865

Total	**1.6753**	**49.4532**	**11.4502**	**0.1389**	**2.1382**	**0.2179**	**2.3560**	**0.6179**	**0.2084**	**0.8263**		**14,996.3060**	**14,996.3060**	**0.9310**		**15,019.5800**

3.4 Building Construction - 2018

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	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051		2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**		**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4049	10.7853	2.9489	0.0233	0.5634	0.0760	0.6394	0.1622	0.0727	0.2349		2,478.7789	2,478.7789	0.1632		2,482.8593
Worker	1.5469	1.1674	15.1221	0.0353	3.1297	0.0279	3.1576	0.8300	0.0257	0.8558		3,510.3315	3,510.3315	0.1317		3,513.6231
Total	**1.9518**	**11.9527**	**18.0709**	**0.0586**	**3.6931**	**0.1039**	**3.7970**	**0.9922**	**0.0984**	**1.0907**		**5,989.1104**	**5,989.1104**	**0.2949**		**5,996.4824**

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	0.7139	13.6222	15.4081	0.0250		0.8178	0.8178		0.8178	0.8178	0.0000	2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**0.7139**	**13.6222**	**15.4081**	**0.0250**		**0.8178**	**0.8178**		**0.8178**	**0.8178**	**0.0000**	**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4049	10.7853	2.9489	0.0233	0.3787	0.0760	0.4547	0.1169	0.0727	0.1896		2,478.7789	2,478.7789	0.1632		2,482.8593
Worker	1.5469	1.1674	15.1221	0.0353	1.8781	0.0279	1.9060	0.5228	0.0257	0.5485		3,510.3315	3,510.3315	0.1317		3,513.6231
Total	**1.9518**	**11.9527**	**18.0709**	**0.0586**	**2.2568**	**0.1039**	**2.3608**	**0.6397**	**0.0984**	**0.7381**		**5,989.1104**	**5,989.1104**	**0.2949**		**5,996.4824**

3.4 Building Construction - 2019

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449		2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**		**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3657	10.1842	2.7023	0.0230	0.5634	0.0649	0.6283	0.1622	0.0621	0.2243		2,453.5686	2,453.5686	0.1572		2,457.4994
Worker	1.3988	1.0280	13.5006	0.0341	3.1297	0.0270	3.1567	0.8300	0.0249	0.8549		3,396.2681	3,396.2681	0.1167		3,399.1845
Total	**1.7644**	**11.2122**	**16.2029**	**0.0571**	**3.6931**	**0.0919**	**3.7850**	**0.9922**	**0.0870**	**1.0792**		**5,849.8367**	**5,849.8367**	**0.2739**		**5,856.6839**

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	0.7139	13.6222	15.4081	0.0250		0.8178	0.8178		0.8178	0.8178	0.0000	2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**0.7139**	**13.6222**	**15.4081**	**0.0250**		**0.8178**	**0.8178**		**0.8178**	**0.8178**	**0.0000**	**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3657	10.1842	2.7023	0.0230	0.3787	0.0649	0.4437	0.1169	0.0621	0.1790		2,453.5686	2,453.5686	0.1572		2,457.4994
Worker	1.3988	1.0280	13.5006	0.0341	1.8781	0.0270	1.9051	0.5228	0.0249	0.5477		3,396.2681	3,396.2681	0.1167		3,399.1845
Total	**1.7644**	**11.2122**	**16.2029**	**0.0571**	**2.2568**	**0.0919**	**2.3488**	**0.6397**	**0.0870**	**0.7267**		**5,849.8367**	**5,849.8367**	**0.2739**		**5,856.6839**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**2.2879**	**17.4336**	**14.8972**	**0.0250**		**0.9482**	**0.9482**		**0.9089**	**0.9089**		**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3130	9.3608	2.4526	0.0228	0.5634	0.0441	0.6074	0.1622	0.0421	0.2044		2,437.8173	2,437.8173	0.1488		2,441.5364
Worker	1.2886	0.9167	12.2597	0.0331	3.1297	0.0262	3.1559	0.8300	0.0241	0.8541		3,293.1160	3,293.1160	0.1038		3,295.7117
Total	**1.6016**	**10.2775**	**14.7123**	**0.0559**	**3.6931**	**0.0702**	**3.7633**	**0.9922**	**0.0662**	**1.0585**		**5,730.9334**	**5,730.9334**	**0.2526**		**5,737.2481**

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	0.7139	13.6222	15.4081	0.0250		0.8178	0.8178		0.8178	0.8178	0.0000	2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**0.7139**	**13.6222**	**15.4081**	**0.0250**		**0.8178**	**0.8178**		**0.8178**	**0.8178**	**0.0000**	**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3130	9.3608	2.4526	0.0228	0.3787	0.0441	0.4228	0.1169	0.0421	0.1590		2,437.8173	2,437.8173	0.1488		2,441.5364
Worker	1.2886	0.9167	12.2597	0.0331	1.8781	0.0262	1.9043	0.5228	0.0241	0.5469		3,293.1160	3,293.1160	0.1038		3,295.7117

Total	**1.6016**	**10.2775**	**14.7123**	**0.0559**	**2.2569**	**0.0702**	**2.3271**	**0.6397**	**0.0662**	**0.7059**		**5,730.9334**	**5,730.9334**	**0.2526**		**5,737.2481**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1547**	**11.5873**	**11.8076**	**0.0178**		**0.6565**	**0.6565**		**0.6051**	**0.6051**		**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

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	0.4208	8.8511	12.9737	0.0178		0.5291	0.5291		0.5291	0.5291	0.0000	1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4208**	**8.8511**	**12.9737**	**0.0178**		**0.5291**	**0.5291**		**0.5291**	**0.5291**	**0.0000**	**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1006	1.4000e-003	0.1020	0.0280	1.2900e-003	0.0293		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1006**	**1.4000e-003**	**0.1020**	**0.0280**	**1.2900e-003**	**0.0293**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**68.4231**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		658.6232	658.6232	0.0208		659.1423
Total	**0.2577**	**0.1833**	**2.4519**	**6.6100e-003**	**0.6260**	**5.2300e-003**	**0.6312**	**0.1660**	**4.8200e-003**	**0.1708**		**658.6232**	**658.6232**	**0.0208**		**659.1423**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**68.2404**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e-003	0.3756	5.2300e-003	0.3809	0.1046	4.8200e-003	0.1094		658.6232	658.6232	0.0208		659.1423
Total	**0.2577**	**0.1833**	**2.4519**	**6.6100e-003**	**0.3756**	**5.2300e-003**	**0.3809**	**0.1046**	**4.8200e-003**	**0.1094**		**658.6232**	**658.6232**	**0.0208**		**659.1423**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**68.3999**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2401	0.1650	2.2555	6.4000e-003	0.6260	5.0600e-003	0.6310	0.1660	4.6600e-003	0.1707		637.7111	637.7111	0.0188		638.1809
Total	**0.2401**	**0.1650**	**2.2555**	**6.4000e-003**	**0.6260**	**5.0600e-003**	**0.6310**	**0.1660**	**4.6600e-003**	**0.1707**		**637.7111**	**637.7111**	**0.0188**		**638.1809**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**68.2404**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2401	0.1650	2.2555	6.4000e-003	0.3756	5.0600e-003	0.3807	0.1046	4.6600e-003	0.1092		637.7111	637.7111	0.0188		638.1809

Total	**0.2401**	**0.1650**	**2.2555**	**6.4000e-003**	**0.3756**	**5.0600e-003**	**0.3807**	**0.1046**	**4.6600e-003**	**0.1092**		**637.7111**	**637.7111**	**0.0188**		**638.1809**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216
Unmitigated	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	621.78	621.78	621.78	2,124,717	2,124,717
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	951.85	951.85	951.85	1,723,843	1,723,843
High Turnover (Sit Down Restaurant)	1,277.27	1,277.27	1277.27	1,740,699	1,740,699
Hotel	803.43	803.43	672.35	1,872,439	1,872,439
Junior College (2Yr)	94.29	38.52	4.15	221,834	221,834
Place of Worship	11.99	11.99	11.99	25,582	25,582
Quality Restaurant	1,133.46	1,133.46	1096.83	1,606,185	1,606,185
Strip Mall	473.50	473.50	473.50	900,877	900,877
Total	5,367.58	5,311.80	5,109.72	10,216,174	10,216,174

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %

Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Quality Restaurant	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Place of Worship	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

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	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
NaturalGas Unmitigated	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3944.19	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1827.51	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8627.52	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10824.5	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	255.793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	514.5	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9616.58	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	121.96	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3.94419	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1.82751	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8.62752	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10.8245	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	0.255793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	0.5145	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9.61658	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	0.12196	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

Unmitigated	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966
Total	**8.4662**	**0.1238**	**10.7401**	**5.7000e-004**		**0.0591**	**0.0591**		**0.0591**	**0.0591**	**0.0000**	**19.3218**	**19.3218**	**0.0190**	**0.0000**	**19.7966**

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966

Total	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	26.98	1000sqft	0.20	26,979.00	0
Quality Restaurant	15.20	1000sqft	0.05	15,197.00	0
Fast Food Restaurant w/o Drive Thru	2.89	1000sqft	0.02	2,888.00	0
High Turnover (Sit Down Restaurant)	13.63	1000sqft	0.05	13,634.00	0
Hotel	113.00	Room	0.30	164,076.00	0
Apartments Mid Rise	129.00	Dwelling Unit	0.30	129,000.00	369
Junior College (2Yr)	3.43	1000sqft	0.02	3,430.00	0
Place of Worship	10.34	1000sqft	0.10	10,341.00	0
Enclosed Parking with Elevator	539.00	Space	1.04	215,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Construction Phase - Developer information

Grading - Developer information

Demolition - Developer information

Trips and VMT - Assumes 40-mile haul trip to Chiquita Canyon Sanitary Landfill. Assumes 10 CY capacity haul trucks

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	66.00
tblFireplaces	NumberGas	109.65	0.00
tblFireplaces	NumberNoFireplace	12.90	129.00
tblFireplaces	NumberWood	6.45	0.00
tblGrading	AcresOfGrading	33.00	1.03
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	BuildingSpaceSquareFeet	15,200.00	15,197.00
tblLandUse	BuildingSpaceSquareFeet	26,980.00	26,979.00
tblLandUse	BuildingSpaceSquareFeet	2,890.00	2,888.00
tblLandUse	BuildingSpaceSquareFeet	13,630.00	13,634.00
tblLandUse	BuildingSpaceSquareFeet	10,340.00	10,341.00
tblLandUse	LandUseSquareFeet	15,200.00	15,197.00
tblLandUse	LandUseSquareFeet	26,980.00	26,979.00
tblLandUse	LandUseSquareFeet	2,890.00	2,888.00
tblLandUse	LandUseSquareFeet	13,630.00	13,634.00
tblLandUse	LandUseSquareFeet	10,340.00	10,341.00
tblLandUse	LotAcreage	0.35	0.05
tblLandUse	LotAcreage	0.62	0.20
tblLandUse	LotAcreage	0.07	0.02

tblLandUse	LotAcreage	0.31	0.05
tblLandUse	LotAcreage	3.77	0.30
tblLandUse	LotAcreage	3.39	0.30
tblLandUse	LotAcreage	0.08	0.02
tblLandUse	LotAcreage	0.24	0.10
tblLandUse	LotAcreage	4.85	1.04
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	6,000.00
tblVehicleTrips	ST_TR	6.39	4.82
tblVehicleTrips	ST_TR	696.00	329.36
tblVehicleTrips	ST_TR	158.37	93.71
tblVehicleTrips	ST_TR	8.19	7.11
tblVehicleTrips	ST_TR	10.37	1.16
tblVehicleTrips	ST_TR	94.36	74.57
tblVehicleTrips	ST_TR	42.04	17.55
tblVehicleTrips	SU_TR	5.86	4.82
tblVehicleTrips	SU_TR	500.00	329.36
tblVehicleTrips	SU_TR	131.84	93.71
tblVehicleTrips	SU_TR	36.63	1.16
tblVehicleTrips	SU_TR	20.43	17.55
tblVehicleTrips	WD_TR	6.65	4.82
tblVehicleTrips	WD_TR	716.00	329.36
tblVehicleTrips	WD_TR	127.15	93.71
tblVehicleTrips	WD_TR	8.17	7.11
tblVehicleTrips	WD_TR	9.11	1.16
tblVehicleTrips	WD_TR	89.95	74.57
tblVehicleTrips	WD_TR	44.32	17.55
tblWoodstoves	NumberCatalytic	6.45	0.00

tblWoodstoves	NumberNoncatalytic	6.45	0.00

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					
2018	0.2633	3.6013	1.6349	7.6000e-003	0.4408	0.0914	0.5322	0.1692	0.0857	0.2549	0.0000	724.1904	724.1904	0.0711	0.0000	725.9673
2019	0.5655	3.9768	4.0206	0.0105	0.4727	0.1543	0.6271	0.1272	0.1478	0.2750	0.0000	945.8002	945.8002	0.0894	0.0000	948.0339
2020	1.2277	3.1973	3.3395	8.9500e-003	0.4036	0.1193	0.5229	0.1086	0.1140	0.2226	0.0000	803.7424	803.7424	0.0766	0.0000	805.6561
2021	0.7207	0.0180	0.0413	1.0000e-004	6.4400e-003	1.0400e-003	7.4800e-003	1.7100e-003	1.0400e-003	2.7500e-003	0.0000	8.4958	8.4958	3.6000e-004	0.0000	8.5046
Maximum	**1.2277**	**3.9768**	**4.0206**	**0.0105**	**0.4727**	**0.1543**	**0.6271**	**0.1692**	**0.1478**	**0.2750**	**0.0000**	**945.8002**	**945.8002**	**0.0894**	**0.0000**	**948.0339**

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					
2018	0.1405	2.8496	1.6898	7.6000e-003	0.2146	0.0515	0.2660	0.0785	0.0510	0.1295	0.0000	724.1903	724.1903	0.0711	0.0000	725.9672
2019	0.3248	3.2867	4.0406	0.0105	0.2896	0.1188	0.4083	0.0823	0.1181	0.2004	0.0000	945.7999	945.7999	0.0894	0.0000	948.0336
2020	1.0464	2.7494	3.4075	8.9500e-003	0.2471	0.1036	0.3507	0.0702	0.1031	0.1733	0.0000	803.7421	803.7421	0.0766	0.0000	805.6558

2021	0.7191	0.0162	0.0415	1.0000e-004	3.8700e-003	1.0500e-003	4.9300e-003	1.0800e-003	1.0500e-003	2.1300e-003	0.0000	8.4958	8.4958	3.6000e-004	0.0000	8.5046
Maximum	**1.0464**	**3.2867**	**4.0406**	**0.0105**	**0.2896**	**0.1188**	**0.4083**	**0.0823**	**0.1181**	**0.2004**	**0.0000**	**945.7999**	**945.7999**	**0.0894**	**0.0000**	**948.0336**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**19.68**	**17.52**	**-1.58**	**0.00**	**42.95**	**24.91**	**39.04**	**42.95**	**21.58**	**33.09**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**7-2-2018**	**10-1-2018**	2.1205	1.6204
2	**10-2-2018**	**1-1-2019**	1.6813	1.3080
3	**1-2-2019**	**4-1-2019**	1.1164	0.8872
4	**4-2-2019**	**7-1-2019**	1.1195	0.8877
5	**7-2-2019**	**10-1-2019**	1.1319	0.8975
6	**10-2-2019**	**1-1-2020**	1.1403	0.9066
7	**1-2-2020**	**4-1-2020**	1.0351	0.8601
8	**4-2-2020**	**7-1-2020**	1.0270	0.8520
9	**7-2-2020**	**10-1-2020**	1.0384	0.8614
10	**10-2-2020**	**1-1-2021**	1.2859	1.1853
11	**1-2-2021**	**4-1-2021**	0.7540	0.7505
		Highest	2.1205	1.6204

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	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Energy	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	3,602.3111	3,602.3111	0.0820	0.0270	3,612.3951

Mobile	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416
Waste						0.0000	0.0000		0.0000	0.0000	85.7231	0.0000	85.7231	5.0661	0.0000	212.3753
Water						0.0000	0.0000		0.0000	0.0000	7.4205	220.5264	227.9468	0.7674	0.0191	252.8148
Total	**3.0120**	**7.3707**	**17.6317**	**0.0540**	**3.8774**	**0.0998**	**3.9772**	**1.0394**	**0.0969**	**1.1363**	**93.1435**	**8,454.5293**	**8,547.6728**	**6.1832**	**0.0460**	**8,715.9717**

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	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Energy	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	3,602.3111	3,602.3111	0.0820	0.0270	3,612.3951
Mobile	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416
Waste						0.0000	0.0000		0.0000	0.0000	85.7231	0.0000	85.7231	5.0661	0.0000	212.3753
Water						0.0000	0.0000		0.0000	0.0000	7.4205	220.5264	227.9468	0.7674	0.0191	252.8148
Total	**3.0120**	**7.3707**	**17.6317**	**0.0540**	**3.8774**	**0.0998**	**3.9772**	**1.0394**	**0.0969**	**1.1363**	**93.1435**	**8,454.5293**	**8,547.6728**	**6.1832**	**0.0460**	**8,715.9717**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description

1	Demolition	Demolition	7/2/2018	7/31/2018	5	22	
2	Grading	Grading	8/1/2018	10/31/2018	5	66	
3	Building Construction	Building Construction	11/1/2018	10/31/2020	5	220	
4	Paving	Paving	11/1/2020	11/30/2020	5	10	
5	Architectural Coating	Architectural Coating	12/1/2020	1/31/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.03

Acres of Paving: 1.04

Residential Indoor: 261,225; Residential Outdoor: 87,075; Non-Residential Indoor: 354,818; Non-Residential Outdoor: 118,273; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	415.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,000.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	280.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

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					0.0449	0.0000	0.0449	6.8000e-003	0.0000	6.8000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0273	0.2680	0.1662	2.7000e-004		0.0158	0.0158		0.0148	0.0148	0.0000	23.8615	23.8615	6.0500e-003	0.0000	24.0127
Total	**0.0273**	**0.2680**	**0.1662**	**2.7000e-004**	**0.0449**	**0.0158**	**0.0607**	**6.8000e-003**	**0.0148**	**0.0216**	**0.0000**	**23.8615**	**23.8615**	**6.0500e-003**	**0.0000**	**24.0127**

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	3.7200e-003	0.1177	0.0253	3.1000e-004	7.1300e-003	5.0000e-004	7.6200e-003	1.9600e-003	4.8000e-004	2.4300e-003	0.0000	30.6767	30.6767	1.9400e-003	0.0000	30.7251
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	6.8000e-004	7.2900e-003	2.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.5570	1.5570	6.0000e-005	0.0000	1.5584
Total	**4.5100e-003**	**0.1183**	**0.0326**	**3.3000e-004**	**8.7000e-003**	**5.1000e-004**	**9.2000e-003**	**2.3800e-003**	**4.9000e-004**	**2.8600e-003**	**0.0000**	**32.2336**	**32.2336**	**2.0000e-003**	**0.0000**	**32.2835**

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					0.0166	0.0000	0.0166	2.5200e-003	0.0000	2.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1800e-003	0.1331	0.1696	2.7000e-004		7.9000e-003	7.9000e-003		7.9000e-003	7.9000e-003	0.0000	23.8615	23.8615	6.0500e-003	0.0000	24.0126
Total	**6.1800e-003**	**0.1331**	**0.1696**	**2.7000e-004**	**0.0166**	**7.9000e-003**	**0.0245**	**2.5200e-003**	**7.9000e-003**	**0.0104**	**0.0000**	**23.8615**	**23.8615**	**6.0500e-003**	**0.0000**	**24.0126**

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	3.7200e-003	0.1177	0.0253	3.1000e-004	4.6600e-003	5.0000e-004	5.1600e-003	1.3500e-003	4.8000e-004	1.8300e-003	0.0000	30.6767	30.6767	1.9400e-003	0.0000	30.7251
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	6.8000e-004	7.2900e-003	2.0000e-005	9.4000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.8000e-004	0.0000	1.5570	1.5570	6.0000e-005	0.0000	1.5584
Total	**4.5100e-003**	**0.1183**	**0.0326**	**3.3000e-004**	**5.6000e-003**	**5.1000e-004**	**6.1200e-003**	**1.6100e-003**	**4.9000e-004**	**2.1100e-003**	**0.0000**	**32.2336**	**32.2336**	**2.0000e-003**	**0.0000**	**32.2835**

3.3 Grading - 2018

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					0.2027	0.0000	0.2027	0.1098	0.0000	0.1098	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0710	0.8016	0.3426	6.8000e-004		0.0386	0.0386		0.0355	0.0355	0.0000	62.1933	62.1933	0.0194	0.0000	62.6774
Total	**0.0710**	**0.8016**	**0.3426**	**6.8000e-004**	**0.2027**	**0.0386**	**0.2412**	**0.1098**	**0.0355**	**0.1453**	**0.0000**	**62.1933**	**62.1933**	**0.0194**	**0.0000**	**62.6774**

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	0.0538	1.7011	0.3653	4.5200e-003	0.1030	7.1900e-003	0.1102	0.0283	6.8800e-003	0.0352	0.0000	443.5179	443.5179	0.0280	0.0000	444.2181
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	1.5600e-003	0.0168	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.5930	3.5930	1.4000e-004	0.0000	3.5964

Total	**0.0556**	**1.7027**	**0.3821**	**4.5600e-003**	**0.1067**	**7.2200e-003**	**0.1139**	**0.0293**	**6.9100e-003**	**0.0362**	**0.0000**	**447.1110**	**447.1110**	**0.0282**	**0.0000**	**447.8145**

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					0.0751	0.0000	0.0751	0.0407	0.0000	0.0407	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0166	0.3371	0.4008	6.8000e-004		0.0160	0.0160		0.0160	0.0160	0.0000	62.1932	62.1932	0.0194	0.0000	62.6773
Total	**0.0166**	**0.3371**	**0.4008**	**6.8000e-004**	**0.0751**	**0.0160**	**0.0911**	**0.0407**	**0.0160**	**0.0567**	**0.0000**	**62.1932**	**62.1932**	**0.0194**	**0.0000**	**62.6773**

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	0.0538	1.7011	0.3653	4.5200e-003	0.0674	7.1900e-003	0.0746	0.0195	6.8800e-003	0.0264	0.0000	443.5179	443.5179	0.0280	0.0000	444.2181
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	1.5600e-003	0.0168	4.0000e-005	2.1700e-003	3.0000e-005	2.2100e-003	6.1000e-004	3.0000e-005	6.4000e-004	0.0000	3.5930	3.5930	1.4000e-004	0.0000	3.5964
Total	**0.0556**	**1.7027**	**0.3821**	**4.5600e-003**	**0.0696**	**7.2200e-003**	**0.0768**	**0.0202**	**6.9100e-003**	**0.0271**	**0.0000**	**447.1110**	**447.1110**	**0.0282**	**0.0000**	**447.8145**

3.4 Building Construction - 2018

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	0.0626	0.4452	0.3379	5.4000e-004		0.0270	0.0270		0.0259	0.0259	0.0000	45.4411	45.4411	9.7900e-003	0.0000	45.6858
Total	**0.0626**	**0.4452**	**0.3379**	**5.4000e-004**		**0.0270**	**0.0270**		**0.0259**	**0.0259**	**0.0000**	**45.4411**	**45.4411**	**9.7900e-003**	**0.0000**	**45.6858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.8600e-003	0.2369	0.0666	4.9000e-004	0.0119	1.6500e-003	0.0136	3.4400e-003	1.5700e-003	5.0100e-003	0.0000	47.8045	47.8045	3.2800e-003	0.0000	47.8865
Worker	0.0334	0.0285	0.3069	7.3000e-004	0.0660	6.0000e-004	0.0666	0.0175	5.5000e-004	0.0181	0.0000	65.5454	65.5454	2.4600e-003	0.0000	65.6071
Total	**0.0422**	**0.2655**	**0.3735**	**1.2200e-003**	**0.0779**	**2.2500e-003**	**0.0801**	**0.0210**	**2.1200e-003**	**0.0231**	**0.0000**	**113.3499**	**113.3499**	**5.7400e-003**	**0.0000**	**113.4935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0154	0.2929	0.3313	5.4000e-004		0.0176	0.0176		0.0176	0.0176	0.0000	45.4410	45.4410	9.7900e-003	0.0000	45.6857
Total	**0.0154**	**0.2929**	**0.3313**	**5.4000e-004**		**0.0176**	**0.0176**		**0.0176**	**0.0176**	**0.0000**	**45.4410**	**45.4410**	**9.7900e-003**	**0.0000**	**45.6857**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.8600e-003	0.2369	0.0666	4.9000e-004	8.0400e-003	1.6500e-003	9.6800e-003	2.4900e-003	1.5700e-003	4.0600e-003	0.0000	47.8045	47.8045	3.2800e-003	0.0000	47.8865
Worker	0.0334	0.0285	0.3069	7.3000e-004	0.0397	6.0000e-004	0.0403	0.0111	5.5000e-004	0.0116	0.0000	65.5454	65.5454	2.4600e-003	0.0000	65.6071
Total	**0.0422**	**0.2655**	**0.3735**	**1.2200e-003**	**0.0477**	**2.2500e-003**	**0.0500**	**0.0136**	**2.1200e-003**	**0.0157**	**0.0000**	**113.3499**	**113.3499**	**5.7400e-003**	**0.0000**	**113.4935**

3.4 Building Construction - 2019

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	0.3338	2.4678	1.9907	3.2600e-003		0.1423	0.1423		0.1364	0.1364	0.0000	273.7294	273.7294	0.0569	0.0000	275.1530
Total	**0.3338**	**2.4678**	**1.9907**	**3.2600e-003**		**0.1423**	**0.1423**		**0.1364**	**0.1364**	**0.0000**	**273.7294**	**273.7294**	**0.0569**	**0.0000**	**275.1530**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0486	1.3565	0.3710	2.9700e-003	0.0723	8.5300e-003	0.0809	0.0209	8.1600e-003	0.0290	0.0000	287.1741	287.1741	0.0192	0.0000	287.6533
Worker	0.1830	0.1526	1.6589	4.2600e-003	0.4004	3.5200e-003	0.4039	0.1064	3.2500e-003	0.1096	0.0000	384.8968	384.8968	0.0132	0.0000	385.2276
Total	**0.2316**	**1.5090**	**2.0299**	**7.2300e-003**	**0.4728**	**0.0121**	**0.4848**	**0.1272**	**0.0114**	**0.1386**	**0.0000**	**672.0709**	**672.0709**	**0.0324**	**0.0000**	**672.8810**

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	0.0932	1.7777	2.0108	3.2600e-003		0.1067	0.1067		0.1067	0.1067	0.0000	273.7290	273.7290	0.0569	0.0000	275.1527
Total	**0.0932**	**1.7777**	**2.0108**	**3.2600e-003**		**0.1067**	**0.1067**		**0.1067**	**0.1067**	**0.0000**	**273.7290**	**273.7290**	**0.0569**	**0.0000**	**275.1527**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0486	1.3565	0.3710	2.9700e-003	0.0488	8.5300e-003	0.0573	0.0151	8.1600e-003	0.0233	0.0000	287.1741	287.1741	0.0192	0.0000	287.6533
Worker	0.1830	0.1526	1.6589	4.2600e-003	0.2408	3.5200e-003	0.2443	0.0672	3.2500e-003	0.0704	0.0000	384.8968	384.8968	0.0132	0.0000	385.2276
Total	**0.2316**	**1.5090**	**2.0299**	**7.2300e-003**	**0.2895**	**0.0121**	**0.3016**	**0.0823**	**0.0114**	**0.0937**	**0.0000**	**672.0709**	**672.0709**	**0.0324**	**0.0000**	**672.8810**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2494	1.9003	1.6238	2.7300e-003		0.1034	0.1034		0.0991	0.0991	0.0000	226.3324	226.3324	0.0459	0.0000	227.4808
Total	**0.2494**	**1.9003**	**1.6238**	**2.7300e-003**		**0.1034**	**0.1034**		**0.0991**	**0.0991**	**0.0000**	**226.3324**	**226.3324**	**0.0459**	**0.0000**	**227.4808**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0348	1.0394	0.2814	2.4600e-003	0.0604	4.8300e-003	0.0653	0.0174	4.6200e-003	0.0221	0.0000	238.2904	238.2904	0.0151	0.0000	238.6690

Worker	0.1409	0.1136	1.2563	3.4500e-003	0.3344	2.8500e-003	0.3373	0.0888	2.6300e-003	0.0915	0.0000	311.7162	311.7162	9.8200e-003	0.0000	311.9618
Total	**0.1757**	**1.1530**	**1.5377**	**5.9100e-003**	**0.3949**	**7.6800e-003**	**0.4025**	**0.1063**	**7.2500e-003**	**0.1135**	**0.0000**	**550.0066**	**550.0066**	**0.0250**	**0.0000**	**550.6307**

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	0.0778	1.4848	1.6795	2.7300e-003		0.0891	0.0891		0.0891	0.0891	0.0000	226.3321	226.3321	0.0459	0.0000	227.4805
Total	**0.0778**	**1.4848**	**1.6795**	**2.7300e-003**		**0.0891**	**0.0891**		**0.0891**	**0.0891**	**0.0000**	**226.3321**	**226.3321**	**0.0459**	**0.0000**	**227.4805**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0348	1.0394	0.2814	2.4600e-003	0.0408	4.8300e-003	0.0456	0.0126	4.6200e-003	0.0172	0.0000	238.2904	238.2904	0.0151	0.0000	238.6690
Worker	0.1409	0.1136	1.2563	3.4500e-003	0.2011	2.8500e-003	0.2040	0.0561	2.6300e-003	0.0587	0.0000	311.7162	311.7162	9.8200e-003	0.0000	311.9618
Total	**0.1757**	**1.1530**	**1.5377**	**5.9100e-003**	**0.2419**	**7.6800e-003**	**0.2495**	**0.0687**	**7.2500e-003**	**0.0760**	**0.0000**	**550.0066**	**550.0066**	**0.0250**	**0.0000**	**550.6307**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0121	0.1217	0.1240	1.9000e-004		6.8900e-003	6.8900e-003		6.3500e-003	6.3500e-003	0.0000	16.2811	16.2811	5.1600e-003	0.0000	16.4101
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0121**	**0.1217**	**0.1240**	**1.9000e-004**		**6.8900e-003**	**6.8900e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**16.2811**	**16.2811**	**5.1600e-003**	**0.0000**	**16.4101**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.9000e-004	6.4800e-003	2.0000e-005	1.7300e-003	1.0000e-005	1.7400e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.6086	1.6086	5.0000e-005	0.0000	1.6099
Total	**7.3000e-004**	**5.9000e-004**	**6.4800e-003**	**2.0000e-005**	**1.7300e-003**	**1.0000e-005**	**1.7400e-003**	**4.6000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.6086**	**1.6086**	**5.0000e-005**	**0.0000**	**1.6099**

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	4.4200e-003	0.0929	0.1362	1.9000e-004		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003	0.0000	16.2810	16.2810	5.1600e-003	0.0000	16.4100
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4200e-003**	**0.0929**	**0.1362**	**1.9000e-004**		**5.5600e-003**	**5.5600e-003**		**5.5600e-003**	**5.5600e-003**	**0.0000**	**16.2810**	**16.2810**	**5.1600e-003**	**0.0000**	**16.4100**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.9000e-004	6.4800e-003	2.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.6086	1.6086	5.0000e-005	0.0000	1.6099
Total	**7.3000e-004**	**5.9000e-004**	**6.4800e-003**	**2.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0500e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.6086**	**1.6086**	**5.0000e-005**	**0.0000**	**1.6099**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7841					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7900e-003	0.0194	0.0211	3.0000e-005		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003	0.0000	2.9362	2.9362	2.3000e-004	0.0000	2.9419
Total	**0.7869**	**0.0194**	**0.0211**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.2800e-003**	**1.2800e-003**	**0.0000**	**2.9362**	**2.9362**	**2.3000e-004**	**0.0000**	**2.9419**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9700e-003	2.4000e-003	0.0265	7.0000e-005	7.0600e-003	6.0000e-005	7.1200e-003	1.8700e-003	6.0000e-005	1.9300e-003	0.0000	6.5775	6.5775	2.1000e-004	0.0000	6.5827
Total	**2.9700e-003**	**2.4000e-003**	**0.0265**	**7.0000e-005**	**7.0600e-003**	**6.0000e-005**	**7.1200e-003**	**1.8700e-003**	**6.0000e-005**	**1.9300e-003**	**0.0000**	**6.5775**	**6.5775**	**2.1000e-004**	**0.0000**	**6.5827**

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	0.7841					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	0.0156	0.0211	3.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	2.9362	2.9362	2.3000e-004	0.0000	2.9419
Total	**0.7848**	**0.0156**	**0.0211**	**3.0000e-005**		**1.0900e-003**	**1.0900e-003**		**1.0900e-003**	**1.0900e-003**	**0.0000**	**2.9362**	**2.9362**	**2.3000e-004**	**0.0000**	**2.9419**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9700e-003	2.4000e-003	0.0265	7.0000e-005	4.2400e-003	6.0000e-005	4.3000e-003	1.1800e-003	6.0000e-005	1.2400e-003	0.0000	6.5775	6.5775	2.1000e-004	0.0000	6.5827
Total	**2.9700e-003**	**2.4000e-003**	**0.0265**	**7.0000e-005**	**4.2400e-003**	**6.0000e-005**	**4.3000e-003**	**1.1800e-003**	**6.0000e-005**	**1.2400e-003**	**0.0000**	**6.5775**	**6.5775**	**2.1000e-004**	**0.0000**	**6.5827**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3000e-003	0.0160	0.0191	3.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	2.6809	2.6809	1.8000e-004	0.0000	2.6855
Total	**0.7182**	**0.0160**	**0.0191**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**2.6809**	**2.6809**	**1.8000e-004**	**0.0000**	**2.6855**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	2.5300e-003	1.9700e-003	0.0222	6.0000e-005	6.4400e-003	5.0000e-005	6.5000e-003	1.7100e-003	5.0000e-005	1.7600e-003	0.0000	5.8148	5.8148	1.7000e-004	0.0000	5.8191
Total	**2.5300e-003**	**1.9700e-003**	**0.0222**	**6.0000e-005**	**6.4400e-003**	**5.0000e-005**	**6.5000e-003**	**1.7100e-003**	**5.0000e-005**	**1.7600e-003**	**0.0000**	**5.8148**	**5.8148**	**1.7000e-004**	**0.0000**	**5.8191**

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	0.7159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.2000e-004	0.0143	0.0192	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.6809	2.6809	1.8000e-004	0.0000	2.6855
Total	**0.7165**	**0.0143**	**0.0192**	**3.0000e-005**		**1.0000e-003**	**1.0000e-003**		**1.0000e-003**	**1.0000e-003**	**0.0000**	**2.6809**	**2.6809**	**1.8000e-004**	**0.0000**	**2.6855**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5300e-003	1.9700e-003	0.0222	6.0000e-005	3.8700e-003	5.0000e-005	3.9300e-003	1.0800e-003	5.0000e-005	1.1300e-003	0.0000	5.8148	5.8148	1.7000e-004	0.0000	5.8191
Total	**2.5300e-003**	**1.9700e-003**	**0.0222**	**6.0000e-005**	**3.8700e-003**	**5.0000e-005**	**3.9300e-003**	**1.0800e-003**	**5.0000e-005**	**1.1300e-003**	**0.0000**	**5.8148**	**5.8148**	**1.7000e-004**	**0.0000**	**5.8191**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416
Unmitigated	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	621.78	621.78	621.78	2,124,717	2,124,717
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	951.85	951.85	951.85	1,723,843	1,723,843
High Turnover (Sit Down Restaurant)	1,277.27	1,277.27	1277.27	1,740,699	1,740,699
Hotel	803.43	803.43	672.35	1,872,439	1,872,439
Junior College (2Yr)	94.29	38.52	4.15	221,834	221,834
Place of Worship	11.99	11.99	11.99	25,582	25,582
Quality Restaurant	1,133.46	1,133.46	1096.83	1,606,185	1,606,185
Strip Mall	473.50	473.50	473.50	900,877	900,877
Total	5,367.58	5,311.80	5,109.72	10,216,174	10,216,174

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12

High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Quality Restaurant	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Place of Worship	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

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						0.0000	0.0000		0.0000	0.0000	0.0000	2,906.3196	2,906.3196	0.0686	0.0142	2,912.2677

Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,906.3196	2,906.3196	0.0686	0.0142	2,912.2677
NaturalGas Mitigated	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	695.9915	695.9915	0.0133	0.0128	700.1274
NaturalGas Unmitigated	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	695.9915	695.9915	0.0133	0.0128	700.1274

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.43963e+006	7.7600e-003	0.0663	0.0282	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003	0.0000	76.8241	76.8241	1.4700e-003	1.4100e-003	77.2806
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	667041	3.6000e-003	0.0327	0.0275	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003	0.0000	35.5959	35.5959	6.8000e-004	6.5000e-004	35.8074
High Turnover (Sit Down Restaurant)	3.14904e+006	0.0170	0.1544	0.1297	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0450	168.0450	3.2200e-003	3.0800e-003	169.0436
Hotel	3.95095e+006	0.0213	0.1937	0.1627	1.1600e-003		0.0147	0.0147		0.0147	0.0147	0.0000	210.8377	210.8377	4.0400e-003	3.8700e-003	212.0907
Junior College (2Yr)	93364.6	5.0000e-004	4.5800e-003	3.8400e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9823	4.9823	1.0000e-004	9.0000e-005	5.0119
Place of Worship	187793	1.0100e-003	9.2100e-003	7.7300e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	10.0213	10.0213	1.9000e-004	1.8000e-004	10.0809
Quality Restaurant	3.51005e+006	0.0189	0.1721	0.1445	1.0300e-003		0.0131	0.0131		0.0131	0.0131	0.0000	187.3097	187.3097	3.5900e-003	3.4300e-003	188.4228
Strip Mall	44515.3	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3755	2.3755	5.0000e-005	4.0000e-005	2.3896
Total		**0.0703**	**0.6351**	**0.5060**	**3.8400e-003**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**695.9915**	**695.9915**	**0.0133**	**0.0128**	**700.1275**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.43963e+006	7.7600e-003	0.0663	0.0282	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003	0.0000	76.8241	76.8241	1.4700e-003	1.4100e-003	77.2806
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	667041	3.6000e-003	0.0327	0.0275	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003	0.0000	35.5959	35.5959	6.8000e-004	6.5000e-004	35.8074
High Turnover (Sit Down Restaurant)	3.14904e+006	0.0170	0.1544	0.1297	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0450	168.0450	3.2200e-003	3.0800e-003	169.0436
Hotel	3.95095e+006	0.0213	0.1937	0.1627	1.1600e-003		0.0147	0.0147		0.0147	0.0147	0.0000	210.8377	210.8377	4.0400e-003	3.8700e-003	212.0907
Junior College (2Yr)	93364.6	5.0000e-004	4.5800e-003	3.8400e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9823	4.9823	1.0000e-004	9.0000e-005	5.0119
Place of Worship	187793	1.0100e-003	9.2100e-003	7.7300e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	10.0213	10.0213	1.9000e-004	1.8000e-004	10.0809
Quality Restaurant	3.51005e+006	0.0189	0.1721	0.1445	1.0300e-003		0.0131	0.0131		0.0131	0.0131	0.0000	187.3097	187.3097	3.5900e-003	3.4300e-003	188.4228
Strip Mall	44515.3	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3755	2.3755	5.0000e-005	4.0000e-005	2.3896
Total		**0.0703**	**0.6351**	**0.5060**	**3.8400e-003**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**695.9915**	**695.9915**	**0.0133**	**0.0128**	**700.1275**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	543418	302.6627	7.1500e-003	1.4800e-003	303.2822
Enclosed Parking with Elevator	1.45314e+006	809.3453	0.0191	3.9500e-003	811.0017
Fast Food Restaurant w/o	129354	72.0449	1.7000e-003	3.5000e-004	72.1924
High Turnover (Sit Down Restaurant)	610667	340.1180	8.0300e-003	1.6600e-003	340.8140

Hotel	1.27487e+006	710.0538	0.0168	3.4700e-003	711.5070
Junior College (2Yr)	35157.5	19.5814	4.6000e-004	1.0000e-004	19.6215
Place of Worship	116957	65.1404	1.5400e-003	3.2000e-004	65.2737
Quality Restaurant	680674	379.1090	8.9500e-003	1.8500e-003	379.8849
Strip Mall	373929	208.2640	4.9200e-003	1.0200e-003	208.6903
Total		**2,906.3196**	**0.0686**	**0.0142**	**2,912.2677**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	543418	302.6627	7.1500e-003	1.4800e-003	303.2822
Enclosed Parking with Elevator	1.45314e+006	809.3453	0.0191	3.9500e-003	811.0017
Fast Food Restaurant w/o	129354	72.0449	1.7000e-003	3.5000e-004	72.1924
High Turnover (Sit Down Restaurant)	610667	340.1180	8.0300e-003	1.6600e-003	340.8140
Hotel	1.27487e+006	710.0538	0.0168	3.4700e-003	711.5070
Junior College (2Yr)	35157.5	19.5814	4.6000e-004	1.0000e-004	19.6215
Place of Worship	116957	65.1404	1.5400e-003	3.2000e-004	65.2737
Quality Restaurant	680674	379.1090	8.9500e-003	1.8500e-003	379.8849
Strip Mall	373929	208.2640	4.9200e-003	1.0200e-003	208.6903
Total		**2,906.3196**	**0.0686**	**0.0142**	**2,912.2677**

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	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Unmitigated	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449

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	0.1500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0413	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Total	**1.5261**	**0.0155**	**1.3425**	**7.0000e-005**		**7.3800e-003**	**7.3800e-003**		**7.3800e-003**	**7.3800e-003**	**0.0000**	**2.1911**	**2.1911**	**2.1500e-003**	**0.0000**	**2.2449**

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	0.1500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0413	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Total	**1.5261**	**0.0155**	**1.3425**	**7.0000e-005**		**7.3800e-003**	**7.3800e-003**		**7.3800e-003**	**7.3800e-003**	**0.0000**	**2.1911**	**2.1911**	**2.1500e-003**	**0.0000**	**2.2449**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	227.9468	0.7674	0.0191	252.8148
Unmitigated	227.9468	0.7674	0.0191	252.8148

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.40487 / 5.29872	96.4079	0.2761	6.9200e-003	105.3737
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0.877212 / 0.0559923	6.9865	0.0287	7.1000e-004	7.9159
High Turnover (Sit Down Restaurant)	4.13716 / 0.264074	32.9501	0.1356	3.3400e-003	37.3337
Hotel	2.86645 / 0.318494	23.6682	0.0939	2.3200e-003	26.7071
Junior College (2Yr)	0.168238 / 0.263142	2.9018	5.5500e-003	1.4000e-004	3.0832
Place of Worship	0.323527 / 0.50603	5.5802	0.0107	2.8000e-004	5.9291
Quality Restaurant	4.61371 / 0.294492	36.7455	0.1512	3.7200e-003	41.6340
Strip Mall	1.99848 / 1.22487	22.7067	0.0656	1.6500e-003	24.8381
Total		**227.9468**	**0.7674**	**0.0191**	**252.8148**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.40487 / 5.29872	96.4079	0.2761	6.9200e-003	105.3737
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

Fast Food Restaurant w/o	0.877212 / 0.0559923	6.9865	0.0287	7.1000e-004	7.9159
High Turnover (Sit Down Restaurant)	4.13716 / 0.264074	32.9501	0.1356	3.3400e-003	37.3337
Hotel	2.86645 / 0.318494	23.6682	0.0939	2.3200e-003	26.7071
Junior College (2Yr)	0.168238 / 0.263142	2.9018	5.5500e-003	1.4000e-004	3.0832
Place of Worship	0.323527 / 0.50603	5.5802	0.0107	2.8000e-004	5.9291
Quality Restaurant	4.61371 / 0.294492	36.7455	0.1512	3.7200e-003	41.6340
Strip Mall	1.99848 / 1.22487	22.7067	0.0656	1.6500e-003	24.8381
Total		**227.9468**	**0.7674**	**0.0191**	**252.8148**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	85.7231	5.0661	0.0000	212.3753
Unmitigated	85.7231	5.0661	0.0000	212.3753

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	59.34	12.0455	0.7119	0.0000	29.8422
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	33.29	6.7576	0.3994	0.0000	16.7416
High Turnover (Sit Down Restaurant)	162.2	32.9251	1.9458	0.0000	81.5706
Hotel	61.87	12.5591	0.7422	0.0000	31.1145
Junior College (2Yr)	4.46	0.9053	0.0535	0.0000	2.2429
Place of Worship	58.94	11.9643	0.7071	0.0000	29.6410
Quality Restaurant	13.87	2.8155	0.1664	0.0000	6.9752
Strip Mall	28.33	5.7507	0.3399	0.0000	14.2472
Total		**85.7231**	**5.0661**	**0.0000**	**212.3753**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	59.34	12.0455	0.7119	0.0000	29.8422
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	33.29	6.7576	0.3994	0.0000	16.7416
High Turnover (Sit Down Restaurant)	162.2	32.9251	1.9458	0.0000	81.5706

Hotel	61.87	12.5591	0.7422	0.0000	31.1145
Junior College (2Yr)	4.46	0.9053	0.0535	0.0000	2.2429
Place of Worship	58.94	11.9643	0.7071	0.0000	29.6410
Quality Restaurant	13.87	2.8155	0.1664	0.0000	6.9752
Strip Mall	28.33	5.7507	0.3399	0.0000	14.2472
Total		**85.7231**	**5.0661**	**0.0000**	**212.3753**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	26.98	1000sqft	0.20	26,979.00	0
Quality Restaurant	15.20	1000sqft	0.05	15,197.00	0
Fast Food Restaurant w/o Drive Thru	2.89	1000sqft	0.02	2,888.00	0
High Turnover (Sit Down Restaurant)	13.63	1000sqft	0.05	13,634.00	0
Hotel	113.00	Room	0.30	164,076.00	0
Apartments Mid Rise	129.00	Dwelling Unit	0.30	129,000.00	369
Junior College (2Yr)	3.43	1000sqft	0.02	3,430.00	0
Place of Worship	10.34	1000sqft	0.10	10,341.00	0
Enclosed Parking with Elevator	539.00	Space	1.04	215,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Construction Phase - Developer information

Grading - Developer information

Demolition - Developer information

Trips and VMT - Assumes 40-mile haul trip to Chiquita Canyon Sanitary Landfill. Assumes 10 CY capacity haul trucks

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3

tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	66.00
tblFireplaces	NumberGas	109.65	0.00
tblFireplaces	NumberNoFireplace	12.90	129.00
tblFireplaces	NumberWood	6.45	0.00
tblGrading	AcresOfGrading	33.00	1.03
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	BuildingSpaceSquareFeet	15,200.00	15,197.00
tblLandUse	BuildingSpaceSquareFeet	26,980.00	26,979.00
tblLandUse	BuildingSpaceSquareFeet	2,890.00	2,888.00
tblLandUse	BuildingSpaceSquareFeet	13,630.00	13,634.00
tblLandUse	BuildingSpaceSquareFeet	10,340.00	10,341.00
tblLandUse	LandUseSquareFeet	15,200.00	15,197.00
tblLandUse	LandUseSquareFeet	26,980.00	26,979.00
tblLandUse	LandUseSquareFeet	2,890.00	2,888.00
tblLandUse	LandUseSquareFeet	13,630.00	13,634.00
tblLandUse	LandUseSquareFeet	10,340.00	10,341.00
tblLandUse	LotAcreage	0.35	0.05
tblLandUse	LotAcreage	0.62	0.20
tblLandUse	LotAcreage	0.07	0.02
tblLandUse	LotAcreage	0.31	0.05
tblLandUse	LotAcreage	3.77	0.30

tblLandUse	LotAcreage	3.39	0.30
tblLandUse	LotAcreage	0.08	0.02
tblLandUse	LotAcreage	0.24	0.10
tblLandUse	LotAcreage	4.85	1.04
tblProjectCharacteristics	OperationalYear	2018	2021
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	6,000.00
tblVehicleTrips	ST_TR	6.39	4.82
tblVehicleTrips	ST_TR	696.00	329.36
tblVehicleTrips	ST_TR	158.37	93.71
tblVehicleTrips	ST_TR	8.19	7.11
tblVehicleTrips	ST_TR	10.37	1.16
tblVehicleTrips	ST_TR	94.36	74.57
tblVehicleTrips	ST_TR	42.04	17.55
tblVehicleTrips	SU_TR	5.86	4.82
tblVehicleTrips	SU_TR	500.00	329.36
tblVehicleTrips	SU_TR	131.84	93.71
tblVehicleTrips	SU_TR	36.63	1.16
tblVehicleTrips	SU_TR	20.43	17.55
tblVehicleTrips	WD_TR	6.65	4.82
tblVehicleTrips	WD_TR	716.00	329.36
tblVehicleTrips	WD_TR	127.15	93.71
tblVehicleTrips	WD_TR	8.17	7.11
tblVehicleTrips	WD_TR	9.11	1.16
tblVehicleTrips	WD_TR	89.95	74.57
tblVehicleTrips	WD_TR	44.32	17.55
tblWoodstoves	NumberCatalytic	6.45	0.00
tblWoodstoves	NumberNoncatalytic	6.45	0.00

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					
2018	5.0467	74.9320	32.8832	0.1582	9.4301	1.4832	10.8184	4.2278	1.3876	5.5131	0.0000	16,933.2666	16,933.2666	1.5986	0.0000	16,973.2311
2019	4.4900	30.2466	30.6224	0.0795	3.6931	1.1831	4.8762	0.9922	1.1329	2.1251	0.0000	7,897.3503	7,897.3503	0.7587	0.0000	7,916.3182
2020	68.7093	27.8074	28.8305	0.0784	3.6931	1.0191	4.7122	0.9922	0.9758	1.9680	0.0000	7,760.8166	7,760.8166	0.7208	0.0000	7,778.8375
2021	68.6669	1.7095	3.8798	9.0000e-003	0.6260	0.0992	0.7251	0.1660	0.0988	0.2648	0.0000	881.9087	881.9087	0.0370	0.0000	882.8333
Maximum	**68.7093**	**74.9320**	**32.8832**	**0.1582**	**9.4301**	**1.4832**	**10.8184**	**4.2278**	**1.3876**	**5.5131**	**0.0000**	**16,933.2666**	**16,933.2666**	**1.5986**	**0.0000**	**16,973.2311**

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					
2018	2.8479	60.8575	32.5731	0.1582	4.4136	0.9229	5.1186	1.8508	0.9174	2.5462	0.0000	16,933.2666	16,933.2666	1.5986	0.0000	16,973.2311
2019	2.6458	24.9585	30.7761	0.0795	2.2568	0.9108	3.1676	0.6397	0.9058	1.5455	0.0000	7,897.3503	7,897.3503	0.7587	0.0000	7,916.3182
2020	68.5266	23.9959	29.3414	0.0784	2.2569	0.8887	3.1456	0.6397	0.8847	1.5244	0.0000	7,760.8166	7,760.8166	0.7208	0.0000	7,778.8375
2021	68.5074	1.5396	3.8946	9.0000e-003	0.3756	0.1002	0.4758	0.1046	0.0998	0.2043	0.0000	881.9087	881.9087	0.0370	0.0000	882.8333
Maximum	**68.5266**	**60.8575**	**32.5731**	**0.1582**	**4.4136**	**0.9229**	**5.1186**	**1.8508**	**0.9174**	**2.5462**	**0.0000**	**16,933.2666**	**16,933.2666**	**1.5986**	**0.0000**	**16,973.2311**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.98**	**17.33**	**-0.38**	**0.00**	**46.66**	**25.42**	**43.65**	**49.29**	**21.90**	**41.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202
Total	**16.9466**	**40.2256**	**100.4752**	**0.2958**	**21.9686**	**0.5703**	**22.5389**	**5.8794**	**0.5540**	**6.4333**	**0.0000**	**32,134.9656**	**32,134.9656**	**1.7399**	**0.0771**	**32,201.4299**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202
Total	**16.9466**	**40.2256**	**100.4752**	**0.2958**	**21.9686**	**0.5703**	**22.5389**	**5.8794**	**0.5540**	**6.4333**	**0.0000**	**32,134.9656**	**32,134.9656**	**1.7399**	**0.0771**	**32,201.4299**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/31/2018	5	22	
2	Grading	Grading	8/1/2018	10/31/2018	5	66	
3	Building Construction	Building Construction	11/1/2018	10/31/2020	5	220	
4	Paving	Paving	11/1/2020	11/30/2020	5	10	
5	Architectural Coating	Architectural Coating	12/1/2020	1/31/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.03

Acres of Paving: 1.04

Residential Indoor: 261,225; Residential Outdoor: 87,075; Non-Residential Indoor: 354,818; Non-Residential Outdoor: 118,273; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	415.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,000.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	280.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

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					4.0806	0.0000	4.0806	0.6178	0.0000	0.6178			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**4.0806**	**1.4365**	**5.5170**	**0.6178**	**1.3429**	**1.9607**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3408	10.4987	2.3449	0.0283	0.6592	0.0455	0.7046	0.1807	0.0435	0.2241		3,058.0815	3,058.0815	0.1966		3,062.9962
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.4203**	**10.5588**	**2.9914**	**0.0298**	**0.8045**	**0.0468**	**0.8512**	**0.2192**	**0.0447**	**0.2639**		**3,211.5564**	**3,211.5564**	**0.2024**		**3,216.6154**

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					1.5119	0.0000	1.5119	0.2289	0.0000	0.2289			0.0000			0.0000
Off-Road	0.5621	12.1033	15.4154	0.0241		0.7182	0.7182		0.7182	0.7182	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**0.5621**	**12.1033**	**15.4154**	**0.0241**	**1.5119**	**0.7182**	**2.2300**	**0.2289**	**0.7182**	**0.9471**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3408	10.4987	2.3449	0.0283	0.4298	0.0455	0.4752	0.1243	0.0435	0.1678		3,058.0815	3,058.0815	0.1966		3,062.9962
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.0872	1.3000e-003	0.0885	0.0243	1.1900e-003	0.0255		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.4203**	**10.5588**	**2.9914**	**0.0298**	**0.5170**	**0.0468**	**0.5637**	**0.1486**	**0.0447**	**0.1933**		**3,211.5564**	**3,211.5564**	**0.2024**		**3,216.6154**

3.3 Grading - 2018

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					6.1414	0.0000	6.1414	3.3276	0.0000	3.3276			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**6.1414**	**1.1683**	**7.3097**	**3.3276**	**1.0748**	**4.4024**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6426	50.5963	11.3009	0.1364	3.1768	0.2190	3.3959	0.8706	0.2095	1.0802		14,737.7424	14,737.7424	0.9474		14,761.4272
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**1.7037**	**50.6425**	**11.7981**	**0.1376**	**3.2886**	**0.2200**	**3.5086**	**0.9003**	**0.2105**	**1.1107**		**14,855.8000**	**14,855.8000**	**0.9518**		**14,879.5959**

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					2.2754	0.0000	2.2754	1.2329	0.0000	1.2329			0.0000			0.0000
Off-Road	0.5043	10.2150	12.1450	0.0206		0.4850	0.4850		0.4850	0.4850	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**0.5043**	**10.2150**	**12.1450**	**0.0206**	**2.2754**	**0.4850**	**2.7604**	**1.2329**	**0.4850**	**1.7179**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6426	50.5963	11.3009	0.1364	2.0711	0.2190	2.2901	0.5992	0.2095	0.8087		14,737.7424	14,737.7424	0.9474		14,761.4272
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		118.0576	118.0576	4.4400e-003		118.1687

Total	**1.7037**	**50.6425**	**11.7981**	**0.1376**	**2.1382**	**0.2200**	**2.3582**	**0.6179**	**0.2105**	**0.8283**		**14,855.8000**	**14,855.8000**	**0.9518**		**14,879.5959**

3.4 Building Construction - 2018

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	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051		2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**		**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4219	10.8095	3.2414	0.0227	0.5634	0.0772	0.6406	0.1622	0.0739	0.2361		2,412.5187	2,412.5187	0.1741		2,416.8705
Worker	1.7121	1.2928	13.9236	0.0332	3.1297	0.0279	3.1576	0.8300	0.0257	0.8558		3,305.6127	3,305.6127	0.1244		3,308.7228
Total	**2.1340**	**12.1023**	**17.1649**	**0.0559**	**3.6931**	**0.1051**	**3.7982**	**0.9922**	**0.0996**	**1.0918**		**5,718.1314**	**5,718.1314**	**0.2985**		**5,725.5932**

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	0.7139	13.6222	15.4081	0.0250		0.8178	0.8178		0.8178	0.8178	0.0000	2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**0.7139**	**13.6222**	**15.4081**	**0.0250**		**0.8178**	**0.8178**		**0.8178**	**0.8178**	**0.0000**	**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4219	10.8095	3.2414	0.0227	0.3787	0.0772	0.4559	0.1169	0.0739	0.1907		2,412.5187	2,412.5187	0.1741		2,416.8705
Worker	1.7121	1.2928	13.9236	0.0332	1.8781	0.0279	1.9060	0.5228	0.0257	0.5485		3,305.6127	3,305.6127	0.1244		3,308.7228
Total	**2.1340**	**12.1023**	**17.1649**	**0.0559**	**2.2568**	**0.1051**	**2.3620**	**0.6397**	**0.0996**	**0.7393**		**5,718.1314**	**5,718.1314**	**0.2985**		**5,725.5932**

3.4 Building Construction - 2019

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449		2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**		**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3814	10.1979	2.9786	0.0224	0.5634	0.0660	0.6294	0.1622	0.0631	0.2253		2,387.2386	2,387.2386	0.1677		2,391.4311
Worker	1.5506	1.1385	12.3893	0.0321	3.1297	0.0270	3.1567	0.8300	0.0249	0.8549		3,197.9663	3,197.9663	0.1100		3,200.7166
Total	**1.9319**	**11.3363**	**15.3679**	**0.0545**	**3.6931**	**0.0930**	**3.7861**	**0.9922**	**0.0880**	**1.0802**		**5,585.2049**	**5,585.2049**	**0.2777**		**5,592.1477**

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	0.7139	13.6222	15.4081	0.0250		0.8178	0.8178		0.8178	0.8178	0.0000	2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**0.7139**	**13.6222**	**15.4081**	**0.0250**		**0.8178**	**0.8178**		**0.8178**	**0.8178**	**0.0000**	**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3814	10.1979	2.9786	0.0224	0.3787	0.0660	0.4447	0.1169	0.0631	0.1800		2,387.2386	2,387.2386	0.1677		2,391.4311
Worker	1.5506	1.1385	12.3893	0.0321	1.8781	0.0270	1.9051	0.5228	0.0249	0.5477		3,197.9663	3,197.9663	0.1100		3,200.7166
Total	**1.9319**	**11.3363**	**15.3679**	**0.0545**	**2.2568**	**0.0930**	**2.3498**	**0.6397**	**0.0880**	**0.7277**		**5,585.2049**	**5,585.2049**	**0.2777**		**5,592.1477**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**2.2879**	**17.4336**	**14.8972**	**0.0250**		**0.9482**	**0.9482**		**0.9089**	**0.9089**		**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3272	9.3588	2.7050	0.0222	0.5634	0.0448	0.6081	0.1622	0.0428	0.2050		2,371.1518	2,371.1518	0.1586		2,375.1157
Worker	1.4309	1.0149	11.2283	0.0311	3.1297	0.0262	3.1559	0.8300	0.0241	0.8541		3,100.7771	3,100.7771	0.0977		3,103.2204
Total	**1.7581**	**10.3738**	**13.9333**	**0.0533**	**3.6931**	**0.0709**	**3.7640**	**0.9922**	**0.0669**	**1.0592**		**5,471.9289**	**5,471.9289**	**0.2563**		**5,478.3361**

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	0.7139	13.6222	15.4081	0.0250		0.8178	0.8178		0.8178	0.8178	0.0000	2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**0.7139**	**13.6222**	**15.4081**	**0.0250**		**0.8178**	**0.8178**		**0.8178**	**0.8178**	**0.0000**	**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3272	9.3588	2.7050	0.0222	0.3787	0.0448	0.4235	0.1169	0.0428	0.1597		2,371.1518	2,371.1518	0.1586		2,375.1157
Worker	1.4309	1.0149	11.2283	0.0311	1.8781	0.0262	1.9043	0.5228	0.0241	0.5469		3,100.7771	3,100.7771	0.0977		3,103.2204

Total	**1.7581**	**10.3738**	**13.9333**	**0.0533**	**2.2569**	**0.0709**	**2.3278**	**0.6397**	**0.0669**	**0.7066**		**5,471.9289**	**5,471.9289**	**0.2563**		**5,478.3361**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1547**	**11.5873**	**11.8076**	**0.0178**		**0.6565**	**0.6565**		**0.6051**	**0.6051**		**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

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	0.4208	8.8511	12.9737	0.0178		0.5291	0.5291		0.5291	0.5291	0.0000	1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.4208**	**8.8511**	**12.9737**	**0.0178**		**0.5291**	**0.5291**		**0.5291**	**0.5291**	**0.0000**	**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1006	1.4000e-003	0.1020	0.0280	1.2900e-003	0.0293		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1006**	**1.4000e-003**	**0.1020**	**0.0280**	**1.2900e-003**	**0.0293**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**68.4231**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		620.1554	620.1554	0.0196		620.6441
Total	**0.2862**	**0.2030**	**2.2457**	**6.2300e-003**	**0.6260**	**5.2300e-003**	**0.6312**	**0.1660**	**4.8200e-003**	**0.1708**		**620.1554**	**620.1554**	**0.0196**		**620.6441**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**68.2404**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e-003	0.3756	5.2300e-003	0.3809	0.1046	4.8200e-003	0.1094		620.1554	620.1554	0.0196		620.6441
Total	**0.2862**	**0.2030**	**2.2457**	**6.2300e-003**	**0.3756**	**5.2300e-003**	**0.3809**	**0.1046**	**4.8200e-003**	**0.1094**		**620.1554**	**620.1554**	**0.0196**		**620.6441**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**68.3999**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2670	0.1826	2.0622	6.0300e-003	0.6260	5.0600e-003	0.6310	0.1660	4.6600e-003	0.1707		600.4606	600.4606	0.0177		600.9023
Total	**0.2670**	**0.1826**	**2.0622**	**6.0300e-003**	**0.6260**	**5.0600e-003**	**0.6310**	**0.1660**	**4.6600e-003**	**0.1707**		**600.4606**	**600.4606**	**0.0177**		**600.9023**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**68.2404**	**1.3570**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2670	0.1826	2.0622	6.0300e-003	0.3756	5.0600e-003	0.3807	0.1046	4.6600e-003	0.1092		600.4606	600.4606	0.0177		600.9023

Total	**0.2670**	**0.1826**	**2.0622**	**6.0300e-003**	**0.3756**	**5.0600e-003**	**0.3807**	**0.1046**	**4.6600e-003**	**0.1092**		**600.4606**	**600.4606**	**0.0177**		**600.9023**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202
Unmitigated	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	621.78	621.78	621.78	2,124,717	2,124,717
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	951.85	951.85	951.85	1,723,843	1,723,843
High Turnover (Sit Down Restaurant)	1,277.27	1,277.27	1277.27	1,740,699	1,740,699
Hotel	803.43	803.43	672.35	1,872,439	1,872,439
Junior College (2Yr)	94.29	38.52	4.15	221,834	221,834
Place of Worship	11.99	11.99	11.99	25,582	25,582
Quality Restaurant	1,133.46	1,133.46	1096.83	1,606,185	1,606,185
Strip Mall	473.50	473.50	473.50	900,877	900,877
Total	5,367.58	5,311.80	5,109.72	10,216,174	10,216,174

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %

Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Quality Restaurant	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Place of Worship	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

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	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
NaturalGas Unmitigated	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3944.19	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1827.51	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8627.52	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10824.5	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	255.793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	514.5	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9616.58	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	121.96	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3.94419	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1.82751	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8.62752	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10.8245	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	0.255793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	0.5145	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9.61658	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	0.12196	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

Unmitigated	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966
Total	**8.4662**	**0.1238**	**10.7401**	**5.7000e-004**		**0.0591**	**0.0591**		**0.0591**	**0.0591**	**0.0000**	**19.3218**	**19.3218**	**0.0190**	**0.0000**	**19.7966**

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966

Total	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101 East 5th Street Project

GHG Emissions Impact Compared to "No Action Taken" Scenario

Source	NAT (2021)	As Proposed (2021)	Reduction from NAT	Change from NAT
Area	2	2	-	0%
Energy	6,228	3,612	(2,616)	-42%
Mobile	6,633	4,656	(1,977)	-30%
Waste	212	212	-	0%
Water	253	253	-	0%
Construction	83	83	-	0%
Total Emissions	13,411	8,819	(4,592)	-34.2%

Land Use	NAT	As Proposed	Difference
Land Use	129 DU, 113 hotel, oth	129 DU, 113 hotel, othe	None
Traffic	4,674 net ADT	4,674 net ADT	None
Area	Project assumptions	Project assumptions	None
Energy	No State measures	See below	State measures
Mobile	No State measures	See below	State measures
Waste	Reduce construction w	Reduce construction wa	None
Water	Project assumptions	Project assumptions	None

Mobile source emissions	Pavley emission standards (19.8% reduction)
	Low carbon fuel standard (7.2% reduction)
	Vehicle efficiency measures (2.8% reduction)
Energy Production Assun	Natural gas transmission and distribution efficiency measures (7.4% reduction)
	Natural gas extraction efficiency measures (1.6% reduction)
	Renewables (electricity) portfolio standard (33% reduction)

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Energy	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	399.6455	399.6455	9.3500e-003	2.2400e-003	400.5452
Mobile	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839
Waste						0.0000	0.0000		0.0000	0.0000	9.9790	0.0000	9.9790	0.5897	0.0000	24.7226
Water						0.0000	0.0000		0.0000	0.0000	2.1394	68.4131	70.5526	0.2214	5.5200e-003	77.7323
Total	**0.4928**	**1.2335**	**3.3820**	**8.9000e-003**	**0.6420**	**0.0128**	**0.6548**	**0.1721**	**0.0122**	**0.1843**	**12.1185**	**1,275.3139**	**1,287.4324**	**0.8726**	**7.7600e-003**	**1,311.5578**

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	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Energy	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	399.6455	399.6455	9.3500e-003	2.2400e-003	400.5452
Mobile	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839
Waste						0.0000	0.0000		0.0000	0.0000	9.9790	0.0000	9.9790	0.5897	0.0000	24.7226
Water						0.0000	0.0000		0.0000	0.0000	2.1394	68.4131	70.5526	0.2214	5.5200e-003	77.7323
Total	**0.4928**	**1.2335**	**3.3820**	**8.9000e-003**	**0.6420**	**0.0128**	**0.6548**	**0.1721**	**0.0122**	**0.1843**	**12.1185**	**1,275.3139**	**1,287.4324**	**0.8726**	**7.7600e-003**	**1,311.5578**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839
Unmitigated	0.2646	1.2136	3.2653	8.7700e-003	0.6420	0.0108	0.6528	0.1721	0.0102	0.1823	0.0000	807.0857	807.0857	0.0519	0.0000	808.3839

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH

General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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						0.0000	0.0000		0.0000	0.0000	0.0000	378.6611	378.6611	8.9400e-003	1.8500e-003	379.4360
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	378.6611	378.6611	8.9400e-003	1.8500e-003	379.4360
NaturalGas Mitigated	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	20.9845	20.9845	4.0000e-004	3.8000e-004	21.1092
NaturalGas Unmitigated	2.1200e-003	0.0187	0.0123	1.2000e-004		1.4600e-003	1.4600e-003		1.4600e-003	1.4600e-003	0.0000	20.9845	20.9845	4.0000e-004	3.8000e-004	21.1092

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					

Apartments Low Rise	182294	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
General Office Building	167360	9.0000e-004	8.2000e-003	6.8900e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9310	8.9310	1.7000e-004	1.6000e-004	8.9840
Refrigerated Warehouse-No Rail	7280	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3885	0.3885	1.0000e-005	1.0000e-005	0.3908
Strip Mall	36300	2.0000e-004	1.7800e-003	1.4900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9371	1.9371	4.0000e-005	4.0000e-005	1.9486
Total		**2.1200e-003**	**0.0187**	**0.0123**	**1.1000e-004**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**20.9845**	**20.9845**	**4.1000e-004**	**3.9000e-004**	**21.1092**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	182294	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
General Office Building	167360	9.0000e-004	8.2000e-003	6.8900e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9310	8.9310	1.7000e-004	1.6000e-004	8.9840
Refrigerated Warehouse-No Rail	7280	4.0000e-005	3.6000e-004	3.0000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3885	0.3885	1.0000e-005	1.0000e-005	0.3908
Strip Mall	36300	2.0000e-004	1.7800e-003	1.4900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9371	1.9371	4.0000e-005	4.0000e-005	1.9486
Total		**2.1200e-003**	**0.0187**	**0.0123**	**1.1000e-004**		**1.4700e-003**	**1.4700e-003**		**1.4700e-003**	**1.4700e-003**	**0.0000**	**20.9845**	**20.9845**	**4.1000e-004**	**3.9000e-004**	**21.1092**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	43879.3	24.4391	5.8000e-004	1.2000e-004	24.4891

General Office Building	213120	118.6996	2.8000e-003	5.8000e-004	118.9426
Refrigerated Warehouse-No Rail	117950	65.6936	1.5500e-003	3.2000e-004	65.8281
Strip Mall	304920	169.8287	4.0100e-003	8.3000e-004	170.1763
Total		**378.6610**	**8.9400e-003**	**1.8500e-003**	**379.4360**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	43879.3	24.4391	5.8000e-004	1.2000e-004	24.4891
General Office Building	213120	118.6996	2.8000e-003	5.8000e-004	118.9426
Refrigerated Warehouse-No Rail	117950	65.6936	1.5500e-003	3.2000e-004	65.8281
Strip Mall	304920	169.8287	4.0100e-003	8.3000e-004	170.1763
Total		**378.6610**	**8.9400e-003**	**1.8500e-003**	**379.4360**

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	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Unmitigated	0.2260	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738

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	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1987					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2600e-003	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Total	**0.2260**	**1.2100e-003**	**0.1044**	**1.0000e-005**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**0.1696**	**0.1696**	**1.7000e-004**	**0.0000**	**0.1738**

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	0.0240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1987					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.2600e-003	1.2100e-003	0.1044	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1696	0.1696	1.7000e-004	0.0000	0.1738
Total	**0.2260**	**1.2100e-003**	**0.1044**	**1.0000e-005**		**5.7000e-004**	**5.7000e-004**		**5.7000e-004**	**5.7000e-004**	**0.0000**	**0.1696**	**0.1696**	**1.7000e-004**	**0.0000**	**0.1738**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	70.5526	0.2214	5.5200e-003	77.7323
Unmitigated	70.5526	0.2214	5.5200e-003	77.7323

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.65154 / 0.410754	7.4735	0.0214	5.4000e-004	8.1685
General Office Building	2.84374 / 1.74294	32.3106	0.0934	2.3400e-003	35.3435
Refrigerated Warehouse-No Rail	1.61875 / 0	12.2531	0.0530	1.3000e-003	13.9669

Strip Mall	1.6296 / 0.998784	18.5155	0.0535	1.3400e-003	20.2534
Total		**70.5526**	**0.2214**	**5.5200e-003**	**77.7323**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.65154 / 0.410754	7.4735	0.0214	5.4000e-004	8.1685
General Office Building	2.84374 / 1.74294	32.3106	0.0934	2.3400e-003	35.3435
Refrigerated Warehouse-No Rail	1.61875 / 0	12.2531	0.0530	1.3000e-003	13.9669
Strip Mall	1.6296 / 0.998784	18.5155	0.0535	1.3400e-003	20.2534
Total		**70.5526**	**0.2214**	**5.5200e-003**	**77.7323**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.9790	0.5897	0.0000	24.7226

Unmitigated	9.9790	0.5897	0.0000	24.7226

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4.6	0.9338	0.0552	0.0000	2.3134
General Office Building	14.88	3.0205	0.1785	0.0000	7.4832
Refrigerated Warehouse-No Rail	6.58	1.3357	0.0789	0.0000	3.3091
Strip Mall	23.1	4.6891	0.2771	0.0000	11.6170
Total		**9.9790**	**0.5898**	**0.0000**	**24.7226**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4.6	0.9338	0.0552	0.0000	2.3134
General Office Building	14.88	3.0205	0.1785	0.0000	7.4832
Refrigerated Warehouse-No Rail	6.58	1.3357	0.0789	0.0000	3.3091
Strip Mall	23.1	4.6891	0.2771	0.0000	11.6170

Total		**9.9790**	**0.5898**	**0.0000**	**24.7226**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	16.00	1000sqft	0.25	16,000.00	0
Refrigerated Warehouse-No Rail	7.00	1000sqft	0.05	7,000.00	0
Apartments Low Rise	10.00	Dwelling Unit	0.20	10,000.00	29
Strip Mall	22.00	1000sqft	0.50	22,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2018
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0

tblFireplaces	NumberGas	8.50	0.00
tblFireplaces	NumberNoFireplace	1.00	10.00
tblFireplaces	NumberWood	0.50	0.00
tblLandUse	LotAcreage	0.16	0.05
tblLandUse	LotAcreage	0.37	0.25
tblLandUse	LotAcreage	0.63	0.20
tblLandUse	LotAcreage	0.51	0.50
tblVehicleTrips	ST_TR	7.16	5.79
tblVehicleTrips	ST_TR	2.46	10.26
tblVehicleTrips	ST_TR	1.68	3.56
tblVehicleTrips	ST_TR	42.04	20.50
tblVehicleTrips	SU_TR	6.07	5.79
tblVehicleTrips	SU_TR	1.05	10.26
tblVehicleTrips	SU_TR	1.68	3.56
tblVehicleTrips	WD_TR	6.59	5.79
tblVehicleTrips	WD_TR	11.03	10.26
tblVehicleTrips	WD_TR	1.68	3.56
tblVehicleTrips	WD_TR	44.32	20.50
tblWoodstoves	NumberCatalytic	0.50	0.00
tblWoodstoves	NumberNoncatalytic	0.50	0.00

2.0 Emissions Summary

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Energy	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
Mobile	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Total	**2.7560**	**6.6584**	**18.6646**	**0.0482**	**3.5976**	**0.0723**	**3.6698**	**0.9630**	**0.0687**	**1.0318**	**0.0000**	**4,946.8542**	**4,946.8542**	**0.3200**	**2.3200e-003**	**4,955.5463**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Mitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129
Unmitigated	1.4979	6.5460	17.7619	0.0475	3.5976	0.0597	3.6573	0.9630	0.0562	1.0192		4,818.6114	4,818.6114	0.3161		4,826.5129

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	57.90	57.90	57.90	197,853	197,853
General Office Building	164.16	164.16	164.16	528,835	528,835
Refrigerated Warehouse-No Rail	24.92	24.92	24.92	106,800	106,800
Strip Mall	451.00	451.00	449.46	857,652	857,652
Total	697.98	697.98	696.44	1,691,140	1,691,140

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Refrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Refrigerated Warehouse-No Rail	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Apartments Low Rise	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944
Strip Mall	0.547972	0.046127	0.199330	0.125604	0.017697	0.005953	0.018360	0.027618	0.002341	0.002583	0.004804	0.000667	0.000944

5.0 Energy Detail

Historical Energy Use: N

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	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006
NaturalGas Unmitigated	0.0116	0.1027	0.0672	6.3000e-004		8.0300e-003	8.0300e-003		8.0300e-003	8.0300e-003		126.7474	126.7474	2.4300e-003	2.3200e-003	127.5006

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	499.435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	458.521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	19.9452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	99.4521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.499435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
General Office Building	0.458521	4.9400e-003	0.0450	0.0378	2.7000e-004		3.4200e-003	3.4200e-003		3.4200e-003	3.4200e-003		53.9436	53.9436	1.0300e-003	9.9000e-004	54.2642
Refrigerated Warehouse-No Rail	0.0199452	2.2000e-004	1.9600e-003	1.6400e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004		2.3465	2.3465	4.0000e-005	4.0000e-005	2.3604
Strip Mall	0.0994521	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7002	11.7002	2.2000e-004	2.1000e-004	11.7698
Total		**0.0116**	**0.1027**	**0.0672**	**6.3000e-004**		**8.0300e-003**	**8.0300e-003**		**8.0300e-003**	**8.0300e-003**		**126.7474**	**126.7474**	**2.4200e-003**	**2.3200e-003**	**127.5006**

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	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329
Unmitigated	1.2465	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003	0.0000	1.4954	1.4954	1.5000e-003	0.0000	1.5329

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

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	0.1314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0261	9.6900e-003	0.8355	4.0000e-005		4.5500e-003	4.5500e-003		4.5500e-003	4.5500e-003		1.4954	1.4954	1.5000e-003		1.5329
Total	**1.2465**	**9.6900e-003**	**0.8355**	**4.0000e-005**		**4.5500e-003**	**4.5500e-003**		**4.5500e-003**	**4.5500e-003**	**0.0000**	**1.4954**	**1.4954**	**1.5000e-003**	**0.0000**	**1.5329**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Future - Los Angeles-South Coast County, Summer

1101-1129 East 5th Street Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	3.43	1000sqft	0.02	3,430.00	0
Place of Worship	10.34	1000sqft	0.10	10,341.00	0
Enclosed Parking with Elevator	539.00	Space	1.04	215,600.00	0
Fast Food Restaurant w/o Drive Thru	2.89	1000sqft	0.02	2,888.00	0
High Turnover (Sit Down Restaurant)	13.63	1000sqft	0.05	13,634.00	0
Hotel	113.00	Room	0.30	164,076.00	0
Quality Restaurant	15.20	1000sqft	0.05	15,197.00	0
Apartments Mid Rise	129.00	Dwelling Unit	0.30	129,000.00	369
Strip Mall	26.98	1000sqft	0.20	26,979.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Trips and VMT - Assumes 40-mile haul trip to Chiquita Canyon Sanitary Landfill. Assumes 10 CY capacity haul trucks

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	66.00
tblEnergyUse	LightingElect	1.75	2.63
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	2.14	2.20
tblEnergyUse	LightingElect	3.39	3.48
tblEnergyUse	LightingElect	3.10	3.20
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	6.26	6.43
tblEnergyUse	NT24E	3,054.10	3,277.06
tblEnergyUse	T24E	164.54	194.04
tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	2.55	2.68
tblEnergyUse	T24E	3.04	3.18
tblEnergyUse	T24E	2.25	2.36

tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	4.01	4.20
tblEnergyUse	T24NG	4,385.94	6,328.91
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	19.92	20.02
tblEnergyUse	T24NG	26.49	26.63
tblEnergyUse	T24NG	13.65	13.71
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	1.15	1.16
tblFireplaces	NumberGas	109.65	0.00
tblFireplaces	NumberNoFireplace	12.90	129.00
tblFireplaces	NumberWood	6.45	0.00
tblGrading	AcresOfGrading	33.00	1.03
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	LandUseSquareFeet	10,340.00	10,341.00
tblLandUse	LandUseSquareFeet	2,890.00	2,888.00
tblLandUse	LandUseSquareFeet	13,630.00	13,634.00
tblLandUse	LandUseSquareFeet	15,200.00	15,197.00
tblLandUse	LandUseSquareFeet	26,980.00	26,979.00
tblLandUse	LotAcreage	0.08	0.02
tblLandUse	LotAcreage	0.24	0.10
tblLandUse	LotAcreage	4.85	1.04
tblLandUse	LotAcreage	0.07	0.02
tblLandUse	LotAcreage	0.31	0.05
tblLandUse	LotAcreage	3.77	0.30
tblLandUse	LotAcreage	0.35	0.05
tblLandUse	LotAcreage	3.39	0.30
tblLandUse	LotAcreage	0.62	0.20
tblTripsAndVMT	HaulingTripLength	20.00	40.00

tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	6,000.00
tblVehicleTrips	ST_TR	6.39	4.82
tblVehicleTrips	ST_TR	696.00	329.36
tblVehicleTrips	ST_TR	158.37	93.71
tblVehicleTrips	ST_TR	8.19	7.11
tblVehicleTrips	ST_TR	10.37	1.16
tblVehicleTrips	ST_TR	94.36	74.57
tblVehicleTrips	ST_TR	42.04	17.55
tblVehicleTrips	SU_TR	5.86	4.82
tblVehicleTrips	SU_TR	500.00	329.36
tblVehicleTrips	SU_TR	131.84	93.71
tblVehicleTrips	SU_TR	36.63	1.16
tblVehicleTrips	SU_TR	20.43	17.55
tblVehicleTrips	WD_TR	6.65	4.82
tblVehicleTrips	WD_TR	716.00	329.36
tblVehicleTrips	WD_TR	127.15	93.71
tblVehicleTrips	WD_TR	8.17	7.11
tblVehicleTrips	WD_TR	9.11	1.16
tblVehicleTrips	WD_TR	89.95	74.57
tblVehicleTrips	WD_TR	44.32	17.55
tblWoodstoves	NumberCatalytic	6.45	0.00
tblWoodstoves	NumberNoncatalytic	6.45	0.00

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					
2018	4.8645	73.7426	33.7892	0.1595	9.4301	1.4827	10.8162	4.2278	1.3871	5.5111	0.0000	17,073.7725	17,073.7725	1.5777	0.0000	17,113.2152
2019	4.3225	30.1225	31.4574	0.0821	3.6931	1.1821	4.8752	0.9922	1.1319	2.1241	0.0000	8,161.9822	8,161.9822	0.7549	0.0000	8,180.8544
2020	68.6809	27.7111	29.6094	0.0809	3.6931	1.0184	4.7115	0.9922	0.9751	1.9674	0.0000	8,019.8211	8,019.8211	0.7171	0.0000	8,037.7495
2021	68.6399	1.6918	4.0731	9.3700e-003	0.6260	0.0992	0.7251	0.1660	0.0988	0.2648	0.0000	919.1592	919.1592	0.0381	0.0000	920.1118
Maximum	**68.6809**	**73.7426**	**33.7892**	**0.1595**	**9.4301**	**1.4827**	**10.8162**	**4.2278**	**1.3871**	**5.5111**	**0.0000**	**17,073.7725**	**17,073.7725**	**1.5777**	**0.0000**	**17,113.2152**

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					
2018	4.8645	73.7426	33.7892	0.1595	4.4136	1.4827	5.7997	1.8508	1.3871	3.1340	0.0000	17,073.7725	17,073.7725	1.5777	0.0000	17,113.2152
2019	4.3225	30.1225	31.4574	0.0821	2.2568	1.1821	3.4389	0.6397	1.1319	1.7716	0.0000	8,161.9822	8,161.9822	0.7549	0.0000	8,180.8544
2020	68.6809	27.7111	29.6094	0.0809	2.2569	1.0184	3.2753	0.6397	0.9751	1.6148	0.0000	8,019.8211	8,019.8211	0.7171	0.0000	8,037.7495
2021	68.6399	1.6918	4.0731	9.3700e-003	0.3756	0.0992	0.4748	0.1046	0.0988	0.2033	0.0000	919.1592	919.1592	0.0381	0.0000	920.1118
Maximum	**68.6809**	**73.7426**	**33.7892**	**0.1595**	**4.4136**	**1.4827**	**5.7997**	**1.8508**	**1.3871**	**3.1340**	**0.0000**	**17,073.7725**	**17,073.7725**	**1.5777**	**0.0000**	**17,113.2152**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.66**	**0.00**	**38.52**	**49.29**	**0.00**	**31.86**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216
Total	**17.1900**	**39.6938**	**102.7984**	**0.3104**	**21.9686**	**0.5682**	**22.5368**	**5.8794**	**0.5520**	**6.4314**	**0.0000**	**33,606.8258**	**33,606.8258**	**1.7255**	**0.0771**	**33,672.9313**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216
Total	**17.1900**	**39.6938**	**102.7984**	**0.3104**	**21.9686**	**0.5682**	**22.5368**	**5.8794**	**0.5520**	**6.4314**	**0.0000**	**33,606.8258**	**33,606.8258**	**1.7255**	**0.0771**	**33,672.9313**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/31/2018	5	22	
2	Grading	Grading	8/1/2018	10/31/2018	5	66	
3	Building Construction	Building Construction	11/1/2018	10/31/2020	5	220	
4	Paving	Paving	11/1/2020	11/30/2020	5	10	
5	Architectural Coating	Architectural Coating	12/1/2020	1/31/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.03

Acres of Paving: 1.04

Residential Indoor: 261,225; Residential Outdoor: 87,075; Non-Residential Indoor: 354,818; Non-Residential Outdoor: 118,273; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	415.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,000.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	280.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

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					4.0806	0.0000	4.0806	0.6178	0.0000	0.6178			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**4.0806**	**1.4365**	**5.5170**	**0.6178**	**1.3429**	**1.9607**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3362	10.2529	2.2639	0.0286	0.6592	0.0450	0.7042	0.1807	0.0431	0.2237		3,085.7194	3,085.7194	0.1922		3,090.5244
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0718	0.0542	0.7021	1.6400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		162.9797	162.9797	6.1100e-003		163.1325
Total	**0.4080**	**10.3071**	**2.9660**	**0.0302**	**0.8045**	**0.0463**	**0.8508**	**0.2192**	**0.0442**	**0.2634**		**3,248.6991**	**3,248.6991**	**0.1983**		**3,253.6569**

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					1.5119	0.0000	1.5119	0.2289	0.0000	0.2289			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**1.5119**	**1.4365**	**2.9483**	**0.2289**	**1.3429**	**1.5718**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3362	10.2529	2.2639	0.0286	0.4298	0.0450	0.4747	0.1243	0.0431	0.1674		3,085.7194	3,085.7194	0.1922		3,090.5244
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0718	0.0542	0.7021	1.6400e-003	0.0872	1.3000e-003	0.0885	0.0243	1.1900e-003	0.0255		162.9797	162.9797	6.1100e-003		163.1325
Total	**0.4080**	**10.3071**	**2.9660**	**0.0302**	**0.5170**	**0.0463**	**0.5632**	**0.1486**	**0.0442**	**0.1929**		**3,248.6991**	**3,248.6991**	**0.1983**		**3,253.6569**

3.3 Grading - 2018

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					6.1414	0.0000	6.1414	3.3276	0.0000	3.3276			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**6.1414**	**1.1683**	**7.3097**	**3.3276**	**1.0748**	**4.4024**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6200	49.4115	10.9101	0.1376	3.1768	0.2169	3.3937	0.8706	0.2075	1.0781		14,870.9370	14,870.9370	0.9263		14,894.0935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		125.3690	125.3690	4.7000e-003		125.4865

Total	**1.6753**	**49.4532**	**11.4502**	**0.1389**	**3.2886**	**0.2179**	**3.5065**	**0.9003**	**0.2084**	**1.1087**		**14,996.3060**	**14,996.3060**	**0.9310**		**15,019.5800**

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					2.2754	0.0000	2.2754	1.2329	0.0000	1.2329			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**2.2754**	**1.1683**	**3.4437**	**1.2329**	**1.0748**	**2.3077**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6200	49.4115	10.9101	0.1376	2.0711	0.2169	2.2879	0.5992	0.2075	0.8067		14,870.9370	14,870.9370	0.9263		14,894.0935
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		125.3690	125.3690	4.7000e-003		125.4865
Total	**1.6753**	**49.4532**	**11.4502**	**0.1389**	**2.1382**	**0.2179**	**2.3560**	**0.6179**	**0.2084**	**0.8263**		**14,996.3060**	**14,996.3060**	**0.9310**		**15,019.5800**

3.4 Building Construction - 2018

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	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051		2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**		**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4049	10.7853	2.9489	0.0233	0.5634	0.0760	0.6394	0.1622	0.0727	0.2349		2,478.7789	2,478.7789	0.1632		2,482.8593
Worker	1.5469	1.1674	15.1221	0.0353	3.1297	0.0279	3.1576	0.8300	0.0257	0.8558		3,510.3315	3,510.3315	0.1317		3,513.6231
Total	**1.9518**	**11.9527**	**18.0709**	**0.0586**	**3.6931**	**0.1039**	**3.7970**	**0.9922**	**0.0984**	**1.0907**		**5,989.1104**	**5,989.1104**	**0.2949**		**5,996.4824**

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	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051	0.0000	2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**	**0.0000**	**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4049	10.7853	2.9489	0.0233	0.3787	0.0760	0.4547	0.1169	0.0727	0.1896		2,478.7789	2,478.7789	0.1632		2,482.8593
Worker	1.5469	1.1674	15.1221	0.0353	1.8781	0.0279	1.9060	0.5228	0.0257	0.5485		3,510.3315	3,510.3315	0.1317		3,513.6231
Total	**1.9518**	**11.9527**	**18.0709**	**0.0586**	**2.2568**	**0.1039**	**2.3608**	**0.6397**	**0.0984**	**0.7381**		**5,989.1104**	**5,989.1104**	**0.2949**		**5,996.4824**

3.4 Building Construction - 2019

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449		2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**		**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3657	10.1842	2.7023	0.0230	0.5634	0.0649	0.6283	0.1622	0.0621	0.2243		2,453.5686	2,453.5686	0.1572		2,457.4994
Worker	1.3988	1.0280	13.5006	0.0341	3.1297	0.0270	3.1567	0.8300	0.0249	0.8549		3,396.2681	3,396.2681	0.1167		3,399.1845
Total	**1.7644**	**11.2122**	**16.2029**	**0.0571**	**3.6931**	**0.0919**	**3.7850**	**0.9922**	**0.0870**	**1.0792**		**5,849.8367**	**5,849.8367**	**0.2739**		**5,856.6839**

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449	0.0000	2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**	**0.0000**	**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3657	10.1842	2.7023	0.0230	0.3787	0.0649	0.4437	0.1169	0.0621	0.1790		2,453.5686	2,453.5686	0.1572		2,457.4994
Worker	1.3988	1.0280	13.5006	0.0341	1.8781	0.0270	1.9051	0.5228	0.0249	0.5477		3,396.2681	3,396.2681	0.1167		3,399.1845
Total	**1.7644**	**11.2122**	**16.2029**	**0.0571**	**2.2568**	**0.0919**	**2.3488**	**0.6397**	**0.0870**	**0.7267**		**5,849.8367**	**5,849.8367**	**0.2739**		**5,856.6839**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**2.2879**	**17.4336**	**14.8972**	**0.0250**		**0.9482**	**0.9482**		**0.9089**	**0.9089**		**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3130	9.3608	2.4526	0.0228	0.5634	0.0441	0.6074	0.1622	0.0421	0.2044		2,437.8173	2,437.8173	0.1488		2,441.5364
Worker	1.2886	0.9167	12.2597	0.0331	3.1297	0.0262	3.1559	0.8300	0.0241	0.8541		3,293.1160	3,293.1160	0.1038		3,295.7117

Total	**1.6016**	**10.2775**	**14.7123**	**0.0559**	**3.6931**	**0.0702**	**3.7633**	**0.9922**	**0.0662**	**1.0585**		**5,730.9334**	**5,730.9334**	**0.2526**		**5,737.2481**

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	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**2.2879**	**17.4336**	**14.8972**	**0.0250**		**0.9482**	**0.9482**		**0.9089**	**0.9089**	**0.0000**	**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3130	9.3608	2.4526	0.0228	0.3787	0.0441	0.4228	0.1169	0.0421	0.1590		2,437.8173	2,437.8173	0.1488		2,441.5364
Worker	1.2886	0.9167	12.2597	0.0331	1.8781	0.0262	1.9043	0.5228	0.0241	0.5469		3,293.1160	3,293.1160	0.1038		3,295.7117
Total	**1.6016**	**10.2775**	**14.7123**	**0.0559**	**2.2569**	**0.0702**	**2.3271**	**0.6397**	**0.0662**	**0.7059**		**5,730.9334**	**5,730.9334**	**0.2526**		**5,737.2481**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1547**	**11.5873**	**11.8076**	**0.0178**		**0.6565**	**0.6565**		**0.6051**	**0.6051**		**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

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	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1547**	**11.5873**	**11.8076**	**0.0178**		**0.6565**	**0.6565**		**0.6051**	**0.6051**	**0.0000**	**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1006	1.4000e-003	0.1020	0.0280	1.2900e-003	0.0293		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1006**	**1.4000e-003**	**0.1020**	**0.0280**	**1.2900e-003**	**0.0293**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**68.4231**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		658.6232	658.6232	0.0208		659.1423
Total	**0.2577**	**0.1833**	**2.4519**	**6.6100e-003**	**0.6260**	**5.2300e-003**	**0.6312**	**0.1660**	**4.8200e-003**	**0.1708**		**658.6232**	**658.6232**	**0.0208**		**659.1423**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**68.4231**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2577	0.1833	2.4519	6.6100e-003	0.3756	5.2300e-003	0.3809	0.1046	4.8200e-003	0.1094		658.6232	658.6232	0.0208		659.1423
Total	**0.2577**	**0.1833**	**2.4519**	**6.6100e-003**	**0.3756**	**5.2300e-003**	**0.3809**	**0.1046**	**4.8200e-003**	**0.1094**		**658.6232**	**658.6232**	**0.0208**		**659.1423**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**68.3999**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2401	0.1650	2.2555	6.4000e-003	0.6260	5.0600e-003	0.6310	0.1660	4.6600e-003	0.1707		637.7111	637.7111	0.0188		638.1809

Total	**0.2401**	**0.1650**	**2.2555**	**6.4000e-003**	**0.6260**	**5.0600e-003**	**0.6310**	**0.1660**	**4.6600e-003**	**0.1707**		**637.7111**	**637.7111**	**0.0188**		**638.1809**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**68.3999**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2401	0.1650	2.2555	6.4000e-003	0.3756	5.0600e-003	0.3807	0.1046	4.6600e-003	0.1092		637.7111	637.7111	0.0188		638.1809
Total	**0.2401**	**0.1650**	**2.2555**	**6.4000e-003**	**0.3756**	**5.0600e-003**	**0.3807**	**0.1046**	**4.6600e-003**	**0.1092**		**637.7111**	**637.7111**	**0.0188**		**638.1809**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216
Unmitigated	8.3385	36.0900	89.2858	0.2888	21.9686	0.2429	22.2115	5.8794	0.2267	6.1061		29,383.6721	29,383.6721	1.6260		29,424.3216

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	621.78	621.78	621.78	2,124,717	2,124,717
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	951.85	951.85	951.85	1,723,843	1,723,843
High Turnover (Sit Down Restaurant)	1,277.27	1,277.27	1277.27	1,740,699	1,740,699
Hotel	803.43	803.43	672.35	1,872,439	1,872,439
Junior College (2Yr)	94.29	38.52	4.15	221,834	221,834
Place of Worship	11.99	11.99	11.99	25,582	25,582
Quality Restaurant	1,133.46	1,133.46	1096.83	1,606,185	1,606,185
Strip Mall	473.50	473.50	473.50	900,877	900,877
Total	5,367.58	5,311.80	5,109.72	10,216,174	10,216,174

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4

Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Place of Worship	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Quality Restaurant	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

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	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
NaturalGas Unmitigated	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3944.19	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1827.51	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8627.52	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10824.5	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	255.793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	514.5	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9616.58	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	121.96	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

Apartments Mid Rise	3.94419	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1.82751	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8.62752	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10.8245	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	0.255793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	0.5145	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9.61658	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	0.12196	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Unmitigated	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966
Total	**8.4662**	**0.1238**	**10.7401**	**5.7000e-004**		**0.0591**	**0.0591**		**0.0591**	**0.0591**	**0.0000**	**19.3218**	**19.3218**	**0.0190**	**0.0000**	**19.7966**

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966
Total	**8.4662**	**0.1238**	**10.7401**	**5.7000e-004**		**0.0591**	**0.0591**		**0.0591**	**0.0591**	**0.0000**	**19.3218**	**19.3218**	**0.0190**	**0.0000**	**19.7966**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Future - Los Angeles-South Coast County, Annual

1101-1129 East 5th Street Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	3.43	1000sqft	0.02	3,430.00	0
Place of Worship	10.34	1000sqft	0.10	10,341.00	0
Enclosed Parking with Elevator	539.00	Space	1.04	215,600.00	0
Fast Food Restaurant w/o Drive Thru	2.89	1000sqft	0.02	2,888.00	0
High Turnover (Sit Down Restaurant)	13.63	1000sqft	0.05	13,634.00	0
Hotel	113.00	Room	0.30	164,076.00	0
Quality Restaurant	15.20	1000sqft	0.05	15,197.00	0
Apartments Mid Rise	129.00	Dwelling Unit	0.30	129,000.00	369
Strip Mall	26.98	1000sqft	0.20	26,979.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Trips and VMT - Assumes 40-mile haul trip to Chiquita Canyon Sanitary Landfill. Assumes 10 CY capacity haul trucks

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	66.00
tblEnergyUse	LightingElect	1.75	2.63
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	2.14	2.20
tblEnergyUse	LightingElect	3.39	3.48
tblEnergyUse	LightingElect	3.10	3.20
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	6.26	6.43
tblEnergyUse	NT24E	3,054.10	3,277.06
tblEnergyUse	T24E	164.54	194.04
tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	2.55	2.68
tblEnergyUse	T24E	3.04	3.18
tblEnergyUse	T24E	2.25	2.36

tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	4.01	4.20
tblEnergyUse	T24NG	4,385.94	6,328.91
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	19.92	20.02
tblEnergyUse	T24NG	26.49	26.63
tblEnergyUse	T24NG	13.65	13.71
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	1.15	1.16
tblFireplaces	NumberGas	109.65	0.00
tblFireplaces	NumberNoFireplace	12.90	129.00
tblFireplaces	NumberWood	6.45	0.00
tblGrading	AcresOfGrading	33.00	1.03
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	LandUseSquareFeet	10,340.00	10,341.00
tblLandUse	LandUseSquareFeet	2,890.00	2,888.00
tblLandUse	LandUseSquareFeet	13,630.00	13,634.00
tblLandUse	LandUseSquareFeet	15,200.00	15,197.00
tblLandUse	LandUseSquareFeet	26,980.00	26,979.00
tblLandUse	LotAcreage	0.08	0.02
tblLandUse	LotAcreage	0.24	0.10
tblLandUse	LotAcreage	4.85	1.04
tblLandUse	LotAcreage	0.07	0.02
tblLandUse	LotAcreage	0.31	0.05
tblLandUse	LotAcreage	3.77	0.30
tblLandUse	LotAcreage	0.35	0.05
tblLandUse	LotAcreage	3.39	0.30
tblLandUse	LotAcreage	0.62	0.20
tblTripsAndVMT	HaulingTripLength	20.00	40.00

tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	6,000.00
tblVehicleTrips	ST_TR	6.39	4.82
tblVehicleTrips	ST_TR	696.00	329.36
tblVehicleTrips	ST_TR	158.37	93.71
tblVehicleTrips	ST_TR	8.19	7.11
tblVehicleTrips	ST_TR	10.37	1.16
tblVehicleTrips	ST_TR	94.36	74.57
tblVehicleTrips	ST_TR	42.04	17.55
tblVehicleTrips	SU_TR	5.86	4.82
tblVehicleTrips	SU_TR	500.00	329.36
tblVehicleTrips	SU_TR	131.84	93.71
tblVehicleTrips	SU_TR	36.63	1.16
tblVehicleTrips	SU_TR	20.43	17.55
tblVehicleTrips	WD_TR	6.65	4.82
tblVehicleTrips	WD_TR	716.00	329.36
tblVehicleTrips	WD_TR	127.15	93.71
tblVehicleTrips	WD_TR	8.17	7.11
tblVehicleTrips	WD_TR	9.11	1.16
tblVehicleTrips	WD_TR	89.95	74.57
tblVehicleTrips	WD_TR	44.32	17.55
tblWoodstoves	NumberCatalytic	6.45	0.00
tblWoodstoves	NumberNoncatalytic	6.45	0.00

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					
2018	0.2633	3.6013	1.6349	7.6000e-003	0.4408	0.0914	0.5322	0.1692	0.0857	0.2549	0.0000	724.1904	724.1904	0.0711	0.0000	725.9673
2019	0.5655	3.9768	4.0206	0.0105	0.4727	0.1543	0.6271	0.1272	0.1478	0.2750	0.0000	945.8002	945.8002	0.0894	0.0000	948.0339
2020	1.2277	3.1973	3.3395	8.9500e-003	0.4036	0.1193	0.5229	0.1086	0.1140	0.2226	0.0000	803.7424	803.7424	0.0766	0.0000	805.6561
2021	0.7207	0.0180	0.0413	1.0000e-004	6.4400e-003	1.0400e-003	7.4800e-003	1.7100e-003	1.0400e-003	2.7500e-003	0.0000	8.4958	8.4958	3.6000e-004	0.0000	8.5046
Maximum	**1.2277**	**3.9768**	**4.0206**	**0.0105**	**0.4727**	**0.1543**	**0.6271**	**0.1692**	**0.1478**	**0.2750**	**0.0000**	**945.8002**	**945.8002**	**0.0894**	**0.0000**	**948.0339**

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					
2018	0.2633	3.6013	1.6349	7.6000e-003	0.2146	0.0914	0.3059	0.0785	0.0857	0.1642	0.0000	724.1903	724.1903	0.0711	0.0000	725.9672
2019	0.5655	3.9768	4.0206	0.0105	0.2896	0.1543	0.4439	0.0823	0.1478	0.2300	0.0000	945.7999	945.7999	0.0894	0.0000	948.0336
2020	1.2277	3.1973	3.3395	8.9500e-003	0.2471	0.1193	0.3664	0.0702	0.1140	0.1842	0.0000	803.7421	803.7421	0.0766	0.0000	805.6558
2021	0.7207	0.0180	0.0413	1.0000e-004	3.8700e-003	1.0400e-003	4.9200e-003	1.0800e-003	1.0400e-003	2.1200e-003	0.0000	8.4958	8.4958	3.6000e-004	0.0000	8.5046
Maximum	**1.2277**	**3.9768**	**4.0206**	**0.0105**	**0.2896**	**0.1543**	**0.4439**	**0.0823**	**0.1478**	**0.2300**	**0.0000**	**945.7999**	**945.7999**	**0.0894**	**0.0000**	**948.0336**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**42.95**	**0.00**	**33.65**	**42.95**	**0.00**	**23.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-2-2018	10-1-2018	2.1205	2.1205

2	**10-2-2018**	**1-1-2019**	1.6813	1.6813
3	**1-2-2019**	**4-1-2019**	1.1164	1.1164
4	**4-2-2019**	**7-1-2019**	1.1195	1.1195
5	**7-2-2019**	**10-1-2019**	1.1319	1.1319
6	**10-2-2019**	**1-1-2020**	1.1403	1.1403
7	**1-2-2020**	**4-1-2020**	1.0351	1.0351
8	**4-2-2020**	**7-1-2020**	1.0270	1.0270
9	**7-2-2020**	**10-1-2020**	1.0384	1.0384
10	**10-2-2020**	**1-1-2021**	1.2859	1.2859
11	**1-2-2021**	**4-1-2021**	0.7540	0.7540
		Highest	2.1205	2.1205

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	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Energy	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	3,602.3111	3,602.3111	0.0820	0.0270	3,612.3951
Mobile	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416
Waste						0.0000	0.0000		0.0000	0.0000	85.7231	0.0000	85.7231	5.0661	0.0000	212.3753
Water						0.0000	0.0000		0.0000	0.0000	7.4205	220.5264	227.9468	0.7674	0.0191	252.8148
Total	**3.0120**	**7.3707**	**17.6317**	**0.0540**	**3.8774**	**0.0998**	**3.9772**	**1.0394**	**0.0969**	**1.1363**	**93.1435**	**8,454.5293**	**8,547.6728**	**6.1832**	**0.0460**	**8,715.9717**

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	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Energy	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	3,602.3111	3,602.3111	0.0820	0.0270	3,612.3951
Mobile	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416
Waste						0.0000	0.0000		0.0000	0.0000	85.7231	0.0000	85.7231	5.0661	0.0000	212.3753
Water						0.0000	0.0000		0.0000	0.0000	7.4205	220.5264	227.9468	0.7674	0.0191	252.8148
Total	**3.0120**	**7.3707**	**17.6317**	**0.0540**	**3.8774**	**0.0998**	**3.9772**	**1.0394**	**0.0969**	**1.1363**	**93.1435**	**8,454.5293**	**8,547.6728**	**6.1832**	**0.0460**	**8,715.9717**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/31/2018	5	22	
2	Grading	Grading	8/1/2018	10/31/2018	5	66	
3	Building Construction	Building Construction	11/1/2018	10/31/2020	5	220	
4	Paving	Paving	11/1/2020	11/30/2020	5	10	
5	Architectural Coating	Architectural Coating	12/1/2020	1/31/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.03

Acres of Paving: 1.04

Residential Indoor: 261,225; Residential Outdoor: 87,075; Non-Residential Indoor: 354,818; Non-Residential Outdoor: 118,273; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	415.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,000.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	280.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

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					0.0449	0.0000	0.0449	6.8000e-003	0.0000	6.8000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0273	0.2680	0.1662	2.7000e-004		0.0158	0.0158		0.0148	0.0148	0.0000	23.8615	23.8615	6.0500e-003	0.0000	24.0127
Total	**0.0273**	**0.2680**	**0.1662**	**2.7000e-004**	**0.0449**	**0.0158**	**0.0607**	**6.8000e-003**	**0.0148**	**0.0216**	**0.0000**	**23.8615**	**23.8615**	**6.0500e-003**	**0.0000**	**24.0127**

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	3.7200e-003	0.1177	0.0253	3.1000e-004	7.1300e-003	5.0000e-004	7.6200e-003	1.9600e-003	4.8000e-004	2.4300e-003	0.0000	30.6767	30.6767	1.9400e-003	0.0000	30.7251
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	6.8000e-004	7.2900e-003	2.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.5570	1.5570	6.0000e-005	0.0000	1.5584
Total	**4.5100e-003**	**0.1183**	**0.0326**	**3.3000e-004**	**8.7000e-003**	**5.1000e-004**	**9.2000e-003**	**2.3800e-003**	**4.9000e-004**	**2.8600e-003**	**0.0000**	**32.2336**	**32.2336**	**2.0000e-003**	**0.0000**	**32.2835**

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					0.0166	0.0000	0.0166	2.5200e-003	0.0000	2.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0273	0.2680	0.1662	2.7000e-004		0.0158	0.0158		0.0148	0.0148	0.0000	23.8615	23.8615	6.0500e-003	0.0000	24.0126
Total	**0.0273**	**0.2680**	**0.1662**	**2.7000e-004**	**0.0166**	**0.0158**	**0.0324**	**2.5200e-003**	**0.0148**	**0.0173**	**0.0000**	**23.8615**	**23.8615**	**6.0500e-003**	**0.0000**	**24.0126**

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	3.7200e-003	0.1177	0.0253	3.1000e-004	4.6600e-003	5.0000e-004	5.1600e-003	1.3500e-003	4.8000e-004	1.8300e-003	0.0000	30.6767	30.6767	1.9400e-003	0.0000	30.7251
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.9000e-004	6.8000e-004	7.2900e-003	2.0000e-005	9.4000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.8000e-004	0.0000	1.5570	1.5570	6.0000e-005	0.0000	1.5584
Total	**4.5100e-003**	**0.1183**	**0.0326**	**3.3000e-004**	**5.6000e-003**	**5.1000e-004**	**6.1200e-003**	**1.6100e-003**	**4.9000e-004**	**2.1100e-003**	**0.0000**	**32.2336**	**32.2336**	**2.0000e-003**	**0.0000**	**32.2835**

3.3 Grading - 2018

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					0.2027	0.0000	0.2027	0.1098	0.0000	0.1098	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0710	0.8016	0.3426	6.8000e-004		0.0386	0.0386		0.0355	0.0355	0.0000	62.1933	62.1933	0.0194	0.0000	62.6774
Total	**0.0710**	**0.8016**	**0.3426**	**6.8000e-004**	**0.2027**	**0.0386**	**0.2412**	**0.1098**	**0.0355**	**0.1453**	**0.0000**	**62.1933**	**62.1933**	**0.0194**	**0.0000**	**62.6774**

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	0.0538	1.7011	0.3653	4.5200e-003	0.1030	7.1900e-003	0.1102	0.0283	6.8800e-003	0.0352	0.0000	443.5179	443.5179	0.0280	0.0000	444.2181
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	1.5600e-003	0.0168	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.5930	3.5930	1.4000e-004	0.0000	3.5964
Total	**0.0556**	**1.7027**	**0.3821**	**4.5600e-003**	**0.1067**	**7.2200e-003**	**0.1139**	**0.0293**	**6.9100e-003**	**0.0362**	**0.0000**	**447.1110**	**447.1110**	**0.0282**	**0.0000**	**447.8145**

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					0.0751	0.0000	0.0751	0.0407	0.0000	0.0407	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0710	0.8016	0.3426	6.8000e-004		0.0386	0.0386		0.0355	0.0355	0.0000	62.1932	62.1932	0.0194	0.0000	62.6773

Total	**0.0710**	**0.8016**	**0.3426**	**6.8000e-004**	**0.0751**	**0.0386**	**0.1136**	**0.0407**	**0.0355**	**0.0762**	**0.0000**	**62.1932**	**62.1932**	**0.0194**	**0.0000**	**62.6773**

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	0.0538	1.7011	0.3653	4.5200e-003	0.0674	7.1900e-003	0.0746	0.0195	6.8800e-003	0.0264	0.0000	443.5179	443.5179	0.0280	0.0000	444.2181
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8300e-003	1.5600e-003	0.0168	4.0000e-005	2.1700e-003	3.0000e-005	2.2100e-003	6.1000e-004	3.0000e-005	6.4000e-004	0.0000	3.5930	3.5930	1.4000e-004	0.0000	3.5964
Total	**0.0556**	**1.7027**	**0.3821**	**4.5600e-003**	**0.0696**	**7.2200e-003**	**0.0768**	**0.0202**	**6.9100e-003**	**0.0271**	**0.0000**	**447.1110**	**447.1110**	**0.0282**	**0.0000**	**447.8145**

3.4 Building Construction - 2018

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	0.0626	0.4452	0.3379	5.4000e-004		0.0270	0.0270		0.0259	0.0259	0.0000	45.4411	45.4411	9.7900e-003	0.0000	45.6858
Total	**0.0626**	**0.4452**	**0.3379**	**5.4000e-004**		**0.0270**	**0.0270**		**0.0259**	**0.0259**	**0.0000**	**45.4411**	**45.4411**	**9.7900e-003**	**0.0000**	**45.6858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.8600e-003	0.2369	0.0666	4.9000e-004	0.0119	1.6500e-003	0.0136	3.4400e-003	1.5700e-003	5.0100e-003	0.0000	47.8045	47.8045	3.2800e-003	0.0000	47.8865
Worker	0.0334	0.0285	0.3069	7.3000e-004	0.0660	6.0000e-004	0.0666	0.0175	5.5000e-004	0.0181	0.0000	65.5454	65.5454	2.4600e-003	0.0000	65.6071
Total	**0.0422**	**0.2655**	**0.3735**	**1.2200e-003**	**0.0779**	**2.2500e-003**	**0.0801**	**0.0210**	**2.1200e-003**	**0.0231**	**0.0000**	**113.3499**	**113.3499**	**5.7400e-003**	**0.0000**	**113.4935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0626	0.4452	0.3379	5.4000e-004		0.0270	0.0270		0.0259	0.0259	0.0000	45.4410	45.4410	9.7900e-003	0.0000	45.6857
Total	**0.0626**	**0.4452**	**0.3379**	**5.4000e-004**		**0.0270**	**0.0270**		**0.0259**	**0.0259**	**0.0000**	**45.4410**	**45.4410**	**9.7900e-003**	**0.0000**	**45.6857**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.8600e-003	0.2369	0.0666	4.9000e-004	8.0400e-003	1.6500e-003	9.6800e-003	2.4900e-003	1.5700e-003	4.0600e-003	0.0000	47.8045	47.8045	3.2800e-003	0.0000	47.8865
Worker	0.0334	0.0285	0.3069	7.3000e-004	0.0397	6.0000e-004	0.0403	0.0111	5.5000e-004	0.0116	0.0000	65.5454	65.5454	2.4600e-003	0.0000	65.6071
Total	**0.0422**	**0.2655**	**0.3735**	**1.2200e-003**	**0.0477**	**2.2500e-003**	**0.0500**	**0.0136**	**2.1200e-003**	**0.0157**	**0.0000**	**113.3499**	**113.3499**	**5.7400e-003**	**0.0000**	**113.4935**

3.4 Building Construction - 2019

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	0.3338	2.4678	1.9907	3.2600e-003		0.1423	0.1423		0.1364	0.1364	0.0000	273.7294	273.7294	0.0569	0.0000	275.1530
Total	**0.3338**	**2.4678**	**1.9907**	**3.2600e-003**		**0.1423**	**0.1423**		**0.1364**	**0.1364**	**0.0000**	**273.7294**	**273.7294**	**0.0569**	**0.0000**	**275.1530**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0486	1.3565	0.3710	2.9700e-003	0.0723	8.5300e-003	0.0809	0.0209	8.1600e-003	0.0290	0.0000	287.1741	287.1741	0.0192	0.0000	287.6533
Worker	0.1830	0.1526	1.6589	4.2600e-003	0.4004	3.5200e-003	0.4039	0.1064	3.2500e-003	0.1096	0.0000	384.8968	384.8968	0.0132	0.0000	385.2276
Total	**0.2316**	**1.5090**	**2.0299**	**7.2300e-003**	**0.4728**	**0.0121**	**0.4848**	**0.1272**	**0.0114**	**0.1386**	**0.0000**	**672.0709**	**672.0709**	**0.0324**	**0.0000**	**672.8810**

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	0.3338	2.4678	1.9907	3.2600e-003		0.1423	0.1423		0.1364	0.1364	0.0000	273.7290	273.7290	0.0569	0.0000	275.1527
Total	**0.3338**	**2.4678**	**1.9907**	**3.2600e-003**		**0.1423**	**0.1423**		**0.1364**	**0.1364**	**0.0000**	**273.7290**	**273.7290**	**0.0569**	**0.0000**	**275.1527**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0486	1.3565	0.3710	2.9700e-003	0.0488	8.5300e-003	0.0573	0.0151	8.1600e-003	0.0233	0.0000	287.1741	287.1741	0.0192	0.0000	287.6533
Worker	0.1830	0.1526	1.6589	4.2600e-003	0.2408	3.5200e-003	0.2443	0.0672	3.2500e-003	0.0704	0.0000	384.8968	384.8968	0.0132	0.0000	385.2276
Total	**0.2316**	**1.5090**	**2.0299**	**7.2300e-003**	**0.2895**	**0.0121**	**0.3016**	**0.0823**	**0.0114**	**0.0937**	**0.0000**	**672.0709**	**672.0709**	**0.0324**	**0.0000**	**672.8810**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2494	1.9003	1.6238	2.7300e-003		0.1034	0.1034		0.0991	0.0991	0.0000	226.3324	226.3324	0.0459	0.0000	227.4808
Total	**0.2494**	**1.9003**	**1.6238**	**2.7300e-003**		**0.1034**	**0.1034**		**0.0991**	**0.0991**	**0.0000**	**226.3324**	**226.3324**	**0.0459**	**0.0000**	**227.4808**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0348	1.0394	0.2814	2.4600e-003	0.0604	4.8300e-003	0.0653	0.0174	4.6200e-003	0.0221	0.0000	238.2904	238.2904	0.0151	0.0000	238.6690
Worker	0.1409	0.1136	1.2563	3.4500e-003	0.3344	2.8500e-003	0.3373	0.0888	2.6300e-003	0.0915	0.0000	311.7162	311.7162	9.8200e-003	0.0000	311.9618
Total	**0.1757**	**1.1530**	**1.5377**	**5.9100e-003**	**0.3949**	**7.6800e-003**	**0.4025**	**0.1063**	**7.2500e-003**	**0.1135**	**0.0000**	**550.0066**	**550.0066**	**0.0250**	**0.0000**	**550.6307**

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	0.2494	1.9003	1.6238	2.7300e-003		0.1034	0.1034		0.0991	0.0991	0.0000	226.3321	226.3321	0.0459	0.0000	227.4805

Total	**0.2494**	**1.9003**	**1.6238**	**2.7300e-003**		**0.1034**	**0.1034**		**0.0991**	**0.0991**	**0.0000**	**226.3321**	**226.3321**	**0.0459**	**0.0000**	**227.4805**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0348	1.0394	0.2814	2.4600e-003	0.0408	4.8300e-003	0.0456	0.0126	4.6200e-003	0.0172	0.0000	238.2904	238.2904	0.0151	0.0000	238.6690
Worker	0.1409	0.1136	1.2563	3.4500e-003	0.2011	2.8500e-003	0.2040	0.0561	2.6300e-003	0.0587	0.0000	311.7162	311.7162	9.8200e-003	0.0000	311.9618
Total	**0.1757**	**1.1530**	**1.5377**	**5.9100e-003**	**0.2419**	**7.6800e-003**	**0.2495**	**0.0687**	**7.2500e-003**	**0.0760**	**0.0000**	**550.0066**	**550.0066**	**0.0250**	**0.0000**	**550.6307**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0121	0.1217	0.1240	1.9000e-004		6.8900e-003	6.8900e-003		6.3500e-003	6.3500e-003	0.0000	16.2811	16.2811	5.1600e-003	0.0000	16.4101
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0121**	**0.1217**	**0.1240**	**1.9000e-004**		**6.8900e-003**	**6.8900e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**16.2811**	**16.2811**	**5.1600e-003**	**0.0000**	**16.4101**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.9000e-004	6.4800e-003	2.0000e-005	1.7300e-003	1.0000e-005	1.7400e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.6086	1.6086	5.0000e-005	0.0000	1.6099
Total	**7.3000e-004**	**5.9000e-004**	**6.4800e-003**	**2.0000e-005**	**1.7300e-003**	**1.0000e-005**	**1.7400e-003**	**4.6000e-004**	**1.0000e-005**	**4.7000e-004**	**0.0000**	**1.6086**	**1.6086**	**5.0000e-005**	**0.0000**	**1.6099**

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	0.0121	0.1217	0.1240	1.9000e-004		6.8900e-003	6.8900e-003		6.3500e-003	6.3500e-003	0.0000	16.2810	16.2810	5.1600e-003	0.0000	16.4100
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0121**	**0.1217**	**0.1240**	**1.9000e-004**		**6.8900e-003**	**6.8900e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**16.2810**	**16.2810**	**5.1600e-003**	**0.0000**	**16.4100**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.9000e-004	6.4800e-003	2.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.6086	1.6086	5.0000e-005	0.0000	1.6099
Total	**7.3000e-004**	**5.9000e-004**	**6.4800e-003**	**2.0000e-005**	**1.0400e-003**	**1.0000e-005**	**1.0500e-003**	**2.9000e-004**	**1.0000e-005**	**3.0000e-004**	**0.0000**	**1.6086**	**1.6086**	**5.0000e-005**	**0.0000**	**1.6099**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7841					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7900e-003	0.0194	0.0211	3.0000e-005		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003	0.0000	2.9362	2.9362	2.3000e-004	0.0000	2.9419
Total	**0.7869**	**0.0194**	**0.0211**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.2800e-003**	**1.2800e-003**	**0.0000**	**2.9362**	**2.9362**	**2.3000e-004**	**0.0000**	**2.9419**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9700e-003	2.4000e-003	0.0265	7.0000e-005	7.0600e-003	6.0000e-005	7.1200e-003	1.8700e-003	6.0000e-005	1.9300e-003	0.0000	6.5775	6.5775	2.1000e-004	0.0000	6.5827
Total	**2.9700e-003**	**2.4000e-003**	**0.0265**	**7.0000e-005**	**7.0600e-003**	**6.0000e-005**	**7.1200e-003**	**1.8700e-003**	**6.0000e-005**	**1.9300e-003**	**0.0000**	**6.5775**	**6.5775**	**2.1000e-004**	**0.0000**	**6.5827**

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	0.7841					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7900e-003	0.0194	0.0211	3.0000e-005		1.2800e-003	1.2800e-003		1.2800e-003	1.2800e-003	0.0000	2.9362	2.9362	2.3000e-004	0.0000	2.9419
Total	**0.7869**	**0.0194**	**0.0211**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.2800e-003**	**1.2800e-003**	**0.0000**	**2.9362**	**2.9362**	**2.3000e-004**	**0.0000**	**2.9419**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9700e-003	2.4000e-003	0.0265	7.0000e-005	4.2400e-003	6.0000e-005	4.3000e-003	1.1800e-003	6.0000e-005	1.2400e-003	0.0000	6.5775	6.5775	2.1000e-004	0.0000	6.5827
Total	**2.9700e-003**	**2.4000e-003**	**0.0265**	**7.0000e-005**	**4.2400e-003**	**6.0000e-005**	**4.3000e-003**	**1.1800e-003**	**6.0000e-005**	**1.2400e-003**	**0.0000**	**6.5775**	**6.5775**	**2.1000e-004**	**0.0000**	**6.5827**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3000e-003	0.0160	0.0191	3.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	2.6809	2.6809	1.8000e-004	0.0000	2.6855
Total	**0.7182**	**0.0160**	**0.0191**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**2.6809**	**2.6809**	**1.8000e-004**	**0.0000**	**2.6855**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5300e-003	1.9700e-003	0.0222	6.0000e-005	6.4400e-003	5.0000e-005	6.5000e-003	1.7100e-003	5.0000e-005	1.7600e-003	0.0000	5.8148	5.8148	1.7000e-004	0.0000	5.8191
Total	**2.5300e-003**	**1.9700e-003**	**0.0222**	**6.0000e-005**	**6.4400e-003**	**5.0000e-005**	**6.5000e-003**	**1.7100e-003**	**5.0000e-005**	**1.7600e-003**	**0.0000**	**5.8148**	**5.8148**	**1.7000e-004**	**0.0000**	**5.8191**

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	0.7159					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3000e-003	0.0160	0.0191	3.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	2.6809	2.6809	1.8000e-004	0.0000	2.6855

Total	**0.7182**	**0.0160**	**0.0191**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**2.6809**	**2.6809**	**1.8000e-004**	**0.0000**	**2.6855**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5300e-003	1.9700e-003	0.0222	6.0000e-005	3.8700e-003	5.0000e-005	3.9300e-003	1.0800e-003	5.0000e-005	1.1300e-003	0.0000	5.8148	5.8148	1.7000e-004	0.0000	5.8191
Total	**2.5300e-003**	**1.9700e-003**	**0.0222**	**6.0000e-005**	**3.8700e-003**	**5.0000e-005**	**3.9300e-003**	**1.0800e-003**	**5.0000e-005**	**1.1300e-003**	**0.0000**	**5.8148**	**5.8148**	**1.7000e-004**	**0.0000**	**5.8191**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416
Unmitigated	1.4156	6.7201	15.7832	0.0501	3.8774	0.0438	3.9213	1.0394	0.0409	1.0803	0.0000	4,629.5007	4,629.5007	0.2656	0.0000	4,636.1416

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	621.78	621.78	621.78	2,124,717	2,124,717
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	951.85	951.85	951.85	1,723,843	1,723,843
High Turnover (Sit Down Restaurant)	1,277.27	1,277.27	1277.27	1,740,699	1,740,699
Hotel	803.43	803.43	672.35	1,872,439	1,872,439
Junior College (2Yr)	94.29	38.52	4.15	221,834	221,834
Place of Worship	11.99	11.99	11.99	25,582	25,582
Quality Restaurant	1,133.46	1,133.46	1096.83	1,606,185	1,606,185
Strip Mall	473.50	473.50	473.50	900,877	900,877
Total	5,367.58	5,311.80	5,109.72	10,216,174	10,216,174

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

Place of Worship	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Quality Restaurant	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

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						0.0000	0.0000		0.0000	0.0000	0.0000	2,906.3196	2,906.3196	0.0686	0.0142	2,912.2677
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,906.3196	2,906.3196	0.0686	0.0142	2,912.2677
NaturalGas Mitigated	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	695.9915	695.9915	0.0133	0.0128	700.1274
NaturalGas Unmitigated	0.0703	0.6351	0.5060	3.8400e-003		0.0486	0.0486		0.0486	0.0486	0.0000	695.9915	695.9915	0.0133	0.0128	700.1274

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.43963e+006	7.7600e-003	0.0663	0.0282	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003	0.0000	76.8241	76.8241	1.4700e-003	1.4100e-003	77.2806

Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	667041	3.6000e-003	0.0327	0.0275	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003	0.0000	35.5959	35.5959	6.8000e-004	6.5000e-004	35.8074
High Turnover (Sit Down Restaurant)	3.14904e+006	0.0170	0.1544	0.1297	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0450	168.0450	3.2200e-003	3.0800e-003	169.0436
Hotel	3.95095e+006	0.0213	0.1937	0.1627	1.1600e-003		0.0147	0.0147		0.0147	0.0147	0.0000	210.8377	210.8377	4.0400e-003	3.8700e-003	212.0907
Junior College (2Yr)	93364.6	5.0000e-004	4.5800e-003	3.8400e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9823	4.9823	1.0000e-004	9.0000e-005	5.0119
Place of Worship	187793	1.0100e-003	9.2100e-003	7.7300e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	10.0213	10.0213	1.9000e-004	1.8000e-004	10.0809
Quality Restaurant	3.51005e+006	0.0189	0.1721	0.1445	1.0300e-003		0.0131	0.0131		0.0131	0.0131	0.0000	187.3097	187.3097	3.5900e-003	3.4300e-003	188.4228
Strip Mall	44515.3	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3755	2.3755	5.0000e-005	4.0000e-005	2.3896
Total		**0.0703**	**0.6351**	**0.5060**	**3.8400e-003**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**695.9915**	**695.9915**	**0.0133**	**0.0128**	**700.1275**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.43963e+006	7.7600e-003	0.0663	0.0282	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003	0.0000	76.8241	76.8241	1.4700e-003	1.4100e-003	77.2806
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	667041	3.6000e-003	0.0327	0.0275	2.0000e-004		2.4900e-003	2.4900e-003		2.4900e-003	2.4900e-003	0.0000	35.5959	35.5959	6.8000e-004	6.5000e-004	35.8074
High Turnover (Sit Down Restaurant)	3.14904e+006	0.0170	0.1544	0.1297	9.3000e-004		0.0117	0.0117		0.0117	0.0117	0.0000	168.0450	168.0450	3.2200e-003	3.0800e-003	169.0436
Hotel	3.95095e+006	0.0213	0.1937	0.1627	1.1600e-003		0.0147	0.0147		0.0147	0.0147	0.0000	210.8377	210.8377	4.0400e-003	3.8700e-003	212.0907
Junior College (2Yr)	93364.6	5.0000e-004	4.5800e-003	3.8400e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9823	4.9823	1.0000e-004	9.0000e-005	5.0119
Place of Worship	187793	1.0100e-003	9.2100e-003	7.7300e-003	6.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	10.0213	10.0213	1.9000e-004	1.8000e-004	10.0809
Quality Restaurant	3.51005e+006	0.0189	0.1721	0.1445	1.0300e-003		0.0131	0.0131		0.0131	0.0131	0.0000	187.3097	187.3097	3.5900e-003	3.4300e-003	188.4228

Strip Mall	44515.3	2.4000e-004	2.1800e-003	1.8300e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.3755	2.3755	5.0000e-005	4.0000e-005	2.3896
Total		**0.0703**	**0.6351**	**0.5060**	**3.8400e-003**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**695.9915**	**695.9915**	**0.0133**	**0.0128**	**700.1275**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	543418	302.6627	7.1500e-003	1.4800e-003	303.2822
Enclosed Parking with Elevator	1.45314e+006	809.3453	0.0191	3.9500e-003	811.0017
Fast Food Restaurant w/o	129354	72.0449	1.7000e-003	3.5000e-004	72.1924
High Turnover (Sit Down Restaurant)	610667	340.1180	8.0300e-003	1.6600e-003	340.8140
Hotel	1.27487e+006	710.0538	0.0168	3.4700e-003	711.5070
Junior College (2Yr)	35157.5	19.5814	4.6000e-004	1.0000e-004	19.6215
Place of Worship	116957	65.1404	1.5400e-003	3.2000e-004	65.2737
Quality Restaurant	680674	379.1090	8.9500e-003	1.8500e-003	379.8849
Strip Mall	373929	208.2640	4.9200e-003	1.0200e-003	208.6903
Total		**2,906.3196**	**0.0686**	**0.0142**	**2,912.2677**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	543418	302.6627	7.1500e-003	1.4800e-003	303.2822
Enclosed Parking with Elevator	1.45314e+006	809.3453	0.0191	3.9500e-003	811.0017
Fast Food Restaurant w/o	129354	72.0449	1.7000e-003	3.5000e-004	72.1924
High Turnover (Sit Down Restaurant)	610667	340.1180	8.0300e-003	1.6600e-003	340.8140
Hotel	1.27487e+006	710.0538	0.0168	3.4700e-003	711.5070
Junior College (2Yr)	35157.5	19.5814	4.6000e-004	1.0000e-004	19.6215
Place of Worship	116957	65.1404	1.5400e-003	3.2000e-004	65.2737
Quality Restaurant	680674	379.1090	8.9500e-003	1.8500e-003	379.8849
Strip Mall	373929	208.2640	4.9200e-003	1.0200e-003	208.6903
Total		**2,906.3196**	**0.0686**	**0.0142**	**2,912.2677**

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	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Unmitigated	1.5261	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449

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	0.1500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0413	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Total	**1.5261**	**0.0155**	**1.3425**	**7.0000e-005**		**7.3800e-003**	**7.3800e-003**		**7.3800e-003**	**7.3800e-003**	**0.0000**	**2.1911**	**2.1911**	**2.1500e-003**	**0.0000**	**2.2449**

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	0.1500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0413	0.0155	1.3425	7.0000e-005		7.3800e-003	7.3800e-003		7.3800e-003	7.3800e-003	0.0000	2.1911	2.1911	2.1500e-003	0.0000	2.2449
Total	**1.5261**	**0.0155**	**1.3425**	**7.0000e-005**		**7.3800e-003**	**7.3800e-003**		**7.3800e-003**	**7.3800e-003**	**0.0000**	**2.1911**	**2.1911**	**2.1500e-003**	**0.0000**	**2.2449**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	227.9468	0.7674	0.0191	252.8148
Unmitigated	227.9468	0.7674	0.0191	252.8148

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.40487 / 5.29872	96.4079	0.2761	6.9200e-003	105.3737
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0.877212 / 0.0559923	6.9865	0.0287	7.1000e-004	7.9159
High Turnover (Sit Down Restaurant)	4.13716 / 0.264074	32.9501	0.1356	3.3400e-003	37.3337
Hotel	2.86645 / 0.318494	23.6682	0.0939	2.3200e-003	26.7071
Junior College (2Yr)	0.168238 / 0.263142	2.9018	5.5500e-003	1.4000e-004	3.0832
Place of Worship	0.323527 / 0.50603	5.5802	0.0107	2.8000e-004	5.9291

Quality Restaurant	4.61371 / 0.294492	36.7455	0.1512	3.7200e-003	41.6340
Strip Mall	1.99848 / 1.22487	22.7067	0.0656	1.6500e-003	24.8381
Total		**227.9468**	**0.7674**	**0.0191**	**252.8148**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.40487 / 5.29872	96.4079	0.2761	6.9200e-003	105.3737
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0.877212 / 0.0559923	6.9865	0.0287	7.1000e-004	7.9159
High Turnover (Sit Down Restaurant)	4.13716 / 0.264074	32.9501	0.1356	3.3400e-003	37.3337
Hotel	2.86645 / 0.318494	23.6682	0.0939	2.3200e-003	26.7071
Junior College (2Yr)	0.168238 / 0.263142	2.9018	5.5500e-003	1.4000e-004	3.0832
Place of Worship	0.323527 / 0.50603	5.5802	0.0107	2.8000e-004	5.9291
Quality Restaurant	4.61371 / 0.294492	36.7455	0.1512	3.7200e-003	41.6340
Strip Mall	1.99848 / 1.22487	22.7067	0.0656	1.6500e-003	24.8381
Total		**227.9468**	**0.7674**	**0.0191**	**252.8148**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	85.7231	5.0661	0.0000	212.3753
Unmitigated	85.7231	5.0661	0.0000	212.3753

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	59.34	12.0455	0.7119	0.0000	29.8422
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	33.29	6.7576	0.3994	0.0000	16.7416
High Turnover (Sit Down Restaurant)	162.2	32.9251	1.9458	0.0000	81.5706
Hotel	61.87	12.5591	0.7422	0.0000	31.1145
Junior College (2Yr)	4.46	0.9053	0.0535	0.0000	2.2429
Place of Worship	58.94	11.9643	0.7071	0.0000	29.6410
Quality Restaurant	13.87	2.8155	0.1664	0.0000	6.9752
Strip Mall	28.33	5.7507	0.3399	0.0000	14.2472

Total		**85.7231**	**5.0661**	**0.0000**	**212.3753**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	59.34	12.0455	0.7119	0.0000	29.8422
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	33.29	6.7576	0.3994	0.0000	16.7416
High Turnover (Sit Down Restaurant)	162.2	32.9251	1.9458	0.0000	81.5706
Hotel	61.87	12.5591	0.7422	0.0000	31.1145
Junior College (2Yr)	4.46	0.9053	0.0535	0.0000	2.2429
Place of Worship	58.94	11.9643	0.7071	0.0000	29.6410
Quality Restaurant	13.87	2.8155	0.1664	0.0000	6.9752
Strip Mall	28.33	5.7507	0.3399	0.0000	14.2472
Total		**85.7231**	**5.0661**	**0.0000**	**212.3753**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101-1129 East 5th Street Future - Los Angeles-South Coast County, Winter

1101-1129 East 5th Street Existing

Los Angeles-South Coast County, Future

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	3.43	1000sqft	0.02	3,430.00	0
Place of Worship	10.34	1000sqft	0.10	10,341.00	0
Enclosed Parking with Elevator	539.00	Space	1.04	215,600.00	0
Fast Food Restaurant w/o Drive Thru	2.89	1000sqft	0.02	2,888.00	0
High Turnover (Sit Down Restaurant)	13.63	1000sqft	0.05	13,634.00	0
Hotel	113.00	Room	0.30	164,076.00	0
Quality Restaurant	15.20	1000sqft	0.05	15,197.00	0
Apartments Mid Rise	129.00	Dwelling Unit	0.30	129,000.00	369
Strip Mall	26.98	1000sqft	0.20	26,979.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Trips and VMT - Assumes 40-mile haul trip to Chiquita Canyon Sanitary Landfill. Assumes 10 CY capacity haul trucks

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Fehr & Peers traffic analysis December 2017

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblAreaCoating	Area_EF_Parking	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	44.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	6.00	66.00
tblEnergyUse	LightingElect	1.75	2.63
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	2.14	2.20
tblEnergyUse	LightingElect	3.39	3.48
tblEnergyUse	LightingElect	3.10	3.20
tblEnergyUse	LightingElect	7.87	8.13
tblEnergyUse	LightingElect	6.26	6.43
tblEnergyUse	NT24E	3,054.10	3,277.06
tblEnergyUse	T24E	164.54	194.04
tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	2.55	2.68
tblEnergyUse	T24E	3.04	3.18
tblEnergyUse	T24E	2.25	2.36

tblEnergyUse	T24E	8.11	8.50
tblEnergyUse	T24E	4.01	4.20
tblEnergyUse	T24NG	4,385.94	6,328.91
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	19.92	20.02
tblEnergyUse	T24NG	26.49	26.63
tblEnergyUse	T24NG	13.65	13.71
tblEnergyUse	T24NG	42.98	43.19
tblEnergyUse	T24NG	1.15	1.16
tblFireplaces	NumberGas	109.65	0.00
tblFireplaces	NumberNoFireplace	12.90	129.00
tblFireplaces	NumberWood	6.45	0.00
tblGrading	AcresOfGrading	33.00	1.03
tblGrading	MaterialExported	0.00	60,000.00
tblLandUse	LandUseSquareFeet	10,340.00	10,341.00
tblLandUse	LandUseSquareFeet	2,890.00	2,888.00
tblLandUse	LandUseSquareFeet	13,630.00	13,634.00
tblLandUse	LandUseSquareFeet	15,200.00	15,197.00
tblLandUse	LandUseSquareFeet	26,980.00	26,979.00
tblLandUse	LotAcreage	0.08	0.02
tblLandUse	LotAcreage	0.24	0.10
tblLandUse	LotAcreage	4.85	1.04
tblLandUse	LotAcreage	0.07	0.02
tblLandUse	LotAcreage	0.31	0.05
tblLandUse	LotAcreage	3.77	0.30
tblLandUse	LotAcreage	0.35	0.05
tblLandUse	LotAcreage	3.39	0.30
tblLandUse	LotAcreage	0.62	0.20
tblTripsAndVMT	HaulingTripLength	20.00	40.00

tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripNumber	7,500.00	6,000.00
tblVehicleTrips	ST_TR	6.39	4.82
tblVehicleTrips	ST_TR	696.00	329.36
tblVehicleTrips	ST_TR	158.37	93.71
tblVehicleTrips	ST_TR	8.19	7.11
tblVehicleTrips	ST_TR	10.37	1.16
tblVehicleTrips	ST_TR	94.36	74.57
tblVehicleTrips	ST_TR	42.04	17.55
tblVehicleTrips	SU_TR	5.86	4.82
tblVehicleTrips	SU_TR	500.00	329.36
tblVehicleTrips	SU_TR	131.84	93.71
tblVehicleTrips	SU_TR	36.63	1.16
tblVehicleTrips	SU_TR	20.43	17.55
tblVehicleTrips	WD_TR	6.65	4.82
tblVehicleTrips	WD_TR	716.00	329.36
tblVehicleTrips	WD_TR	127.15	93.71
tblVehicleTrips	WD_TR	8.17	7.11
tblVehicleTrips	WD_TR	9.11	1.16
tblVehicleTrips	WD_TR	89.95	74.57
tblVehicleTrips	WD_TR	44.32	17.55
tblWoodstoves	NumberCatalytic	6.45	0.00
tblWoodstoves	NumberNoncatalytic	6.45	0.00

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					
2018	5.0467	74.9320	32.8832	0.1582	9.4301	1.4832	10.8184	4.2278	1.3876	5.5131	0.0000	16,933.2666	16,933.2666	1.5986	0.0000	16,973.2311
2019	4.4900	30.2466	30.6224	0.0795	3.6931	1.1831	4.8762	0.9922	1.1329	2.1251	0.0000	7,897.3503	7,897.3503	0.7587	0.0000	7,916.3182
2020	68.7093	27.8074	28.8305	0.0784	3.6931	1.0191	4.7122	0.9922	0.9758	1.9680	0.0000	7,760.8166	7,760.8166	0.7208	0.0000	7,778.8375
2021	68.6669	1.7095	3.8798	9.0000e-003	0.6260	0.0992	0.7251	0.1660	0.0988	0.2648	0.0000	881.9087	881.9087	0.0370	0.0000	882.8333
Maximum	**68.7093**	**74.9320**	**32.8832**	**0.1582**	**9.4301**	**1.4832**	**10.8184**	**4.2278**	**1.3876**	**5.5131**	**0.0000**	**16,933.2666**	**16,933.2666**	**1.5986**	**0.0000**	**16,973.2311**

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					
2018	5.0467	74.9320	32.8832	0.1582	4.4136	1.4832	5.8019	1.8508	1.3876	3.1360	0.0000	16,933.2666	16,933.2666	1.5986	0.0000	16,973.2311
2019	4.4900	30.2466	30.6224	0.0795	2.2568	1.1831	3.4400	0.6397	1.1329	1.7726	0.0000	7,897.3503	7,897.3503	0.7587	0.0000	7,916.3182
2020	68.7093	27.8074	28.8305	0.0784	2.2569	1.0191	3.2760	0.6397	0.9758	1.6155	0.0000	7,760.8166	7,760.8166	0.7208	0.0000	7,778.8375
2021	68.6669	1.7095	3.8798	9.0000e-003	0.3756	0.0992	0.4748	0.1046	0.0988	0.2033	0.0000	881.9087	881.9087	0.0370	0.0000	882.8333
Maximum	**68.7093**	**74.9320**	**32.8832**	**0.1582**	**4.4136**	**1.4832**	**5.8019**	**1.8508**	**1.3876**	**3.1360**	**0.0000**	**16,933.2666**	**16,933.2666**	**1.5986**	**0.0000**	**16,973.2311**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.66**	**0.00**	**38.52**	**49.29**	**0.00**	**31.85**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202
Total	**16.9466**	**40.2256**	**100.4752**	**0.2958**	**21.9686**	**0.5703**	**22.5389**	**5.8794**	**0.5540**	**6.4333**	**0.0000**	**32,134.9656**	**32,134.9656**	**1.7399**	**0.0771**	**32,201.4299**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Energy	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
Mobile	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202
Total	**16.9466**	**40.2256**	**100.4752**	**0.2958**	**21.9686**	**0.5703**	**22.5389**	**5.8794**	**0.5540**	**6.4333**	**0.0000**	**32,134.9656**	**32,134.9656**	**1.7399**	**0.0771**	**32,201.4299**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/2/2018	7/31/2018	5	22	
2	Grading	Grading	8/1/2018	10/31/2018	5	66	
3	Building Construction	Building Construction	11/1/2018	10/31/2020	5	220	
4	Paving	Paving	11/1/2020	11/30/2020	5	10	
5	Architectural Coating	Architectural Coating	12/1/2020	1/31/2021	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.03

Acres of Paving: 1.04

Residential Indoor: 261,225; Residential Outdoor: 87,075; Non-Residential Indoor: 354,818; Non-Residential Outdoor: 118,273; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	415.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	6,000.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	280.00	88.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	56.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

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					4.0806	0.0000	4.0806	0.6178	0.0000	0.6178			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**4.0806**	**1.4365**	**5.5170**	**0.6178**	**1.3429**	**1.9607**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3408	10.4987	2.3449	0.0283	0.6592	0.0455	0.7046	0.1807	0.0435	0.2241		3,058.0815	3,058.0815	0.1966		3,062.9962
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.4203**	**10.5588**	**2.9914**	**0.0298**	**0.8045**	**0.0468**	**0.8512**	**0.2192**	**0.0447**	**0.2639**		**3,211.5564**	**3,211.5564**	**0.2024**		**3,216.6154**

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					1.5119	0.0000	1.5119	0.2289	0.0000	0.2289			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**1.5119**	**1.4365**	**2.9483**	**0.2289**	**1.3429**	**1.5718**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

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	0.3408	10.4987	2.3449	0.0283	0.4298	0.0455	0.4752	0.1243	0.0435	0.1678		3,058.0815	3,058.0815	0.1966		3,062.9962
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.0872	1.3000e-003	0.0885	0.0243	1.1900e-003	0.0255		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.4203**	**10.5588**	**2.9914**	**0.0298**	**0.5170**	**0.0468**	**0.5637**	**0.1486**	**0.0447**	**0.1933**		**3,211.5564**	**3,211.5564**	**0.2024**		**3,216.6154**

3.3 Grading - 2018

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					6.1414	0.0000	6.1414	3.3276	0.0000	3.3276			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**6.1414**	**1.1683**	**7.3097**	**3.3276**	**1.0748**	**4.4024**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6426	50.5963	11.3009	0.1364	3.1768	0.2190	3.3959	0.8706	0.2095	1.0802		14,737.7424	14,737.7424	0.9474		14,761.4272
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687

Total	**1.7037**	**50.6425**	**11.7981**	**0.1376**	**3.2886**	**0.2200**	**3.5086**	**0.9003**	**0.2105**	**1.1107**		**14,855.8000**	**14,855.8000**	**0.9518**		**14,879.5959**

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					2.2754	0.0000	2.2754	1.2329	0.0000	1.2329			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**2.2754**	**1.1683**	**3.4437**	**1.2329**	**1.0748**	**2.3077**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

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	1.6426	50.5963	11.3009	0.1364	2.0711	0.2190	2.2901	0.5992	0.2095	0.8087		14,737.7424	14,737.7424	0.9474		14,761.4272
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		118.0576	118.0576	4.4400e-003		118.1687
Total	**1.7037**	**50.6425**	**11.7981**	**0.1376**	**2.1382**	**0.2200**	**2.3582**	**0.6179**	**0.2105**	**0.8283**		**14,855.8000**	**14,855.8000**	**0.9518**		**14,879.5959**

3.4 Building Construction - 2018

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	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051		2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**		**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4219	10.8095	3.2414	0.0227	0.5634	0.0772	0.6406	0.1622	0.0739	0.2361		2,412.5187	2,412.5187	0.1741		2,416.8705
Worker	1.7121	1.2928	13.9236	0.0332	3.1297	0.0279	3.1576	0.8300	0.0257	0.8558		3,305.6127	3,305.6127	0.1244		3,308.7228
Total	**2.1340**	**12.1023**	**17.1649**	**0.0559**	**3.6931**	**0.1051**	**3.7982**	**0.9922**	**0.0996**	**1.0918**		**5,718.1314**	**5,718.1314**	**0.2985**		**5,725.5932**

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	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051	0.0000	2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**	**0.0000**	**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4219	10.8095	3.2414	0.0227	0.3787	0.0772	0.4559	0.1169	0.0739	0.1907		2,412.5187	2,412.5187	0.1741		2,416.8705
Worker	1.7121	1.2928	13.9236	0.0332	1.8781	0.0279	1.9060	0.5228	0.0257	0.5485		3,305.6127	3,305.6127	0.1244		3,308.7228
Total	**2.1340**	**12.1023**	**17.1649**	**0.0559**	**2.2568**	**0.1051**	**2.3620**	**0.6397**	**0.0996**	**0.7393**		**5,718.1314**	**5,718.1314**	**0.2985**		**5,725.5932**

3.4 Building Construction - 2019

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449		2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**		**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3814	10.1979	2.9786	0.0224	0.5634	0.0660	0.6294	0.1622	0.0631	0.2253		2,387.2386	2,387.2386	0.1677		2,391.4311
Worker	1.5506	1.1385	12.3893	0.0321	3.1297	0.0270	3.1567	0.8300	0.0249	0.8549		3,197.9663	3,197.9663	0.1100		3,200.7166
Total	**1.9319**	**11.3363**	**15.3679**	**0.0545**	**3.6931**	**0.0930**	**3.7861**	**0.9922**	**0.0880**	**1.0802**		**5,585.2049**	**5,585.2049**	**0.2777**		**5,592.1477**

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	2.5581	18.9103	15.2545	0.0250		1.0901	1.0901		1.0449	1.0449	0.0000	2,312.1454	2,312.1454	0.4810		2,324.1705
Total	**2.5581**	**18.9103**	**15.2545**	**0.0250**		**1.0901**	**1.0901**		**1.0449**	**1.0449**	**0.0000**	**2,312.1454**	**2,312.1454**	**0.4810**		**2,324.1705**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3814	10.1979	2.9786	0.0224	0.3787	0.0660	0.4447	0.1169	0.0631	0.1800		2,387.2386	2,387.2386	0.1677		2,391.4311
Worker	1.5506	1.1385	12.3893	0.0321	1.8781	0.0270	1.9051	0.5228	0.0249	0.5477		3,197.9663	3,197.9663	0.1100		3,200.7166
Total	**1.9319**	**11.3363**	**15.3679**	**0.0545**	**2.2568**	**0.0930**	**2.3498**	**0.6397**	**0.0880**	**0.7277**		**5,585.2049**	**5,585.2049**	**0.2777**		**5,592.1477**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**2.2879**	**17.4336**	**14.8972**	**0.0250**		**0.9482**	**0.9482**		**0.9089**	**0.9089**		**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3272	9.3588	2.7050	0.0222	0.5634	0.0448	0.6081	0.1622	0.0428	0.2050		2,371.1518	2,371.1518	0.1586		2,375.1157
Worker	1.4309	1.0149	11.2283	0.0311	3.1297	0.0262	3.1559	0.8300	0.0241	0.8541		3,100.7771	3,100.7771	0.0977		3,103.2204

Total	**1.7581**	**10.3738**	**13.9333**	**0.0533**	**3.6931**	**0.0709**	**3.7640**	**0.9922**	**0.0669**	**1.0592**		**5,471.9289**	**5,471.9289**	**0.2563**		**5,478.3361**

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	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.8877	2,288.8877	0.4646		2,300.5014
Total	**2.2879**	**17.4336**	**14.8972**	**0.0250**		**0.9482**	**0.9482**		**0.9089**	**0.9089**	**0.0000**	**2,288.8877**	**2,288.8877**	**0.4646**		**2,300.5014**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3272	9.3588	2.7050	0.0222	0.3787	0.0448	0.4235	0.1169	0.0428	0.1597		2,371.1518	2,371.1518	0.1586		2,375.1157
Worker	1.4309	1.0149	11.2283	0.0311	1.8781	0.0262	1.9043	0.5228	0.0241	0.5469		3,100.7771	3,100.7771	0.0977		3,103.2204
Total	**1.7581**	**10.3738**	**13.9333**	**0.0533**	**2.2569**	**0.0709**	**2.3278**	**0.6397**	**0.0669**	**0.7066**		**5,471.9289**	**5,471.9289**	**0.2563**		**5,478.3361**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1547**	**11.5873**	**11.8076**	**0.0178**		**0.6565**	**0.6565**		**0.6051**	**0.6051**		**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

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	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1547**	**11.5873**	**11.8076**	**0.0178**		**0.6565**	**0.6565**		**0.6051**	**0.6051**	**0.0000**	**1,709.2180**	**1,709.2180**	**0.5417**		**1,722.7605**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1006	1.4000e-003	0.1020	0.0280	1.2900e-003	0.0293		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1006**	**1.4000e-003**	**0.1020**	**0.0280**	**1.2900e-003**	**0.0293**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**68.4231**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e-003	0.6260	5.2300e-003	0.6312	0.1660	4.8200e-003	0.1708		620.1554	620.1554	0.0196		620.6441
Total	**0.2862**	**0.2030**	**2.2457**	**6.2300e-003**	**0.6260**	**5.2300e-003**	**0.6312**	**0.1660**	**4.8200e-003**	**0.1708**		**620.1554**	**620.1554**	**0.0196**		**620.6441**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**68.4231**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2862	0.2030	2.2457	6.2300e-003	0.3756	5.2300e-003	0.3809	0.1046	4.8200e-003	0.1094		620.1554	620.1554	0.0196		620.6441
Total	**0.2862**	**0.2030**	**2.2457**	**6.2300e-003**	**0.3756**	**5.2300e-003**	**0.3809**	**0.1046**	**4.8200e-003**	**0.1094**		**620.1554**	**620.1554**	**0.0196**		**620.6441**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Archit. Coating	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**68.3999**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2670	0.1826	2.0622	6.0300e-003	0.6260	5.0600e-003	0.6310	0.1660	4.6600e-003	0.1707		600.4606	600.4606	0.0177		600.9023

Total	**0.2670**	**0.1826**	**2.0622**	**6.0300e-003**	**0.6260**	**5.0600e-003**	**0.6310**	**0.1660**	**4.6600e-003**	**0.1707**		**600.4606**	**600.4606**	**0.0177**		**600.9023**

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	68.1810					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**68.3999**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2670	0.1826	2.0622	6.0300e-003	0.3756	5.0600e-003	0.3807	0.1046	4.6600e-003	0.1092		600.4606	600.4606	0.0177		600.9023
Total	**0.2670**	**0.1826**	**2.0622**	**6.0300e-003**	**0.3756**	**5.0600e-003**	**0.3807**	**0.1046**	**4.6600e-003**	**0.1092**		**600.4606**	**600.4606**	**0.0177**		**600.9023**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202
Unmitigated	8.0951	36.6219	86.9626	0.2742	21.9686	0.2450	22.2136	5.8794	0.2287	6.1080		27,911.8119	27,911.8119	1.6403		27,952.8202

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	621.78	621.78	621.78	2,124,717	2,124,717
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	951.85	951.85	951.85	1,723,843	1,723,843
High Turnover (Sit Down Restaurant)	1,277.27	1,277.27	1277.27	1,740,699	1,740,699
Hotel	803.43	803.43	672.35	1,872,439	1,872,439
Junior College (2Yr)	94.29	38.52	4.15	221,834	221,834
Place of Worship	11.99	11.99	11.99	25,582	25,582
Quality Restaurant	1,133.46	1,133.46	1096.83	1,606,185	1,606,185
Strip Mall	473.50	473.50	473.50	900,877	900,877
Total	5,367.58	5,311.80	5,109.72	10,216,174	10,216,174

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4

Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Place of Worship	16.60	8.40	6.90	0.00	95.00	5.00	64	25	11
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Fast Food Restaurant w/o Drive Thru	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
High Turnover (Sit Down Restaurant)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Place of Worship	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Quality Restaurant	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Strip Mall	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

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	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132
NaturalGas Unmitigated	0.3854	3.4800	2.7725	0.0210		0.2662	0.2662		0.2662	0.2662		4,203.8319	4,203.8319	0.0806	0.0771	4,228.8132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	3944.19	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1827.51	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8627.52	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10824.5	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	255.793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	514.5	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9616.58	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	121.96	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

Apartments Mid Rise	3.94419	0.0425	0.3635	0.1547	2.3200e-003		0.0294	0.0294		0.0294	0.0294		464.0220	464.0220	8.8900e-003	8.5100e-003	466.7795
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	1.82751	0.0197	0.1792	0.1505	1.0800e-003		0.0136	0.0136		0.0136	0.0136		215.0012	215.0012	4.1200e-003	3.9400e-003	216.2789
High Turnover (Sit Down Restaurant)	8.62752	0.0930	0.8458	0.7105	5.0800e-003		0.0643	0.0643		0.0643	0.0643		1,015.0024	1,015.0024	0.0195	0.0186	1,021.0341
Hotel	10.8245	0.1167	1.0612	0.8914	6.3700e-003		0.0807	0.0807		0.0807	0.0807		1,273.4730	1,273.4730	0.0244	0.0234	1,281.0406
Junior College (2Yr)	0.255793	2.7600e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.0933	30.0933	5.8000e-004	5.5000e-004	30.2722
Place of Worship	0.5145	5.5500e-003	0.0504	0.0424	3.0000e-004		3.8300e-003	3.8300e-003		3.8300e-003	3.8300e-003		60.5294	60.5294	1.1600e-003	1.1100e-003	60.8891
Quality Restaurant	9.61658	0.1037	0.9428	0.7920	5.6600e-003		0.0717	0.0717		0.0717	0.0717		1,131.3622	1,131.3622	0.0217	0.0207	1,138.0853
Strip Mall	0.12196	1.3200e-003	0.0120	0.0100	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3482	14.3482	2.8000e-004	2.6000e-004	14.4335
Total		**0.3854**	**3.4800**	**2.7725**	**0.0210**		**0.2662**	**0.2662**		**0.2662**	**0.2662**		**4,203.8319**	**4,203.8319**	**0.0806**	**0.0771**	**4,228.8131**

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	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966
Unmitigated	8.4662	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591	0.0000	19.3218	19.3218	0.0190	0.0000	19.7966

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966
Total	**8.4662**	**0.1238**	**10.7401**	**5.7000e-004**		**0.0591**	**0.0591**		**0.0591**	**0.0591**	**0.0000**	**19.3218**	**19.3218**	**0.0190**	**0.0000**	**19.7966**

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	0.8219					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.3142					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3301	0.1238	10.7401	5.7000e-004		0.0591	0.0591		0.0591	0.0591		19.3218	19.3218	0.0190		19.7966
Total	**8.4662**	**0.1238**	**10.7401**	**5.7000e-004**		**0.0591**	**0.0591**		**0.0591**	**0.0591**	**0.0000**	**19.3218**	**19.3218**	**0.0190**	**0.0000**	**19.7966**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1101 East 5th Street Project

GHG Emissions Impact Compared to "No Action Taken" Scenario

Source	NAT (2021)	As Proposed (2021)	Reduction from NAT	Change from NAT
Area	2	2	-	0%
Energy	6,228	3,612	(2,616)	-42%
Mobile	6,633	4,656	(1,977)	-30%
Waste	212	212	-	0%
Water	253	253	-	0%
Construction	83	83	-	0%
Total Emissions	13,411	8,819	(4,592)	-34.2%

Land Use	NAT	As Proposed	Difference
Land Use	129 DU, 113 hotel, oth	129 DU, 113 hotel, othe	None
Traffic	4,674 net ADT	4,674 net ADT	None
Area	Project assumptions	Project assumptions	None
Energy	No State measures	See below	State measures
Mobile	No State measures	See below	State measures
Waste	Reduce construction w	Reduce construction wa	None
Water	Project assumptions	Project assumptions	None

Mobile source emissions	Pavley emission standards (19.8% reduction)
	Low carbon fuel standard (7.2% reduction)
	Vehicle efficiency measures (2.8% reduction)
Energy Production Assun	Natural gas transmission and distribution efficiency measures (7.4% reduction)
	Natural gas extraction efficiency measures (1.6% reduction)
	Renewables (electricity) portfolio standard (33% reduction)

Arts District Center

1101 E. 5th Street
Los Angeles, California

Historical Resource Technical Report



Prepared for:
City of Los Angeles

Prepared by:

CONSULTING
GPA

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TABLE OF CONTENTS

EXECUTIVE SUMMARY **1**

1. INTRODUCTION **1**
1.1 Purpose and Qualifications 1
1.2 Methodology 2

2. REGULATORY FRAMEWORK **6**
2.1 National Register of Historic Places 6
2.2 California Register of Historical Resources 8
2.3 Los Angeles Cultural Heritage Ordinance 10
2.4 Los Angeles Historic Preservation Overlay Zone Ordinance 10

3. ENVIRONMENTAL SETTING **12**
3.1 Description and History of the Project Site 12
3.2 Description and History of the Study Area 17

4. EVALUATION OF ELIGIBLITY **24**

5. PROJECT IMPACTS **27**
5.1 Determining the Significance of Impacts on Historical Resources 27
5.2 Secretary of the Interior's Standards 28
5.3 Project Description 29
5.4 Analysis of Project Impacts 29

6. CONCLUSIONS **33**

7. SOURCES **34**

APPENDIX A – Résumés

APPENDIX B - SurveyLA Historic Resources Inventory Forms

APPENDIX C – Building Permit History

APPENDIX D - Entitlement Submittal

EXECUTIVE SUMMARY

The purpose of this report was to determine if a proposed project (the Project) in the Central City North Community Plan Area of the City of Los Angeles would directly or indirectly impact any historical resources subject to the California Environmental Quality Act (CEQA). The Project site is located on the north side of E. 5th Street between Seaton and Colyton Streets at 1101 E. 5th Street. It is currently improved with a two-story warehouse building constructed in approximately 1915. The Project involves the demolition of the existing building and the construction of a 12-story, mixed-use building. GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project site, to assess any potential impacts the Project may have on the identified historical resources, and to recommend mitigation measures, as appropriate. As the Project involves new construction, GPA established a study area for the report that includes the Project site and a half-block radius to account for impacts on historical resources in the vicinity.

The existing building on the Project site is not currently listed under national, state, or local landmark or historic district programs. However, SurveyLA, the citywide historical resources survey of Los Angeles, identified the Project site as within the boundaries of the potential Downtown Los Angeles Industrial Historic District (Potential Historic District). According to SurveyLA, the Potential Historic District appears eligible for listing in National Register of Historic Places and the California Register of Historical Resources as well as local designation for its association with the industrial development of Los Angeles. SurveyLA evaluated the existing building on the Project site as a contributing to the Potential Historic District. However, based on GPA's field inspection and research the building does not qualify as a contributing building because it lacks integrity as a result of substantial alterations. There are nine other buildings within the study area identified by SurveyLA as contributors to the Potential Historic District. In order to provide a conservative analysis of the Project's potential impacts, GPA did not study any of the properties to independently confirm the SurveyLA findings. They were presumed to be contributing buildings to the Potential Historical District.

The threshold for determining significant impacts on historical resources in the State CEQA Guidelines is whether the proposed project would cause a substantial adverse change, which is defined as demolition, destruction, relocation, or alteration of the resource or its immediate vicinity such that the historical resource is materially impaired. It was concluded that the Project would have a less than a significant impact on the historical resource, because the Project would not materially impair the overall integrity of the Potential Historic District. The existing building on the Project site lacks individual distinction and does not contribute to the significance of the Potential Historic District. Therefore, the demolition of the existing building would not reduce the integrity of the historical resource to the degree that it would no longer be eligible for listing under national, state, or local historic district programs. The Project would introduce a new visual element within the boundaries of the Potential Historic District; however, the relationships among the Potential Historic District's significant components, including its contributing buildings and other contributing features, would not be substantially changed. As the impact on the Potential Historic District would be less than significant, no mitigation measures are required or recommended.

1. INTRODUCTION

1.1 Purpose and Qualifications

The purpose of this report is to analyze whether or not a proposed development project (the Project) would impact historical resources. The Project involves the parcel located on the north side of E. 5th Street between Seaton and Colyton Streets in the Central City North Community Plan Area of the City of Los Angeles (see Figure 1). The Project site consists of a two-story warehouse building constructed in approximately 1915. It is identified by the following address and assessors' parcel number: 1101 E. 5th Street and 5163-025-009, respectively.[1] The Project involves the demolition of the existing building and construction of a 12-story, mixed-use building with subterranean parking.



Figure 1: Location of Project Site and Study Area

GPA Consulting (GPA) was retained to identify historical resources on and in the vicinity of the Project site, to assess any potential impacts the Project may have on the identified historical resources, and to recommend mitigation measures, as warranted, for compliance with CEQA. Teresa Grimes, Emily Rinaldi, and Laura Groves van Onna were responsible for the preparation of this report. They fulfill the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Their résumés are attached in Appendix A.

[1] For the purposes of this report, 1101 E. 5th Street is considered the Project site address. However, according to the Los Angeles County Assessor, the address associated with this parcel is 459 Colyton Street. And, according to building permit records, the following addresses are also associated with this parcel: 445 Colyton Street, 451 Colyton Street, 457 Colyton Street, 450 Seaton Street, and 454 Seaton Street.

1.2 Methodology

To identify potential historical resources and assess potential project impacts, GPA performed the following tasks:

1. Conducted a field inspection of the Project site and vicinity to determine the scope of the study. As the Project involves new construction, the study area was defined as the Project site and a half-block radius that includes adjacent properties (see Figure 1). The study area includes 17 properties including the Project site. This half-block radius was established to account for indirect impacts on historical resources in the vicinity. Historical resources beyond this radius were not included in the study area because the Project would have no potential to indirectly impact these resources. The Project site cannot be reasonably considered a part of the environmental setting of historical resources beyond the study area.

2. Requested a records search from the South Central Coastal Information Center to determine whether or not the Project site is currently listed under national, state, or local landmark or historic district programs and whether or not it has been previously identified or evaluated as a potential historical resource. This involved a review of the California Historic Resources Inventory System (CHRIS), which includes data on properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historical Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities. This research revealed that the building on the Project site is not included in CHRIS.

3. Consulted the SurveyLA findings for the Central City North Community Plan Area to determine if any properties within the study area were identified as potential historical resources. Both the Project site and the study area were identified as being within the boundaries of the potential Downtown Los Angeles Industrial Historic District (Potential Historic District). SurveyLA evaluated the Potential Historic District as appearing eligible for listing in the National Register of Historic Places and California Register of Historical Resources as well as for local designation for its association with the history of industrial development in Los Angeles.

   Of the 17 properties in the study area, 14 are located within the boundary of the Potential Historic District. SurveyLA identified 10 as contributing buildings, including the Project site, and 4 as non-contributing (see Figure 2). The addresses associated with the 14 properties that are both within the study area and the Potential Historic District as well as 3 properties in the study area located outside the boundary of the Potential Historic District are listed in Table I below. A description of the contributing buildings within the study area and their evaluations can be found in Section 3.2.

   The four non-contributing buildings and the three properties in the study area located outside the boundary of the Potential Historic District were excluded from further analysis as potential historical resources. Based upon GPA's field inspection and research, these properties do not appear to meet the eligibility standards for the Early Industrial Development Theme formulated for the *Los Angeles Citywide Historic Context Statement* due to a lack of age, architectural character, and/or physical integrity (see Table 2 in Section 4, Evaluation of Eligibility). None are currently listed under national, state, or local

landmark or historic district programs and are not included as significant in any historic resource surveys of the area, including SurveyLA.

TABLE I: ALL PROPERITES WITHIN STUDY AREA			
No.	**Address**	**Other Associated Addresses**	**Historic District Status**
1	**1101 E. 5th Street** (Project site)	1129 E. 5th Street 445 Colyton Street 451 Colyton Street 457 Colyton Street 459 Colyton Street 450 Seaton Street 454 Seaton Street	Contributing
2	430 S. Alameda Street	426 S. Alameda Street 427 Seaton Street	Contributing
3	436 S. Alameda Street	438 S. Alameda Street 437 Seaton Street	Contributing
4	440 S. Alameda Street	441 Seaton Street	Contributing
5	440 Seaton Street	431 Colyton Street 433 Colyton Street 439 Colyton Street 441 Colyton Street 432 Seaton Street 436 Seaton Street	Contributing
6	431 Colyton Street	433 Colyton Street 439 Colyton Street 441 Colyton Street 432 Seaton Street 436 Seaton Street 440 Seaton Street	Contributing
7	428 Colyton Street	430 Colyton Street 432 Colyton Street	Contributing
8	436 Colyton Street	N/A	Contributing
9	1201 E. 5th Street	450 Colyton Street	Contributing
10	1200 E. 5th Street	N/A	Contributing
11	433 Colyton Street	431 Colyton Street 439 Colyton Street 441 Colyton Street 432 Seaton Street 436 Seaton Street 440 Seaton Street	Non-contributing
12	441 Colyton Street	431 Colyton Street 433 Colyton Street 439 Colyton Street 432 Seaton Street 436 Seaton Street 440 Seaton Street	Non-contributing
13	440 Colyton Street	441 S. Hewitt Street	Non-contributing
14	442 Colyton Street	444 Colyton Street	Non-contributing
15	455 Seaton Street	456 S. Alameda Street	Outside Boundary
16	500 S Alameda Street	N/A	Outside Boundary
17	1100 E. 5th Street	N/A	Outside Boundary

4. Assessed the general condition and physical integrity of the building on the Project site during the field inspection. Digital photographs of the building's exterior were also taken.
5. Conducted research on the history of the building on the Project site. Dates of construction and subsequent alterations were determined by the building permit record, as well as additional sources, such as the Los Angeles County Office of the Assessor records, newspaper articles, city directories, and historic maps.
6. Determined that the building on the Project site should be re-evaluated based upon the field inspection and research.
7. Reviewed and analyzed the Entitlement Submittal to determine if the Project would have direct or indirect impacts on the identified historical resources as defined by CEQA (see Appendix D for the Entitlement Submittal).

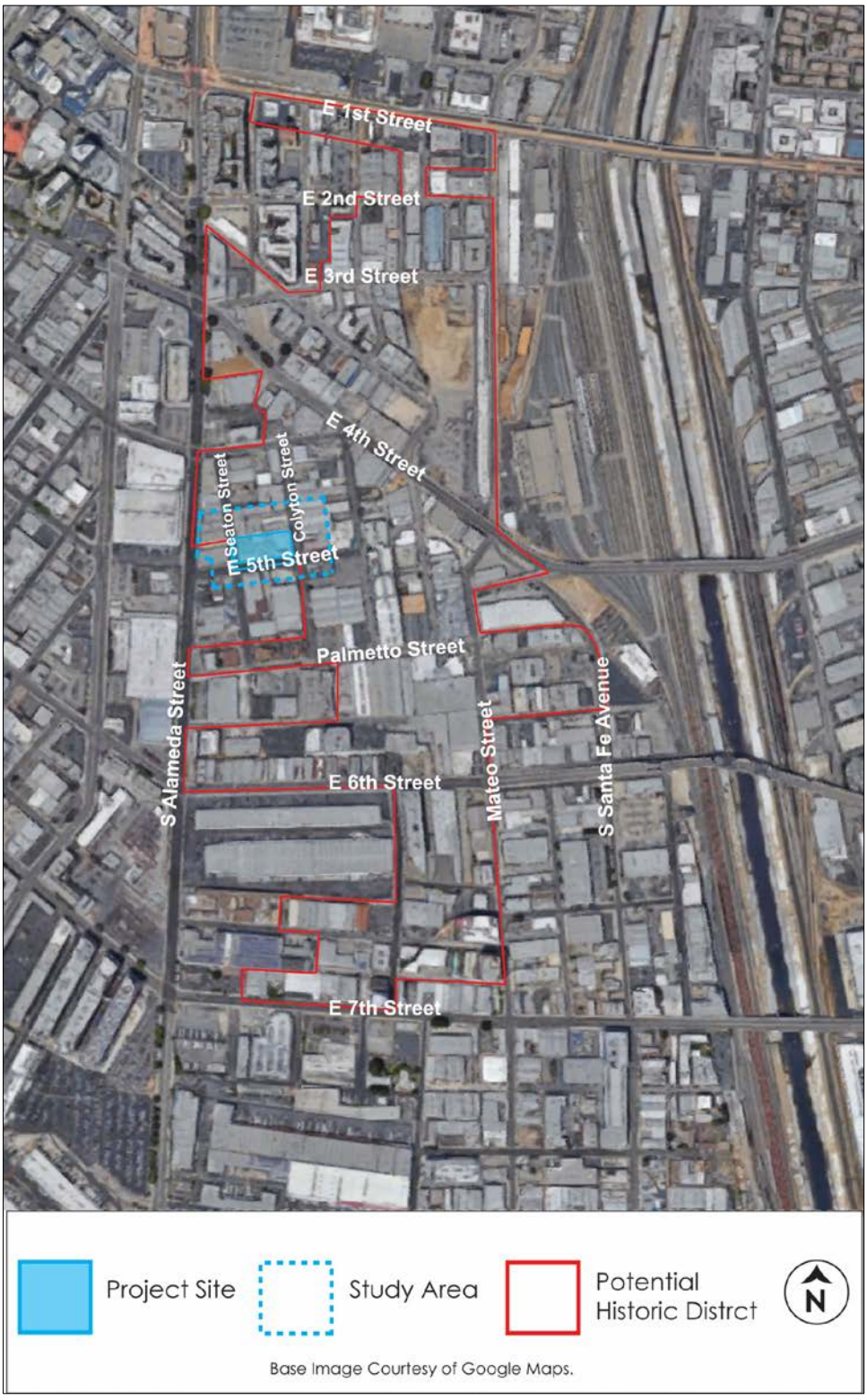


Figure 2: Location of Project Site and Study Area within the Potential Historic District

2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.[2] The National Register, California Register, and local designation programs are discussed below.

2.1 National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[3]

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: [4]

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 and distinguishable entity whose components may lack individual distinction; or

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

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear."[5] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

[2] Public Resources Code Section 5024.1 and 14 California Code of Regulations Sections 4850 & 15064.5(a)(2).
[3] Title 36 Code of Federal Regulations Part 60.2.
[4] Title 36 Code of Federal Regulations Part 60.4.
[5] *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 7-8.

Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."[6] Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

Historic Districts

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties."[7]

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.[8] A district's significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.[9]

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.[10]

[6] *National Register Bulletin #15*, 44-45.
[7] Ibid, 5.
[8] Title 36 Code of Federal Regulations Part 60.3(d).
[9] *National Register Bulletin #21: Defining Boundaries for National Register Properties Form (*Washington D.C.: U.S. Department of the Interior, 1997), 12.

2.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.[11]

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.[12]

Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance 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 lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of 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 in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity,

[9] *National Register Bulletin #16*: *How to Complete the National Register Registration Form (*Washington D.C.: U.S. Department of the Interior, 1997), 16.
[11] Public Resources Code Section 5024.1 (a).
[12] Public Resources Code Section 5024.1 (d).

there is the expectation that properties reflect their appearance during their period of significance.[13]

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:[14]

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this report are as follows:

3S Appears eligible for National Register as an individual property through survey evaluation.

[13] Public Resources Code Section 4852.
[14] Public Resources Code Section 5024.1.

3CS	Appears eligible for California Register as an individual property through survey evaluation.
5S3	Appears to be individually eligible for local listing or designation through survey evaluation.
3D	Appears eligible for National Register as a contributor to a National Register eligible district through survey evaluation.
3CD	Appears eligible for California Register as a contributor to a California Register eligible district through a survey evaluation.
5D3	Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
6Z	Found ineligible for National Register, California Register, or local designation through survey evaluation.

2.3 Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). The Commission is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture and architecture. The four criteria for HCM designation are stated below:

- The proposed HCM reflects the broad cultural, economic, or social history of the nation, state or community; or
- The proposed HCM is identified with historic personages or with important events in the main currents of national, state or local history; or
- The proposed HCM embodies the characteristics of an architectural type specimen inherently valuable for a study of a period, style or method of construction;
- The proposed HCM is the notable work of a master builder, designer, or architect whose individual genius influenced his or her age.[15]

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

2.4 Los Angeles Historic Preservation Overlay Zone Ordinance

The Los Angeles City Council adopted the ordinance enabling the creation of Historic Preservation Overlay Zones (HPOZs) in 1979; Angelino Heights became Los Angeles' first HPOZ in 1983. A HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. According to Section 12.20.3 of the City of Los Angeles Municipal Code, the criteria for the designation of contributing buildings in a HPOZ are:

[15] Los Angeles Administrative Code Section 22.171.7.

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

3. ENVIRONMENTAL SETTING

3.1 Description and History of the Project Site

The Project site is located in the Central City North Community Plan Area. It is occupied by a two-story warehouse building located on the north side of E. 5th Street between Seaton and Colyton Streets (see Figures 1-2). The building on the Project site was identified by SurveyLA as a contributor to the Potential Historic District. It is centrally located within and along the western district boundary. There are nine other contributing buildings to the Potential Historic District in the study area that surround the Project site to the north and east. These are low-rise industrial buildings constructed in the 1920s and 1930s. There are a few recently developed mid-rise buildings within the neighborhood, but they are located east of S. Hewitt Street and north of E. 4th Street and are not within the study area. The topography of the Project site is generally flat. E. 5th Street, Seaton Street, and Colyton Street are two-lane industrial thoroughfares with two-way traffic.

The Project site was part of the F.P. Howard and Cos Subdivision of the Bliss Tract that was first subdivided into parcels in 1886. The six parcels that comprise the present-day Project site were developed with two warehouses and two dwellings by 1906. The two dwellings were both one-story in height and located at 447 and 449 Colyton Street until 1907 when the two dwellings were relocated.[16] The two warehouses were both occupied by the F.O. Engstrum Company, a major contractor in Los Angeles that supervised the construction of many of the largest buildings in the city. Notable projects include the 12-story Citizens National Bank at 5th and Spring Streets, the 13-story Rosslyn Hotel at 5th and Main Streets, and the 10-story Bryson apartment building at Wilshire Boulevard and Rampart Street. The F.O. Engstrum Company warehouse located on Seaton Street was one story in height. The other F.O. Engstrum Company warehouse was located on the corner of E. 5th and Colyton Streets and was two stories in height. The F.O. Engstrum Company occupied these two warehouses until the Weber Showcase & Fixtures Company likely purchased the property around 1915 or 1916. [17]

The Weber Showcase & Fixtures Company, a wood working fixture business, owned and occupied the property from approximately 1915 to 1924.[18] Its first factory was located at 440 Seaton Street, immediately north of the Project site. It consisted of a one-story factory building constructed in 1902, several one-story ancillary buildings to the north of the factory building, and a lumber storage yard (see Figure 3). In 1913, the Weber Company demolished the one-story warehouse and constructed the existing three-story red brick building at 440 Seaton Street (see Figure 4).[19] Sometime around 1915, the Weber Company likely demolished the former F.O. Engstrum Company warehouse on Seaton Street, but maintained the second warehouse on the corner of E. 5th Street and Colyton Street. When the Weber Company constructed the existing building on the Project site, it incorporated the two-story F.O. Engstrum Company warehouse into the new building, likely altering the elevations facing E. 5th Street and Colyton Street to match the design of the new building (see Figure 5). By 1924, the Weber Company had expanded to occupy almost the whole block. Its factory complex consisted of the two-story warehouse building on the Project site, two one-story warehouses and a two-story warehouse on

[16] Los Angeles Department of Building and Safety, Building Permit No. 4688, August 12, 1907; LABDS, Building Permit No. 4687, August 12, 1907.
[17] *Los Angeles City Directory*, 1912-1916.
[18] *Los Angeles City Directory*, 1925.
[19] LABDS, Building Permit No. 7989, June 10, 1913.

Colyton Street, the three-story factory buildings at 421 Colyton Street and 440 Seaton Street, as well as a lumber storage yard to the north of 440 Seaton Street (see Figure 6).

The Weber Company moved its manufacturing facilities to a new factory complex on a 14-acre site on the northeast corner of South Park and Slauson Avenue in 1924.[20] The Jennings-Nibley Warehouse Co., a subsidiary of the Weber Company, occupied the former Weber Company factory complex until 1970, and used the buildings for general storage.[21] In 1970, the Weber Showcase and Fixture Company, at that time owned by Walter Kidde & Co. Inc, halted all operations.[22] The building was most likely sold soon after. Between 1970 and the present, the first-floor has been occupied by a number of different commercial and industrial tenants. The second floor was illegally occupied by residential tenants beginning sometime in the early 1980s and officially converted into Artist-in-Residence lofts in 1992. [23]

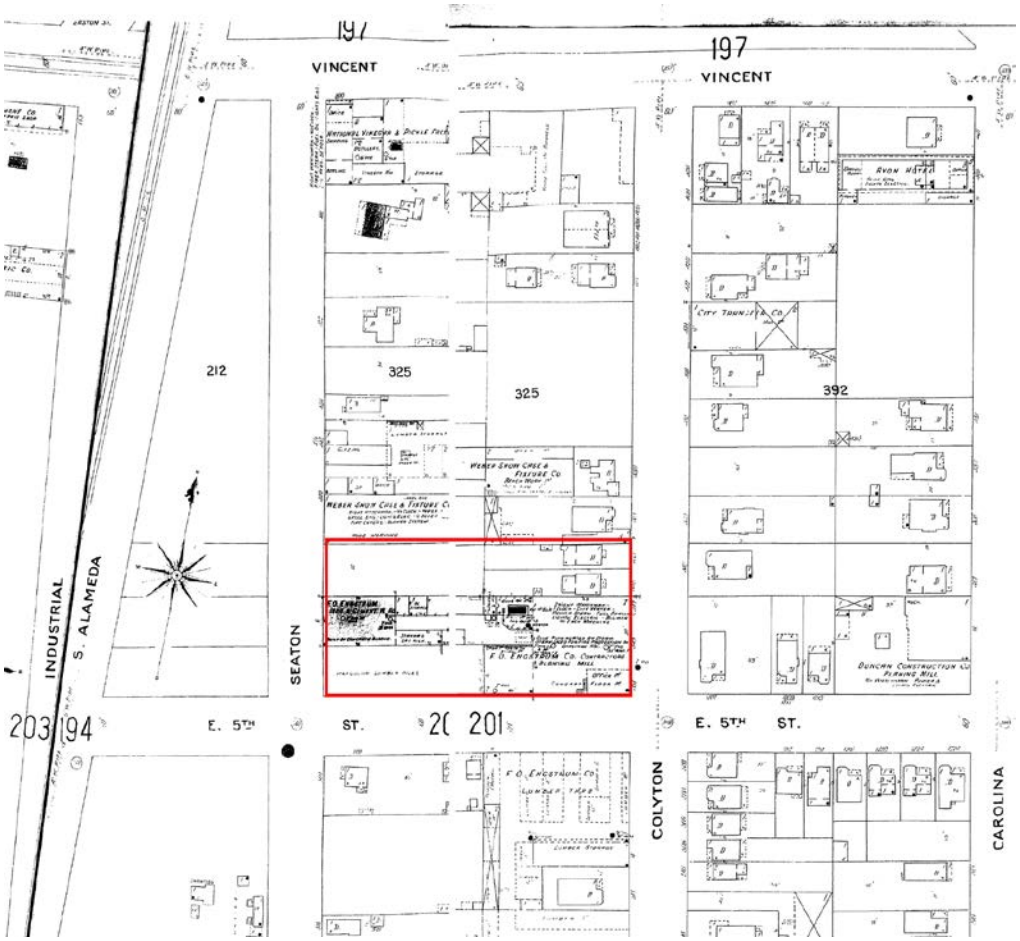


Figure 3: 1906 Sanborn map with subject property outlined in red (Sanborn Map Company)

[20] "Ground Broken for New Plant," *The Los Angeles Times*, April 27, 1924.
[21] *Los Angeles City Directory*, 1925.
[22] Alexander Auerbach, "Tight Money Squeezes Weber Fixture Firm Out of Business," *The Los Angeles Times*, September 7, 1970.
[23] LABDS, Certificate of Occupancy Permit No. 90Ho10263, November 3, 1992.

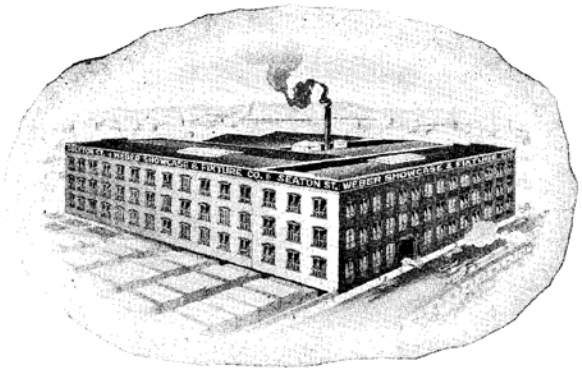


Figure 4: Weber Showcase & Fixtures Company factory complex at 440 Seaton Street in 1914 (Los Angeles City Directory)

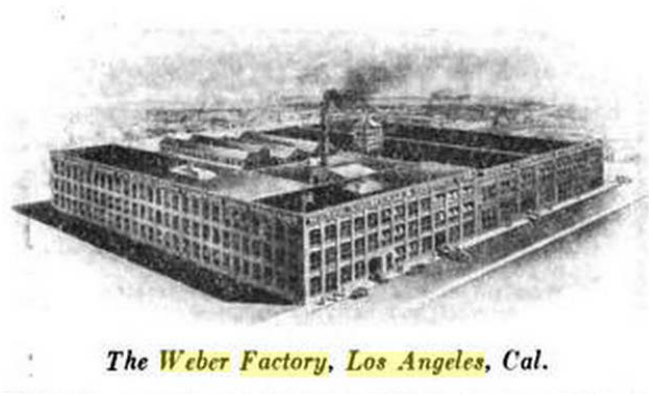


Figure 5: Weber Showcase & Fixtures Company factory complex at 440 Seaton Street in 1918 (Pacific Ports)

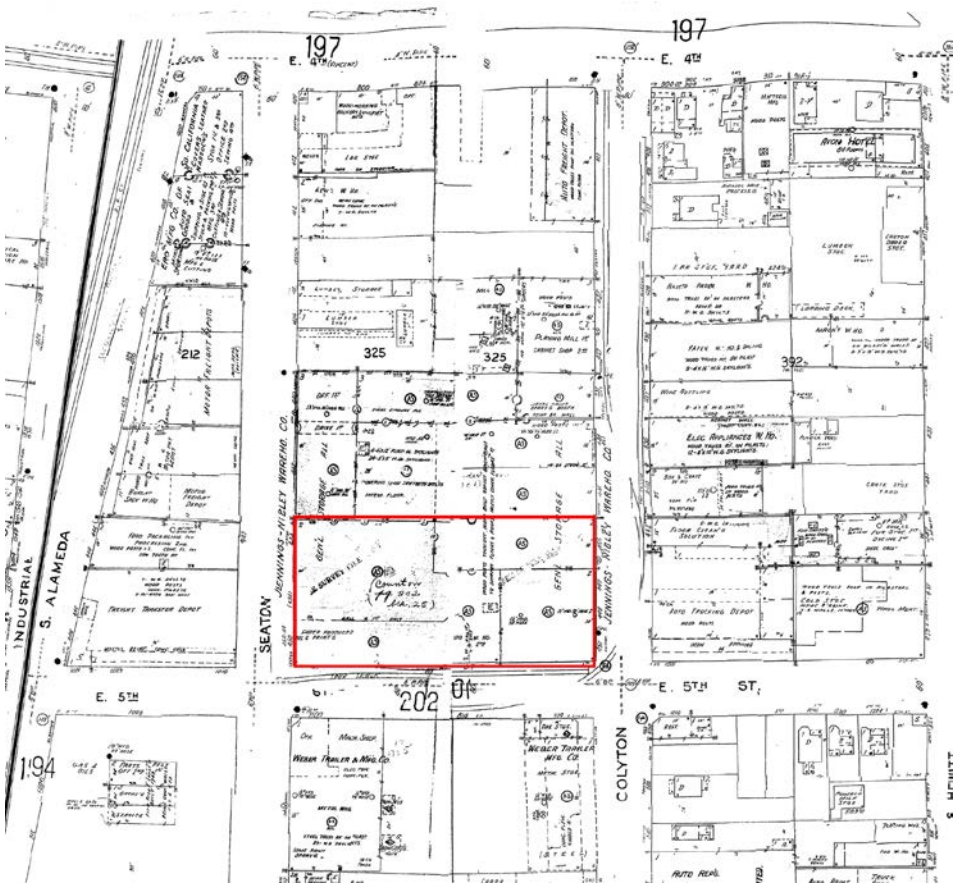


Figure 6: 1950 Sanborn map with subject property outlined in red (Sanborn Map Company)

1. 1101 E. 5th Street (Status Codes 3D, 3CD, 5D3)

The property at 1101 E. 5th Street is a two-story vernacular warehouse building constructed in approximately 1915 (see Figures 7-8). It is located on the north side of E. 5th Street, spanning the block between Seaton Street and Colyton Street. The building is rectangular in plan with exposed elevations facing west towards Seaton Street, south towards E. 5th Street, and east towards Colyton Street. The wood post and brick wall structure has concrete floors. The south elevation is organized into 12 bays; each consisting of varying numbers and sizes of predominantly segmental arched openings ornamented by GFRC[24] surrounds and keystones. There are several entries on the first floor along the west, south, and east elevations. This is in part because the first floor consists of five warehouse spaces. The second floor consists of approximately 10 to 12 live-work residential units. The ceilings are wood truss, and the saw-tooth and paneled skylights on the roof provide additional natural light.

The property has been altered since its construction (see Appendix C for a full building permit history). Few alterations to the building appear to have occurred during the period of significance for the Potential Historic District (1900-1940). Notable alterations before 1940 included alterations to the exterior of the southeast corner. This portion of the building was likely constructed prior to 1906 by the F.O. Engstrum Company as a two-story warehouse. When the existing building was constructed around 1915, the F.O. Engstrum Company warehouse appears to have been altered in order to match its elevations to the design of the new construction. Alterations to the two-story F.O. Engstrum Company warehouse include the infilling of four window openings on the first floor of the E. 5th Street elevation and the possible build out of the first floor and second-floor columns in new red brick.

The majority of alterations are known to have occurred or appear to have occurred after 1940. In 1965, the original parapet was removed from the street-facing elevations.[25] In the early 1980s, the building was seismically upgraded. During this seismic upgrade, many of the original openings on the first and second floors were infilled with concrete block.[26] In 2009, the majority of the original wood sashes were removed from the remaining window openings on the second floor and replaced with vinyl sashes.[27] Only two original wood windows remain on the E. 5th Street elevation. In 2010, portions of the building were sandblasted, which eroded the surface of the exterior red brick.[28] At an unknown date, all of the original entry doors and garage doors were removed. Additionally, several of the remaining original window, door, and garage openings that were not infilled with concrete block were resized and new doors, windows, or storefronts were inserted into the resized openings. Also at an unknown date, portions of the exterior were painted and GFRC quoins and window surrounds were added to the first and second floors. A decorative GFRC belt course was also added between the first and second floors. The building's interior has also been altered over time. Significant alterations to the building's interior include a change in the building's interior partitions due to changing commercial and industrial tenants as well as the building's conversion into Artist-in-Residence lofts in 1992.

[24] Glass fiber reinforced concrete.
[25] LABDS, Building Permit No. 15817, March 30, 1965.
[26] LABDS, Building Permit No. 00801100129, September 27, 1982; and LABDS, Building Permit No. 04900100040, March 5, 1984.
[27] LABDS, Building Permit No. 09016-10000-05301, April 15, 2009.
[28] LABDS, Building Permit No. 10016-10000-07476, April 28, 2010.



Figure 7: View of Project Site, looking northwest (GPA, 2017)



Figure 8: View of Project Site, looking northeast (GPA, 2017)

3.2 Description and History of the Study Area

Potential Historic District

The Project site and study area are located within the boundaries of the Potential Historic District identified by SurveyLA. The Potential Historic District is located between the Alameda Street Corridor and the Los Angeles River and is generally organized within a gridded street pattern, except E. 4th Street, which runs diagonally northwest-southeast. It has an irregular boundary but is essentially bound by E. 1st Street to the north, Santa Fe Avenue and Mateo Street to the east, E. 7th Street to the south, and S. Alameda Street to the west. It is described as a predominantly industrial area, with buildings that range between modest and block-spanning footprints. Original buildings within the Potential Historic District are typically vernacular or utilitarian in style and were constructed between 1900 and 1940. The Potential Historic District contains 196 buildings, of which 104 (approximately 53 percent) have been evaluated by SurveyLA to be contributors; the remaining 92 buildings were evaluated as non-contributors due to alterations or construction outside the period of significance (1900-1940).

The Potential Historic District is potentially eligible at the local level for its association with the industrial development history of Los Angeles. This area was the city's primary industrial hub beginning in the late nineteenth century and through World War II. The presence of the railroad west of the Alameda Street corridor and introduction of the transcontinental railroad to Los Angeles with the opening of the Southern Pacific Railroad (SFR) line in 1876 initiated motivation to develop industrially within the Potential Historic District. The construction of an SFR depot on the southwest corner of S. Alameda and 5th streets was followed by the construction of an Atchison, Topeka, and Santa Fe Railroad (AT&SF) depot south of E. 1st Street in 1885, the AT&SF La Grande Station at the intersection of E. 2nd and Santa Fe streets in 1893, and the AT&SF Railway Outbound Freight House (aka Santa Fe Freight Depot) in 1906. All of these buildings were constructed within or along the boundary of the Historic District. By the beginning of the twentieth century, manufacturers, processing companies, and warehouses were becoming established - capitalizing on the convenience of rail line proximity.

Along with the natural push for industrial use over the area's previous uses oriented toward agriculture and single-family residences, the City's 1922 re-zoning regulation went further to accommodate the construction of industrial facilities by eliminating residential use in the Downtown area. By the 1920s, the area now identified as the Potential Historic District was fully established as an industrial hub. Industrial uses evolved over time with a shift toward automotive manufacturing and transport as well as manufacturing of furniture, paint, chemical, paper, and plastic products in the 1950s, for example. Beginning in the 1960s, the area's identity as an industrial hub was fading due to the struggle to adapt new preferred technologies in manufacturing and transport, especially containerization. This was evinced by the growing number of vacant buildings in the area. During the 1970s, artists began moving into the Potential Historic District as it provided an abundance of available and affordable space to live and work. With the implementation of the Artist-in-Residence Program in 1981 by the City of Los Angeles, residential use of previously defined industrial buildings was legitimized for artists. Since the official designation of the area as the Arts District in the mid-1990s and the passage of the Adaptive Reuse Ordinance in 1999 - allowing the conversion of pre-1974 commercial and industrial buildings into residences, there have been numerous proposals for development within the area to address needs of the growing community.



Figure 9: Historical Resources within Project Study Area
(Base Map Courtesy of the City of Los Angeles)

Contributing Buildings to the Potential Historic District within the Study Area

Not including the Project site, nine properties within the study area were identified as contributing to the Potential Historic District: 430 S. Alameda Street, 436 S. Alameda Street, 440 S. Alameda Street, 440 Seaton Street, 428 Colyton Street, 436 Colyton Street, 1201 E. 5th Street, and 1200 E. 5th Street (see Figure 9). In order to provide a conservative analysis of the Project's potential indirect impacts, these properties are presumed to meet the definition of contributing buildings; that is they relate to the significance of the Potential Historic District, date from the period of significance, and retain integrity. GPA did not study any of the properties to independently confirm the SurveyLA findings. All nine have Status Codes of 3D, 3CD, 5D3 (see Section 2.2 for the definitions of these Status Codes). The properties are pictured and described below.

2. 430 S. Alameda Street (Status Codes 3D, 3CD, 5D3)



The property at 430 S. Alameda Street consists of one building and is located mid-block between E. 4th Street to the north and E. 5th Street to the south. The Project site is located southeast of this building across Seaton Street. The one-story building is trapezoidal in plan with exposed elevations facing west towards S. Alameda Street and east towards Seaton Street. The reinforced concrete structure with wood truss roof is organized symmetrically with two small covered openings on the west elevation and two metal roll-up doors on the east elevation. The building was constructed in 1921 as an industrial property type in a utilitarian style. In 1950, the property was functioning as a motor freight depot.

3. 436 S. Alameda Street (Status Codes 3D, 3CD, 5D3)



The property at 436 S. Alameda Street consists of one building and is located immediately south of 430 S. Alameda Street between E. 4th Street to the north and E. 5th Street to the south. The Project site is located southeast of this building across Seaton Street. The one-story building is trapezoidal in plan with exposed elevations facing west towards S. Alameda Street and east towards Seaton Street. The reinforced concrete structure with wood truss roof is organized symmetrically with two metal roll-up doors on the west and east elevations. The building was constructed in 1940 as an industrial property type in a utilitarian style. In 1950, the property was functioning as a motor freight depot.

4. 440 S. Alameda Street (Status Codes 3D, 3CD, 5D3)



The property at 440 S. Alameda Street consists of one building and is located immediately south of 436 S. Alameda Street between E. 4th Street to the north and E. 5th Street to the south. The Project site is located southeast of this building across Seaton Street. The one-story building is trapezoidal in plan with exposed elevations facing west towards S. Alameda Street and east towards Seaton Street. The reinforced concrete structure with wood truss roof is organized symmetrically with two metal roll-up doors on the west elevation and two large covered openings on the east elevation. The building was constructed in 1921 as an industrial property type in a utilitarian style. In 1950, the property was functioning as a motor freight depot and burlap sack warehouse.

5. 440 Seaton Street (Status Codes 3D, 3CD, 5D3)



The property at 440 Seaton Street (also associated with 431 Colyton Street) consists of four buildings and is located mid-block between E. 4th Street to the north and E. 5th Street to the south. The two buildings located within the southeastern portion of the property were identified as non-contributing. The address 440 Seaton Street is specifically associated with the three-story building that is located within the northwestern portion of the property and L-shaped in plan. The Project site is located immediately south of this building within the same block. The building's facade (west) is oriented toward Seaton Street. The steel girder structure has a predominantly flat roof with a portion of sawtooth skylights and is organized rhythmically with thirteen bays across the facade that consists of segmental arched openings. The building was constructed in 1920 as an industrial property type in a vernacular style. In 1950, the property was functioning as general storage for the Jennings-Nibley Warehouse Company.

6. 431 Colyton Street (Status Codes 3D, 3CD, 5D3)



The property at 431 Colyton Street (also associated with 440 Seaton Street) consists of four buildings and is located mid-block between E. 4th Street to the north and E. 5th Street to the south. The two buildings located within the southeastern portion of the property were identified as non-contributing. The address 431 Colyton Street is specifically associated with the double-height one-story building that is located within the northeastern portion of the property and rectangular in plan. The Project site is located south of this building within the same block. The building's facade (east) is oriented toward Colyton Street. The reinforced brick structure is organized asymmetrically with openings of various sizes and spacings along the facade, which is framed between two applied fluted pilasters. The building was constructed in 1925 as an industrial property type in a vernacular style. In 1950, the property was functioning as a metal paint-spraying booth.

7. 428 Colyton Street (Status Codes 3D, 3CD, 5D3)



The property at 428 Colyton Street consists of one building and is located mid-block between E. 4th Street to the north and E. 5th Street to the south. The Project site is located southwest of this building across Colyton Street. The double-height, one-story building is rectangular in plan with its facade (west) oriented toward Colyton Street. The wood post and truss structure with reinforced concrete walls is organized symmetrically among five bays along the facade, with each bay separated by pilasters decorated minimally with incised vertical lines of consistent varying lengths. The building was constructed in 1930 as an industrial property type in a vernacular style with elements of Art Deco. In 1950, the property was occupied by two tenants; one was an electrical appliances warehouse, and the other a wine bottling company.

8. 436 Colyton Street (Status Codes 3D, 3CD, 5D3)



The property at 436 Colyton Street consists of one building and is located immediately south of 428 Colyton Street between E. 4th Street to the north and E. 5th Street to the south. The Project site is located southwest of this building across Colyton Street. The double-height, one-story building is rectangular in plan with its facade (west) oriented toward Colyton Street. The wood post and truss structure with concrete floors is organized symmetrically among three bays along the facade. The central bay is smaller than the side bays, but each consists of an entry topped by transom steel sash windows and diamond-patterned cornice. The building was constructed in 1929 as an industrial property type in a vernacular style with elements of Art Deco. In 1950, the property was functioning as a box and crate warehouse.

9. 1201 E. 5th Street (Status Codes 3D, 3CD, 5D3)



The property at 1201 E. 5th Street consists of one building and is located on the northeast corner of E. 5th Street and Colyton Street. The Project site is located west of this building across Colyton Street. The double-height, one-story building is L-shaped in plan with its facade (south) oriented toward E. 5th Street. The wood post structure has an iron awning that spans the length of the facade and is surrounded by property line fencing. The building was constructed in 1927 as an industrial property type. In 1950, the property was functioning as an auto-trucking depot.

10. 1200 E. 5th Street (Status Codes 3D, 3CD, 5D3)



The property at 1200 E. 5th Street consists of one building and is located on the southeast corner of E. 5th Street and Colyton Street. The Project site is located northwest of, and catty-corner to, this building. The one-story building is rectangular in plan with all elevations exposed and a chamfered corner between the north and west elevations that contains the main entry. The reinforced concrete and brick structure is organized rhythmically with openings of equal size and spacing along the north and west elevations. The building was constructed in 1931 as an industrial property type in a vernacular style. In 1950, the property was functioning as a restaurant.

4. EVALUATION OF ELIGIBLITY

As described in Section 3.2, buildings that contribute to the significance of the Potential Historic District are buildings that relate to the significance of the Potential Historic District (industrial history), date from the period of significance (1900-1940), and retain physical integrity. Buildings that do not contribute were not occupied by industrial uses, were constructed after 1940 or were constructed before 1900, and no longer retain physical integrity.

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. For a district to retain integrity as a whole, *National Register Bulletin #15* explains, "the majority of components that make up the district's historic character must possess integrity even if they are individually undistinguished."[29] Meaning, individual buildings within the district boundaries must retain integrity in addition to the integrity of the relationship among the district's individual components overall. A non-contributing building is defined as a component that has been "substantially altered since the period of the district's significance" and "does not share the historic associations of the district."[30]

National Register Bulletin #15 prescribes the following steps for assessing the integrity of a property:

- Define the essential physical features that must be present for a property to represent its significance.
- Determine whether the essential physical features are visible enough to convey their significance.
- Determine whether the property needs to be compared with similar properties.
- Determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present.

SurveyLA identified the building on the Project site as contributing to the significance of the Potential Historic District. Based on GPA's field inspection and research, the building has been significantly altered since its construction in approximately 1915 (see Section 3.1, Description and History of the Project Site). Thus, the building is re-evaluated below to determine whether it retains sufficient physical integrity to contribute to the Potential Historic District.

Evaluation of Eligibility as a Contributor to the Potential Historic District

As a vernacular industrial warehouse from the early twentieth century, the essential physical features of 1101 E. 5th Street were its low-scale massing, brick exterior, arched window and door openings, large ground floor openings for the movement of goods, and applied details such as the decorative brick belt course between the first and second floors as well as the parapet. The majority of these essential physical features have been impacted by alterations to the building undertaken after 1940, the end date for the Potential Historic District's period of significance. The building's massing remains overall, but has been slightly diminished by the loss of its original parapet. Portions of the brick exterior have been significantly damaged by sandblasting. Many of the original arched window and door openings have been infilled with concrete block to the degree that the fenestration pattern is no longer evident. Of the remaining original window

[29] *National Register Bulletin #15, 46.*
[30] *National Register Bulletin #16*, 16.

openings, the majority has been altered by the insertion of vinyl sashes. Other original openings have been resized, and new doors, windows, and storefronts inserted. Some original large ground floor openings have also been infilled with concrete block. The building's applied detail, the GFRC quoins and window surrounds, are a recent alteration. The majority of its original applied detailing has been removed, most notably the original parapet; although, portions of the original decorative brick belt course between the first and second floor remain. Therefore, as a result of these alterations, the building's essential physical features have mostly been removed or altered since the end of the Potential Historic District's period of significance.

Contributing buildings to the Potential Historic District that possess similar essential physical features, include 900 E. 1st Street, 440 Seaton Street, 1617 E. 7th Street, 421 Colyton Street, 1800 E. Industrial Street, 1820 E. Industrial Street, 544 S. Mateo Street, and 255 S. Santa Fe Avenue. These contributing buildings have low-scale massing, brick exteriors, arched window and door openings, large ground floor openings, and limited applied details. Typical alterations include a combination of parapet removal, some infilling of window and door openings, replacement of windows and doors, and some removal of applied detail. However, in comparison to these contributing buildings, the building on the Project site has been more extensively altered. The extent of alterations is more comparable to buildings identified by SurveyLA as non-contributing buildings that were constructed during the Potential Historic District's period of significance, such as 451 S. Hewitt Street, 804 E. 3rd Street, 1247 E. 6th Street, and 1261 E. 6th Street. These buildings do not retain sufficient physical integrity to contribute to the significance of the Potential Historic District.

According to *National Register Bulletin #15,* there are seven aspects of integrity: location, setting, materials, design, workmanship, feeling, and association. Based on the significance of the Potential Historic District and typical physical features of its contributing buildings, the aspects of integrity that are particularly vital to a building contributing to the district's significance are location, setting, design, feeling and association. Integrity of location, setting, feeling, and association are vital to the Potential Historic District retaining integrity overall. The Potential Historic District retains its integrity of location between the Alameda Street Corridor and the Los Angeles River, its integrity of setting of mostly industrial buildings of varying types and sizes sited on a generally orthogonal grid, and its integrity of feeling and association as an early twentieth century industrial center. Therefore, the buildings that contribute to the Potential Historic District should also retain these aspects of integrity. The SurveyLA findings for the Potential Historic District notes that "due to the inherent flexibility of their design, industrial buildings are often subject to a greater degree of modification over time." Because a majority of the contributing buildings within the Potential Historic District have been altered to some extent, some buildings likely do not retain integrity of materials or workmanship. However, in order to retain integrity of feeling and association, a building must retain integrity of design, which directly relates to the building's historic industrial use and therefore, the Potential Historic District's integrity of feeling and association as an early twentieth century industrial center.

The building on the Project site has not been moved, so it retains its integrity of location. The immediate setting of the building is intact, but the surrounding setting has been diminished by the later construction of new industrial buildings located to the south, outside the boundary of the Potential Historic District. Because the building does not retain the majority of its essential physical features, the overall integrity of materials, design, and workmanship has been lost. Also, due to the cumulative effect of later alterations, the building no longer conveys its integrity of feeling and association as an early twentieth century industrial building.

The building on the Project site does not retain integrity of materials, design, workmanship, feeling, or association, due to an accumulation of alterations undertaken after the Potential Historic District's period of significance. Therefore, it does not appear to contribute to the Potential Historic District.

Evaluation of Individual Eligibility

Based upon the information outlined above, the building also does not meet the eligibility standards for the Early Industrial Development Theme (see Table 2); therefore, it does not appear to be eligible for individual listing under national, state, or local landmark programs. In addition to its loss of integrity, the building is neither a rare surviving example nor does it represent a very early phase of industrial development in this area. The building is a vernacular brick building that does not demonstrate any innovative, important, or outstating design features. Early Industrial Development was the only relevant theme identified within the *Los Angeles Citywide Historic Context Statement*.

TABLE 2: INDUSTRIAL DEVELOPMENT 1850-1980
Context: Industrial Development, 1850-1980
Theme: Early Industrial Development, 1880-1945
Property Type: Industrial
Eligibility Standards
• Dates from the period of significance
• Is a rare surviving example of the type in the neighborhood or community
• Represents a very early phase of industrial development in a neighborhood or area
Character Defining/Associative Features
• May also be significant as a good example of an architectural style from its period and/or the work of a significant architect or builder
• May also be significant for its association with early industrialists or industries
• Retains most of the essential character-defining features from the period of significance
Integrity Considerations
• Because of the rarity of the type there may be a greater degree of alterations or fewer extant features
• Setting may have changed (surrounding buildings and land uses)
• Should retain integrity of Location, Design and Feeling
• Uses may have changed over time

5. PROJECT IMPACTS

5.1 Determining the Significance of Impacts on Historical Resources

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states:

> A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies "substantial adverse change" as follows:

> 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.

Title 14 California Code of Regulations Section 15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project:

> Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- 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
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of HCMs.

5.2 Secretary of the Interior's Standards

Projects that may affect historical resources are considered mitigated to a level of less than significant if they are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards).[31] Projects with no other potential impacts qualify for a Class 31 exemption under CEQA if they meet the Standards.[32] The Standards were issued by the National Park Service, and are accompanied by Guidelines for four types of treatments for historical resources: Preservation, Rehabilitation, Restoration, and Reconstruction. As discussed in Section 4.3 below, the Project involves demolition of a contributing building in a historic district identified as eligible for listing under national, state, and local landmark programs and new construction. Though none of the four treatments as a whole applies specifically to new construction in the vicinity of historical resources, Standards #9 and #10 of the Standards for Rehabilitation provides relevant guidance for such projects.

The Standards for Rehabilitation are as follows:

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 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.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the 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 the property. The new work shall 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.

[31] 14 CCR Section 15126.4(b).
[32] 14 CCR Section 155331.

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 historic property and its environment would be unimpaired.

It is important to note that the Standards are not intended to be prescriptive, but instead provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, nor is it necessary to comply with every Standard to achieve compliance.

5.3 Project Description

The Applicant proposes to develop a mixed-use building. The existing building would be demolished for the construction of the new building consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The maximum building height for the new mixed-use building would be 148 feet above grade or 12 stories with five subterranean floors. Parking would be located on four of five subterranean levels, and provide approximately 539 automobile parking spaces. An additional 164 long term and 48 short-term bicycle parking spaces would be provided on site.

5.4 Analysis of Project Impacts

The proposed Project involves two activities that have the potential to impact the identified historical resource, specifically, the Potential Historic District: demolition and new construction. The threshold for determining significant impacts on historical resources in the State CEQA Guidelines is whether the proposed project would cause a substantial adverse change, which is defined as demolition, destruction, relocation, or alteration of the resource or its immediate vicinity such that the significance of the historical resource is materially impaired. The significance of the Potential Historic District would be materially impaired if it no longer retained sufficient physical integrity to convey its significance as the city's primary industrial district from the late nineteenth century through World War II as a result of the Project, and therefore, would no longer be eligible for designation. According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. The following analysis discusses the potential impacts of the Project on the Potential Historic District's integrity. Demolition is addressed first, followed by new construction.

Demolition

The Project involves the demolition of a building identified by SurveyLA as contributing to the significance of the Potential Historic District. However, based on GPA's field inspection and research, the building on the Project site lacks integrity and therefore, does not contribute to the significance of the Potential Historic District. The demolition of this building would not result in a substantial adverse change to the Potential Historic District because it is neither individually eligible as a historical resource nor does it contribute to the significance of the Potential Historic District. Its demolition would not reduce the integrity of the Potential Historic District to the degree that it would no longer be eligible for listing in the National Register, California Register, or for designation as a HPOZ. Such an effect would only occur if the Potential Historic District no

longer retained sufficient physical integrity to convey its significance as the city's primary industrial district from the late nineteenth century through World War II. When assessing the integrity of a historic district, *National Register Bulletin #15* advises the following, "the relationships among the district's components must be substantially unchanged since the period of significance**."**[33] Meaning, a historic district must retain integrity of setting and feeling overall. Setting refers to the character of the place in which the historical resource is situated. Feeling refers to how the historical resource expresses a particular period time. The components of the Potential Historic District include buildings as well as other features that contributed to its character as the city's primary industrial hub beginning in the late nineteenth century through World War II.

As of the date of this analysis, 196 properties were recorded within the Potential Historic District. Of these, 104 were evaluated as contributors. However, because the building on the Project site does not retain integrity, it does not contribute to the significance of the Potential Historic District. Therefore, 103 contribute to the Potential Historic District, or approximately 52 percent, and 93 properties do not contribute due to alterations or construction outside the period of significance. The integrity of the Potential Historic District as a whole would not be affected by the Project because the number of contributing buildings would not change. Though the number of non-contributing buildings would be reduced, 103 contributing buildings would remain.

The Potential Historic District's contributing buildings are also only one feature that adds to its character. Other contributing characteristics of the Potential Historic District include its location, interior circulation pattern, predominantly industrial use, absence of landscaping, and evidence of former rail lines. These contributing characteristics of the Potential Historic District would not be impacted by the demolition of the building on the Project site because the location of the Potential Historic District would not change and these other distinctive features would remain throughout the Potential Historic District overall. The relationships among the Potential Historic District's components, including its contributing buildings and other contributing characteristics, would not be substantially changed from the period of significance. Therefore, the activity of demolishing the building on the Project site in and of itself would have a less than significant impact on the Potential Historic District.

New Construction

The central question in determining the impacts from the new construction on the Potential Historic District is the same for the demolition of the building on the Project site: would the new building impact the Potential Historic District's integrity of setting and feeling to the degree that it would no longer qualify as a historical resource. While *National Register Bulletin #15* does not directly address the impact of new construction on the setting or feeling of a historic district, it provides direction in assessing the impact of non-contributing buildings on the physical integrity of a listed historic district, as follows:

> When evaluating the impact of intrusions upon the district's integrity, take into consideration the relative number, size, scale, design, and location of the components that do not contribute to the significance. A district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of historic environment.[34]

[33] *National Register Bulletin #15,* 46.
[34] *National Register Bulletin #15,* 46.

The Project would not increase the relative number of intrusions (i.e. non-contributing buildings) within the Potential Historic District, because one non-contributing building would be replaced by another non-contributing building. It would, however, result in the introduction of a new visual element within the Potential Historic District's boundaries. While the Project would introduce a new visual element, the impact would be less than significant. Though the design of the proposed new building is contemporary and not necessarily compatible in size, features, and materials with the contributing buildings in the study area, the Potential Historic District is already characterized by a variety of building types and styles with differing heights, footprints, and setbacks organized within a gridded street pattern. Building heights range from one to seven stories, and include modest industrial buildings to large warehouses spanning full city blocks. There are several mid-rise contributing and non-contributing buildings and structures throughout the Potential Historic District, though most are located east of S. Hewitt Street and north of E. 4th Street. There are also mid-rise buildings immediately outside of the boundaries, surrounding the Potential Historic District on all sides. Additionally, new buildings as tall as seven stories in height are currently under construction and others are being proposed both within and just outside the boundaries of the Potential Historic District.

Because of its location along the western boundary, the new building would not would not substantially change the relationships between the Potential Historic District's contributing buildings of which all 103 would remain intact. The relationship between the other contributing characteristics would remain throughout the Potential Historic District, including its relationship to the Los Angeles River and Alameda Corridor, interior circulation pattern, predominantly industrial use, and the absence of sidewalks, street lighting, and street trees. Overall, the relationships among the Potential Historic District's components, including its contributing buildings, would not be substantially changed from the period of significance as a result of the Project.

The new building would introduce a new visual element, slightly diminishing the integrity of setting and feeling within the study area; however, the Project would not impair the integrity of the Potential Historic District as a whole to the degree that it would no longer be eligible for listing under national, state, and local landmark designation programs. The Potential Historic District's contributing buildings and other contributing characteristics, which reflect the Potential Historic District's significance, would remain throughout the Potential Historic District. The Potential Historic District would still convey its sense of historic environment, retaining integrity of setting and feeling overall. Therefore, the Project would not result in a substantial adverse change to the integrity of the historical resource because it would remain eligible for listing under national, state, and local historic district programs.

Secretary of the Interior's Standards

The Secretary of the Interior's Standards are generally not applicable, as the Project does not involve the preservation, rehabilitation, restoration, or reconstruction of a historic building. Rehabilitation Standards #9 and #10, which address related new construction, are relevant but not determinative in analyzing the potential impact of a new building in a historic district. Nevertheless, compliance with Standards #9 and #10 is discussed below.

Compliance with Standard #9

Standard #9 states: "New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the 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."

The new building would be located on a parcel separate from the surrounding contributing buildings in the Potential Historic District; thus, the new building would not destroy the historic materials and features of these surrounding contributing buildings. The new building would also not destroy the spatial relationships that characterize the Potential Historic District as a whole because of its location on the Potential Historic District's western boundary and on a secondary side street. The Potential Historic District is characterized by flat terrain with industrial buildings in a variety of heights, footprints, and setbacks organized within a gridded street pattern. The new building would not alter these characteristics. The relationship between the Potential Historic District and the Los Angeles River and Alameda Corridor and the overall absence of sidewalks and street trees throughout the Potential Historic District would also be unaffected by the new building.

The new building would be differentiated from the surrounding contributing buildings by its contemporary design and materials. The massing has been articulated to appear as two volumes. The first volume is comprised by the first and second stories and the second volume is comprised of the upper 10 stories. The primary exterior material of the first volume is brick, and the primary exterior material of the second volume is a glass curtain wall system. The design of the first volume recalls the character of the surrounding low-rise industrial buildings, while the second volume, setback at the third story, appears to be detached from and floating above the first volume. The new building's size, scale, and proportion are not necessarily compatible with the surrounding contributing buildings, so it would not strictly comply with this particular aspect of Standard #9.

Compliance to Standard #10

Standard #10 states: "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 historic property and its environment would be unimpaired."

The Project complies with Standard #10. The new building is separated from the surrounding contributing buildings. If the new building were removed in the future, the adjacent contributing buildings would not be materially affected. The essential form and integrity of the Potential Historic District and its environment would be unimpaired.

Summary

The demolition of the building on the Project site would not result in a substantial adverse change to the Potential Historic District because it is neither individually eligible as a historical resource nor does it contribute to the significance of the Potential Historic District. The Project would not increase the relative number of non-contributing buildings within the Potential Historic District; however, it would result in the introduction of a new visual element. Because the proposed new building is not compatible with the Potential Historic District in size, scale, or design, the integrity of the Potential Historic District and its environment would be reduced by the Project; however, its integrity would not be reduced to the degree that the historical resource would no longer be eligible for listing in the National Register, California Register, or for designation as a HPOZ. Overall, the relationships among the Potential Historic District's

components, including its contributing buildings, would not be substantially changed from the period of significance as a result of the Project.

6. CONCLUSIONS

The Project site is within the boundaries of the Potential Historic District identified by SurveyLA. It is occupied by a two-story warehouse building constructed in around 1915. SurveyLA identified the building on the Project site as a contributor; however, based upon GPA's field inspection and research, it does not retain integrity, and therefore, does not contribute to the significance of the Potential Historic District. The Project involves the demolition of the existing building and the construction of a new building. The proposed Project would have a less than significant impact on the identified historical resource. The new building would introduce a new visual element to the Potential Historic District; however, the Project would not result in a substantial adverse change to the integrity of this historical resource to the degree it would no longer be eligible for listing under national, state, or local historic district programs. It would continue to be eligible for listing as a historical resource defined by CEQA. No mitigation is required or recommended.

7. SOURCES

California Code of Regulations, California Office of Administrative Law, State of California Government.

Historic Resources Group. "Historic Resources Survey Report: Central City North Community Plan Area," SurveyLA Los Angeles Historic Resources Survey, City of Los Angeles Office of Historic Resources, September 2016.

City of Los Angeles Department of Building and Safety. Building Permits. Various Dates.

City Directories. Los Angeles. Various Dates.

Code of Federal Regulations, Title 36: Parks, Forests, and Public Property. Office of the Federal Register, National Archives and Records Administration, United States Government.

The Los Angeles Times. Various dates.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002,

National Register Bulletin #16: How to Complete the National Register Registration Form. Washington D.C.: National Park Service, 1997.

National Register Bulletin #21: Defining Boundaries for National Register Properties Form. Washington D.C.: U.S. Department of the Interior, 1997.

Sanborn Map Company. *Los Angeles*, Vol. 9. Various Dates. Accessed June 26, 2017, http://sanborn.umi.com.ezproxy.lapl.org/splash.html.

Appendix A - Résumés



TERESA GRIMES is a Principal Architectural Historian at GPA. She has over 25 years of experience in the field of historic preservation in the private, public, and non-profit sectors. Teresa is widely recognized as an expert in the identification and evaluation of historical resources having successfully prepared dozens of landmark and historic district applications for a wide variety of property types. Her many projects have included historic context statements for Riverside, Calabasas, Glendale, and Carmel-by-the-Sea, and historic resource surveys in Riverside, Whittier, Calabasas, Pasadena, Whittier, and Los Angeles. Teresa has also completed numerous environmental compliance documents involving major landmarks; examples include the United Artist Theater, Cinerama Dome, Dodger Stadium, Los Angeles Sports Arena, Beverly Hills Post Office, and Baldwin Hills Shopping Center.

Educational Background:

- M.A., Architecture, University of California, Los Angeles, 1992
- B.A., Political Science, University of California, Los Angeles, 1986

Professional Experience:

- GPA Consulting, Principal Architectural Historian, 2009-Present
- Christopher A. Joseph & Associates, Senior Architectural Historian, 2006-2009
- Teresa Grimes/Historic Preservation, Principal, 1999-2005, 1993-1994, 1991-1992
- Historic Resources Group, Project Manager/Architectural Historian, 1994-1998
- Getty Conservation Institute, Research Associate, 1992-1993
- Los Angeles Conservancy, Preservation Officer, 1988-1991

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Professional Activities:

- Pasadena Heritage Board Member, 2008-2012
- Highland Park Heritage Trust, Board Member, 1996-1998
- West Hollywood Cultural Heritage Advisory Board, 1990-1994

Selected Projects:

- Los Angeles County Museum of Art Master Plan, Los Angeles County, CEQA Historical Resource Report, 2015-2017
- Mission Lodge Sanatorium, San Gabriel, CEQA Historical Resource Report, 2016
- City of Hope Master Plan, Duarte, CEQA Historical Resource Report, 2015-2016
- Farmers Insurance Building, Los Angeles, CEQA Historical Resource Report, 2015-2016
- John Anson Ford Theatres, Los Angeles County, CEQA Historical Resource Report, 2011-2015
- City Market of Los Angeles, CEQA Historical Resource Report, 2012-2015
- Hollywood and Cherokee, Los Angeles, CEQA Historical Resource Report, 2014
- LA Biomed Master Plan, Torrance, CEQA Historical Resource Report, 2013-2014
- Coca Cola Building, Los Angeles, CEQA Historical Resource Report, 2014
- May Company, Laurel Plaza, Los Angeles, CEQA Historical Resource Report, 2014
- United Artist Theater, Los Angeles, CEQA Historical Resource Report, 2011-2013
- Claremont Graduate University Master Plan, CEQA Historical Resource Report, 2013
- Hillcrest Motors Building, Hollywood, CEQA Historical Resource Report, 2013
- New Pershing Apartments, Los Angeles, CEQA Historical Resource Report, 2012
- Max Factor Building, Hollywood, CEQA Historical Resource Report, 2012
- Sunset Bronson Studios, Hollywood, CEQA Historical Resource Report, 2010
- Claremont McKenna College Master Plan, CEQA Historical Resource Report, 2008



LAURA GROVES VAN ONNA is an Architectural Historian I at GPA. She has been professionally involved in the field since 2010 and has worked throughout the country and internationally. Laura has contributed to and carried out a wide variety of projects through research, photo-documentation, written composition, and presentation and is distinguished by her thoroughness. Her recent experience has included the preparation of Mills Act, CEQA, and Section 106 reports for numerous projects throughout the state, the composition of National Register nominations as well as themes for the *Los Angeles Citywide Historic Context Statement*. Laura is proficient in a number of software programs that include tools for graphics, map-making, 3-D modeling, word-processing, and data management such as Adobe Photoshop, Adobe InDesign, Google Earth, ArcGIS, SketchUp, and Microsoft Office.

Educational Background:

- M.S., Historic Preservation, Columbia University, 2015
- M.S., Urban Planning, Columbia University, 2015
- B.S., Architecture Studies, University of Arkansas, 2009
- B.A., Art History/Criticism, University of Arkansas, 2009

Professional Experience:

- GPA Consulting, Architectural Historian I, 2016-Present
- Quimby McCoy Preservation Architecture, Preservation Planner, 2015-2016
- Columbia University, Teaching Assistant, 2013-2014
- *Instituto Rio Patrimônio da Humanidade*, Intern, 2013-2014
- City of Lawrence, Kansas, Planner I - Historic Preservation, 2011-2012
- Kansas State Historical Society, Special Projects Associate, 2011-2012
- Watkins Community Museum of History, Intern, 2010-2012
- Kristy Stubbs Gallery, Assistant, 2010

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Selected Projects:

- 222 W. 2nd Street, CEQA Historical Resource Report, 2017
- Ramona Gardens, Los Angeles, National Register Nomination, 2017
- Pueblo Del Rio, Los Angeles, National Register Nomination, 2017
- Laguna Beach Mills Act Contract Applications, Laguna Beach, 2016
- High Speed Rail, Los Angeles to Burbank, NEPA/CEQA Historical Resources Evaluation Report, 2016
- I-710 Corridor, Section 106 update, Los Angeles County, 2016
- Commercial Development, West Hollywood, Historic Resource Survey, 2016
- LGBT Historic Context Statement, San Diego, 2016
- I. Magnin & Company Building, Los Angeles, CEQA Historical Resource Report, 2016
- Laguna Beach Mills Act Contract Applications, Laguna Beach, 2016
- City of Garland Downtown Historic District Evaluation, Historic Resource Survey, 2016
- Rio das Pedras: A Toolbox for Community Improvement, Urban Planning Studio, 2014
- Preservation & Climate Change: Assessing New York after Sandy, Preservation Studio, 2013
- Historic Resources of the Santa Fe Trail, Multiple Property Documentation Form, 2012
- Augusta Frisco Depot, Register of Historic Kansas Places Nomination, 2010
- Digital Pompeii, computerized 3-D model of the ancient city, 2009



EMILY RINALDI is an Architectural Historian II at GPA. She has been involved in the field of historic preservation since 2011 and has worked throughout the country. Emily has conducted archival research and architectural surveys, developed submissions to regulatory agencies, and prepared site assessments and management plans for a wide variety of historic buildings, structures, and sites. Her experience includes the preparation of Historic-Cultural Monument, Federal Rehabilitation Tax Credit, and New York City Landmarks Preservation Commission applications, the composition of a Historic Preservation Element for a Township Master Plan, and the development and design of an exhibit sign. She is the Image Editor for *Buildings & Landscapes*, the journal for the Vernacular Architecture Forum. Emily is experienced with graphics-editing software programs including Adobe Photoshop and Adobe InDesign as well as tools for mapmaking such as ArcGIS.

Educational Background:

- M.S., Historic Preservation, Columbia University, 2013
- B.A., History, New York University, 2009
- B.A., Political Science, New York University, 2009

Professional Experience:

- GPA Consulting, Architectural Historian II, 2017-Present
- Building Conservation Associates, Inc., Historic Preservationist, 2015-2017
- Avery Drawings & Archives, Columbia University, Graduate Intern, 2012-2013
- Docomomo, US, Intern, 2012

Qualifications:

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

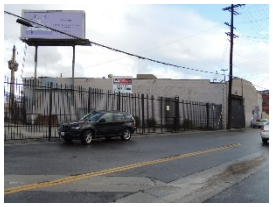
Professional Activities:

- Vernacular Architecture Forum, Image Editor for *Buildings & Landscapes*, 2014-Present

Selected Projects:

- 800 Traction Avenue, Los Angeles, Historic-Cultural Monument Application, 2017
- Truxtun/Oak Intersection Operational Improvements Project, Bakersfield, California, Historical Resources Evaluation Report, 2017
- Southington Historic Inventory Survey, Southington, Connecticut, 2016-2017
- Windsor Locks Readiness Center, Windsor Locks, Connecticut, Exhibit Sign, 2016
- Historic Preservation Element of the Township Master Plan for Montclair, New Jersey, 2016
- Edward Ridley & Sons Department Store, New York, Federal Rehabilitation Tax Credit Application, 2015-2016
- Historic Resource Inventory Survey of Midtown Manhattan, New York, 2015-2016
- Washington Union Station, Washington, D.C., Historic Preservation Plan, 2015
- *Threatened by History: The Problems in Preserving the Postbellum Commemorative Landscape*, Master's Thesis, 2013

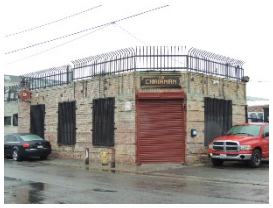
Appendix B - SurveyLA Historical Resources Inventory Forms



Primary Address:	1016 E 4TH ST
Other Address:	1022 E 4TH ST 418 S MOLINO ST
Type:	Non-Contributor
Year built:	1930
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	1101 E 5TH ST
Other Address:	445 S COLYTON ST 451 S COLYTON ST 457 S COLYTON ST 450 S SEATON ST 454 S SEATON ST
Type:	Contributor
Year built:	1915
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	1200 E 5TH ST
Type:	Contributor
Year built:	1931
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	1209 E 6TH ST
Other Address:	1205 E 6TH ST 1207 E 6TH ST 1211 E 6TH ST
Type:	Contributor
Year built:	1912
Property type/sub type:	Commercial-Lodging; Hotel
Architectural style:	Renaissance Revival

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Primary Address:	400 S ALAMEDA ST
Other Address:	408 S ALAMEDA ST 412 S ALAMEDA ST 416 S ALAMEDA ST 407 S SEATON ST 411 S SEATON ST 417 S SEATON ST
Type:	Contributor
Year built:	1908
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	426 S ALAMEDA ST
Other Address:	427 S SEATON ST
Type:	Contributor
Year built:	1921
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	436 S ALAMEDA ST
Other Address:	438 S ALAMEDA ST 437 S SEATON ST
Type:	Contributor
Year built:	1940
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	440 S ALAMEDA ST
Other Address:	441 S SEATON ST
Type:	Contributor
Year built:	1921
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian

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Primary Address:	418 S COLYTON ST
Type:	Non-Contributor
Year built:	1960
Property type/sub type:	Industrial; Other
Architectural style:	No style



Primary Address:	421 S COLYTON ST
Other Address:	427 S COLYTON ST
Type:	Contributor
Year built:	1909
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	424 S COLYTON ST
Type:	Contributor
Year built:	1930
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	428 S COLYTON ST
Other Address:	430 S COLYTON ST 432 S COLYTON ST
Type:	Contributor
Year built:	1930
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular; Art Deco



Primary Address:	431 S COLYTON ST
Other Address:	433 S COLYTON ST 439 S COLYTON ST 441 S COLYTON ST 432 S SEATON ST 436 S SEATON ST 440 S SEATON ST
Type:	Contributor
Year built:	1925
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular

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Primary Address:	433 S COLYTON ST
Other Address:	431 S COLYTON ST 439 S COLYTON ST 441 S COLYTON ST 432 S SEATON ST 436 S SEATON ST 440 S SEATON ST
Type:	Non-Contributor
Year built:	1930
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	436 S COLYTON ST
Type:	Contributor
Year built:	1929
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular; Art Deco



Primary Address:	441 S COLYTON ST
Other Address:	431 S COLYTON ST 433 S COLYTON ST 439 S COLYTON ST 432 S SEATON ST 436 S SEATON ST 440 S SEATON ST
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	442 S COLYTON ST
Other Address:	444 S COLYTON ST
Type:	Non-Contributor
Year built:	1928
Property type/sub type:	Industrial; Other
Architectural style:	No style

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Primary Address: 450 S COLYTON ST
Other Address: 1201 E 5TH ST
Type: Contributor
Year built: 1927
Property type/sub type: Industrial; Other
Architectural style: Unknown/not visible



Primary Address: 524 S COLYTON ST
Other Address: 518 S COLYTON ST
520 S COLYTON ST
522 S COLYTON ST
519 S HEWITT ST
521 S HEWITT ST
523 S HEWITT ST
525 S HEWITT ST
Type: Contributor
Year built: 1923
Property type/sub type: Industrial; Other
Architectural style: Vernacular



Primary Address: 527 S COLYTON ST
Other Address: 529 S COLYTON ST
533 S COLYTON ST
543 S COLYTON ST
547 S COLYTON ST
Type: Non-Contributor
Year built: 2015
Property type/sub type: Industrial; Other
Architectural style: No style



Primary Address: 1206 E FACTORY PL
Other Address: 1212 E FACTORY PL
1218 E FACTORY PL
Type: Contributor
Year built: 1923
Property type/sub type: Infrastructure-Water & Power; Utility Building (Water, Electrical Power, Natural Gas)
Architectural style: Vernacular

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Primary Address:	407 S HEWITT ST
Other Address:	411 S HEWITT ST 417 S HEWITT ST 423 S HEWITT ST
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	427 S HEWITT ST
Type:	Contributor
Year built:	1920
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular



Primary Address:	428 S HEWITT ST
Other Address:	432 S HEWITT ST
Type:	Contributor
Year built:	1904
Property type/sub type:	Industrial-Manufacturing; Factory
Architectural style:	Vernacular



Primary Address:	435 S HEWITT ST
Type:	Non-Contributor
Year built:	1990
Property type/sub type:	Industrial; Other
Architectural style:	No style



Primary Address:	441 S HEWITT ST
Other Address:	440 S COLYTON ST
Type:	Non-Contributor
Year built:	1980
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian

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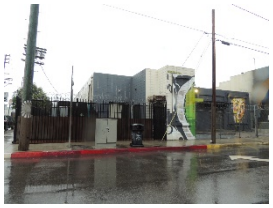
Primary Address:	355 S SANTA FE AVE
Type:	Contributor
Year built:	1907
Property type/sub type:	Infrastructure-Transportation-Rail; Railroad/Streetcar Building-Depot
Architectural style:	Beaux Arts Classicism



Primary Address:	406 S SEATON ST
Other Address:	800 E 4TH ST 402 S SEATON ST
Type:	Non-Contributor
Year built:	1974
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	412 S SEATON ST
Type:	Contributor
Year built:	1940
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	426 S SEATON ST
Type:	Contributor
Year built:	1925
Property type/sub type:	Industrial; Other
Architectural style:	Industrial, Utilitarian



Primary Address:	440 S SEATON ST
Other Address:	431 S COLYTON ST 433 S COLYTON ST 439 S COLYTON ST 441 S COLYTON ST 432 S SEATON ST 436 S SEATON ST
Type:	Contributor
Year built:	1920
Property type/sub type:	Industrial; Other
Architectural style:	Vernacular

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Appendix C – Building Permit History

1129 E. 5th Street Building Permit History				
Date	**Address**	**Work Completed**	**Value**	**Owner**
12/05/1918	451-457 Colyton St.	Bound up two openings and take out See of [?] [?] and build about 20 [?] stalls [?] [?] to separate express packaged from Christmas business yard to be used only until after the holidays	$100.00	American Railway Express Co.
06/09/1919	451 & 457 Colyton St.	Close up north side about 35ft long by 14ft high with 1ft x 12ft [?] and 2ft x 4ft girts Build one pair doors to slide about 9ft x18ft facing Colyton St.	$100.00	American Railway Express Co.
11/06/1929	450 Seaton St.	Enlarge present office 9ft x 18ft by moving present partition 9ft and ceiling Both ends to be 14ft [?] same tenant both sides	$200.00	Paper Supply Company
05/10/1937	455 Colyton St.	Build one manager office, one display room, one ladies rest room on first floor	$650.00	Maydwell & Hartzell
01/19/1939	450 Seaton St.	Partition off new 12ft x16ft show room with temporary partition on first floor	$200.00	C. Bolyard (Paper Supply Office and Warehouse)
01/24/1944	457 S. Colyton St.	Alterations to roof	$535.00	Jennings-Nibley Warehouse
??/??/1949	455 Colyton St.	Alterations to sprinkler system	$108.00	Maydwell & Hartzell
04/03/1958	455 Colyton St.	Interior partitions on first floor	$300.00	Jennings Nibley Co.
03/30/1965	450 S. Seaton St. (1101 East 5th St.)	Parapet correction	$2,000.00	Mr. N. Weber
11/19/1981	454 Seaton St. # 3	Add bathroom	$800.00	Bill Brothers
10/12/1982	450 Seaton St.	Install anchors per Div. 68	$50,000.00	Bill Brothers
03/06/1984	450 Seaton St.	Div. 68, full compliance	$30,000.00	Bill Brothers
07/09/1984	1101 E. 5th St.	Change of occupancy from G-1 to G-1/G-2. Build a 15ftx20ft room inside	$10,00.00	A. E. Investments
05/30/1986	450 Seaton St.	Structural alteration on first floor (Class II)	$15,000.00	Bill Brothers
01/10/1989	454 Seaton St.	Change of occupancy to artist-in-residence (2nd level only)	Certificate of Occupancy	Bill Brothers
11/03/1992	454 Seaton St.	Conversion of a 300ft x	Certificate of	Bill Brothers

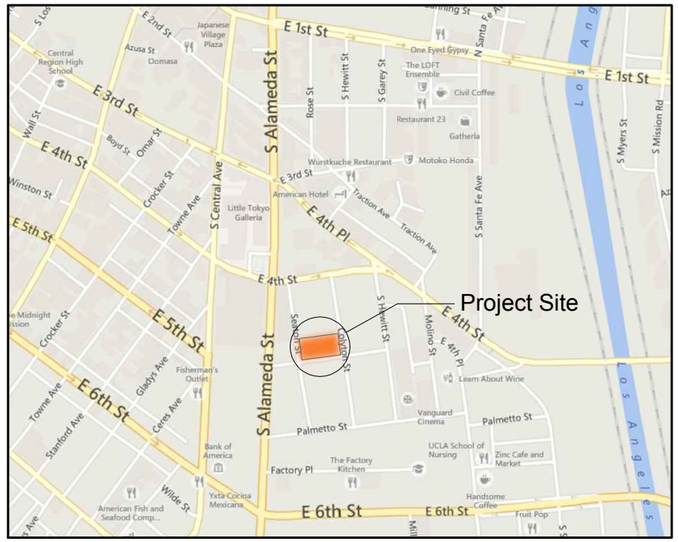
1129 E. 5th Street Building Permit History				
Date	**Address**	**Work Completed**	**Value**	**Owner**
		150ft, type III-N, 2nd floor warehouse to a 10-unit artist in residence	Occupancy	
04/15/2009	1101 E. 5th St.	Windows and entry door change-out (same size & type) for residential buildings	$5,500.00	Capital KCS LLC
09/24/2009	1101 E. 5th St.	Replace ceiling panels to comply with CA fire violation #35420, No change to ceiling grid lines	$8,000.00	Capital KCS LLC
04/28/2010	1101 E. 5th St.	Wet sandblasting	$6,500.00	Capital KCS LLC
02/02/2010	457 S. Colyton St.	Installation of a 99.9KW photovoltaic system and 54 panels on the roof	$15,000.00	Capital KCS LLC
02/22/2010	1101 E. 5th St.	Tenant improvement to existing food salvage cleaning warehouse on ground portion of 152ft x 300ft, type III-B URM Building. Interior alteration to add accessory office area (727SF) and sample display area (645SF) and exterior alteration on storefront.	$30,000.00	Capital KCS LLC
06/14/2010	1101 E. 5th St.	Re-open closed existing windows and doors of existing URM building Also include change in direction of wheel chair ramp	$30,000.00	Capital KCS LLC
07/06/2012	456 S. Seaton St.	Additional address for corner tenant of E. warehouse on the 1st floor [no new construction/(E) demising wall used to create (2) tenants], original address 1101 E. 5th Street	$0.00	Capital KCS LLC

Appendix D – Entitlement Submittal

Arts District Center

1101 E. 5th Street, Los Angeles, CA 90013





Vicinity Map
NTS

Sheet Index

0	Cover	L1	Overall Plan
1	Project Summary	L2	Ground Plan
2	Site Plan	L3	Concept Imagery
3	Ground Level Plan	L4	3rd Level Plan
4	2nd Level Plan	L5	Concept Imagery
5	3rd Level Plan	L6	Roof level Plan
6	4th-9th Level Plan	L7	Concept Imagery
7	10th Level Plan		
8	11th Level Plan	C1	Site Survey
9	12th Level Plan		
10	Roof Plan		
11	B1 Level Plan		
12	B2 Level Plan		
13	B3-B5 Level Plan		
14	Building Section		
15	5th Street (South) Elevation		
16	Seaton Street (West) Elevation		
17	North Elevation		
18	Colyton Street (East) Elevation		
19	Signage - 5th Street (South) Elevation		
20	Signage - Colyton Street (East) Elevation		
21	3D Rendering 1		
22	3D Rendering 2		
23	Material Board		
24	Material Board cont'd		

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November 22, 2016

Arts District Center

1101 E 5th Street, Los Angeles, California 90013
APN: 5163025009

Arts District Development, LLC

Project Summary

Address: 1101 E 5th Street, Los Angeles, CA 90013

Existing Zone - M3-1-RIO
Proposed Zone - C2-2 (Per LAMC)
Proposed GPA - Regional Commercial
Lot Area - 45,721 sf (1.05 Acres)
43,700 sf After Dedications / Easements

Proposed FAR - 8.1:1
370,340 sf (Floor Area) / 45,721 sf = 8.1:1

Gross Floor Area*

Level	Residential	Hotel	Retail	Restaurant	Art Gallery	CoLab	Total
Ground	1,757 sf	490 sf	14,336 sf	8,296 sf	-	-	24,879 sf
2nd	-	-	12,643 sf	18,436 sf	-	-	31,079 sf
3rd	-	16,204 sf	-	-	10,341 sf	3,430 sf	29,975 sf
4-11th	198,264 sf	72,338 sf	-	-	-	-	270,602 sf
12th	-	8,818 sf	-	4,987 sf	-	-	13,805 sf
Total	**200,021 sf**	**97,850 sf**	**26,979 sf**	**31,719 sf**	**10,341 sf**	**3,430 sf**	**370,340 sf**

* FAR= Area confined within the exterior walls of a building, but not including the area of exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.

Building Setbacks
Commercial (Required / Provided)
Front (Colyton, Seaton): 0' / 0'
Side (5th, North PL): 0' / 0'

Residential (Required / Provided)
Front: 0' / 0'
Side: 12' / 12'

Building Height
Maximum Height - 148'
Proposed Height - 148' (12 Stories)

148'-0" (top of parapet), 154'-0" (top of mechanical)

Maximum Residential Density Allowed
C2 Zone (use R5 Zone): 45,721 sf / 200 = 228 Units
35% Density Bonus: 80 Units
Maximum Density: 308 Units

Residential**
Proposed - 129 Units

Live/Work 1BR (620 sf) -	15 Units	(11.6%)
Live/Work 1BR (710 sf) -	5 Units	(3.9%)
Live/Work 1BR (790 sf) -	15 Units	(11.6%)
Live/Work 1BR (800 sf) -	5 Units	(3.9%)
Live/Work 1BR (880 sf) -	5 Units	(3.9%)
Live/Work 1BR (890 sf) -	5 Units	(3.9%)
Live/Work 1BR + Den (1,000 sf) -	5 Units	(3.9%)
Live/Work 1BR + Den (1,430 sf) -	40 Units	(31.0%)
Penthouse 2BR (1,120 sf) -	6 Units	(4.6%)
Penthouse 2BR + Den (1,310 sf) -	1 Unit	(0.8%)
Penthouse 2BR + Den (1,390 sf) -	3 Units	(2.3%)
Penthouse 2BR + Den (1,400 sf) -	1 Unit	(0.8%)
Penthouse 2BR + Den (1,570 sf) -	3 Units	(2.3%)
Penthouse 2BR + Den (1,640 sf) -	2 Units	(1.6%)
Penthouse 2BR + Den (1,730 sf) -	2 Units	(1.6%)
Penthouse 2BR + Den (1,740 sf) -	12 Units	(9.2%)
Penthouse 2BR + Den (2,050 sf) -	1 Unit	(0.8%)
Penthouse 2BR + Den (2,080 sf) -	3 Units	(2.3%)

Net Residential
= 154,000 sf

Average Unit Area
=1,194 sf

** 11% Very Low Income Affordable Units: 15 Units

Hotel
Proposed - 113 Rooms

Guest (390 sf) -	77 Rooms	(68.1%)
Guest (425 sf) -	7 Rooms	(6.2%)
Guest (465 sf) -	7 Rooms	(6.2%)
Guest (630 sf) -	15 Rooms	(13.3%)
Suite (790 sf) -	4 Rooms	(3.5%)
Suite (820 sf) -	1 Room	(0.9%)
Suite (865 sf) -	1 Room	(0.9%)
Suite (1,025 sf) -	1 Room	(0.9%)

Net Hotel
= 51,575 sf

Commercial:
Net Proposed - 63,830 sf
Retail - 24,950 sf
Restaurant - 25,380 sf
Art Gallery - 10,200 sf
Artist CoLab - 3,300 sf

Open Space Required - 16,275 sf
50 Units (< 3 Habitable Rms) x 100 sf = 5,000 sf
51 Units (= 3 Habitable Rms) x 125 sf = 6,375 sf
28 Units (> 3 Habitable Rms) x 175 sf = 4,900 sf

Open Space Provided - 22,500 sf
3rd Level Terrace - 9,000 sf
Roof Garden, Pool, Terrace - 13,500 sf

Residential Storage at Level B1 - 18,400 sf

Vehicular Parking

Residential - 149 Spaces
50 Units (< 3 Habitable Rooms) @ 1:1 = 50
79 Units (≥ 3 Habitable Rooms) @ 1.25:1 = 99

Hotel - 27 Spaces
1-20 Rooms @ .5:1 = 10
21-40 Rooms @ .25:1 = 5
41-113 Rooms @ .17:1 = 12

Commercial - 128 Spaces
Retail - 24,950 sf (1:500) = 50 Spaces
Restaurant - 25,380 sf (1:500) = 51 Spaces
Art Gallery - 10,200 sf (1:500) = 20 Spaces
Artist Colab - 3,300 sf (1:500) = 7 Spaces

Parking Required: 304 Spaces

Parking Provided - 539 Spaces Total
480 Automated Parking (160 Spaces x 3 Levels)
59 Valet Parking

Bicycle Parking

	Long Term (@ B1 Level)	**Short Term** (@ Ground Level)
Residential	129 x 1 S/U = 129 Spaces	129 x 0.1 S/U = 13 Spaces
Hotel	113 Rooms / 20 = 6 Spaces	113 Rooms / 20 = 6 Spaces
Retail	24,950 / 2,000 = 12 Spaces	24,950 / 2,000 = 12 Spaces
Restaurant	25,380 / 2,000 = 13 Spaces	25,380 / 2,000 = 13 Spaces
Art Gallery	10,200 / 10,000* = 2 Spaces	10,200 / 10,000* = 2 Spaces
Artist Colab	3,300 / 5,000* = 2 Spaces	3,300 / 10,000* = 2 Spaces
Required	**164 Spaces**	**48 Spaces**
Provided	**164 Spaces**	**48 Spaces**

*Min. 2 Spaces

Arts District Center

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Arts District Development, LLC

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1

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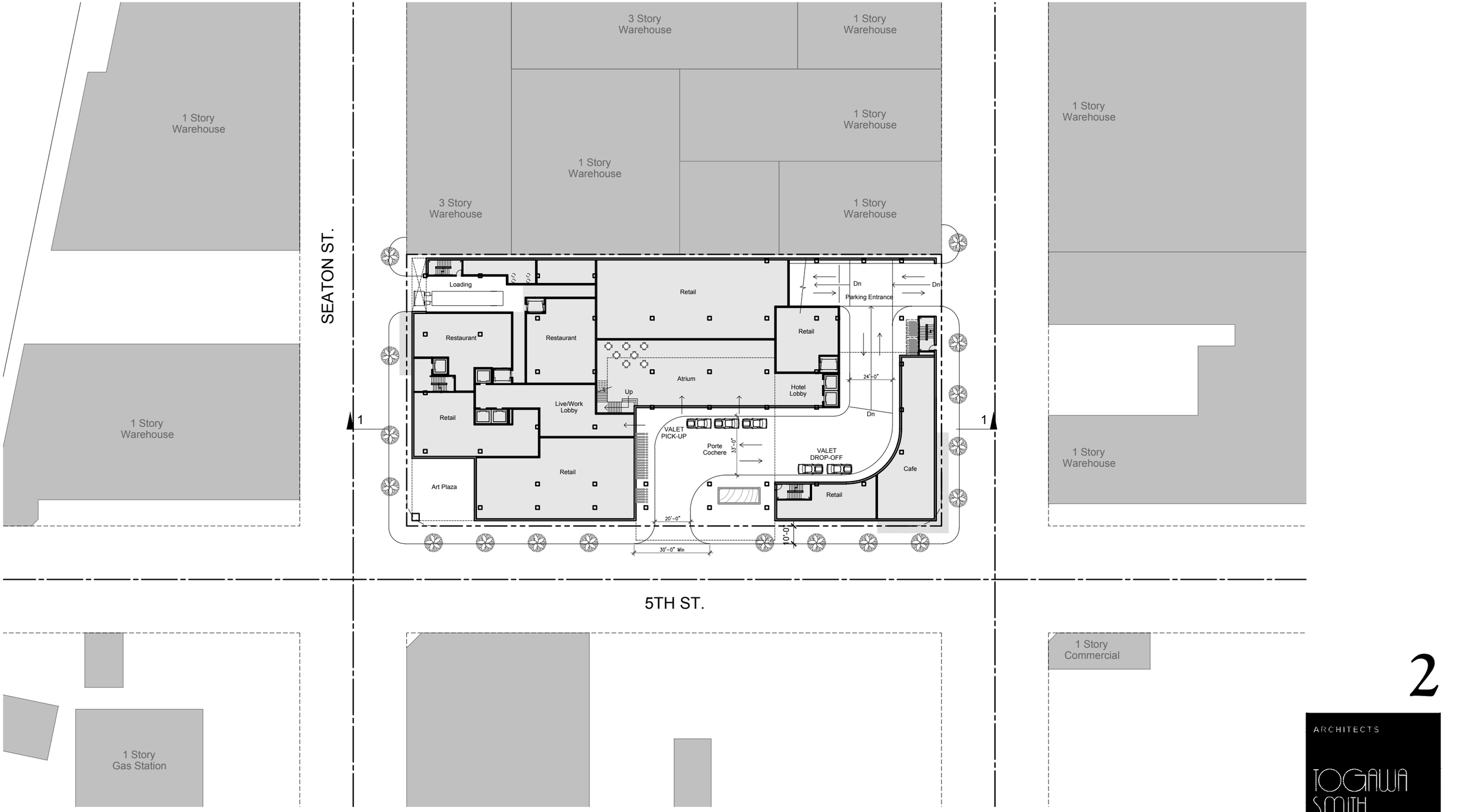

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Site Plan

0 30 60 120 ft

2

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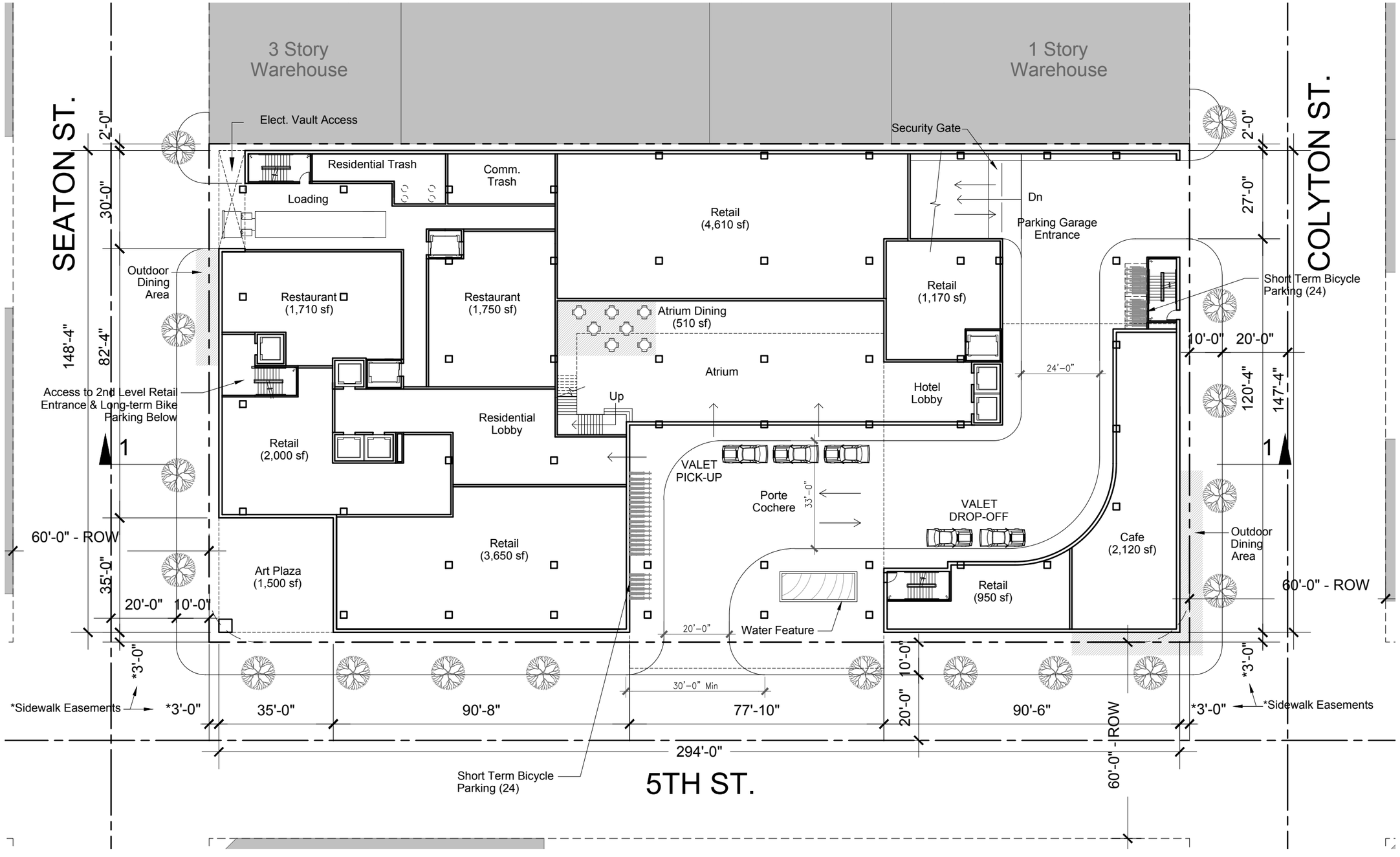

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Ground Level Plan

0 15 30 60 ft

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3

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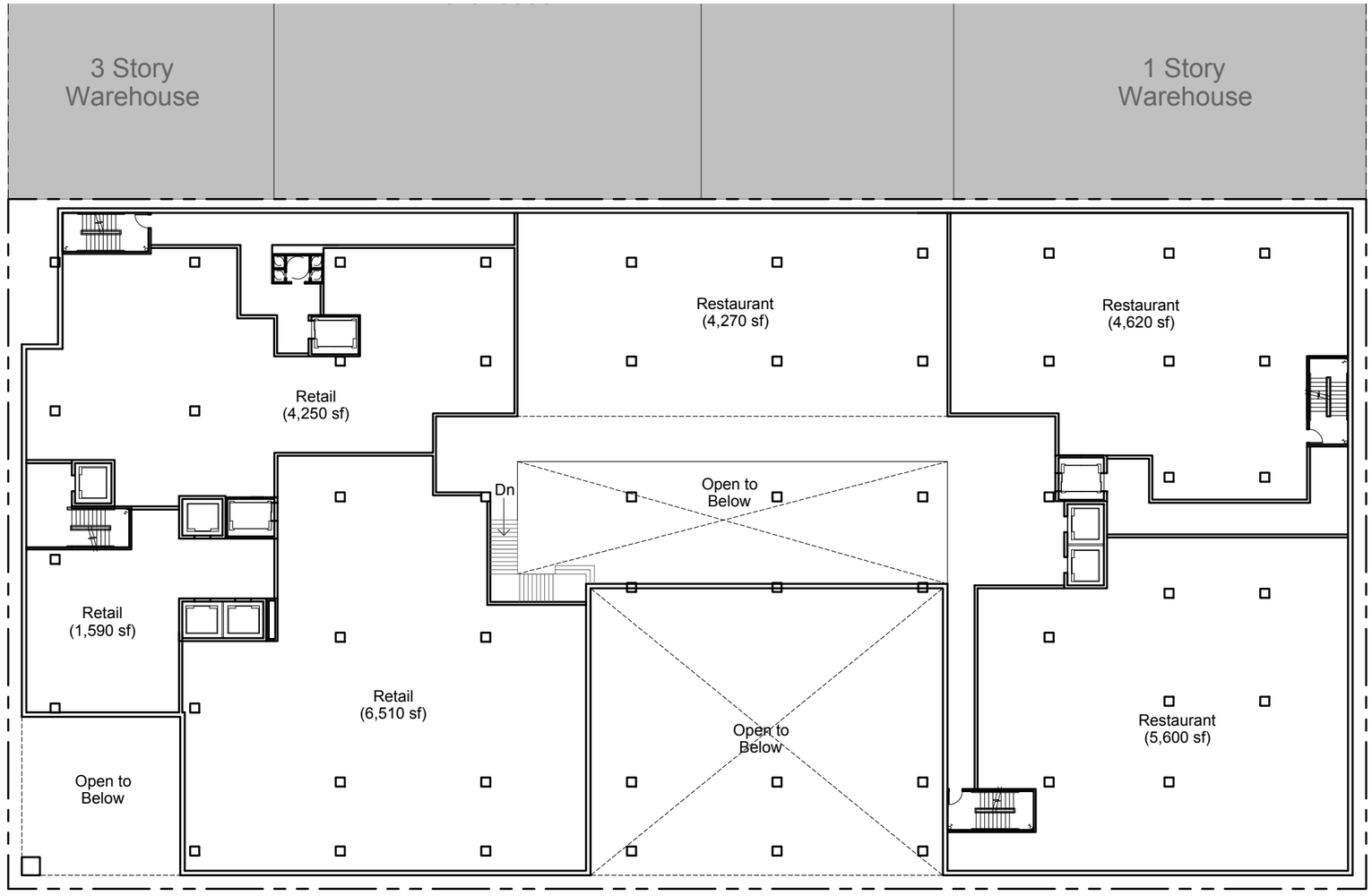

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5TH ST.

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2nd Level Plan

0 15 30 60 ft

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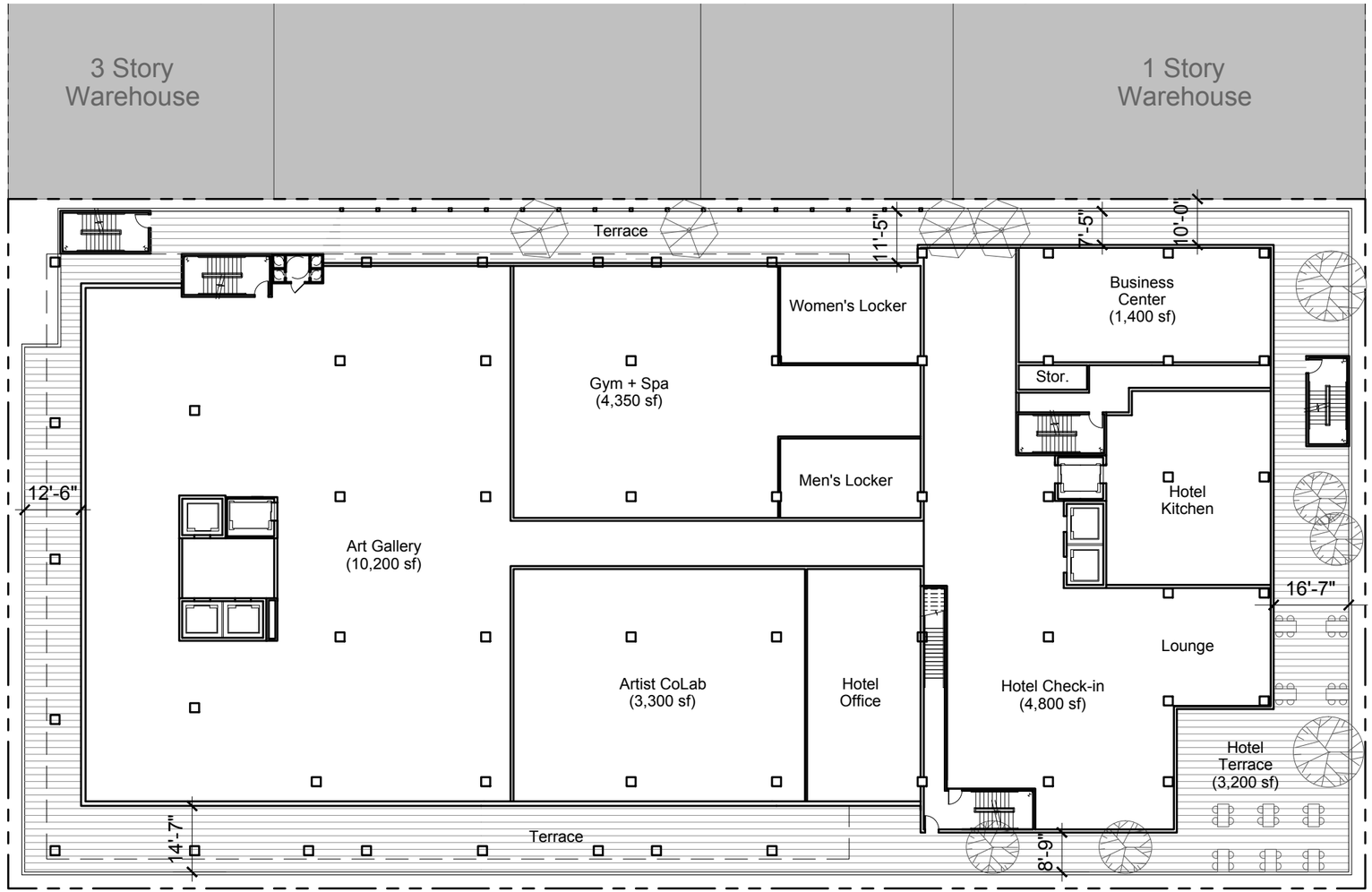

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3rd Level Plan

0 15 30 60 ft

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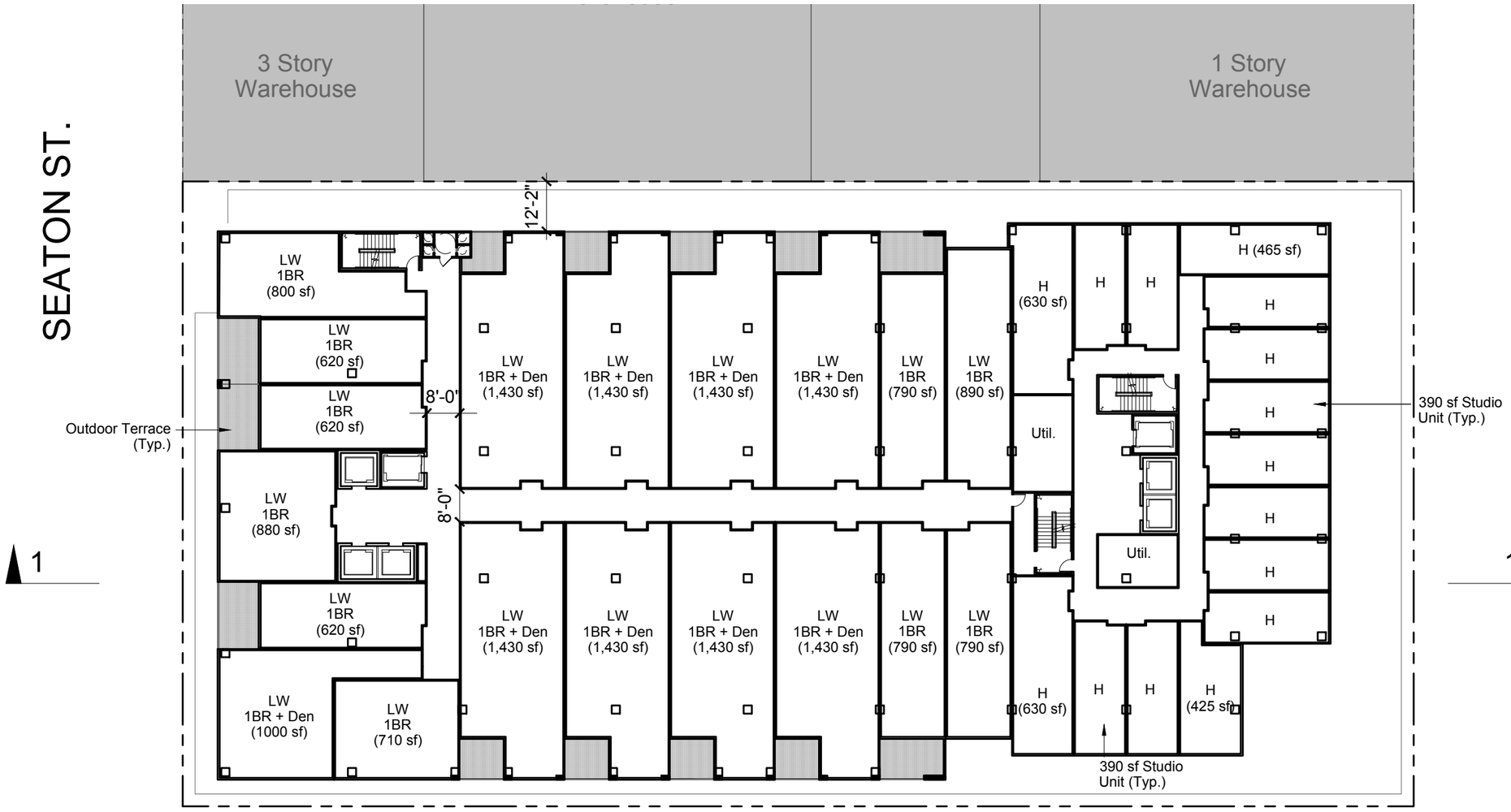

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4th-8th Level Plan

0 15 30 60 ft

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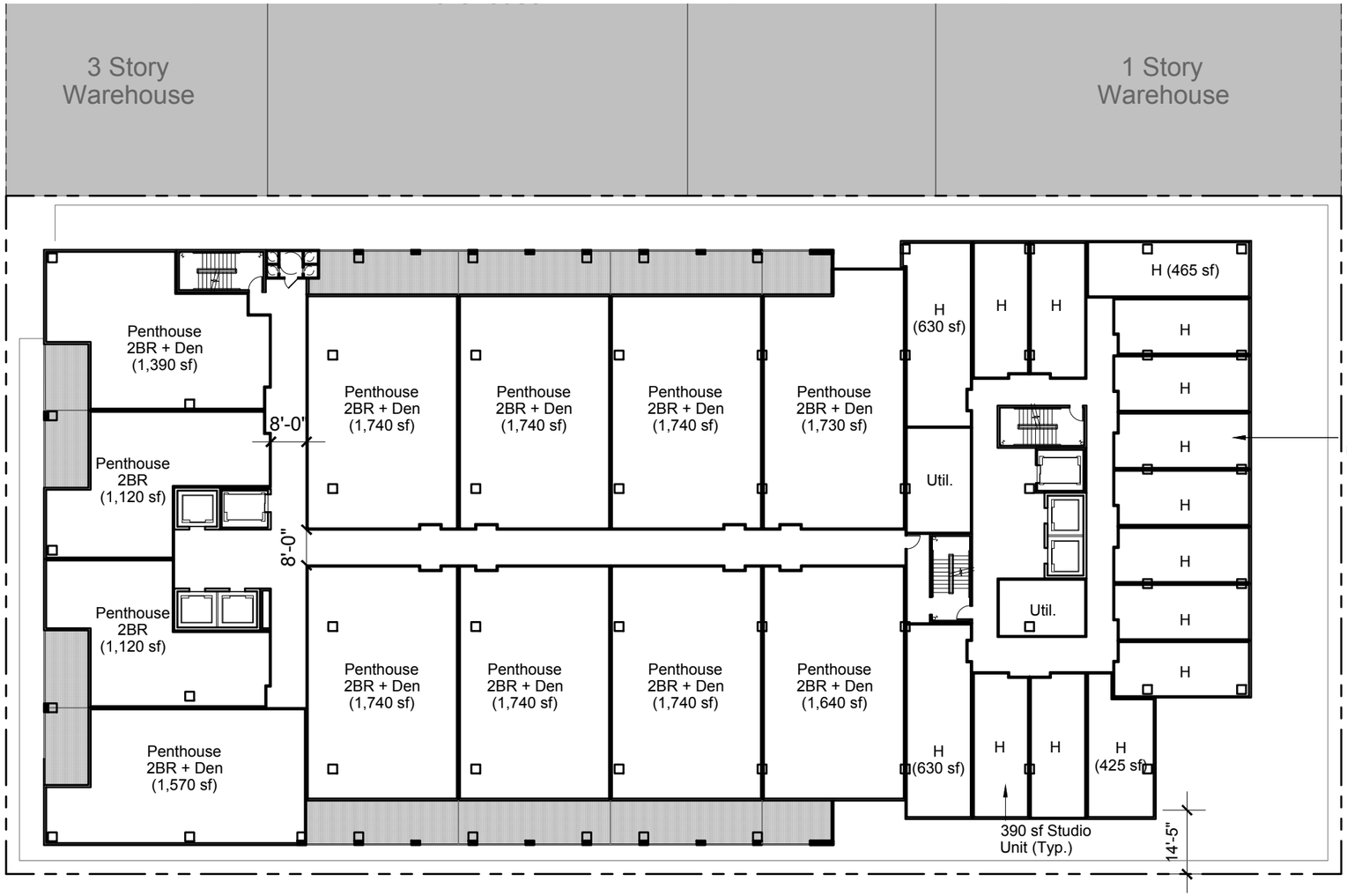

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7

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9th - 10th Level Plan

0 15 30 60 ft

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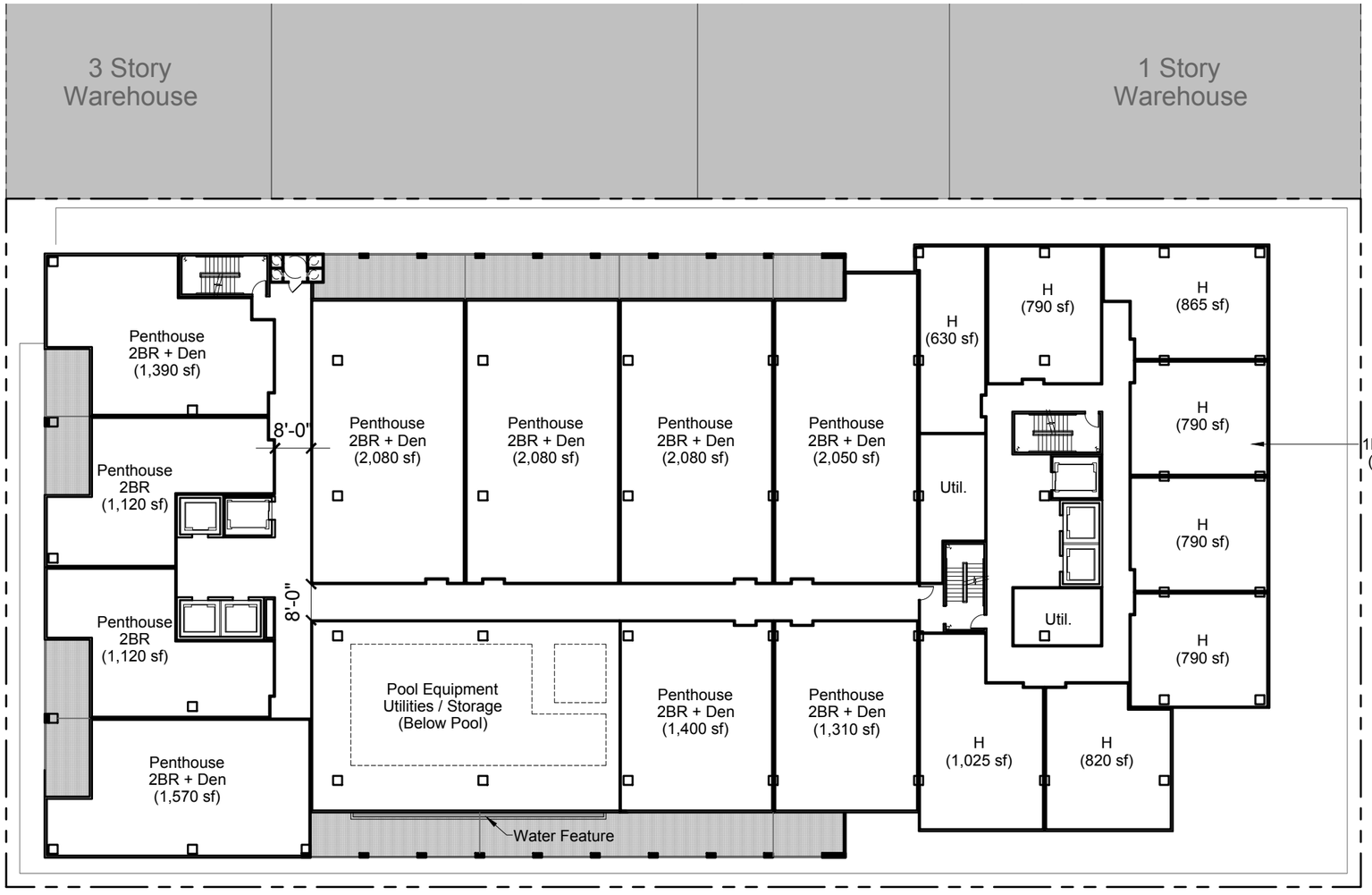

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11th Level Plan

0 15 30 60 ft

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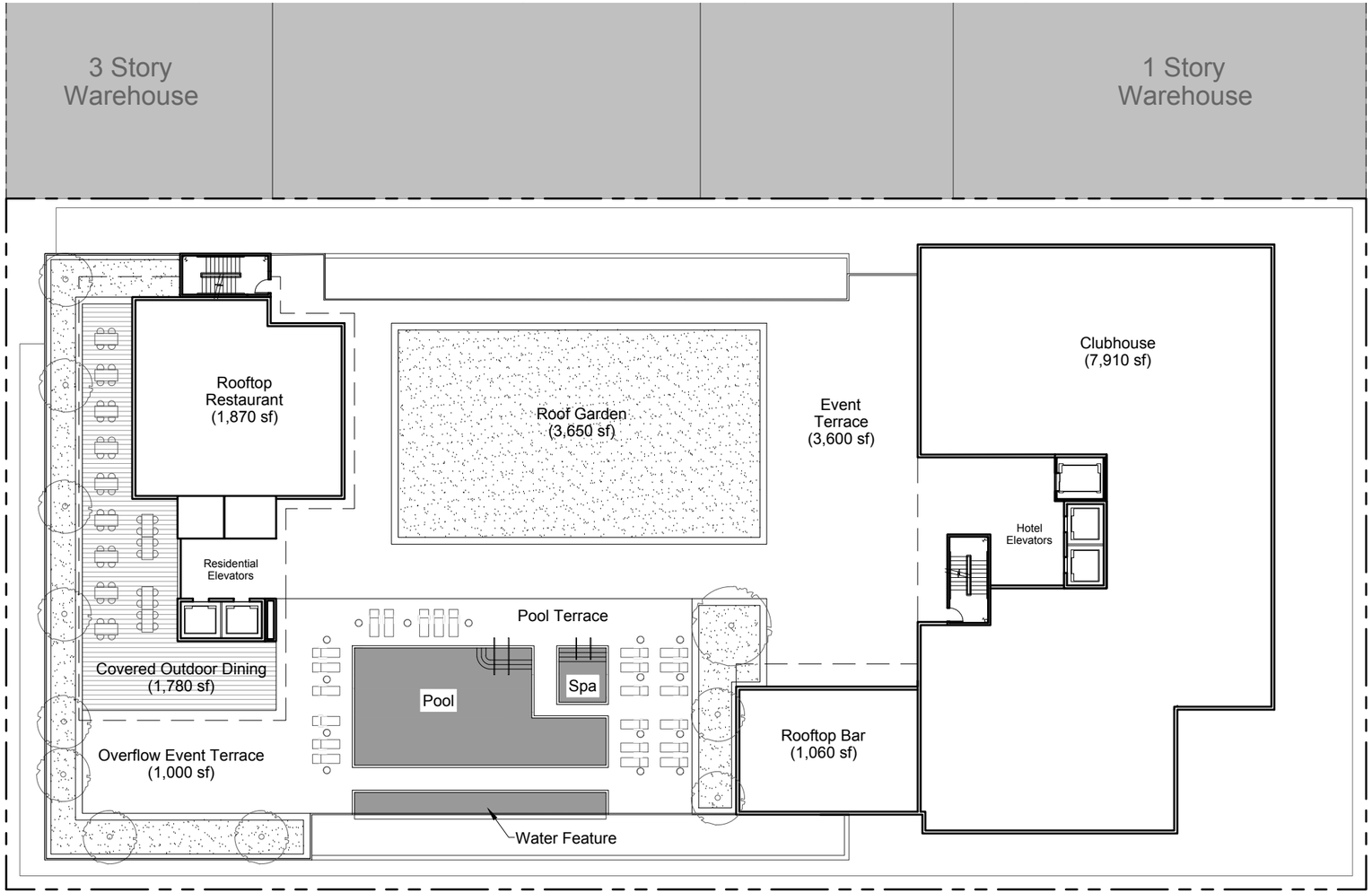

COLYTON ST.

1

5TH ST.

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12th Level Plan

0 15 30 60 ft

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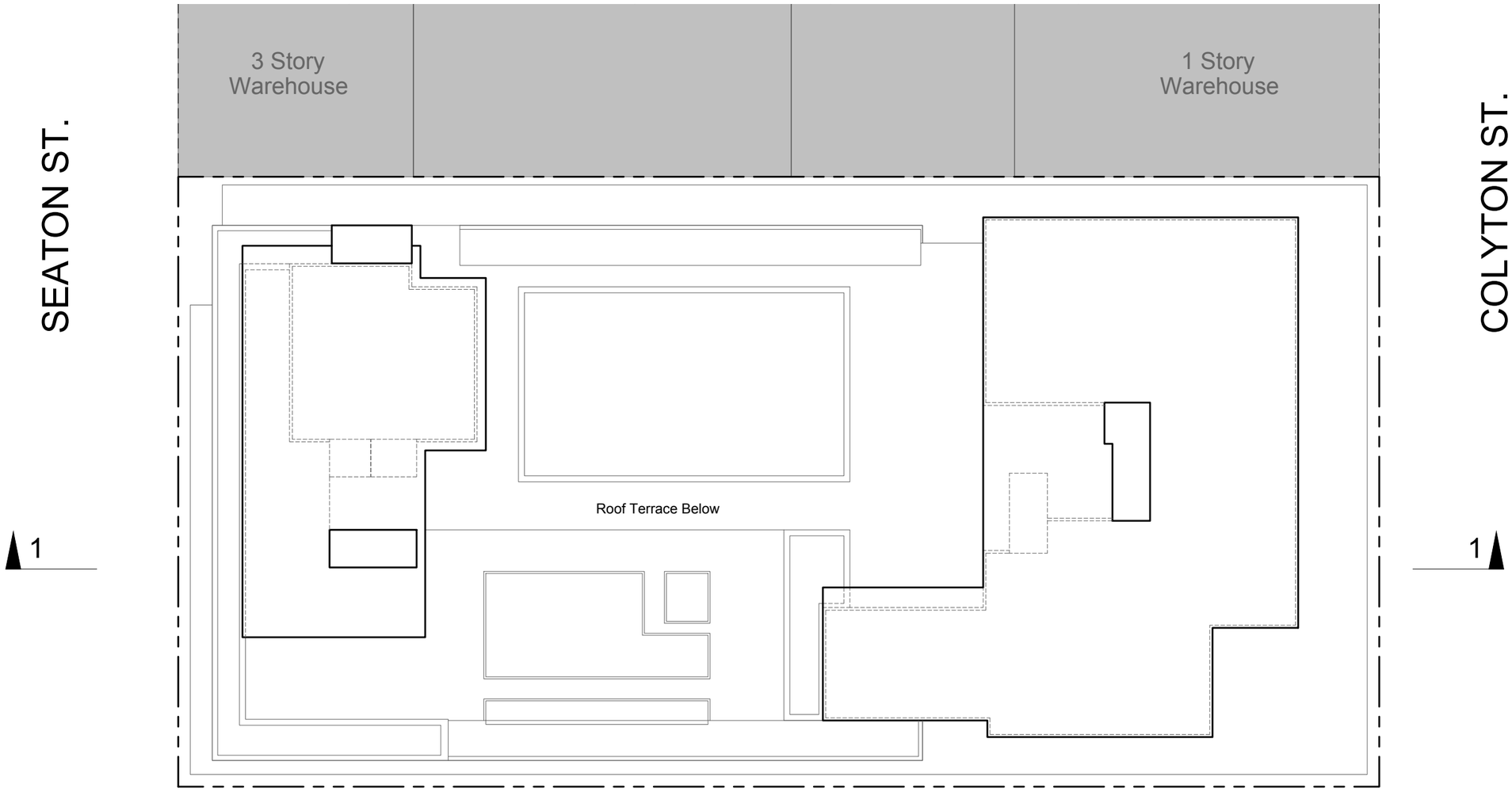

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Roof Plan

0 15 30 60 ft

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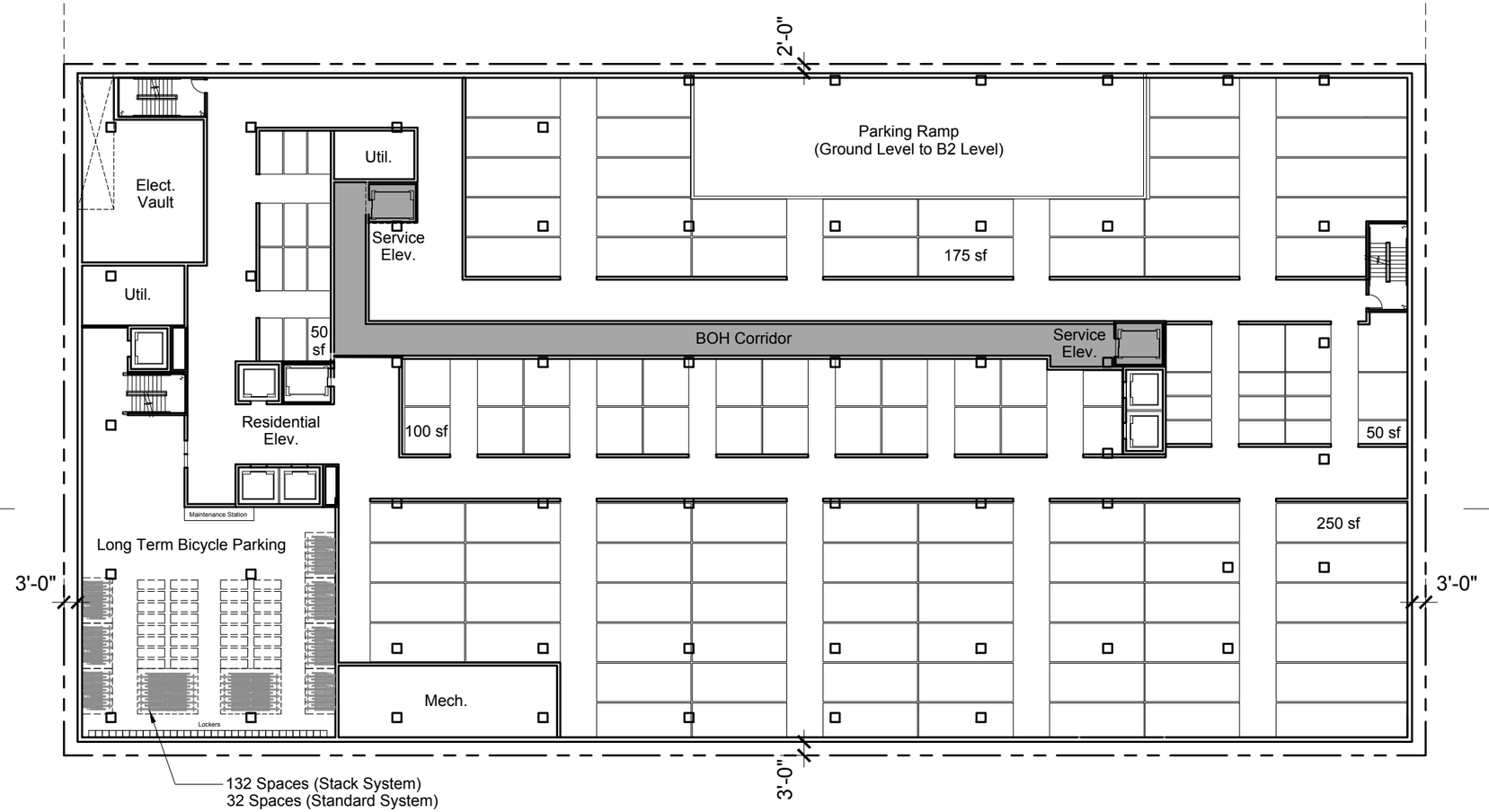

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5TH ST.

Resident Storage Tabulations

50 sf Unit - 22 Units
100 sf Unit - 29 Units
175 sf Unit - 68 Units
250 sf Unit - 10 Units

Total Storage Units = 129
Total Storage Area = 18,400 sf
Average Storage Unit Size = 143 sf

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B1 Level Plan

0 15 30 60 ft

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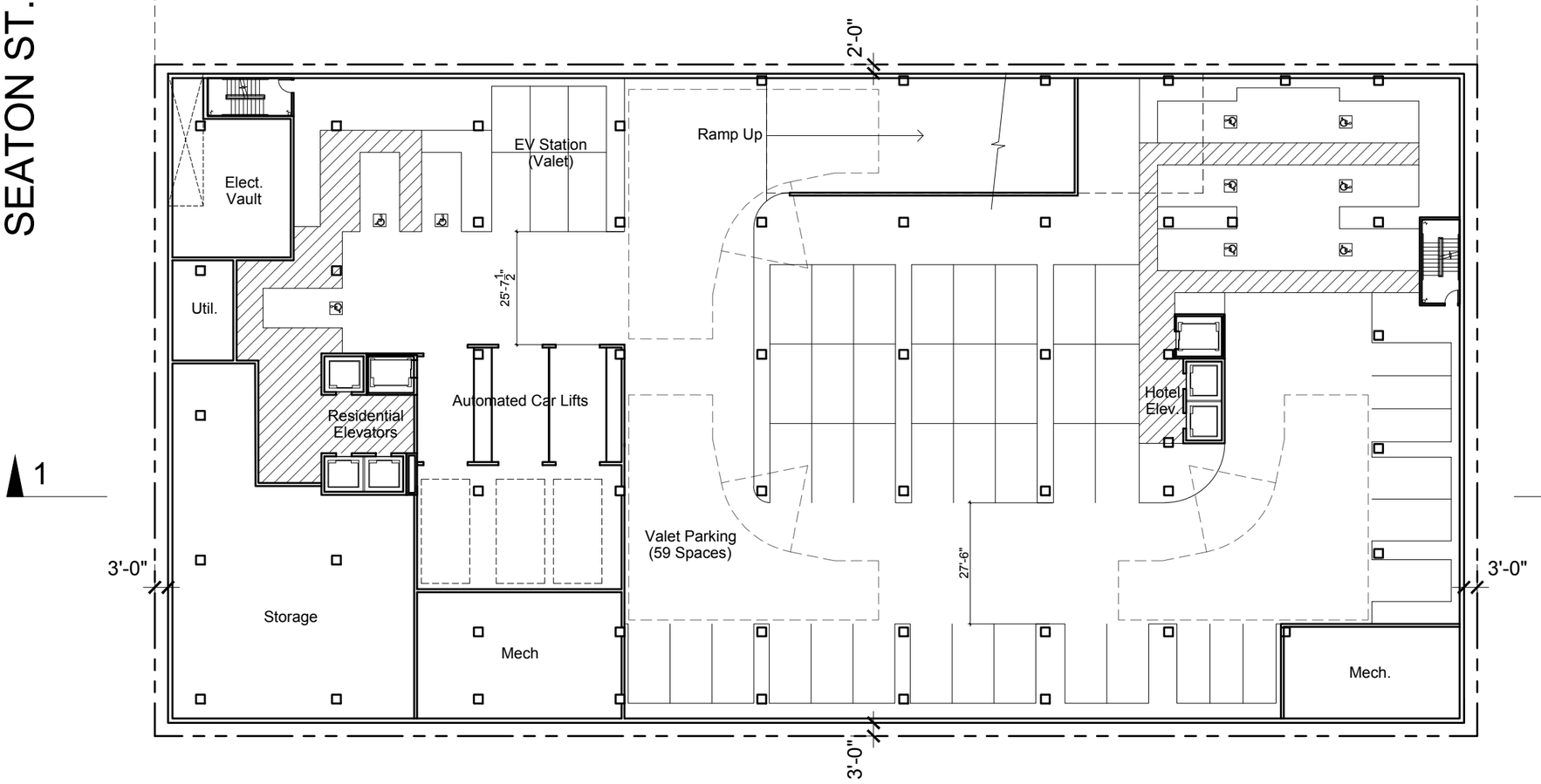

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B2 Level Plan

0 15 30 60 ft

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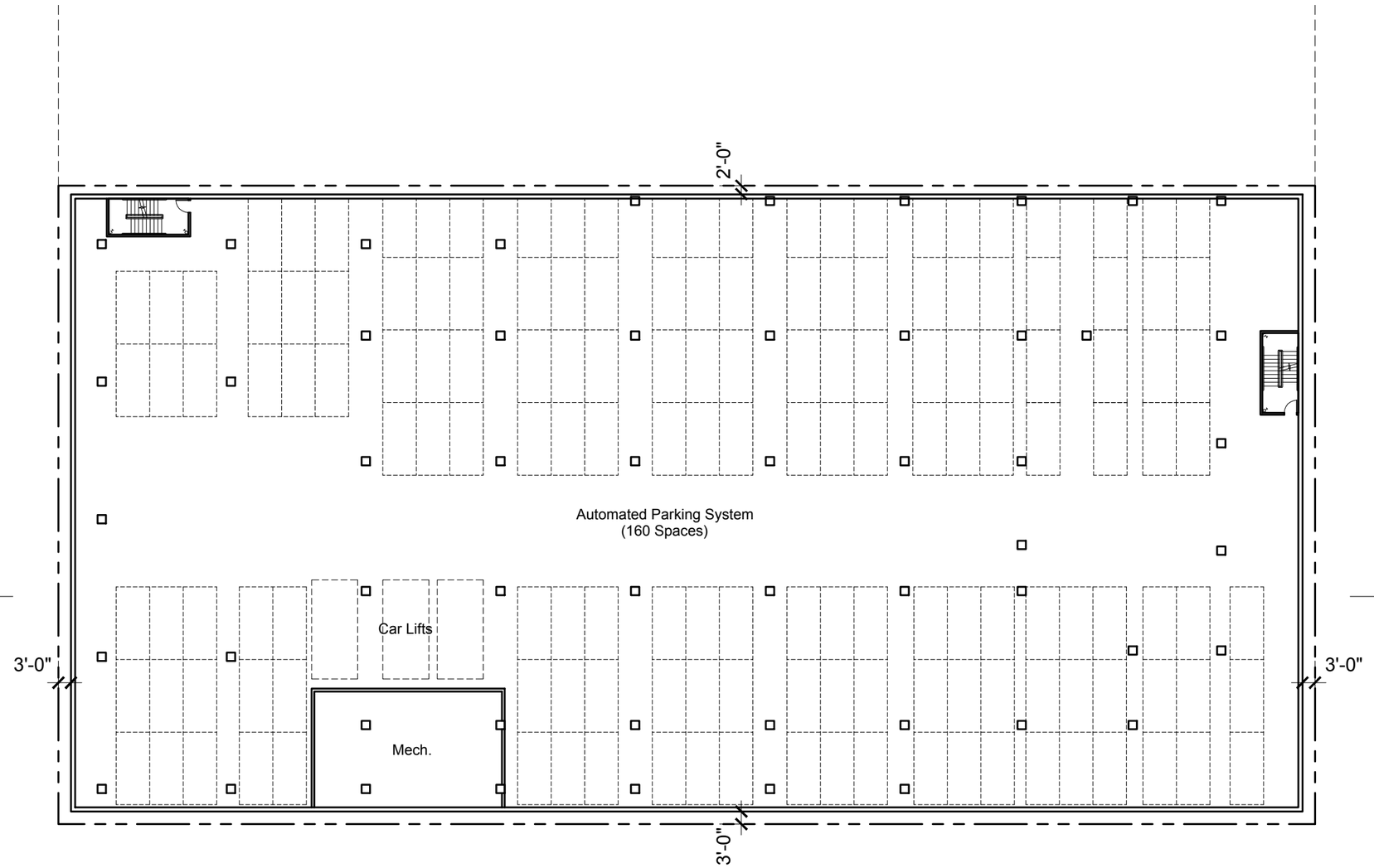

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B3 - B5 Level Plan

0 15 30 60 ft

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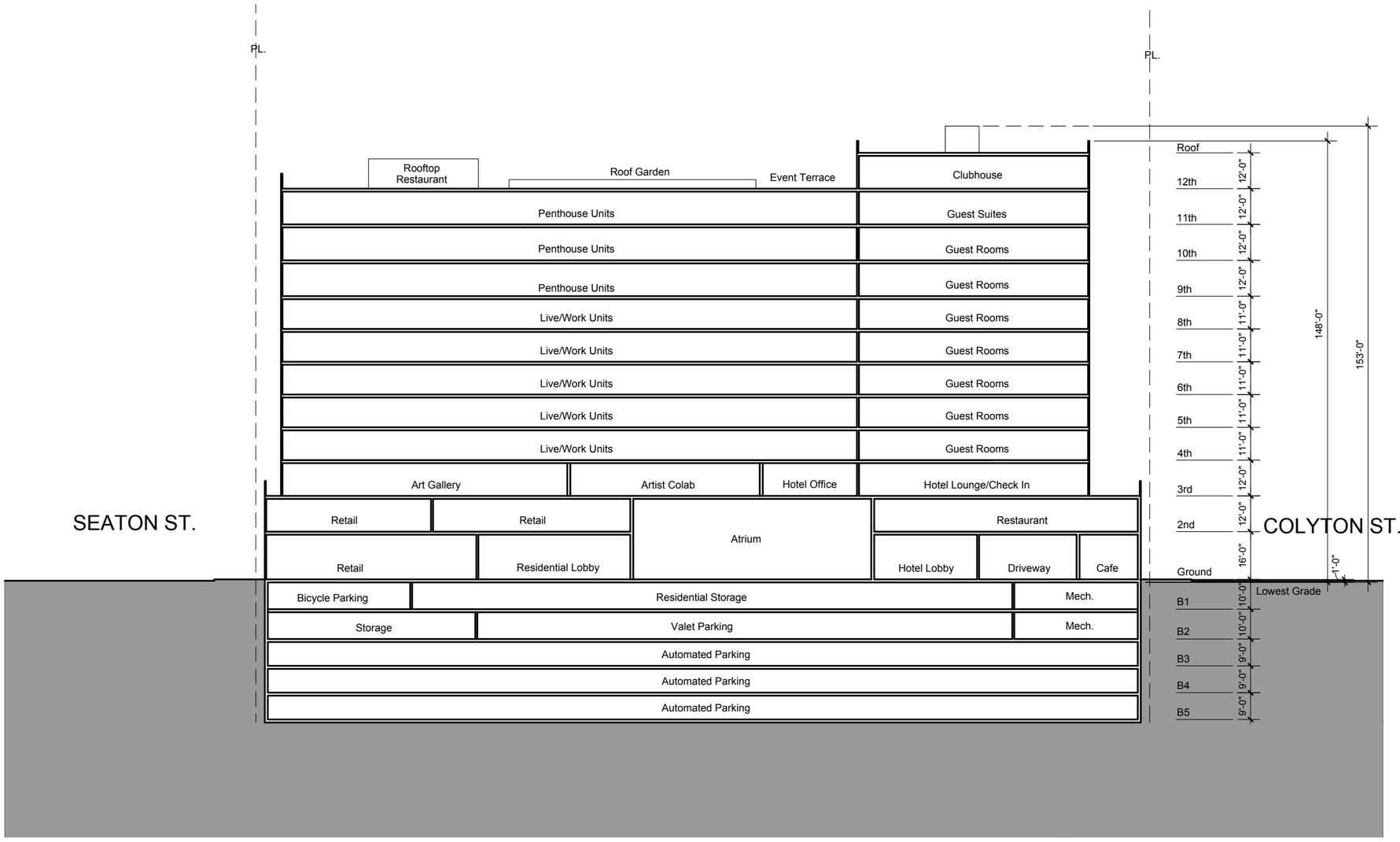

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Arts District Development, LLC

Building Section

0 20 40 80 ft

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ARCHAEOLOGICAL RESOURCE ASSESSMENT FOR THE ARTS DISTRICT CENTER PROJECT, CITY OF LOS ANGELES, CALIFORNIA

CASE NO. ENV-2016-4476-EIR

February 2019

PREPARED FOR

Arts District Development, LLC
1129 East 5th Street
Los Angeles, CA 90013

PREPARED BY

SWCA Environmental Consultants
51 West Dayton Street
Pasadena, California 91105

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Archaeological Resource Assessment for the Arts District Center Project, City of Los Angeles, California

CASE NO. ENV-2016-4476-EIR

Prepared for

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Prepared by

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SWCA Project No. 048472.00
SWCA CRRD Report No. 18-151

February 2019

Keywords: CEQA; archaeological resources; Yaanga, Yagna; Zanja No. 2; 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, City of Los Angeles, Los Angeles County; Assessor's Parcel Number 5163-025-009; Township 1 South, Range 13 West; USGS Hollywood, California 7.5-minute topographic quadrangle

MANAGEMENT SUMMARY

Purpose and Scope: Arts District Development, LLC (the Project Applicant), retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resource review and sensitivity assessment in support of the proposed Arts District Center Project (the Project) in the city of Los Angeles, California. The Project proposes to demolish existing lot uses and construct a mixed-use commercial and residential building on a 1.05-acre parcel (Project area). The Project is in the Arts District neighborhood of the city with street frontages on 5th Street to the south, Seaton Street to the west and Colyton Street to the east. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency for the Project. The following study was conducted to analyze any potential impacts this Project may have on archaeological resources located in the Project area for purposes of compliance with the California Environmental Quality Act (CEQA). This study pertains only to archaeological resources and distinguishes different types of archaeological sites based on cultural and temporal affiliations that are referred to as prehistoric and historic-period sites; assessment of buildings, structures, objects, and other elements of the historical built environment are not included here and are assessed in a separate report. The report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), Sacred Lands Files (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood of archaeological resources within the Project area.

Dates of Investigation: SWCA conducted a confidential search of the CHRIS for the Project area plus a 0.5-mile radius on February 14, 2018, at the South Central Coastal Information System (SCCIC) located at California State University, Fullerton. Confidential CHRIS results include specific information on the nature and location of sensitive archaeological sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented archaeological resources and inform the impact analysis.

Sacred Lands File Search: On July 11, 2017, the results of an SLF search from the NAHC were received. The NAHC letter indicated that there are no sacred sites in the SLF documented within the Project area, but that the area is "sensitive for potential tribal cultural resources." A list of five Native American contacts was provided and suggests contacting them to provide information on sacred lands that may not be listed in the SLF. Each of these individuals were already included in the City's Assembly Bill 52 (AB 52) notification list and all additional outreach was conducted as part of compliance with AB 52 (PRC Section 21082.3) and is reported separately as part of a tribal cultural resources assessment.

CHRIS Records Search and Archival Research: Results of the CHRIS search indicated that 64 cultural resource studies have been conducted within 0.8 km (0.5 mile) of the Project area, one of which intersects the Project area but did not include any relevant information to the current study. A total of nine previously recorded cultural resources with archaeological components were documented in the CHRIS within a 0.5-mile radius of the Project area, none of which are located within the Project area. Each of the sites are historic-period archaeological sites and do not contain prehistoric components. Though not directly within the Project area, P-19-004460 (hereafter CA-LAN-4460H) was documented in a block nearby with a similar land-use history as the Project area.

Archival research also identified a historic-period water conveyance feature, Zanja No. 2, mapped as intersecting the western half of the Project area. Material remains from components of the zanja system have been identified elsewhere in Los Angeles and when encountered have been either determined eligible, recommended as eligible, or treated as eligible for listing on the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). Segments of the Zanja Madre and Zanja No. 3 were identified on three separate occasions and determined to be eligible for listing on

the NRHP. Most recently, a segment of the Zanja Madre was nominated to the NRHP under Criterion A (equivalent to CRHR Criterion 1) for its association with events that have made a significant contribution to broad patterns of history, specifically the urban and agricultural development of Los Angeles. The zanja system as a whole—Zanja Madre, numbered zanja segments, associated reservoirs—has not been evaluated for eligibility to the NRHP or CRHR.

Archaeological Sensitivity: No known prehistoric archaeological sites are present within the Project area. Because of the proximity to the Los Angeles River and the estimated location of Gabrielino village site of Yaanga relative to the Project area, SWCA finds an overall increase in the sensitivity for Native American activity near the Project area. However, SWCA finds that the presence of non-native or otherwise historically modified disturbances at depths of 8–12 feet (2.5–3.7 m), combined with evidence of a high-energy depositional setting in the alluvial substrate, significantly reduces the potential for the preservation of any prehistoric or historic-period Native American archaeological resources within the Project area. Given these considerations, SWCA finds the Project area has a low sensitivity for containing prehistoric or historic-period Native American archaeological resources.

Developments within the Project area throughout the late-nineteenth to early-twentieth centuries were identified through historical maps and photographs that record a sequence of building construction and demolition, including a variety of industrial and warehouse facilities and two 1890s residences. Geotechnical bores taken from the Project area identified construction material up to 12 feet below the surface, suggesting that additional archaeological materials likely exist. Though no archaeological resources have been previously recorded within the Project area, it is possible that historic-period archaeological sites could be preserved below the current ground surface, especially within the surface fill identified in the geotechnical bores. Specifically, there is potential to encounter the remains of Zanja No. 2 in the form of a wooden flume box, domestic refuse or building materials associated with two 1890s residences, and construction material and building foundations associated with two warehouses demolished in the 1910s. For these reasons, SWCA finds the Project area has a high sensitivity for containing historic-period archaeological sites, which have the highest probability to occur in the soil strata defined as fill, estimated to extend at least 12 feet below the surface.

Impacts and Recommended Mitigation Measures: The Project design currently includes approximately 50 feet of excavation below grade to meet the geotechnical requirements for the building foundations and accommodate four or five levels of subterranean parking. Without mitigation, physical destruction of an archaeological resource eligible for listing in the CRHR would result in a significant impact under CEQA. To address potential impacts to previously undiscovered archaeological resources, the project will include retaining a qualified archaeologist (MM Arch-1), producing and implementing a detailed Monitoring and Mitigation Plan (MM Arch-2 and Arch-4), and conducting worker training (MM Arch-3). Doing so will ensure any archaeological sites are identified and determined whether they are historical resources under CEQA. Project-related impacts to historical resources would be mitigated on the basis of their eligibility under each CRHR criteria and as a unique archaeological resource. In the event that a segment of Zanja No. 2 is identified and found to retain integrity, impacts would be mitigated through implementation of MM Arch-2 and MM Arch-4, which describe different treatment options depending upon which CRHR criterion is applicable but generally require a rigorous documentation and interpretive program. After mitigation, potential impacts to archaeological resources would be reduced to less than significant under CEQA. In the event of a discovery of archaeological resources affiliated with Native Americans that might be considered tribal cultural resources, the City's standard condition of approval for the inadvertent discovery of tribal cultural resources will be followed.

Disposition of Data: The final report and any subsequent related reports will be submitted to Arts District Development, LLC; the Los Angeles Department of City Planning; and the SCCIC at California State University, Fullerton. Research materials and the report are also on file at the SWCA Pasadena Office.

CONTENTS

MANAGEMENT SUMMARY ..... **i**

INTRODUCTION **1**

PROJECT DESCRIPTION **1**

REGULATORY SETTING **2**
STATE REGULATIONS 2
California Environmental Quality Act 2
California Register of Historical Resources 4
Treatment of Human Remains 4
LOCAL REGULATIONS 5
Los Angeles Historic-Cultural Monuments 5

METHODS **5**
ARCHAEOLOGICAL RESOURCE TYPES 5
CHRIS RECORDS SEARCH 5
ARCHIVAL RESEARCH 6
SENSITIVITY ASSESSMENT 6

ENVIRONMENTAL SETTING **7**

CULTURAL SETTING **7**
PREHISTORY 7
Prehistoric Overview 7
ETHNOGRAPHIC OVERVIEW 9
Yaanga and other Native American Communities in Los Angeles 10
HISTORY 12
Spanish Period (1769–1822) 12
Mexican Period (1822–1848) 12
American Period (1848–Present) 13
Los Angeles: From Pueblo to City 14

RESULTS **19**
CHRIS RECORDS SEARCH 19
Previously Conducted Studies 19
Previously Recorded Archaeological Resources 19
ARCHAEOLOGICALLY DOCUMENTED ZANJA COMPONENTS 20
ARCHIVAL RESEARCH 23
NATIVE AMERICAN COORDINATION 24
Sacred Lands File Search 24
SENSITIVITY ASSESSMENT 25
Preservation Potential 25
Prehistoric Archaeological Sites 25
Historic-Period Archaeological Sites 26

IMPACTS **27**
Impacts to Prehistoric Archaeological Sites 27
Impacts to Historic-Period Archaeological Sites 28

RECOMMENDED MITIGATION MEASURES **33**
FEASIBILITY OF PRESERVATION IN PLACE 33

CONCLUSION **38**

REFERENCES CITED **39**

Figures

Figure 1. Project area and vicinity within Los Angeles County, 1:800,000 scale. A-1
Figure 2. Project area and 0.5-mile radius plotted on USGS Los Angeles and Hollywood, California 7.5-minute topographic quadrangles. A-2
Figure 3. Project area (red outline) on a 2016 aerial photograph. A-3
Figure 4. Multiple courses of the Los Angeles River channel as depicted by Gumprecht (2001:140). A-4
Figure 5. Project area and 0.5-mile radius plotted on McCawley's (1996:36) map showing the approximate location of villages cited in Gabrielieno ethnographic sources. A-5
Figure 6. Project area plotted on Gumprecht's (2001:30) map showing hypothetical locations of Native American villages along the Los Angeles River and other waterways in the Los Angeles Basin. A-6
Figure 7. Project area plotted on map of alleged Native American village locations and historical features in the Los Angeles Basin published by the Southwest Museum (1962) and re-printed in Johnston (1962). A-7
Figure 8. Project area shown on Ord's 1849 survey map appended with prominent historical landmarks and the location of Yaanga reported by Morris et al. (2016). A-8
Figure 9. Kirkman-Harriman's pictorial and historical map of Los Angeles County, 1860–1937. Historical sites and features are depicted with symbols to indicate representational rather than explicit geographic locations. A-9
Figure 10. Project area shown on Gumprecht's (2001:73) map of the zanja system in Los Angeles, ca. 1880. ..... A-10
Figure 11. Glover's *Bird's eye view of Los Angeles* published in 1877, shown with the approximate location of the Project area (red arrow) south of 1st Street (Source: Library of Congress). A-11
Figure 12. Artistic rendering of ca. 1871 Los Angeles published in 1929 by the Women's University Club, Los Angeles, annotated with the location of the Project area in an agicultural field, nearby zanja components and other landmarks. A-11
Figure 13. Project area shown on H. J. Stevenson's 1884 survey map of Los Angeles. A-12
Figure 14. Project area (red arrow) and vicinity on the 1894 illustration of Los Angeles (Pierce, B. W. & Semi-Tropic Homestead Co. 1894). A-13
Figure 15. Project area (red arrow) and vicinity on the 1909 bird's eye view illustration of Los Angeles (Birdseye View Publishing Co. 1909). A-13
Figure 16. Project area depicted on a 1927 aerial photograph (Fairchild Aerial Survey, Flight C-113, Frame No. 307). A-14
Figure 17. Barker Brothers Furniture Company, Palmetto Street, 1924. ..... A-15
Figure 18. AT&SF La Grande Depot (right), located at Santa Fe and Second Street, 1893. ..... A-15

Figure 19. Project area depicted on a 1906 railway map (Travel and Hotel Bureau 1906). Note that the Arcade Depot, located just west of the Project area, is intersected by three lines operated by the Los Angeles Railway Company (yellow line), Los Angeles Inter-Urban Railway Company (green line), and Pacific Electric Railway Company. A-16
Figure 20. Southern Pacific Central Depot, Fifth and Alameda, 1926. ..... A-17
Figure 21. Undated photo showing a residence adjacent to the Barker Bros. building, located in close proximity to the Project area, likely along Colyton Street. A-17
Figure 22. Archaeological remains of former zanja components identified along selected zanjas alignments (as depicted by Gumprecht 2001) near the Project area..... A-18
Figure 23. Segment of Zanja Madre along Broadway documented by Gust (2007:19). A-19
Figure 24. Zanja Madre uncovered during excavation for the Blossom Plaza Project.. ..... A-19
Figure 25. Zanja No. 3, view of brick conduit with utility pipes (HAER No. CA-50-5). A-20
Figure 26. Zanja No. 3, overhead view of wooden sewer with pipe fitting (HAER No. CA-50-12). A-20
Figure 27. Survey map created in 1871 for the Johnston Tract, located north of the Project area, depicting the precise north-south alignment of Zanja No. 2 (red arrow in the inset) on the east side of Hewitt Street. A-21
Figure 28. Survey map created in 1891 for the Keller Estate, located south of the Project area, depicting the precise route of Zanja No. 2 drawn with a blue line (red arrow) and Zanja No. 1 (right side along Mateo Street). A-22
Figure 29. Composite Sanborn Fire Insurance Maps from 1894 (sheets 25, 27, 83) depicting Zanja No. 2 (red arrow) and the Project area (red outline). The maps included in the 1894 edition did not include coverage for land south of the Project area and the zanja appears cutoff but would extended further south through the Project area. A-23
Figure 30. Detailed view of composite 1894 Sanborn Fire Insurance Maps (Figure 29) showing the Zanja No. 2 and two single-story dwellings (labeled ‘D’) at 443 and 445 Colyton Street within the Project area. A-24
Figure 31. Sanborn Fire Insurance Map from 1906 (sheet 202) and the Project area (red outline). A-24
Figure 32. Baist Real Estate Survey Map from 1921 and the Project area. A-25
Figure 33. Composite Sanborn Fire Insurance Map from 1950 (sheets 201 and 202) and the Project area (red outline)..... A-26

Tables

Table 1. Previously Recorded Resources Within 0.5-mile of the Project Area. 19
Table 2. Archaeological Sites and Observations of Zanja Segments..... 21

Appendices

Appendix A. Report Figures
Appendix B. California Historical Resources Information System (CHRIS) Record Search Results— Reports
Appendix C. Native American Heritage Commission (NAHC) Sacred Lands File (SLF) Search

INTRODUCTION

Arts District Development, LLC (the Project Applicant), retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resource review and sensitivity assessment in support of the proposed Arts District Center Project (the Project) in the city of Los Angeles, California. The Project proposes to demolish existing lot uses and construct a mixed-use commercial and residential building on a 1.05-acre parcel (Project area). The Project is in the Arts District neighborhood of the city with street frontages on 5th Street to the south, Seaton Street to the west and Colyton Street to the east. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency for the Project. The following study was conducted to analyze any potential impacts this Project may have on archaeological resources located in the Project area for purposes of compliance with the California Environmental Quality Act (CEQA). This study pertains only to archaeological resources and distinguishes different types of archaeological sites based on cultural and temporal affiliations, referred to here as prehistoric and historic-period sites[1]; assessment of buildings, structures, objects, and other elements of the historical built environment are not included here and are assessed in a separate report. This report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), Sacred Lands Files (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood of archaeological resources within the Project area.

All report figures are included in Appendix A. SWCA Cultural Resources Project Manager Chris Millington, M.A., Registered Professional Archaeologist (RPA), managed the project, conducted background research, authored the report, and prepared all of the figures. SWCA Archaeologist Trevor Gittelhough, B.A., conducted background research and co-authored the report. This report was reviewed for quality assurance/quality control by Cultural Resources Principal Investigator Heather Gibson, Ph.D., RPA. Copies of the report are on file with SWCA's Pasadena Office, City Planning, and the South Central Coastal Information Center (SCCIC).

PROJECT DESCRIPTION

The Project Applicant proposes to construct a mixed-use commercial and residential building at 1101 East 5th Street in downtown Los Angeles, California (Figure 1). The Project would demolish an existing building and remove all existing lot uses and construct a 12-story building with approximately 370,340 square feet on a total lot area of 45,721 square feet. The Project would include at most 129 residential units, approximately 113 hotel rooms, 63,830 square feet of commercial space (including retail, restaurants, and an art gallery), and four to five levels of subterranean parking requiring approximately 50 feet of excavation below grade. The surrounding area is heavily urbanized and is defined by commercial and residential properties. This location is plotted in an unsectioned portion of Township 1 South, Range 13 West as depicted on the U.S. Geological Survey (USGS) Los Angeles, California 7.5-minute topographic quadrangle (Figure 2). The Project area occupies a 1.05-acre parcel subdivided into six lots (Assessor's Parcel Number 5163-025-009), listed by the following addresses: 1101 East 5th Street, 445–457 South Colyton Street, and 450–456 South Seaton Street (Figure 3).

[1] For purposes of this report, the terms "archaeological resource" and "archaeological site" will be used synonymously; however, any such references are categorically distinct from a "unique archaeological resource" or "historical resources," as defined under CEQA, and should not be used interchangeably. Additional definitions are provided in subsequent sections.

REGULATORY SETTING

State Regulations

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation (DPR), is responsible for carrying out the duties described in the California PRC and maintaining the California Historic Resources Inventory and California Register of Historical Resources (CRHR). The state-level regulatory framework also includes CEQA, which requires the identification and mitigation of substantial adverse impacts that may affect the significance of eligible historical resources, including those that are archaeological in nature. An archaeological resource or site is significant where it meets the definition of a historical resource or unique archaeological resource.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historical and/or archaeological resources may be adversely affected by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). Answering this question is a two-part process: first, the determination must be made as to whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

HISTORICAL RESOURCES

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible by the State Historical Resource Commission for listing in the CRHR (PRC 5024.1, 14 CCR 4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significance in a historic resources survey meeting the requirements of PRC Section 5024.1(g).
- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA) if the resource meets the criteria for listing on the CRHR (as defined in PRC Section 5024.1, 14 CCR 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be an historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "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" (CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

The following guides and requirements are of particular relevance to analysis of indirect impacts to historic resources. Pursuant to CEQA Guidelines (Section 15378), study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." CEQA Guidelines (Section 15064[d]) further define direct and indirect impacts:

(1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project.

(2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

(3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

ARCHAEOLOGICAL RESOURCES

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a proposed project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]). CEQA notes that, if an archaeological resource is neither a unique archaeological resource nor an historical resource, the effects of the project on those resources shall not be considered to be a significant effect on the environment (CEQA Guidelines Section 15064.5[c][4]).

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "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 prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: 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.
- Criterion 2: Associated with the lives of persons important to local, California or national history.
- Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance.

Treatment of Human Remains

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at CCR Section 15064.5; PRC Section 5097.98 illustrates the process to be followed in the event that remains are discovered. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 am to 5 pm Monday through Friday) or
  323-343-0714 (After hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

Local Regulations

Los Angeles Historic-Cultural Monuments

Local landmarks in the City of Los Angeles are known as Historic-Cultural Monuments (HCMs) and are under the aegis of the City of Los Angeles Planning Department, Office of Historic Resources (OHR). An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

> *Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), 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, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Municipal Code Section 22.171.7).*

METHODS

The following section presents an overview of the methodology used to identify the potential for archaeological resources within the Project area.

Archaeological Resource Types

For purposes of this study, archaeological resources (or sites) are analyzed and described according to distinct temporal and cultural affiliations, specifically those affiliated with Native American activity and those resulting from non-Native American activity. Native American-affiliated archaeological resources are those that date to the prehistoric or historic periods, i.e. prior to Spanish contact and after, respectively. For brevity, all archaeological resources affiliated with Native Americans will be referred to as prehistoric archaeological resources, which includes Native American archaeological sites dating to the Historic period. By contrast, historic-period archaeological resources are those affiliated with non-Native Americans, which could date to any portion of the historic period, including the Spanish, Mexican, and American periods. One archaeological resource may include both prehistoric and historic site components.

CHRIS Records Search

On February 14, 2018 SWCA conducted a confidential search of the CHRIS records at the SCCIC, located on the campus of California State University, Fullerton. The SCCIC maintains records of previously documented cultural resources (including those that meet the definition of a Tribal cultural resource) and technical studies; it also maintains copies of the OHP's portion of the Historic Resources Inventory. The search included any previously recorded archaeological resources (i.e., excludes historic buildings) within the Project area and surrounding 0.8-km (0.5-mile) area. The purpose of the CHRIS records search is to identify whether any archaeological resources have been documented in the Project area and assess the potential for undocumented resources to be present by comparison to adjacent areas. Confidential CHRIS results include specific information on the nature and location of sensitive archaeological sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented archaeological resources and inform the impact

analysis. Appendix B includes a summary of previous studies conducted in the Project area and records search radius, but site records and copies of reports have been excluded; therefore, Appendix B is not considered confidential. To assist in research specifically related to the historical Los Angeles zanja system, SWCA also obtained relevant archaeological site records and reports from the SCCIC outside the 0.5-mile radius. The resource locations and report titles were identified based on SWCA's historical research conducted prior to the records search.

Archival Research

Concurrent with the confidential CHRIS records search, SWCA also reviewed property-specific historical and ethnographic context research to identify information relevant to the Project area. Research focused on a variety of primary and secondary materials relating to the history and development of the Project area, including historical maps, aerial and ground photographs, ethnographic reports, and technical reports prepared for the Project. Historical maps drawn to-scale were georeferenced using ESRI ArcMAP v10.5 in order to show precise relationships to the Project area.

Sources consulted included the following publicly accessible data sources:

- City of Los Angeles OHR (SurveyLA);
- City of Los Angeles Department of Building and Safety (building permits);
- Sanborn Fire Insurance Company Maps (Sanborn maps);
- Los Angeles Public Library (maps and photographs);
- Huntington Library Digital Archives (maps);
- University of Southern California Digital Library (photographs and manuscripts);
- University of California, Santa Barbara Digital Library (aerial photographs);
- David Rumsey Historical Map Collection;
- Library of Congress (maps and illustrations); and
- USGS historical topographic maps.

In addition, SWCA reviewed technical reports prepared for the project including the geotechnical report (Zadoorian 2017) and the historical resources report (Grimes et al. 2018).

Sensitivity Assessment

In circumstances where a known archaeological resource is not present, SWCA assessed the potential for an undocumented resource (in the form of a buried archaeological site) to be present. That determination considers historical use of the Project vicinity, broadly, and the physical setting, specifically, including an assessment of whether the setting is capable of containing buried archaeological material. Lacking any data specifically gathered to assess the presence or absence of archaeological material below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high. SWCA assessed the sensitivity of the Project area to contain non-Native American archaeological resources, prehistoric and historic-period Native American archaeological resources. Specific factors are considered for each respective resource type. In general, for areas in which there was historical use and poor physical integrity within the Project area, (e.g., high levels of disturbances from recent development), the resulting sensitivity assessment would be low. Areas that show some evidence of activity or a likelihood based on the presence of natural features (e.g. perennial water), and retain sediments dated to the approximate time period of that activity, the resulting sensitivity assessment will be either moderate or high. In some cases, evidence of

archaeological material from non-archaeological by sources (e.g. geotechnical boring logs, anecdotal accounts by local residents or listed in historical accounts) can be sufficient for elevating the sensitivity from moderate to high.

ENVIRONMENTAL SETTING

The Project area is in the Los Angeles Basin, a broad, level plain defined by the Pacific Ocean to the west, the Santa Monica Mountains and Puente Hills to the north, and the Santa Ana Mountains and San Joaquin Hills to the south. This extensive basin is filled with predominantly alluvial sediments and is drained by several major watercourses, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. The Project area is currently set within a complete urbanize environment since it was developed in the middle nineteenth century.

The south-flowing Los Angeles River is currently located approximately 0.6 km (0.4 miles) east of the Project area; however, historically the channel has shifted courses several times during flood events, with the main channel shifting its location relative to the Project area twice in the last 100 years (Figure 4). The first recorded shift of the river occurred in 1815 when floodwaters overflowed the former channel, shifting the course, previously located to the east of the project area, at least 0.8 km (0.5 mile) to the southwest, near the present route of North Spring Street, now west of the Project area. That flood destroyed structures built as part of the original Los Angeles Pueblo and is presumed to have also destroyed a Native American village site (Yaanga) also located north of the Project area (Gumprecht 2001:139–141). At that time and before 1825, the river flowed west within the Los Angeles Basin, discharging into the Ballona Wetlands along what is now Ballona Creek, near Santa Monica. Flooding in 1825 then produced the most dramatic shift historically observed in the river's course as the newly formed channel overflowed its banks and shifted its course again, relocating the channel back east of the Project area, now flowing fully south and emptying into the bay near San Pedro. Subsequent shifts occurred along the braided streams within the broader, south-flowing flood plain. The Los Angeles River flooded multiple times, including a catastrophic flood in 1938. Flood events such as these can produce substantial deposits of alluvial sediments within the respective floodplains. Alluvial terraces formed where flooding water eroded into adjacent hillsides. In the downtown Los Angeles area, the backslopes in the location of Bunker Hill delineate the edge of the historical floodplain.

Before the last decades of the nineteenth century the Project area and vicinity were subject to ranching and farming, followed by industrialization during the early twentieth century. Disturbances to the physical setting from these historic-period developments are represented in the sediment profiles presented in the geotechnical report prepared for the Project (Zadoorian 2017:2, Figures 3–4, A-2–A-4). Bore samples drilled at four locations within the Project area identified artificial fill extending up to 12 feet below the modern concrete surface and containing pieces of brick, glass, concrete, and metal. Below these fill soils, Quaternary-age alluvium extends to a depth of at least 50 feet. These sediments form strata consisting of sand, sand with gravels, cobbles, and potentially larger boulders, and intermittent lenses of silty sand, which are consistent with high-energy depositional trends near rivers with shifting courses and flooding events.

CULTURAL SETTING

Prehistory

Prehistoric Overview

In the past several decades, researchers have devised numerous prehistoric chronological sequences to aid in understanding cultural changes in southern California. Building on early studies and focusing on data

synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four horizons are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's 1955 synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates that have been obtained by southern California researchers in the last three decades (Byrd and Raab 2007:217). As such, several revisions were subsequently made to Wallace's 1955 synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The summary of prehistoric chronological sequences for southern California coastal and near-coastal areas presented below is a composite of information in Wallace (1955) and Warren (1968), as well as more recent studies, including Koerper and Drover (1983).

HORIZON I: EARLY MAN (CA. 10,000–6,000 BC)

The earliest accepted dates for archaeological sites on the southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area approximately 10,000 years ago (Erlandson 1991:105). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002). Present-day Orange and San Diego counties contain several sites dating from 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006). Although the dating of these finds remains controversial, several sets of human remains from the Los Angeles Basin (e.g., "Los Angeles Man," "La Brea Woman," and the Haverty skeletons) apparently date to the middle Holocene, if not earlier (Brooks et al. 1990; Erlandson et al. 2007:54).

Recent data from Horizon I sites indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002), and a greater emphasis on large-game hunting inland.

HORIZON II: MILLING STONE (6,000–3,000 BC)

Set during a drier climatic regime than the previous horizon, the Milling Stone horizon is characterized by subsistence strategies centered on collecting plant foods and small animals. The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates) and handstones (manos). Recent research indicates that Milling Stone horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

HORIZON III: INTERMEDIATE (3,000 BC–AD 500)

The Intermediate horizon is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. An increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites from this horizon along the California coast. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks became part of the toolkit during this period. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment and signaling a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993).

HORIZON IV: LATE PREHISTORIC (AD 500–HISTORIC CONTACT)

In the Late Prehistoric horizon, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and

complexity of material culture during the Late Prehistoric horizon, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points suggests increased use of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Steatite cooking vessels and containers are also present in sites from this time, and there is an increased presence of smaller bone and shell circular fishhooks; perforated stones; arrow shaft straighteners made of steatite; a variety of bone tools; and personal ornaments such as beads made from shell, bone, and stone. There was also an increased use of asphalt for waterproofing and as an adhesive. Late Prehistoric burial practices are discussed in the Ethnographic Overview section below.

By AD 1000, fired clay smoking pipes and ceramic vessels were being used at some sites (Drover 1971, 1975; Meighan 1954; Warren and True 1961). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between AD 500 and European contact, which occurred as early as 1542, is divided into three regional patterns: Chumash (Santa Barbara and Ventura counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). The seemingly abrupt introduction of cremation, pottery, and small triangular arrow points in parts of modern-day Los Angeles, Orange, and western Riverside counties at the beginning of the Late Prehistoric period is thought to be the result of a Takic migration to the coast from inland desert regions. Modern Gabrielino, Juaneño, and Luiseño people in this region are considered to be the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast in this period.

Ethnographic Overview

The Project area is in an area historically occupied by the Gabrielino (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Surrounding native groups included the Chumash and Tataviam/Alliklik to the north, the Serrano to the east, and the Luiseño/Juaneño to the south. There is well-documented interaction between the Gabrielino and many of their neighbors in the form of intermarriage and trade.

The name Gabrielino (sometimes spelled Gabrieleno or Gabrieleño) denotes those people who were administered by the Spanish from Mission San Gabriel. This group is now considered to be a regional dialect of the Gabrielino language, along with the Santa Catalina Island and San Nicolas Island dialects (Bean and Smith 1978:538). In the post-European contact period, Mission San Gabriel included natives of the greater Los Angeles area, as well as members of surrounding groups such as Kitanemuk, Serrano, and Cahuilla. There is little evidence that the people we call Gabrielino had a broad term for their group (Dakin 1978:222); rather, they identified themselves as an inhabitant of a specific community through the use of locational suffixes (e.g., a resident of Yaanga was called a Yabit, much the same way that a resident of New York is called a New Yorker; Johnston 1962:10).

Native words that have been suggested as labels for the broader group of Native Americans in the Los Angeles region include Tongva (or Tong-v; Merriam 1955:7–86) and Kizh (Kij or Kichereno; Heizer 1968:105), although there is evidence that these terms originally referred to local places or smaller groups

of people within the larger group that we now call Gabrielino. Nevertheless, many present-day descendants of these people have taken on Tongva as a preferred group name because it has a native rather than Spanish origin (King 1994:12). Thus, the term Gabrielino is used in the remainder of this report to designate native people of the Los Angeles Basin and their descendants.

The Gabrielino subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate period). Inhabitants supplemented acorns with the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

The Gabrielino used a variety of tools and implements to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Gabrielino people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Gabrielino religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Remains were buried in distinct burial areas, either associated with villages or without apparent village association (Altschul et al. 2007). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Dakin 1978:234–365; Johnston 1962:52–54; McCawley 1996:155–165).

Yaanga and other Native American Communities in Los Angeles

The Project area is situated within traditional territory of the Gabrielino (King 2004; McCawley 1996: 36–40). The closest ethnographically documented village to the Project area is Yaanga (alternative spellings and names include Yang-na, Yangna, and Yabit). Though the actual location is disputed, generally Yaanga is believed to have been located near present-day Union Station, approximately 1.4 km (0.86 mile) north of the Project area (Goldberg et al. 1999; McCawley 1996:57; Morris et al. 2016; Figure 5–Figure 9). In general, it has proven very difficult or impossible to establish definitively the precise

location of Native American villages occupied in the Ethnohistoric period (McCawley 1996:31–32). Native American place names referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location. Instead, in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features that were subject to change over generations (see Johnston 1962:122). Many of the villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point the former village sites were affected by urban and agricultural development, and Native American lifeways had been irrevocably changed. Alternative names and spellings for communities, and conflicting reports on their meaning or locational reference, further confound efforts at relocation. McCawley quotes Kroeber (1925:616) for his remarks on the subject, writing that "the opportunity to prepare a true map of village locations 'passed away 50 years ago'" (McCawley 1996:32). Thus, even with archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

Historical records place Yaanga in the vicinity of Los Angeles's original plaza, located near present-day Union Station. Historians and archaeologists have presented multiple possible village locations in this general area; however, like the pueblo itself, it is likely that the village was relocated from time to time due to major shifts of the Los Angeles River during years of intense flooding. Dillon (1994) presented an exhaustive review of the potential locations, most within several blocks of the pueblo plaza. Johnston (1962:122) concluded that "in all probability *Yangna* lay scattered in a fairly wide zone along the whole arc [from the base of Fort Moore Hill to Union Station], and its bailiwick included as well seed-gathering grounds and oak groves where seasonal camps were set up." A second village, known as Geveronga, has also been described in ethnographic accounts as immediately adjoining the Pueblo of Los Angeles, though much like Yaangna, its location can only be inferred from ethnographic information (McCawley 1996:57).

Aside from the ethnographic evidence suggesting the location of these villages, little direct, indisputable archaeological evidence for the location of either village has been produced to date. Archaeological materials reportedly were unearthed during the construction of Union Station in 1939 and "considerably more" during the rebuilding of the Bella Union Hotel in 1970—on the 300 block of North Main Street (Johnston 1962:121; Robinson 1979:12). The preponderance of the available evidence indicates that one or more early historic Native American communities were situated west of the Los Angeles River in the vicinity of the original plaza site. This assumption is supported through several lines of ethnographic evidence including the expedition journal of Fr. Juan Crespi and engineer Miguel Costansó, both of whom were associated with the 1769 Portolá expedition. The notes from these sources indicate the village was located between 2.0 and 2.4 km (1.3 and 1.5 miles) west-southwest from the Los Angeles River on high-level ground. The Pueblo of Los Angeles was documented to have been founded directly adjacent to this village. The location of Yaanga was also referenced by long-time Los Angeles resident Narciso Botello and Gabrielino consultant José María Zalvidea, who indicated that Yaanga was originally located adjacent to the original site of the Los Angeles plaza (Morris et al. 2016:112).

After the settlement of Los Angeles in 1781, Yaanga faced many new challenges because of its proximity to the new city. The last recorded birth at Yaanga is believed to have been in 1813, after which the village was forced to relocate south of the original site (Morris et al. 2016:97). This new village, known as Ranchería de los Poblanos by the Angelenos, is believed to have been located at the intersection of Main Street and First Street (Morris et al. 2016:96–97; see Figure 8).

Although the precise location of any given village is subject to much speculation, it is clear that the banks of the Los Angeles River were home to many Gabrielino villages throughout the greater Los Angeles area, and several maps have been produced throughout the twentieth century depicting this settlement pattern. This pattern of settlements concentrated along the Los Angeles River appears in Gumprecht

(2001:21; Figure 6), as well as Johnston (1962; see Figure 7), and George Kirkman's (1938) map of historical sites ca. 1860–1937 (Figure 9). These maps convey a general sense of significant historical areas and were created using the best available evidence at respective times; however, these documents are intended as a representational depiction of these locations rather than explicit geographic points.

History

Post-Contact history for the state of California is generally divided into three periods: the Spanish period (1769–1822), Mexican period (1822–1848), and American period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American period, when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabríllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1886:96–99; Gumprecht 2001:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named "the campsite by the river *Nuestra Señora la Reina de los Angeles de la Porciúncula*" or "Our Lady the Queen of the Angeles of the Porciúncula." Two years later, Fr. Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Engelhardt 1927). In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles (the Pueblo of the Queen of the Angels). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles (City of Angels).

Mexican Period (1822–1848)

A major emphasis during the Spanish period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established

during the Spanish period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants.

Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

War in 1846 between Mexico and the United States began at the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. This battle was a defeat for the Americans and bolstered the Calfiornios' resolve against American rule, emboldening them to continue the offensive in later battles at Dominguez Field and in San Gabriel (Beattie 1942). However, this early skirmish was not a sign of things to come and the Americans were ultimately the victors of this two-year war. The Mexican–American War officially ended with the Treaty of Guadalupe Hidalgo in 1848, which resulted in the annexation of California and much of the present-day southwest, ushering California into its American period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. territories. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 1941).

On April 4, 1850, only two years after the Mexican–American War and five months prior to California's achieving statehood, Los Angeles was officially incorporated as an American city. Settlement of the Los Angeles region continued steadily throughout the early American period. Los Angeles County was established on February 18, 1850, one of 27 counties established in the months prior to California's acquiring official statehood in the United States. The city at this time was bordered on the north by the Los Felis and the San Rafael Land Grant and on the south by the San Antonio Luge-Land Grant. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being

sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ranching retained its importance through the mid-nineteenth century, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, the county had a population of 30,000 (Dumke 1944:7). Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944). By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Los Angeles: From Pueblo to City

On September 4, 1781, 44 settlers from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site alongside the Rio de Porciúncula (later renamed the Los Angeles River), which was officially declared El Pueblo de Nuestra Señora de los Angeles de Porciúncula, or the Town of Our Lady of the Angels of Porciúncula (Robinson 1979:238; Ríos-Bustamante 1992; Weber 1980). The site chosen for the new pueblo was elevated on a broad terrace 0.8 km (0.5 mile) west of the river (Gumprecht 2001). By 1786, the area's abundant resources allowed the pueblo to attain self-sufficiency, and funding by the Spanish government ceased.

Efforts to develop ecclesiastical property in the pueblo began as early as 1784 with the construction of a small chapel northwest of the plaza. Though little is known about this building, it was located at the pueblo's original central square near the corner of present-day Cesar Chavez Avenue and North Broadway (Newcomb 1980:67–68; Owen 1960:7). Following continued flooding, however, the pueblo was relocated to its current location on higher ground and the new town plaza soon emerged.

Alta California became a state in 1821, and the town slowly grew in size as the removal of economic restrictions attracted settlers to Los Angeles. The population continued to expand throughout the Mexican period and on April 4, 1850, only 2 years after the Mexican–American War and 5 months prior to California earning statehood, the city of Los Angeles was formally incorporated. Los Angeles maintained its role as a regional business center in the early American period and the transition of many former rancho lands to agriculture, as well as the development of citriculture in the late 1800s, further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977; Dumke 1944).

THE ZANJAS OF LOS ANGELES: A BRIEF HISTORY

From Los Angeles' beginnings as a small pueblo, water was understood as a crucial force to control and use if the city was to survive. Since the 1770s, a canal known as the Zanja Madre had been diverting water from the Los Angeles River to the camp that would become the Pueblo of Los Angeles. The pueblo's residents used this water for ranching, agriculture, drinking, bathing, and washing clothes (Newmark 1977). Though gravity was sufficient to force the water down the zanja onto the pueblo lands, the flow of water was not smooth and continuous as the ditch was frequently impeded by debris and damaged during heavy rainfall. Though at this time the maintenance of the zanja was the responsibility of all residents of the pueblo, the *ayuntamiento* (town council) realized early on that one person had to be in charge of ensuring the functionality of the zanja and to regularly inspect it. To this aim the ayuntamiento appointed a rotating position known as the *zanjero*, whose job was to properly inspect, maintain, and coordinate repairs of the zanja. Every week a new city official would be in charge of the zanjas and every head of household was required to contribute some share, be it monetary, or labor, to the maintenance of the zanjas, though many simply supplied Native American labor in order to fulfill their contribution (Gumprecht 2001:60; Hoffman and Stern 2007:3).

Californians were still using the using the publicly owned zanjas after California's entrance into the union, and by this time the roles and duties of the zanjero had ballooned and he was in charge of issuing permits, overseeing deputy zanjeros, and collecting fees. Because the position had become so important, Mayor Stephen Foster established a permanent zanjero position, eliminating the rotating schedule that was used during the Spanish and Mexican periods, and providing stability to the office. The position quickly became one of the most important appointed positions in Los Angeles (Gumprecht 2001:60). At the time property owners were still "required to contribute a certain amount of time…" to devote to maintaining the zanja, underlying the importance of the zanja system to the young city (Gumprecht 2001:60). Though the duties and importance of the zanjeros changed over time, one thing that remained constant from the Spanish into the American period was the importance of Native American labor in the pueblo's functioning; not only did Native American laborers make up the majority of the farm labor, fixing the zanja often fell upon their shoulders (Hoffman and Stern 2007:3–4).

As the budding city grew, new zanjas needed to be built to irrigate increasingly more farmlands. In 1857 the first offshoot was completed—Zanja No. 1, which ran between Alameda Street and the Los Angeles River. By 1870 there were a total of eight zanjas covering approximately 80 km (50 miles) that connected to the Zanja Madre (Figure 10). At this early time the zanjas were little more than earthen ditches; none were covered or lined, allowing residents to easily steal water. Though the zanjas were a crucial water supply in early Los Angeles, they also served as waste disposal and a sewer system for early residents (Sklar 2008:19). Dead animals were frequently found in the zanjas. and in some cases even deceased people. Not surprisingly, dysentery during this period was common. Despite the public knowledge that the zanja water was unsanitary people continued bathing, washing, and dumping in the zanjas. Over time the City attempted to stop the constant bathing and washing in the main zanja; however, even after a law was passed explicitly prohibiting "bathing, washing clothes, dumping refuse, and the slaughter of cattle in the zanjas," all practices remained commonplace (Gumprecht 2001:62). Zanja No. 8 was singled out as being exceptionally foul, and one city official even recommended that all drainages to other zanjas from Zanja No. 8 be cut off so as to preserve the others. The Los Angeles Herald published a short article describing the public complaints received by the newspaper about Zanja No. 2 "reeking with pollution," and calls for the zanja to be cleaned and upstream property holders to be held accountable (Los Angeles Herald 1886:5).

As residents became fed up with the contamination of the zanjas, Angelenos realized that sewers were necessary. The first sewer was privately constructed for the Bella Union Hotel, which used a square wooden pipe crossing Los Angeles Street to a connection with the zanja. At this time in the early 1860s,

however, city engineers were focused more on mapping, constructing sidewalks, and installing lights than on developing a sewer network. After the Civil War, more settlers arrived in Los Angeles and within a few years the need for a sewer system became apparent. Despite the public awareness of sewage problems, sewer construction continued at a haphazard pace and without massive public investment until 1885, at which point the completion of the railroad to the city had cause exorbitant growth in overall population and density, and the sewage problem had become dire (Sklar 2008). The zanjas all began their lives as crudely constructed earthen ditches; however, over time it became necessary to modernize and update the zanjas. This first happened in 1877 when the city created its first comprehensive plan to improve and extend the zanjas using a bond measure of $75,000. Sometime during this period many of the original zanjas were upgraded to cement or wrought iron pipe, though this work was typically ad-hoc, being completed along portions of a zanja where a specific need was identified, such as a road crossing. Segments of Zanja No. 2 appears to have been upgraded to concrete in the 1880s, but the portion mapped in the project area appears to have remained a wooden flume box during its use (see below).

Useful in determining the status of each zanja during this period is William Hall's 1888 study on irrigation in California. In this work, Hall describes each zanja segment, providing information on construction type and length. Hall used the terms "low service" and "high service" to reference locations where the zanja diverted water from the Los Angeles River, and separated the city irrigation works into eastern and western districts based on the location with respect to the river.

By 1888, nearly 50 percent of the zanjas in Los Angeles were made of some type of conduit, be it wooden flumes, cement- or masonry-lined canals, cement and iron pipe, or brick culverts. In one section of Hall's report he estimates the cost of the zanja system to-date and his explanation for the difficulty of such a task provides important information on the materials and integrity of the various segments.

> The difficulty of arriving at the original cost of works, constructed by 'piecemeal,' in a period of twelve years, under no definite plan, and supervised by successive city officials (and this refers only to the works regarded as permanent and not to the long-built earthen ditches) changes almost every year, without any system of keeping accounts of construction segregated from ordinary maintenance expense, can scarcely be appreciated until one attempts the task. Much of the work has been done several times over; ditches have been flumed, and after a time the flumes replaced with pipe; pipe-lines have been, locally but radially, altered and enlarged; iron pipe substituted for cement pipe, and vice versa; and no small part of the work has been abandoned and fallen into disuse (Hall 188: 547–548).

Many projects to improve the system, such as constructing a tunnel to replace part of the Zanja Madre, were started but never completed (Hall 1888: 565). Though the zanjas were improved greatly between 1870 and 1888, when Hall conducted his study, the water system in Los Angeles was crude and not in-keeping with the rapid development occurring. The last twenty years of the nineteenth century brought many changes to Los Angeles; the real estate boom of the 1880s created a fivefold population increase in the city by 1890. This population increase had the added result of decreasing the city's irrigation needs, as many of the original vineyards and orchards had already been abandoned, while also increasing the city's domestic water needs (Hoffman and Stern 2007:19). Two years after Hall's 1888 survey the zanjas began to be abandoned, starting first with Zanja No. 5. Slowly property owners began requesting zanjas be abandoned, as the unused structures now served as impediments to development, and fertile land that once held rows of orchards and vines was now far more valuable for homes (Gumprecht 2001:89). By 1904 all the zanjas had been abandoned; most were filled in, although some continued to be used as sewers (Hoffman and Stern 2007:19).

Los Angeles continued to grow outward from the city core in the twentieth century in part due to the discovery of oil and its strategic location as a wartime port. The military presence led to the aviation and

eventually aerospace industries having a large presence in the city and region. Hollywood became the entertainment capital of the world through the presence of the film and television industries. With nearly four million residents, Los Angeles is the second largest city in the United States (by population), and it remains a city with worldwide influence that continues to struggle with its population's growth and needs.

Zanja No. 2

This zanja segment was documented by Hall in 1888 as part of the low service system on the western district. At the time of Hall's inventory, Zanja No. 2 was constructed entirely of a wooden flume box measuring 3 × 1 feet and running an estimated 13,200 feet (Hall 1888: 545). Zanja No. 2 originated at its connection with Zanja No. 6-1, where Zanja No. 1 diverged. Zanja No. 2 essentially extended Zanja No. 6-1 on the same south-southwestern alignment, terminating at the city boundary near the present-day intersection of Alameda Street and 25th Street. From its connection to Zanja 6-1 on First Street the zanja ran along the south-southwestern alignment, but with two zig-zags before following Alameda Street. The northernmost segment trended south for approximately 1,800 feet, turning west for 300 feet along Fourth Street. Mid-way between Colyton Street and Seaton Street the zanja turned to a southwestern trajectory, extending 1,200 feet to Palmetto Street, where it trended west along a 380-foot segment on the south side of the street before finally turning south-southwest, where the southern-most segment flowed along the east side of Alameda Street. Hall's tabulation of acres irrigated by each zanja segment lists Zanja No. 2 among the highest, which was sustained through the 1880s (Hall 1888:557).

Archival research conducted for this study (discussed below) identified historical references to the Zanja No. 2 no sooner than 1871 and no later than 1901. Between 1885 and 1894 several newspaper articles reference seeking and awarding bids to either construct or replace unspecified segments of the wooden flume, reportedly completed by Peter Keenan (Los Angeles Times 1885:4, 1894:10). Two articles published in 1898 by the Los Angeles Herald mention the construction of a concrete zanja pipe "concrete zanja pipe on Fourth street between Colyton Seaton and Palmetto streets," (Los Angeles Herald 1898a:7) and that "…property owners of Seaton Street, along which street this zanja runs, are desirous of improving the street, provided the zanja is piped by the city" (Los Angeles Herald 1898b:7). No follow-up reports are provided to confirm the construction type or locations. An additional proposal to pipe Zanja No. 2 from 4th to Seaton Street was published in 1902 by the Los Angeles Times, again with no specific routes mentioned (Los Angeles Times 1902:13). In 1892 the Los Angeles Herald published a message from Mayor Hazard stating that a contract was prepared to repair Zanja No. 2 along Alameda and noting that the existing flume is old and in need of repair (Los Angeles Herald 1892:3). The message was likely a follow-up to an 1891 petition submitted by the Los Angeles Electric Company to alter the zanja along Alameda Street beginning at the point of it's intersection with Palmetto Street (Los Angeles Herald 1891:3), located south of the Project area. Although the proposal being considered referred to a segment of the zanja outside the Project area, in all likelihood the mayor's statement about the zanja's condition applied equally to the connecting segments, including those in the Project area. Another article published in 1890 described a request by Charles Lantz, who requested the zanjero place iron grating over the top of the zanja pipe on Fourth Street between Colyton and Carolina Streets to protect children from injury (Los Angeles Herald 1890:8). The 1894 Sanborn Map shows the zanja originating south of Fourth Street (north of the Project area) with no other indications of its alignment within the street or in adjacent parcels to the north, which suggests the segment was likely replaced with a subterranean pipe, possibly the concrete conduit referenced in the articles. It is possible the non-specific references to construction of concrete pipe along Zanja No. 2 may have included the segment within the Project area, but the available evidence suggests it was constructed as a wooden flume at the time it was de-commissioned, and the property was subsequently developed.

These reports are consistent with Hall's (1888) inventory that recorded Zanja No. 2 as a wooden flume box and reflects the piecemeal modifications, multiple designs, and variable building materials that define the zanja system but could be true of single zanja segment. And like many of the other zanjas comprising

the system at its peak in the 1880s, portions of Zanja No. 2 likely had precursors constructed during the Spanish or Mexican Periods and the physical remains likely persisted into the twentieth century after being otherwise abandoned.

HISTORICAL DEVELOPMENT OF THE PROJECT AREA

Maps and illustrations depicting pre-1880s Los Angeles capture an important, pre-industrial phase of the city's history, before small farms gave way to residential, commercial, and industrial developments (Figure 11 through Figure 16). These documents depict the Project area within what was, for most of the nineteenth century, one of several abutting agricultural properties—mostly vineyards, but also fruit and nut trees—located immediately south of the city's historic core and west of the Los Angeles River (Ord et al. 1857). Farms in this area varied in size and shape—ranging up to approximately 50 acres with boundaries defined within a non-linear street grid—and were irrigated by water from Zanja Nos. 1, 2, 3, and 4.

The 1880s population boom resulted quickly in the subdivision of these small farms into lots, which were sold for primarily residential and commercial properties (Figure 14 and Figure 15). However, industrial developments quickly came to define the vicinity of the Project area, so that by 1924 the entirety of the block was devoted to industrial and commercial buildings (Figure 16). Most of these developments were built as general storage warehouses or as purpose-built facilities. Prominent buildings in the area included a Baker Brothers Furniture factory (Figure 17), which took up an entire block between Palmetto and Sixth Street, and the Bekins Fireproof Storage at Alameda and Fourth Street. Other notable companies with nearby facilities include Pacific General Warehouse and the Cheek-Neal Coffee Company. The rapid industrialization of the neighborhood was primarily driven by the proximity to several railways and freight depots. Atchison, Topeka, and Santa Fe Railway, built in 1887, ran just east of the Project area along the Los Angeles River, while Southern Pacific Railway tracks ran along Alameda Street to the west. Opened in 1893, the AT&SF La Grande Station (Figure 18) was located just a few blocks north east at Second Street and Santa Fe Avenue and served as the railroad's main passenger terminal until the opening of Union Station in 1939. By 1906 at least three lines extended form the main AT&SF railroad to Carolina Street (now Hewitt Street) and Palmetto Street. To the west at Central and Fourth Street was the Arcade Depot, built in 1888 in a Victorian style, at the convergence of three railways—the Los Angeles Railway Company, Pacific Electric Railway Company, and the Los Angeles Inter-Urban Railway Company (Figure 19). The Arcade Depot was dismantled in 1915, after the Southern Pacific Railroad opened its Central Depot at Central and Fifth Street (Figure 20).

The City Council's decision to create an industrial district between Main Street and the river, and subsequent zoning changes in the 1910s quickened the conversion of the area into a fully industrial sector, with few remaining residences and an increasing number of manufacturers establishing warehouses and other facilities (Bray and Strauss 2015). Smaller gauge railroad spurs were constructed along many of the smaller streets to connect each block to the primary rail lines. A few of the original houses remained until the 1950s (Bray and Strauss 2015; Figure 21).

The mid-twentieth century saw many changes within the Project area and Los Angeles as a whole. There was a growth in automobile sales, as well as the demise of Los Angeles's public transportation system, and as the railroads gave way to the trucking industry. By 1964 the Central Depot and the railways it served were demolished and built over and vacant warehouses began to decay, before being repurposed in the 1970's and beyond. Central station was repurposed as a meat packing company before being torn down and replaced by Young's Market Company. The Project area is one such warehouse, though it was never demolished.

RESULTS

CHRIS Records Search

Previously Conducted Studies

Results of the CHRIS records search at the SCCIC indicate that 64 studies have been conducted within 0.8 km (0.5 mile) of the Project area (see Appendix B). (These include some studies focused specifically on the historical built environment and do not assess archaeological resources.) Of the 64 previous studies, one (LA-13239) intersects the Project area; however, the only information included in the report is a map of the entire zanja system, mistakenly referred to as the Zanja Madre, and a list of three segments of the zanja system (possibly only segments of the Zanja Madre) that have been documented as archaeological sites. No original sources for the creation of the map were identified.

Previously Recorded Archaeological Resources

A total of nine previously recorded archaeological resources were documented in the CHRIS within a 0.5-mile radius of the Project area, none of which are located within the Project area (Table 1). Each of the resources are historic-period archaeological sites, i.e., sites that do not contain prehistoric components. Though not directly within the Project area, P-19-004460 (hereafter CA-LAN-4460H) was documented in an adjacent block with a nearly identical land-use history to the present Project area and is discussed below. Also, segments of Zanja No. 3, Zanja No. 6-1, and the Zanja Madre have been previously recorded as archaeological sites outside the 0.5-mile records search radius, north of the Project area, and are summarized below.

Table 1. Previously Recorded Resources Within 0.5-mile of the Project Area.

Primary Number	Trinomial Number	Time Period	Resource Description	Recorded By, Affiliation	Year	Relationship to Project Area
P-19-002563	CA-LAN-002563H	Historic	Site: refuse deposit, 1860–1892, La Grande Railroad Station	John M. Foster, Robin D. Turner, Greenwood & Associates	1997	Outside
P-19-002610	CA-LAN-002610H	Historic	Site: paving stones and street car tracks and ties	Shelley M Owen, Greenwood & Associates; Shannon Loftus, ACE Environmental	1997; 2011	Outside
P-19-003338	CA-LAN-003338H	Historic	Site: refuse deposit, 1890–1910	Humphries, Frank, William Self Associates; Moore, Leann, Cogstone Resource Management	2000; 2000; 2006	Outside
P-19-003588	CA-LAN-003588H	Historic	Site: refuse deposit and brick building foundation, 1848–1880	John M. Foster, Greenwood & Associates.	2006	Outside
P-19-004171	CA-LAN-004171H	Historic	Site: refuse deposit and brick building foundation, 1848–1945	Denise Ruzicka, ArchaeoPaleo Resource Management	2009	Outside
P-19-004174	CA-LAN-004174H	Historic	Site: refuse deposit and rail car track, 1880–1945	Denise Ruzicka, ArchaeoPaleo Resource Management	2009	Outside
P-19-004192	CA-LAN-004192H	Historic	Site: refuse deposit, 1914–1945	L. Solis, N. Orsi, URS Corporation	2010	Outside

Primary Number	Trinomial Number	Time Period	Resource Description	Recorded By, Affiliation	Year	Relationship to Project Area
P-19-004193	CA-LAN-004193H	Historic	Site: road, 1914–1945	L. Solis, N. Orsi, URS Corporation	2010	Outside
P-19-004460	CA-LAN-004460H	Historic	Site: refuse deposits, building foundations, 1880–1923	Michael Vader, ESA; V. Ortiz, ESA	2014; 2016	Outside

CA-LAN-4460H

CA-LAN-4460H was a historic archaeological site identified in 2014 by Environmental Science Associates (ESA) during construction monitoring within the boundaries of a city block bound by Fifth Street to the north, Colyton Street to the west, Palmetto Street to the south, and South Hewitt Street to the east. It consisted of 27 features—25 refuse deposits and two structural remains. The refuse deposits consisted of varied historic cultural materials consistent with residential refuse, such as bottles and ceramic or earthenware dishes. Diagnostic artifacts from these refuse piles place the material as having been deposited within the latter half of the nineteenth century and the early part of the twentieth century. There were scattered throughout out the site but based on inspection of Sanborn Insurance maps, were found to be primarily located in the backyards of the residential buildings present between 1884 and 1955. Among the features documented, ESA identified two AT&SF railroad spurs that serviced the Palmetto Street neighborhoods. ESA also documented a rectangular brick foundation, the size and location of which indicated that it was a structural feature related either to the building at 548 Colyton Street—the home of the Sunset Telegraph and Telephone Company in 1906 and the National Creamery and Produce Company in 1921—or a portion of the later Barker Brothers Warehouse Complex. The construction of the La Kretz Innovation Campus Project destroyed the remains of the site, and the results of the archaeological monitoring were prepared in a technical report submitted to the Los Angeles Department of Water and Power (Bray and Vader 2014).

Archaeologically Documented Zanja Components

Material remains associated with zanjas have been previously identified in several downtown Los Angeles locations. Specifically, archaeological sites have been documented in the CHRIS[2] for Zanja No. 6-1 and the Zanja Madre. Zanja No. 3 was recorded on a Historic American Engineering Record (HAER) and is on-file with Library of Congress under HAER No. CA-50; Zanja No. 3 has not been given a designation in the CHRIS. Taken together, these archaeological resources exhibit a wide range in materials, associated features, and preservation level. The circumstances by which the remains were identified and the approach to data collection and treatment are also varied with long periods of time and sometimes little coordination between the recordings. Individual segments have been evaluated and nominated for listing on the NRHP and CRHR, but the zanja system as a whole has never been evaluated for the local, state, or federal registers. The sites and location for all archaeologically identified zanja components is presented in Table 2, plotted in Figure 22, and briefly discussed below.

[2] Hereafter resources designated in the CHRIS will be referred to by their trinomial designation (e.g., CA-LAN-887H); where no trinomial is assigned the primary number will be used (e.g., P-19-190309).

Table 2. Archaeological Sites and Observations of Zanja Segments

Primary Number	Trinomial Number	Resource Description	Physical Remains	Recording Year, Recorder (Affiliation)	NRHP/CRHR Status
--	--	Zanja Madre	Brick conduit (below Avila Adobe)	1971, anonymous observation made during seismic retrofit	Unevaluated
P-19-000887	CA-LAN-887H	Zanja Madre (also, La Placita de Dolores, Las Placitas)	Brick conduit; midden and artifacts (Mexican Period)	1978, J.G. Costello and L.R. Wilcoxon	Unknown (contributing element of 1972 NRHP listing for Los Angeles Plaza Historic District; non-contributing element of 2016 updated district record)
				2006, D. Slawson (Greenwood)	Unevaluated
		Unknown	Unknown*	1999, Beth Padon (LSA)	Unevaluated
P-19-003103	CA-LAN-3103H	Zanja Madre	Brick conduit (Broadway near Cottage and Home Streets); historical refuse	2002, A. Wesson (URS)	Recommended eligible for NRHP
				2007, S. Gust (Cogstone)	Recommended eligible for NRHP (Criterion A) and CRHR (Criterion 1); see P-19-190309
		Zanja Madre	Brick conduit (Alameda between Ord and Alpine Streets)	2011, H. Gibson (AECOM)	Unevaluated
P-19-190309	--	Zanja Madre; OHP Property Number – 172542	Brick conduit**	2008, C. Taniguchi (Galvin Preservation Associates); 2014, Carren Jao (KCET)	Nominated for NRHP (Criterion A); NRHP nomination rejected by OHP
P-19-003352	--	Zanja No. 6-1	Concrete pipe	2005, Foster (Greenwood)	Recommended eligible for CRHR
P-19-004113	CA-LAN-4113H	Zanja No. 6-1	Concrete pipe	2010, S. Dietler et al. (AECOM)	Unevaluated
--	--	Zanja No. 3 – HAER No. CA-50	Open ditch (stream deposits), brick culvert, wooden sewer, iron pipe gas line, iron water main, brick building foundation, concrete building foundation	1987, J. Hotopp, P. Friedman, M. Rodeffer, R. Tucher, J. Bowie (Louis Berger & Associates)	Determined eligible for NRHP (Criterion A); HAER documentation

* Likely refers to Zanja No. 3 but site form does not specify whether any remains were identified and provides only non-specific location bound by Alameda, Los Angeles, Temple, and Commercial Streets.
** This primary number was designation for the NRHP nomination form and OHP rejection letter prepared for the segment recorded as P-19-003103 recorded by Gust (2007).

ZANJA MADRE

The Zanja Madre has been observed in multiple locations and designated with three resource numbers in the CHRIS: P-19-000887/CA-LAN-887H, P-19-003103/CA-LAN-3103H, and P-19-190309. Preserved segments of brick conduit were identified below the Avila Adobe during a seismic retrofit in 1971 but no

formal documentation was made. Intact portions of the brick conduit were also found among other Mexican-Period archaeological remains in the Los Angeles Plaza that were recorded as the Las Pacitas Site (CA-LAN-887H). The brick conduit measured 56 inches in diameter (9-inch-thick walls) and 54 feet in length. The results were reported by Costello and Wilcoxon (1978) and submitted to the Los Angeles Department of Public Works. It is not clear if the resource was formally evaluated for listing on the CRHR or NRHP at this time. The Zanja Madre had been previously identified as a contributing element to the Los Angeles Plaza Historic District, which was listed on the NRHP in 1972. A 2016 update to the District nomination form found the Zanja Madre to be a non-contributing element.

Approximately 0.75 miles north of the Plaza, a third segment of brick conduit was recorded as part of a seismic retrofit project for the North Spring Street Bridge. The zanja had been previously identified by an amateur historian as a segment of brick exposed in a steep embankment along Broadway between Cottage and Home Streets and was then recorded in 2002 by Alex Wesson during the archaeological survey and designated as CA-LAN-3103. Because the zanja was only partially exposed along a 7-foot segment, the dimensions of the exterior diameter of the brick conduit were estimated at 39 inches. Another portion of the same segment of the brick conduit along Broadway was recorded in 2007 by Cogstone Resources Management for the Metro Gold Line (Gust 2007). An update to the CA-LAN-3103 record was made and documented a 75-foot-long intact segment (Figure 23). This segment was nominated for the NRHP under Criterion A for its associated with the urban and agricultural development of Los Angeles (Taniguchi 2008). The nomination proposed this segment was the longest known surviving portion of the Zanja Madre. The nomination was rejected by the OHP who found that the segment did not retain sufficient integrity to convey the significance of the entire resource (i.e., the Zanja Madre, not necessarily the zanja system as a whole). More specifically, the OHP stated that all components comprising the Zanja Madre—underground linear features, structures, and associated buildings—would need to be identified and their condition analyzed to establish a given segment as the best surviving element (Toffelmier 2009). The nomination form and OHP reply were both designated as P-19-190309 in the CHRIS. The segment was preserved and incorporated into the design of the Los Angeles State Historic Park.

A third segment of brick conduit was identified during potholing along Alameda Street in 2007, approximately 0.2 miles north of the Las Placitas Site. Only the top of the portions of the conduit were exposed and the segment was preserved in place. The exposed portions were recorded by Gibson and Dietler (2011) as an update to the resource record for CA-LAN-3103.

On April 10, 2014 an approximately 100-foot segment of intact brick conduit was uncovered during excavation for the Blossom Plaza Project in Chinatown (Figure 24), located 1,000 feet southwest of the portion nominated for the NRHP. The project proponent, Forest City Enterprises, agreed to preserve and display a segment off-site through the support of a philanthropic donation from Lauren Bon of Metabolic Studios. The archaeological recording was completed by Cogstone Resources Management (Furnis and Gust 2015).

ZANJA NO. 3

A segment of Zanja No. 3 was recorded in 1986 by archaeologists with Louis Berger and Associates for the Federal Center Complex Project in an area bound by Aliso, Alameda, Temple, and Los Angeles Streets. The segment was found eligible for listing on the NRHP and the HAER documentation was adopted as mitigation through an MOA established with the General Services Administration, the California SHPO, and ACHP. The segment was identified as part of an archaeological testing program and then more fully exposed as part of the data recovery mitigation. The archaeological recording identified a 165-foot long portion of the original earthen ditch constructed 1825–1831, measuring between 10 and 12 feet wide at the top and six feet at the base, with a depth averaging 5.6 feet below grade. A 36-foot-long brick culvert was constructed in 1869 along the portion that crossed the original

alignment of Commercial Street (Figure 25). Several associated features were also recovered and included public utility lines and architectural remains. The utilities included an 1869 wooden sewer (Figure 26), 3.5-inch-wide iron gas line, 8-inch-diameter iron water main, and concrete electrical utility trench. The building foundations included on brick foundation from a Los Angeles Farming and Milling Company warehouse on Commercial Street (ca. 1883), and a concrete foundation believed to be a structural element of a 1941 Post Office parking facility. No designation in the CHRIS was assigned and the HAER is filed as CA-50 with the Library of Congress.

A site form prepared by LSA in 1999 mentions the presence of Zanja No. 3 in the footprint of the project (the same approximate area as the Federal Center Complex Project) but does not specify whether any resources were identified. The site form was listed as an update to CA-LAN-887H, which was originally designated for the archaeological remains of the Zanja Madre. It's not clear why this resource number was assigned to the recording.

ZANJA NO. 6-1

Segments of Zanja No. 6-1 have been identified in 2005 and 2008 on separate projects but near one another and given separate archaeological site numbers: P-19-003352 and CA-LAN-4113H. The first segment (P-19-003352) was recorded by Greenwood and Associates (Foster 2005) for the Emergency Operations Center Project along the east side of Alameda Street between Temple and Banning Streets. The segment was recorded as a concrete pipe measuring approximately 34 inches in diameter and associated with historical refuse. Foster concluded that the zanja was likely eligible for listing on the CRHR, potentially under Criteria 1, 3, and 4, and recommended further work to formally evaluate the resource and conduct monitoring and/or data recovery as appropriate. It's not clear whether follow-up work occurred and which of the recommended mitigation measures were implemented. A second segment of Zanja No. 6-1 was documented in 2008 by AECOM (Dietler et al. 2010) on the southern side of Temple Street. This segment included an associated catch basin and deposit of historical artifacts with material dating to 1810. The exposed portions of the concrete pipe were left in place.

Archival Research

SWCA's archival research included a review of historical maps and descriptions of the Project area and vicinity, with a focus on documenting historical modifications to the physical setting and identifying any potential natural or artificial features with relevance to use by Native Americans or (e.g., stream courses, vegetation, historical topography, roads, habitation markers) or use of the location by non-Native American people in the Historic period. The Project area is located south of the historic core of downtown Los Angeles and was included in the earliest surveys of the city, first by Lieutenant E. O. C. Ord in 1849 and then by Henry Hancock and George Hanson in 1853 and 1857 (see Figure 8). Ord's map depicts the Project area in a corn field, directly adjacent to a ploughed field. H.J. Stevenson's 1884 map of Los Angeles shows the Project area within a property owned by O.H. Bliss, who in 1874 purchased for $18,000 what was described as the "old Rowland homestead property" (Los Angeles Herald 1874a, see also Bray and Strauss 2015). Other descriptions of the sale gave a more detailed inventory of the property as containing a residence, tens of acres of fruit trees (orange, walnut, lime, lemon, apple, peach, and pear), an acre of "fine old grapes," and was noted as being irrigated by one of the zanjas (Zanja No. 2) (Los Angeles Herald 1874b). Stevenson's map confirms and later Hall's 1888 irrigation map both confirm the presence of Zanja No. 2 within the Project area, though the scale at which the maps were drawn include a margin of error in the accuracy of the alignment, which is estimated at upwards of 100 feet in some location. Hall's report and other newspaper articles suggest the portion of Zanja No. 2 within the Project area was constructed as a wooden flume box measuring 3 × 1 feet. It's not clear exactly when the portion in the Project area was constructed or if it was excavated as an earthen ditch before the wooden flume was installed, but it was present at least by 1871 and was likely abandoned by 1906.

The 1880s population boom in Los Angeles quickly manifested in the sale and subdivision of many such agricultural properties. Sale of parcels within the Bliss Tract had commenced by 1886, at which point residential developments had already begun in the adjacent areas, such as the Johnston Tract located one block to the north between First Street and Georgie Street (now Third Street). As farms were developed into residential tracts, surveys were commissioned to define property boundaries and delineate lots. These survey maps would often include historical information on extant structures, road alignments, natural features, and zanjas. Importantly, these early survey maps were drawn with a high degree of accuracy and are more easily aligned with contemporary parcels. The alignment of Zanja No. 2 is depicted in survey maps drawn for the Johnston Tract (Lecouvreur 1871; Figure 27) and the M. Keller Tract (Rowan 1891; Figure 28) to the south between Palmetto Street and Seventh Street. Though less accurate than the city survey maps, the 1894 Sanborn Insurance maps drawn for the O.H. Bliss Tract "also" shows the south-trending zanja passing through the western half of the Project area (Figure 29 and Figure 30). The 1894 Sanborn Insurance map also depicts two residences in the northeast corner of the Project area, listed at 443 and 445 Colyton Street.

In 1906 the F.O. Engstrom Company had constructed two buildings within the Project area, including a planing mill—the largest in the entire city containing a dry kiln, glue room, oil storage, and lumber storage (Guinn 1915)—and a small iron and cement operation, on the east-facing side of the property along Seaton Street and west-facing side along Colyton Street, respectively (Sanborn Map Company 1906; Figure 31). Sometime around 1915 the property was purchased by Weber Showcase & Fixtures Company (Los Angeles City Directory, 1912–1916). Research conducted for the current Project by GPA Consulting (Grimes et al. 2018) found that the former F.O. Engstrom Company warehouse on Seaton Street was demolished around the time they acquired the property in 1915; however, the existing office building on the southeast corner was apparently retained and incorporated into the subsequent construction of the two-story warehouse that currently occupies the Project area.

A Baist Real Estate map from 1921 shows the existing Project area split between the Wiley Machine Company and the American Railway Export Company in the western and eastern halves, respectively (Baist 1921; Figure 32). At this point the two residences previously located in the northeast corner of the Project area were likely demolished or relocated. The property was later purchased by the Jenny Nibley Warehouse, who owned the entire block by 1923 and occupied the former warehouse complex until 1970, using the former Weber Company building for general storage (GPA Consulting 2018: 13). Subsequent maps depict railway spurs running along Fifth Street and Colyton Street, connecting to the Southern Pacific Railroad Company tracks along Alameda Street (Figure 33). By 1972 the tracks were either paved over or removed.

Native American Coordination

Sacred Lands File Search

On July 11, 2017, the results of an SLF search were received from the NAHC. The NAHC letter indicated that there are no sacred sites in the SLF documented within the Project area, but that the area is "sensitive for potential tribal cultural resources." The letter also notes that neither the SLF or CHRIS are exhaustive inventories of resources that may be present in any given area, and that tribes may uniquely possess information on the presence of an archaeological resource. A list of five Native American contacts was provided and the letter suggests contacting them to provide information on sacred lands that may not be listed in the SLF. Each of these individuals were already included in the City's Assembly Bill 52 (AB 52) notification list and all additional outreach was conducted as part of compliance with AB 52 (PRC Section 21082.3), described in a separate tribal cultural resources assessment report. The NAHC letter is included here in Appendix C.

Sensitivity Assessment

Preservation Potential

Geotechnical boring for the current Project documented up to 12 feet of fill directly underneath the paved surface and building. This fill material is described as containing construction debris, specifically brick fragments. Below the fill are deposits of dense sand with inclusions of gravel, cobbles, and potentially boulders, extending at least 80 feet below the surface. The bore samples also identified relatively thin—up to 8 or 9 feet thick—lenses of sandy silt and silty sand, and loose-medium density sand within the larger sand matrix. The depositional pattern is consistent with high-energy alluvial deposits resulting from flood events along the Los Angeles River. Since 1815, two shifts of the river's alignment have been documented, with the main channel shifting from the east to the west side, then back again in 1825. Floods along the Los Angeles River were episodic but occurred numerous times in recorded history, which can potentially preserve archaeological remains where lower energy deposition occurs, or displace archaeological material in higher energy, erosional settings. These differential patterns of preservation would have varied on both large and small scales within the flood plain of the Los Angeles River and throughout the prehistoric and historic periods, until the modern flood control infrastructure was built in the middle twentieth century.

Prehistoric Archaeological Sites

A CHRIS records search and archival research identified nine archaeological resources, none of which were prehistoric archaeological sites. The NAHC returned negative results in their SLF search, though the Project area was noted to be sensitive for the presence of undocumented tribal cultural resources (including prehistoric archaeological sites). Archaeological finds near Union Station, also situated within the flood plain between the two former river courses, demonstrate that significant Native American archaeological remains can exist within alluvial sediment deposits underlying pavement, historic-period disturbances, and fill (Goldberg et al. 1999). Many archaeologists have speculated that the archaeological site documented at Union Station was affiliated with the ethnographically documented Native American village of Yaanga, plotted 0.9 miles north of the Project area. Most accounts of the village location consider it to have been situated throughout a relatively broad area between Fort Moore Hill and Union station, within a few blocks of the pueblo plaza (Dillon 1994; Goldberg et al. 1999; Johnston 1962).

That Native American settlements and activity occur in higher concentration around permanent water sources is undisputed by archaeologists. The significance of the Los Angeles River to the Gabrielino is well-documented in ethnographic works and oral history and was emphasized in Native American consultation conducted for the current Project. Because of the proximity to the Los Angeles River and the estimated location of Yaanga relative to the Project area, SWCA finds an overall increase in the sensitivity for Native American activity near the Project area. However, additional criteria are required to distinguish levels of sensitivity for archaeological resource potential. Specifically, land-use history, existing disturbances to the Project area, and the depositional setting must be considered in greater detail and given weight in determining the sensitivity. SWCA finds the presence of non-native or otherwise historically modified sediments at depths of 8–12 feet (2.5–3.7 m), combined with the evidence of a high-energy depositional setting in the alluvial substrate, significantly reduces the sensitivity for the preservation of any prehistoric or historic-period Native American archaeological resources within the Project area. Given these considerations, SWCA finds the Project area has a low sensitivity for containing prehistoric or historic-period Native American archaeological resources.

Historic-Period Archaeological Sites

HOUSEHOLD REFUSE AND BUILDING FOUNDATIONS

A CHRIS records search and archival research identified nine archaeological resources, all historic-period sites, within a 0.8-km (0.5-mile) radius of the Project area. A previously recorded historic-period archaeological site (CA-LAN-4460H) was identified during construction monitoring immediately southwest of the Project area. The site contained a substantial deposit of domestic items and structural remains associated with residential development between the 1880s and 1920s. Archival research documents the land-use history of the Project area in its conversion from agriculture in the mid-nineteenth century, to mixed residential and industrial properties in the 1880s, to primarily industrial uses by the 1910s. Agricultural uses almost certainly involved plowing, which would have disturbed any native surface sediments and displacing any archaeological material that might have been located within the Project area. Though no specific figures are available for middle nineteenth century agricultural practices in Los Angeles, plow zones observed in archaeological contexts typically do not extend more than a few feet (less than 1 m) below the surface.

Two 1890s single-story residences were formerly located on the northeastern corner of the Project area (443 and 445 Colyton Street) and were moved sometime after 1907. In the lots adjacent to the residences, two warehouses were constructed and demolished prior to 1924, when the two-story building currently occupying the Project area was constructed. Notably, one two-story office building at the northwest corner of Fifth Street and Colyton Street, originally constructed in 1915, was not demolished and is incorporated (with modifications) into the existing building in the southeast corner of the Project area. There is high sensitivity for the Project area to contain buried deposits of domestic refuse associated with the two 1890s residences, and construction material and building foundations associated with two warehouses demolished in the 1910s. These resources have the highest probability to occur in the soil strata defined as fill, which are estimated to extend at least 12 feet below the surface.

ZANJA NO. 2

One segment of the Los Angeles zanja system—Zanja No. 2—was historically located within the Project area. Sources vary as to the precise location, but maps created between 1884 and 1894 depict the zanja in a north-south alignment within the western half of the Project area (see Figure 13 and Figure 29). Archival sources indicate Zanja No. 2 was constructed as a wooden flume box measuring 3 × 1 feet and was in operation operated between 1871 and 1906 as part of the City's water distribution system for agricultural and domestic use. An inventory of the zanja system in 1888 reported the full length of Zanja No. 2 as approximately 13,200 feet, extending along a south–southwestern alignment from its connection with Zanja No. 6-1 near the intersection of 1st Street and Hewitt Street to the city boundary near Alameda Street and 25th Street. It is not clear exactly when the portion in the Project area was constructed or if it was excavated as an earthen ditch before the wooden flume was installed, but it was present at least by 1871 and was likely abandoned by 1906. Various non-specific references in newspapers from the 1890s and first decade of the twentieth century suggest that portions of Zanja No. 2 were replaced with concrete conduit. It is possible that the segment mapped within the Project area was replaced as a concrete conduit, but the available evidence suggests it was constructed as a wooden flume at the time it was de-commissioned, and the property was developed. This is consistent with the 1888 inventory and reflects the piecemeal modifications, multiple designs, and variable building materials that define most of the conduits in the zanja system. Like many of the other zanjas composing the system at its peak in the 1880s, portions of Zanja No. 2 likely had precursors constructed during the Spanish or Mexican Periods and the physical remains may have persisted into the twentieth century after being otherwise abandoned.

Within the Project area, vestiges of the wooden flume could remain shallowly buried below the paved surface. If any undocumented modifications to the zanja occurred, such as installation of concrete or cast-

iron pipe, these materials may also be present. It is possible that the segment of Zanja No. 2 in the Project area was originally excavated as an earthen ditch or had other associated components during either the Spanish, Mexican, or early American Periods. Controlled archaeological excavation has demonstrated that stream deposits associated with the historical earthen ditches can be preserved below or intermixed with more substantial zanja components such as flumes and pipes.

IMPACTS

Ground disturbing activities for the Project will occur during the proposed demolition and grading phases, specifically during the demolition of the south building and excavation for the subterranean parking lot within the Project area. The total depth of excavation required for the project is expected to be approximately 50 feet below the surface and is expected to extend into the natural alluvial sediments underlying the estimated 12 feet of overlying fill. Impacts to the archaeological sites most likely to occur in the Project area are discussed below. The discussion of each site type also considers specific CRHR criteria, significance as a unique archaeological resource, and associated aspects of integrity. These are intended to provide a general framework for assessing the site significance based on background research compiled for this study.

Impacts to Prehistoric Archaeological Sites

The CHRIS records search identified no known archaeological resources within the Project area. The NAHC's search of the SLF did not identify any sacred lands of sites. Although the sensitivity is found to be low, prehistoric archaeological sites could be deeply buried within alluvial soils below or intermixed with fill soils. Prehistoric artifacts and features include flaked stone tools, tool-making debris, stone milling tools, shell, sediment discoloration or carbonization, and depressions or other features indicative of a former living surface.

Considerations for Resource Significance

If a prehistoric archaeological site were present in the Project area, it would be evaluated for significance under the CRHR and as a unique archaeological resource as required by the mitigation measures defined below. Most prehistoric archeological sites lack identifiable or important association with specific persons or events of regional or national history (Criteria 1 and 2), and do not possess the characteristics and structural attributes necessary to be satisfy Criterion 3. Significance for prehistoric archaeological sites is typically found under Criterion 4.

CRHR Criterion 4. Properties that are significant under this criterion have yielded, or have the potential to yield, information important to the prehistory of the local area, California or the nation. A prehistoric site may be considered significant under this criterion if it displays one or more of the following attributes: chronologically diagnostic, functionally diagnostic, or exotic artifacts; datable materials; definable activity areas; multiple components; faunal or floral remains; archeological or architectural features; notable complexity, size, integrity, time span, or depth; or stratified deposits. The content of a prehistoric archeological site provides information regarding its cultural affiliations, temporal periods of use, functionality, and other aspects of its occupation history. The range and variability of artifacts present in the site can allow for reconstruction of changes in ethnic affiliation, diet, social structure, and other aspects of prehistoric culture. Determining the period(s) of occupation at a site provides a context for the types of activities undertaken and may well supply a link with other sites and cultural processes in the region. Further, well-defined temporal parameters can help illuminate processes of culture change and continuity in relation to natural environmental factors and interactions with other cultural groups. Finally, chronological controls might provide a link to regionally important research questions and topics of more general theoretical relevance. As a result, the ability to determine the temporal parameters of a site's

occupation is critical for a finding of eligibility under Criterion 4 (information potential). A site that cannot be dated is unlikely to possess the quality of significance required for CRHR eligibility.

Unique archaeological resource. For a prehistoric archaeological site to be considered a unique archaeological resource it must contain information needed to answer important scientific research questions of public interest, possess a unique quality such as being the oldest or best example of a resource type, or be directly associated with scientifically recognized important prehistoric events. A prehistoric archaeological site that does not meet the significance threshold for any CRHR eligibility criteria, is unlikely to be considered a unique archaeological resource.

If present, a prehistoric archaeological site has the potential to be significant under CEQA and would require mitigation to avoid potentially significant impacts. Implementation of Mitigation Measures (MM) Arch-1 through Arch-4 (discussed below) will ensure that previously unrecorded prehistoric archaeological sites are properly identified by a qualified archaeologist so that they can be evaluated for the CRHR under the applicable criteria. Specifically, MM Arch-4 requires an archaeological monitor to be present during excavation or grading in the area of sensitivity so that any prehistoric sites are identified, and impacts are avoided. MM Arch-2 requires preparation of an Archaeological Resources Monitoring and Mitigation Plan (ARMMP) that addresses the means by which CRHR eligibility will be assessed in the event of a discovery. This includes but is not limited to the considerations discussed under Criterion 4. The ARMMP will also outline a procedure for treatment of any prehistoric sites determined to be historical resources under CEQA such that potentially adverse impacts are reduced to less than significant levels.

Impacts to Historic-Period Archaeological Sites

HOUSEHOLD REFUSE AND BUILDING FOUNDATIONS

The potential for unidentified historic-period archaeological resources within the Project area is found to be high. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the historic-period agricultural, domestic, and industrial use of the Project area beginning in the 1890s. These resources have not been confirmed archaeologically and may occur across the entire horizontal extent of the Project area, with the highest potential in soils described as fill, estimated to extend at least 12 feet below the surface. If a historic-period refuse deposit or building foundation is present in the Project area, it would be evaluated for significance under the CRHR and as a unique archaeological resource as required by the mitigation measures defined below.

Considerations for Resource Significance

Significance for most archaeological sites of this type are typically found under Criterion 4, but significance can also be found eligible under Criteria 1 and 2 where the archaeological materials can be correlated with a historically significant event or person. The nature of historic-period refuse scatters and building foundations are such that they are not commonly found eligible for the CRHR under Criterion 3, i.e., refuse scatters and buildings foundations do not typically convey any distinctive characteristics in type, period, region, or method, and they are not the focus of masterful design or artistry. As such, a more detailed discussion of the considerations under Criterion 3 is omitted from the subsequent section. Determining the integrity and the extent (horizontal and vertical) of the archaeological remains is an important component of CRHR eligibility evaluation. Information on the horizontal distribution and vertical depth of the cultural material provides baseline data about the site (e.g., size, presence or absence of subsurface components, discrete activity areas) that contribute to a determination of the site's integrity. For an archeological site to be considered CRHR eligible, it must be considered significant under the CRHR criteria for evaluation and possess the quality of integrity (location, design, setting, materials, workmanship, feeling, and association). The integrity of an archeological site, particularly the elements of

location, setting, and association, can be seriously impacted by disturbance due to natural or cultural transformations.

CRHR Criteria 1 and 2. An archaeological site can be found significant where a direct association can be demonstrated with a historically significant event (Criterion 1) or person (Criterion 2). No known historically significant events or persons were identified that have direct associations with the location of the Project area. Additional archival research would be required in order to assess whether any archaeological materials identified in the Project area (if present) are significant under Criterion 1 and 2. The same integrity considerations described under Criterion 4 would equally apply when determining CRHR eligibility under Criteria 1 and 2. For any refuse deposits or building foundations identified in the Project area, the CRHR eligibility under Criteria 1 and 2 is considered to be unlikely compared to Criterion 4, but cannot be categorically ruled out.

CRHR Criterion 4. Properties that are significant under Criterion 4 have yielded, or have the potential to yield, information important to the history of the local area, California or the nation. The Project area has a history of residential and industrial development from the last decades of the nineteenth century and the first half of the twentieth century. Although much is known about the history of late nineteenth- and early twentieth-century Los Angeles, questions remain about details of daily life for the diverse people who came to make Los Angeles their home in this period. Archaeological deposits that date to this key period of growth for the city have the potential to contribute to the understanding of individuals and communities and industrial development in the early twentieth century. When historical archaeological investigations integrate both archival and archaeological data sets, they are even better positioned to meet this potential. Archaeological materials from refuse deposits could provide household- and community-level data, although certain types of data have the potential to answer some research questions better than others. For instance, economic status and consumer choices can be ascertained through an analysis of household artifacts, and the spatial organization of a neighborhood can be understood through analysis of structural remains. Refuse from household activities is one of the main sources of archaeological information in historically settled areas. Refuse can be discarded during everyday activities or can be intentionally deposited in disposal areas. Concentrated disposal areas such as privies, trash pits, and wells constitute one of the best sources of information on residents and their behavioral patterns. Refuse from commercial activities may also be identified. A variety of historical businesses operated within or adjacent to the Project area in the early twentieth century, including a planning mill, iron and cement manufacture, general machining, offices, and warehouse storage. Much like household activities, industrial activities resulted in discard of refuse as part of daily activities or in intentional deposition of refuse in disposal areas.

Assessing the integrity of archaeological materials is important for establishing the eligibility of sites under Criterion 4. The integrity of any refuse deposits or building foundations depends on whether or not surfaces or features are preserved, and also includes the potential for identifying and analyzing horizontal and vertical spatial patterning in past behavior. If post-depositional natural or cultural processes have disturbed the context of the artifacts, potential information can be lost or its value highly compromised. As a result, a site with poor integrity often has a diminished capacity to yield information important in history (Criterion 4). Exploring both the horizontal and vertical aspects of the site allows for an evaluation of the information potential of the site and determination of the level of disturbance, if any.

Unique archaeological resource. For a historic-period refuse scatter or building foundation to be considered a unique archaeological resource it must contain information needed to answer important scientific research questions of public interest, possess a unique quality such as being the oldest or best example of a resource type, or be directly associated with scientifically recognized important historic event or person. A historic archaeological site that does not meet the significance threshold for any CRHR eligibility criteria, is unlikely to be considered a unique archaeological resource.

If present, historic-period refuse scatters or building foundations have the potential to be significant under CEQA and would require mitigation to avoid potentially significant impacts. Implementation of MM Arch-1 through Arch-4 will ensure that previously unrecorded archaeological resources are properly identified by a qualified archaeologist so that they can be evaluated for the CRHR under the applicable criteria. Specifically, MM Arch-4 requires an archaeological monitor to be present during excavation or grading in the area of sensitivity so that any historic-period archaeological sites are identified, and impacts are avoided. MM Arch-2 requires preparation of an ARMMP that addresses the means by which CRHR eligibility will be assessed in the event of a discovery. This includes but is not limited to the considerations under Criterion 1, 2, and 4 discussed above. The ARMMP will also outline a procedure for treatment of any historic-period archaeological sites determined to be historical resources under CEQA such that potentially adverse impacts are reduced to less than significant levels.

ZANJA NO. 2

There is potential to encounter remains from Zanja No. 2 in the Project area below the current grade. Zanja No. 2 was in operation at between approximately 1871 and 1906 as part of the City's water distribution system for agricultural and domestic use. Archival sources indicate Zanja No. 2 was constructed as a wooden flume box measuring 3 feet wide by 1 foot deep, running north/south in the western portion of the Project area. An inventory of the zanja system in 1888 reported the full length of Zanja No. 2 as approximately 13,200 feet; the maximum length of the segment within the Project area is estimated as 152 feet. Other archival sources suggest that portions of Zanja No. 2 were replaced with a concrete conduit but do not specify where those replacements occurred and could have included the segment within Project area. Undocumented modifications to zanja segments were routine and could include other types of construction such as earthen ditches, iron pipes, and brick conduits. Associated features and artifacts are also a possibility and include vaults, inlet/outlet valves, drains, bridges, sewers, refuse, tools, and hardware.

Considerations for Resource Significance

Material remains of some zanja segments have been identified elsewhere in Los Angeles and when encountered have been either determined eligible, recommended as eligible, or treated as eligible for the NRHP and/or CRHR. Based on review of archival sources that identified historically mapped segments of Zanja No. 2 within the Project area, significance of any preserved remains is most likely to be found under Criteria 1 and 3 of the CRHR and as a unique archaeological resource. CRHR eligibility under Criteria 2 and 4 are less likely but further work would be required to assess in the event the physical remains are identified in the Project area.

CRHR Criterion 1. Zanja No. 2 is part of the larger Los Angeles zanja system—an extensive and integrated water conveyance network that was originally established during the Spanish period and served large areas of the city for multiple generations. From the time of its inception the zanja system was expanded and it became more elaborate during the American period as the city grew. The system reached its peak in the 1880s, leading to the real estate boom of 1887–1888, when most agricultural properties were subdivided into housing tracts, including those in the Project area. Zanja No. 2 was in operation as early as 1871, at which point archival sources suggest it was constructed as a wooden flume box measuring 3 feet wide and 1 foot deep, and remained in service as late as 1906. Zanja No. 2 provided irrigation for the southern portions of the city, fulfilling agricultural and domestic water needs that contributed to the growth of Los Angeles through the end of the nineteenth century. Because of its role in the development of Los Angeles' early water supply system (ca. 1860–1904), CRHR eligibility under Criterion 1 is likely at the local level for its association with events that have made a significant contribution to broad patterns of history. Among the seven aspects of integrity to be considered should any remains be identified with Zanja No. 2, integrity of location and materials would be of particular relevance under Criterion 1. A fully or mostly preserved wooden flume in its original context would

likely be sufficient to convey the historical association; the preservation of associated geophysical markers, artifacts, or other materials that can be used to date the construction of Zanja No. 2 or otherwise reconstruct its design would also be considered. For example, detailed sediment profiles may be used to reconstruct the location of the original ditch that was later replaced by the wooden flume.

CRHR Criterion 2. Resources with significance under Criterion 2 have a direct association with persons of local, state, or national significance. For Zanja No. 2 and much of the development of the early Los Angeles water system, the design, construction, maintenance, use, and administration of individual components included a variety of people. Where these individuals can be identified through archival research, their historical significance would be considered when evaluating any material remains of Zanja No. 2 under this criterion. The information currently available did not identify any such associations for Zanja No. 2. Assessing CRHR eligibility under Criterion 2 for any preserved segments of Zanja No. 2 within the Project area would require additional archival research. The evaluation would consider the historical significance of any person(s) associated with the design, construction, administration, operation, or use of the zanja. The evaluation would also consider the nature of the association and whether it rises to the level of significance to satisfy CRHR eligibility under Criterion 2. Among the seven aspects of integrity to be considered when evaluating significance under this criterion, the integrity of materials and location would be of particular relevance as the type and date of construction would be required to establish the association through any archival research.

CRHR Criterion 3. Engineered properties like a linear water conveyance feature may also be considered eligible under Criterion 3, which recognizes features that embody the distinctive characteristics of a method of construction. If present, the type of features encountered (e.g., an earthen ditches, wooden flumes, pipes, conduits, vaults, inlet/outlet valves, drains, bridges, sewers) and their design would be considered in the context of the early Los Angeles water distribution system. Specifically, the evaluation would determine whether any identified remains embodied the distinctive characteristics of the historical zanja system. Among the seven aspects of integrity to be considered when evaluating significance under this criterion, the integrity of location, design, materials, and workmanship are of particular importance.

CRHR Criterion 4. Properties that are significant under this criterion have yielded, or have the potential to yield, information important to the history of the local area, California or the nation. Assessing the significance of surviving Zanja No. 2 under this criterion requires identifying relevant historical themes, developing research questions, and listing the type of data required to address the questions. Where an archaeological site possess data that can be used to answer the research questions and contribute to our understanding of local history beyond what is currently known, the resource is considered significant under Criterion 4. Assessing the integrity of archaeological materials is important for establishing the eligibility of any archaeological sites under Criterion 4. The integrity of any zanja features identified depends on the level of preservation for the materials themselves and the potential for identifying and analyzing horizontal and vertical spatial patterning in past behavior. If post-depositional natural or cultural processes have disturbed the context of Zanja No. 2 or association of artifacts and features, potential information can be lost or its value highly compromised. As a result, a site with poor integrity often has a diminished capacity to yield information important in history (Criterion 4). Exploring both the horizontal and vertical aspects of the resource will allow for an evaluation of the information potential of the site and determine the level of disturbance, if any.

Unique archaeological resource. For an archaeological site to be considered a unique archaeological resource it must contain information needed to answer important scientific research questions of public interest, possess a unique qualify such as being the oldest or best example of a resource type, or be directly associated with scientifically recognized important historic events. Associations with important historic events or persons are addressed above in under CRHR Criterion 1 and 2; information potential is largely addressed by the same considerations under CRHR Criterion 4. In each of these cases, the

identified remains would be assessed to determine whether it can be clearly demonstrated that the individual criteria are met and add to what is already known about the zanja system or Zanja No. 2. Examples of preserved zanja system components are very rare. Determining whether any remains of Zanja No. 2 identified in the Project area are a unique archaeological resource would require determining whether the remains are the oldest or best example of its type. Very few examples of wooden flumes associated with the zanja system have ever been identified in an archaeological setting and it is unknown whether any have been collected and curated. Concrete and brick conduits and iron pipes from zanja segments system have been encountered more commonly and at least one from the Zanja Madre is incorporated into a publicly accessible interpretive display.

If present and found to retain integrity, the remains of Zanja No. 2 could provide a tangible link to a system that once fed water to a dry but highly productive agricultural region that later evolved into one of the nation's largest metropolitan areas. While the presence of the zanja within the Project area and its integrity are unknown, the archaeological remains of Zanja No. 2 have a high likelihood of being significant under CEQA, and project-related impacts from grading and excavation would require mitigation to reduce this impact to less than significant.

Implementing MM Arch-1 through MM Arch-4 will ensure that any remains of the zanja are properly identified by a qualified archaeologist so that they can be evaluated as a historical resource consistent with CEQA Guidelines Sections 15064.5(a) and PRC Section 21083.2(g). The archaeological monitors will work closely with equipment operators to ensure that every effort is made to avoid damaging zanja segments as defined in CEQA Guidelines Sections 15064.5(b), if present, prior to their adequate evaluation and documentation. MM Arch-2 requires an ARMMP be prepared that will include the protocols and methods by which any remains are evaluated as historical resource. The evaluation will consider eligibility for the CRHR under Criteria 1–4 and as a unique archaeological resource, and assess the integrity of the remains. Based on the information currently available, if the archaeological remains of Zanja No. 2 are indeed present within the project area and if they exhibit sufficient integrity, they would likely be eligible for the CRHR under Criteria 1 and 3, and are also likely to be a unique archaeological resource.

The ARMMP will outline treatment options in the event the zanja is determined to meet one or more of the significance criteria and found to retain integrity, or not (discussed below). If Zanja No. 2 is identified and found to retain integrity, the ARMMP will include, but not be limited to, documentation that conforms with Historic American Engineering Record (HAER) standards. HAER documentation will capture the original conditions of the zanja, including its manufacturing or engineering process, convey the associations with historically significant persons, and recover the scientific data necessary to answer important historical research questions. These actions, as implemented through MM Arch-2, would mitigate impacts to Zanja No. 2 to less than significant levels where CRHR eligibility is found under Criterion 2–4. If eligibility of Zanja No. 2 is found under Criterion 1, MM Arch-2 requires additional treatment to develop interpretive materials for the public, at the expense of the project applicant, prepared by professionals meeting the Secretary of the Interior standards in history or historical archeology. Interpretive materials already available to the public will be considered so that the development of new materials will add to the existing body of work on the historical Los Angeles water system. In so doing, the alterations to the zanja materials and impacts to the setting that convey its historical significance would be offset through the substantial public benefits provided by the interpretive materials and retain its significant historical associations.

In the event the treatment options discussed in the ARMMP are found to be infeasible or alternatives not already included are proposed, MM Arch-4 requires that the qualified archaeologist (retained through implementation of MM Arch-1) will coordinate with the Project proponent and City Planning to develop

a formal treatment plan that would reduce impacts to the resource, the process and timing of which will be specified in the ARMMP implemented under MM Arch-2.

In the event that a segment of Zanja No. 2 is identified and found to retain integrity, impacts assessed under CEQA Guidelines Sections 15064.5 will be mitigated through implementation of MM Arch-1 through MM Arch-4 that, based on significance considerations, requires rigorous documentation and interpretive program. As a result, impacts would be reduced to less than significant levels.

RECOMMENDED MITIGATION MEASURES

Construction at the project site would adhere to applicable regulatory compliance measures intended to avoid creating or to reduce significant impacts to archeological resources in the event of a discovery during grading, excavation, or other ground disturbing activities. As noted above, certain soils at the project site have high sensitivity based on reviewed archival materials and databases. Given the likelihood of encountering previously unrecorded resources, mitigation measures are required to ensure that potential impacts to archeological resources that may be present in the Project area are less than significant. The mitigation measures recommended here have been developed in accordance with, and incorporate the performance standards of the Secretary of the Interior's Standards for professional archaeology, Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Sections 15064.5 and 15126.4 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1, Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format*, and the guidelines of the City of Los Angeles General Plan Conservation Element.

Feasibility of Preservation in Place

According to CEQA Guidelines 15126.4(b)(3), preservation in place (i.e., avoidance) is the preferred manner of treatment of archaeological sites. If avoidance is not feasible, treatment may include archaeological data recovery (i.e., excavation, laboratory processing, and analysis) to obtain important information and thereby reduce potential impacts under Criterion 4 to less than significant. Architectural documentation of engineered properties like a zanja may reduce potential impacts under Criterion 3 to less than significant. Treatment options for impacts to properties eligible under Criteria 1 and 2 are described below.

Preservation in place may include any of the following: planning construction to avoid archaeological sites; incorporating archaeological sites into a park, greenspace, or open space; covering the archaeological site with a layer of chemically stable soil; and deeding the site into a permanent conservation easement. There are no known, previously recorded archaeological sites identified in the Project area; therefore, planning for avoidance is not applicable to this Project. Archaeological sensitivity was assessed as high for the entire horizontal extent of the Project area and extending to an estimated depth of 12 feet. The Project design currently includes approximately 50 feet of excavation below grade to meet the geotechnical requirements for the building foundations and accommodate four or five levels of subterranean parking, which precludes the potential for incorporating any archaeological sites that may be discovered during construction into a park, greenspace, or open space, protecting the archaeological site under a soil stratum, or deeding the property into a conservation easement. Thus, if a previously unrecorded archaeological resource is identified within the Project area and found to be significant, it is very unlikely that preservation in place will be a feasible form of mitigation under any of the examples listed in CEQA Guidelines. As a result, mitigation measures including, but not limited to, architectural documentation in conformance with HAER standards and archaeological data recovery is proposed in the event that a previously unrecorded archaeological site is identified during construction and found to meet CRHR eligibility.

The recommended mitigation measures presented here provide a framework for mitigating impacts to a variety of resource types. Under MM Arch-2, an ARMMP must be prepared that further describes treatment of the specific archaeological resources that may be identified during the archaeological monitoring (implemented under MM Arch-4) and outlines protocols to follow in the event that a resource is found to meet CRHR eligibility criteria. In the event that a segment of Zanja No. 2 is identified and found to retain integrity, impacts will be mitigated through implementation of MM Arch-2, which has different treatment options depending upon which CRHR criterion is applicable.

The recommended mitigation measures are as follows:

- **MM Arch-1: Retain a Qualified Archaeologist.** Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards.
- **MM Arch-2: Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP).** Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in MM Arch-3), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

  The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to Zanja No. 2 and any other archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovery archaeological resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource, shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is

determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

- **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained.

- **Historic-period archaeological sites.** If a historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:

    - **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the project site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.

    - **Treatment Under Criterion 3:** Architectural documentation of exposed zanja segments shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity.

    - **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.

- **Zanja No. 2**. If segments of Zanja No. 2 are present and found to retain integrity, architectural documentation of exposed zanja segments shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity. In addition to HAER documentation, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:

    - **Treatment Under Criterion 1:** Treatment shall include interpretation of Zanja No. 2 for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the Zanja No. 2 alignment, relocating preserved segments in a publicly accessible display, or other visual

representations of zanja alignments through appropriate means such as a dedicated internet website other online-based materials. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation, and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials will add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning, with the content, format and location of any public interpretive materials that may be developed as part of the proximate related projects Nos. 99 and 101. The interpretive materials shall include a consideration of the Zanja No.2 segment located on the Project Site in relation to the entire Zanja No. 2 and the entire Zanja system as a whole. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning.

- **Treatment Under Criterion 2:** No additional work; archival research about important persons directly associated with the construction and use of Zanja No. 2 would be addressed as part of HAER documentation.

- **Treatment Under Criterion 3:** No additional work; HAER documentation is sufficient.

- **Treatment Under Criterion 4:** No additional work; archaeological data recovery and HAER documentation are sufficient.

- **Treatment as a unique archaeological resource:** Same as Criterion 1 treatment.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1.

- **MM Arch-3: Worker Environmental Awareness Program (WEAP) Training.** Before the commencement of initial demolition or excavation at the project site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the regulatory compliance

requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent.

- **MM Arch-4: Monitoring for Archaeological Resources.** Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile soil strata) below a certain depth or within a certain portion of the project site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

  Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of

the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars, and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format*. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 6 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

CONCLUSION

This evaluation included a review of historical archival sources and archaeological records. A CHRIS records search did not identify any known archaeological sites in the Project area. Background research indicates that subsurface archaeological deposits are commonly encountered during construction projects in downtown Los Angeles and previously unrecorded historic-period archaeological sites have a high likelihood of occurring within the Project area. Specifically, there is potential to encounter the remains of Zanja No. 2, domestic refuse associated with two 1890s residences, and construction material and building foundations associated with two warehouses demolished in the 1910s. These resources have the highest probability to occur in the soil strata defined as fill, which are estimated to extend at least 12 feet below the surface. The total depth of excavation required for the project is expected to be approximately 50 feet below the surface. Without mitigation, physical destruction of an archaeological resource eligible for listing in the CRHR would result in a significant impact under CEQA. To address potential impacts to previously undiscovered archaeological resources, the project will include retaining a qualified archaeologist (MM Arch-1), producing and implementing a detailed ARMMP (MM Arch-2 and Arch-4), and conducting a worker training (MM Arch-3). Doing so will ensure any archaeological sites are identified and determined to be historical resources or unique archaeological resources, to which project-related impacts would be mitigated on the basis of their eligibility under each CRHR criteria and as a unique archaeological resource.

In the event that a segment of Zanja No. 2 is identified and found to retain integrity, impacts assessed under CEQA Guidelines Sections 15064.5 will be mitigated through implementation of MM Arch-2 that, based on significance considerations, requires a rigorous documentation and interpretive program. HAER documentation will capture the original conditions of the zanja, including its manufacturing or engineering process, convey the associations with historically significant persons, and recover the scientific data necessary to answer important historical research questions, and in a publicly accessible platform. The development of interpretive materials will provide substantial public benefit that would offset the loss of the archaeological materials, and mitigate adverse impacts under CEQA Guidelines Sections 15064.5 by reducing impacts to less than significant levels. If a segment of the zanja is identified but does not retain integrity, then it will be recorded to a level sufficient to document its condition, and the Project would result in no adverse impacts.

Therefore, after mitigation, potential impacts to archaeological resources would be reduced to less than significant under CEQA. The measures described above address potential impacts to archaeological resources. In the event of a discovery of archaeological resources affiliated with Native Americans that might be considered tribal cultural resources, the City's standard condition of approval for the inadvertent discovery of tribal cultural resources will be followed.

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Appendix A.
Report Figures

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Figure 1. Project area and vicinity within Los Angeles County, 1:800,000 scale.

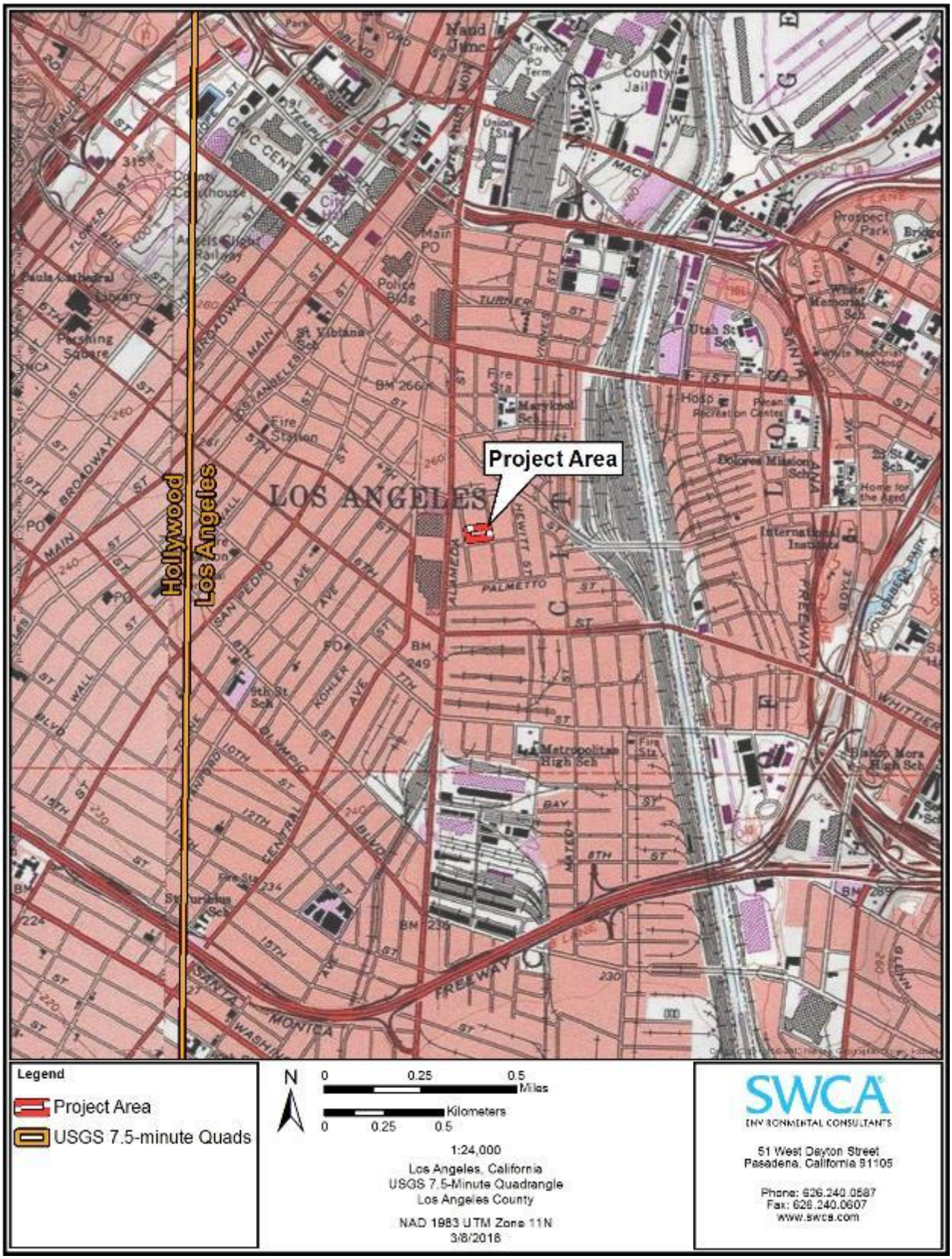

Figure 2. Project area and 0.5-mile radius plotted on USGS Los Angeles and Hollywood, California 7.5-minute topographic quadrangles.

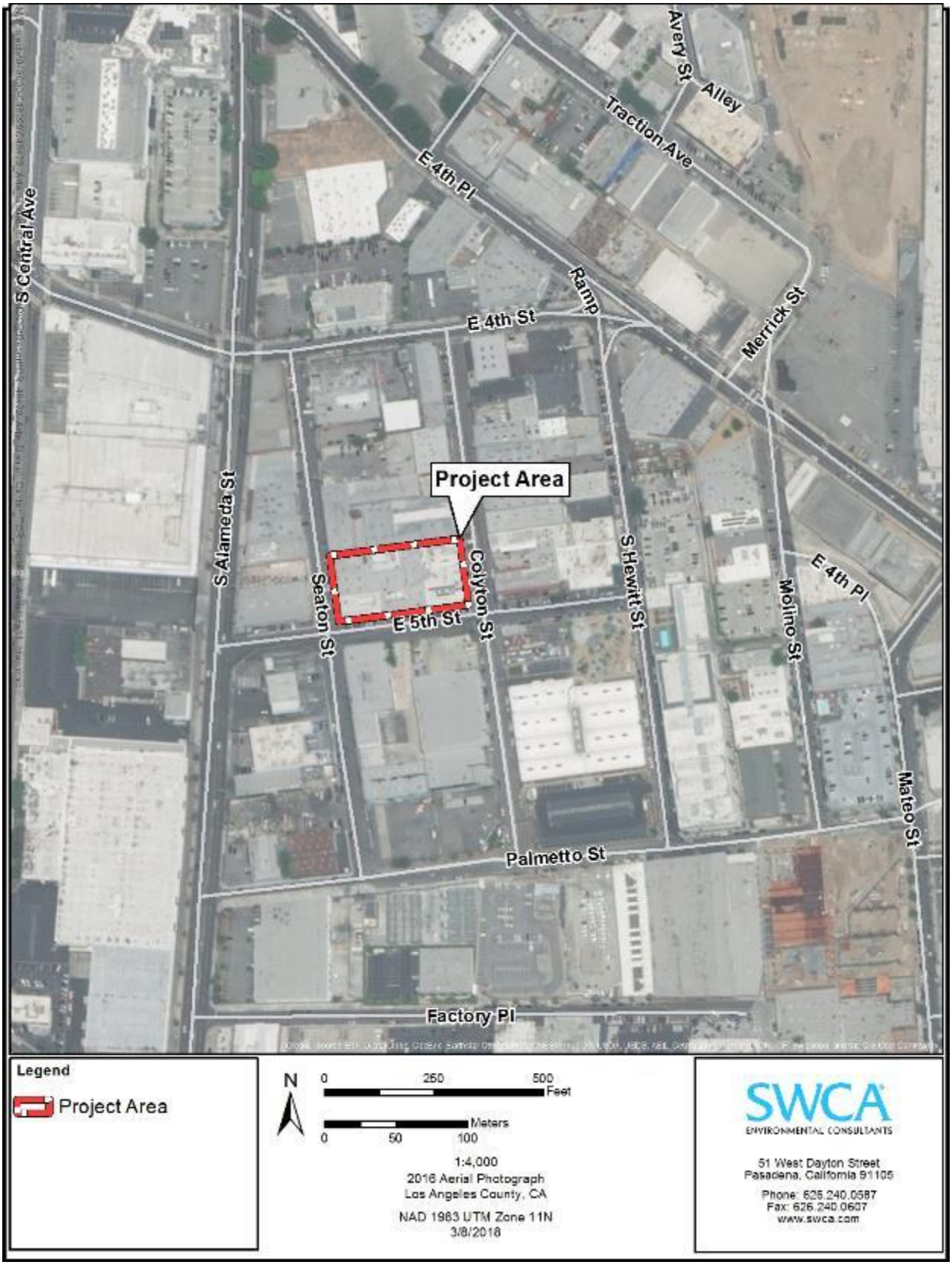

Figure 3. Project area (red outline) on a 2016 aerial photograph.

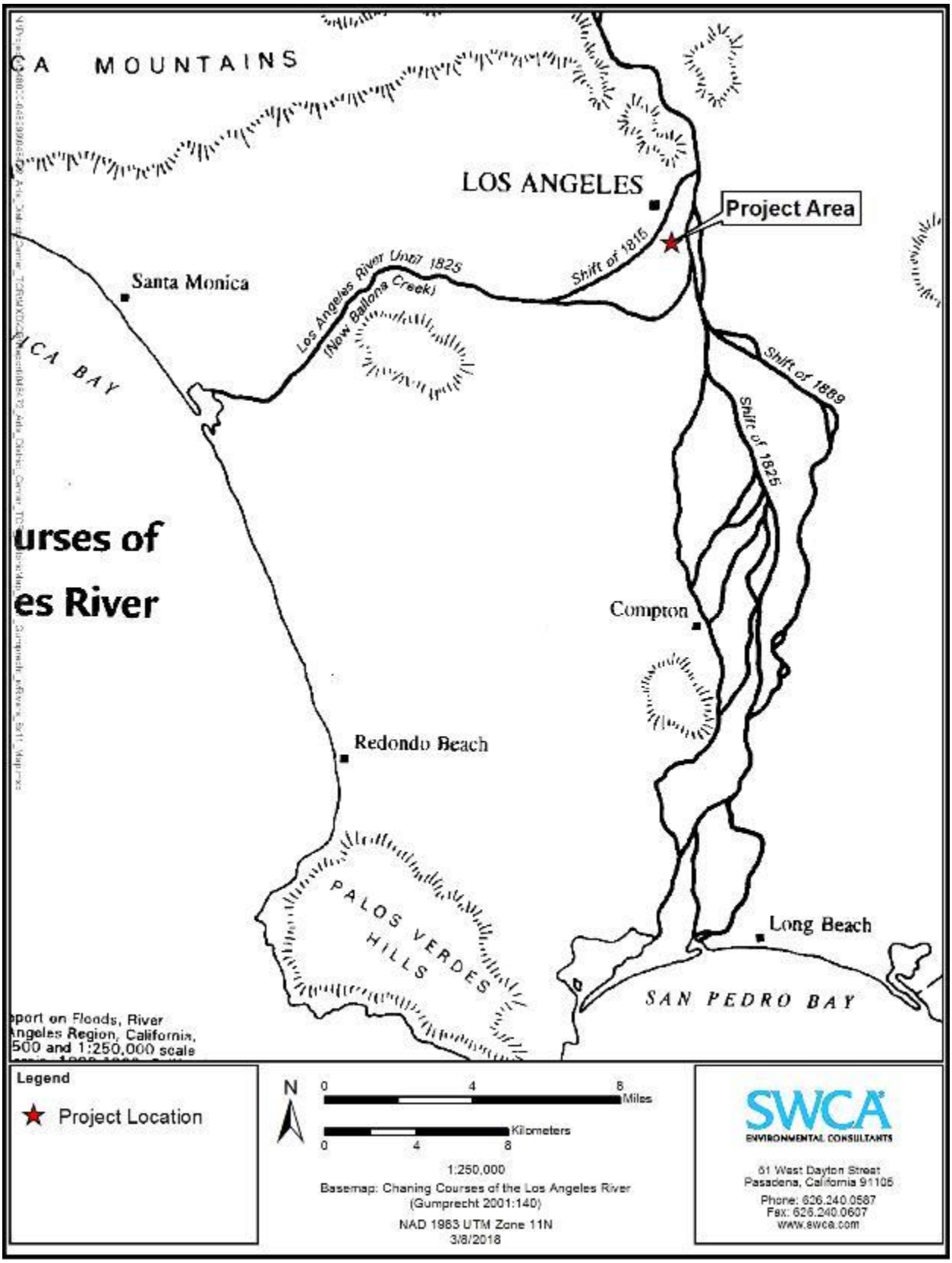

Figure 4. Multiple courses of the Los Angeles River channel as depicted by Gumprecht (2001:140).

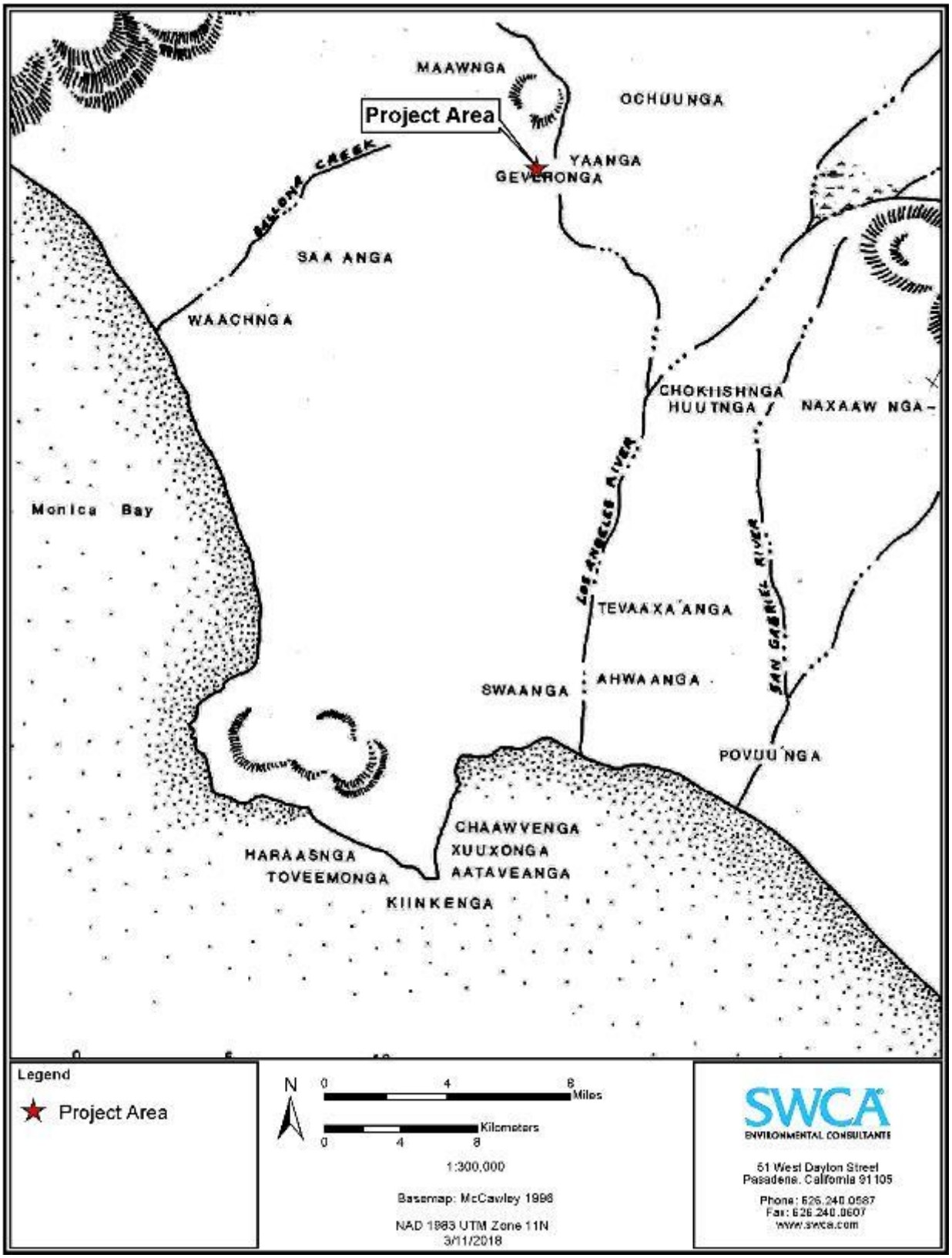

Figure 5. Project area and 0.5-mile radius plotted on McCawley's (1996:36) map showing the approximate location of villages cited in Gabrielieno ethnographic sources.

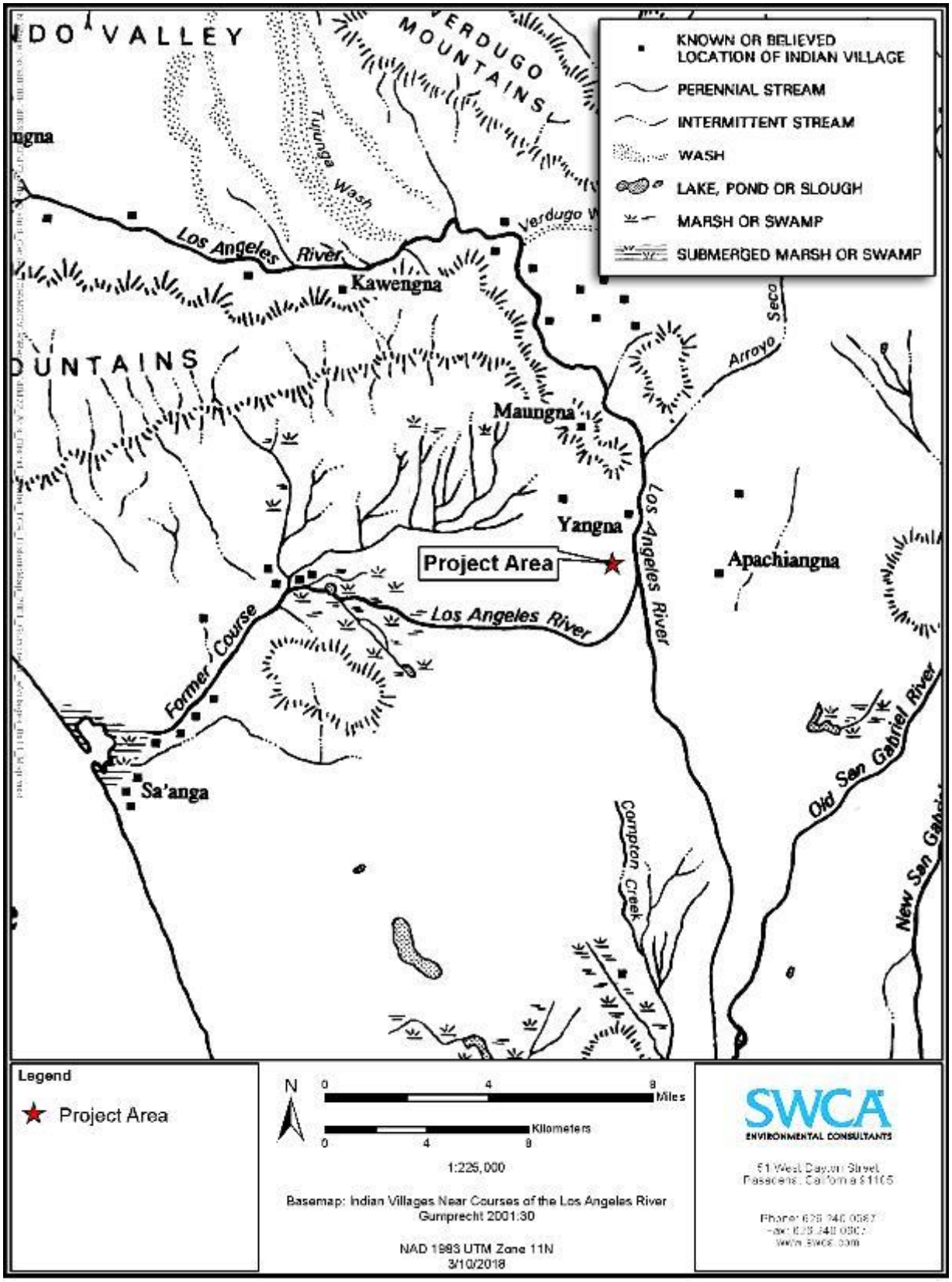

Figure 6. Project area plotted on Gumprecht's (2001:30) map showing hypothetical locations of Native American villages along the Los Angeles River and other waterways in the Los Angeles Basin.



Figure 7. Project area plotted on map of alleged Native American village locations and historical features in the Los Angeles Basin published by the Southwest Museum (1962) and re-printed in Johnston (1962).

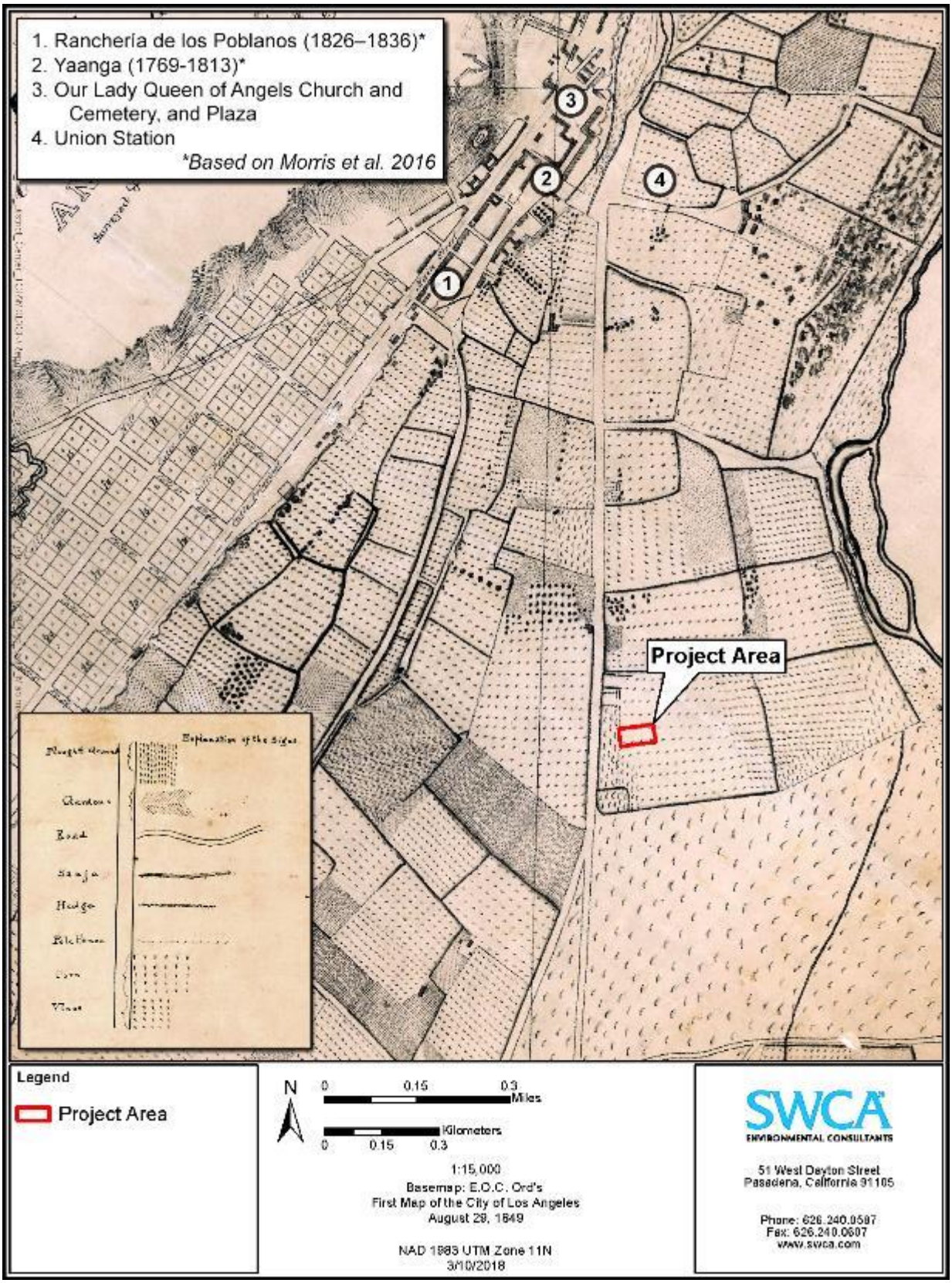

Figure 8. Project area shown on Ord's 1849 survey map appended with prominent historical landmarks and the location of Yaanga reported by Morris et al. (2016).

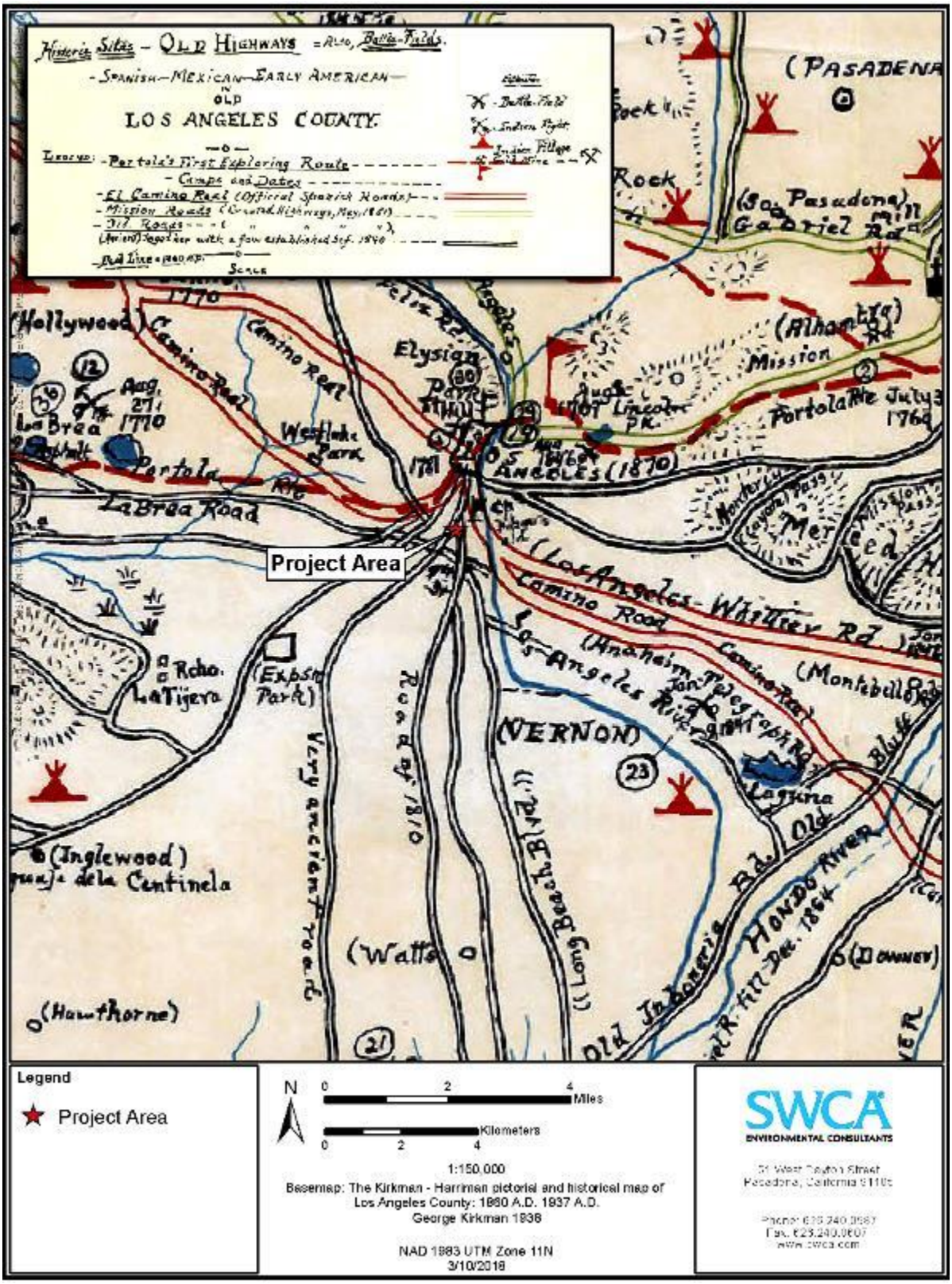

Figure 9. Kirkman-Harriman's pictorial and historical map of Los Angeles County, 1860–1937. Historical sites and features are depicted with symbols to indicate representational rather than explicit geographic locations. (Courtesy of Los Angeles Public Library. Call Number 91.7941 L88Ki.)

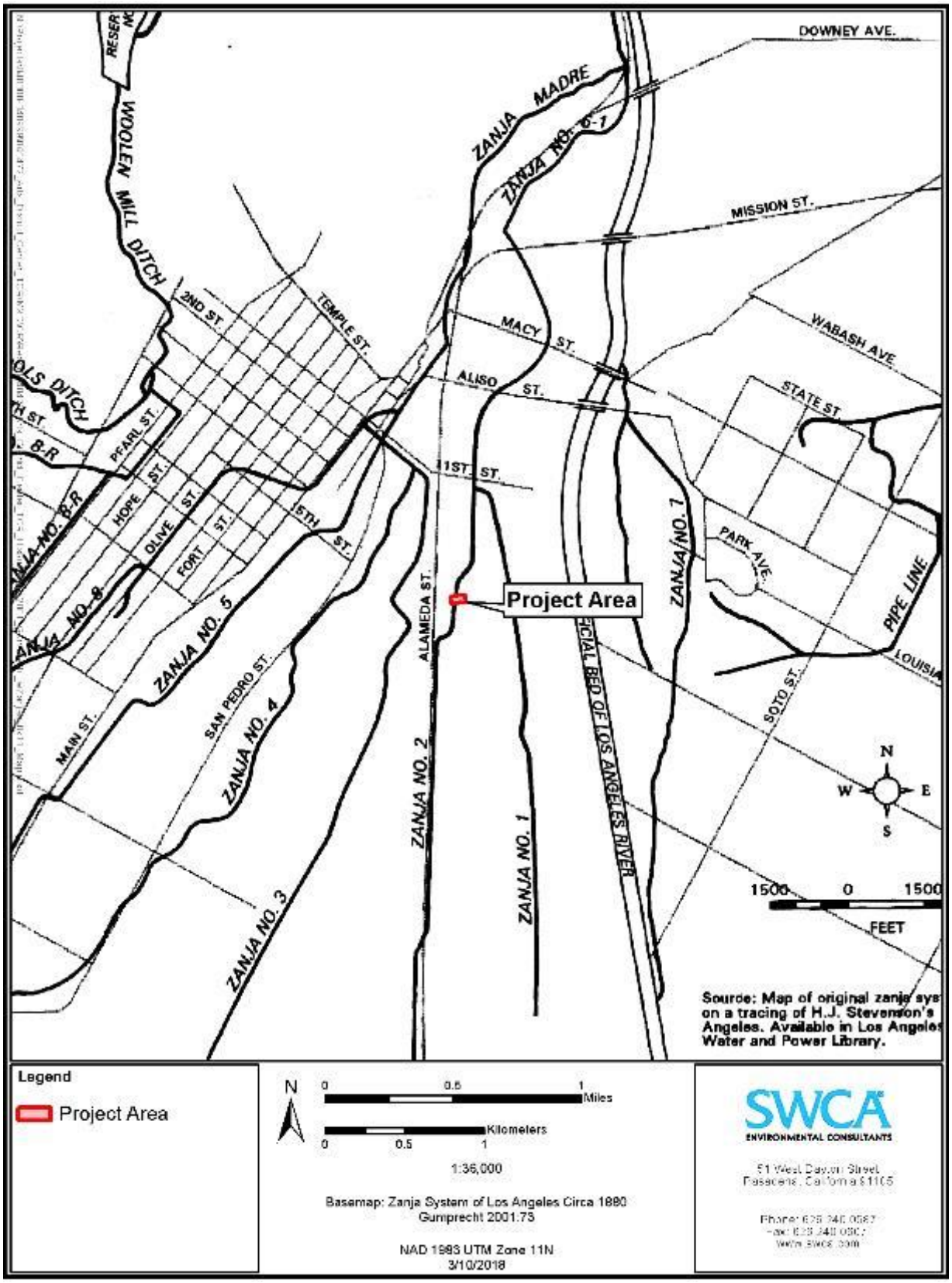

Figure 10. Project area shown on Gumprecht's (2001:73) map of the zanja system in Los Angeles, ca. 1880.

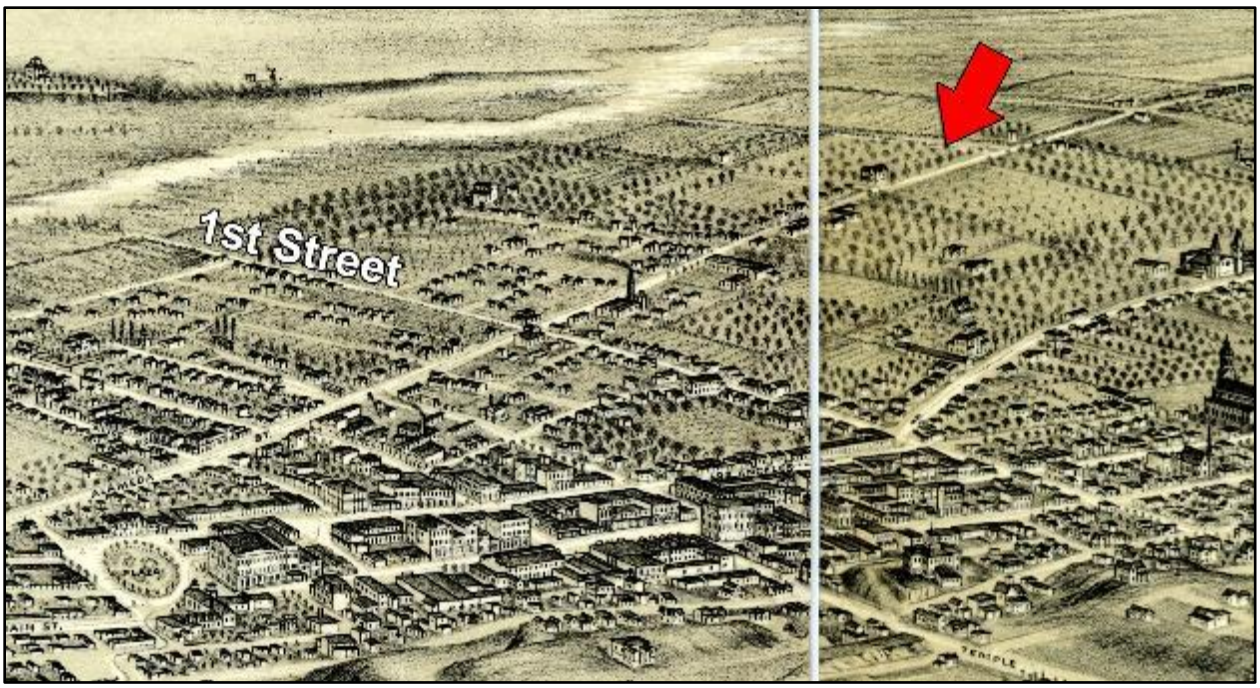

Figure 11. Glover's *Bird's eye view of Los Angeles* published in 1877, shown with the approximate location of the Project area (red arrow) south of 1st Street (Source: Library of Congress).

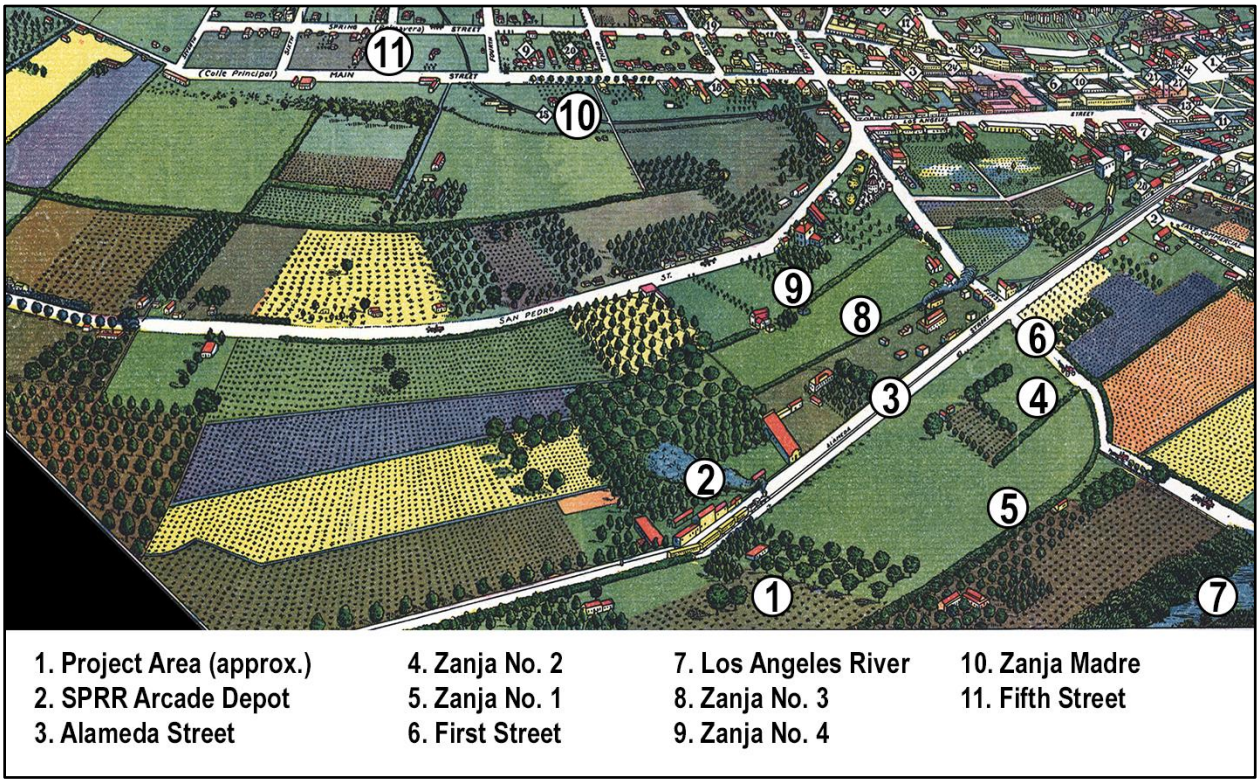

Figure 12. Artistic rendering of ca. 1871 Los Angeles published in 1929 by the Women's University Club, Los Angeles, annotated with the location of the Project area in an agicultural field, nearby zanja components and other landmarks (Source: Library of Congress).

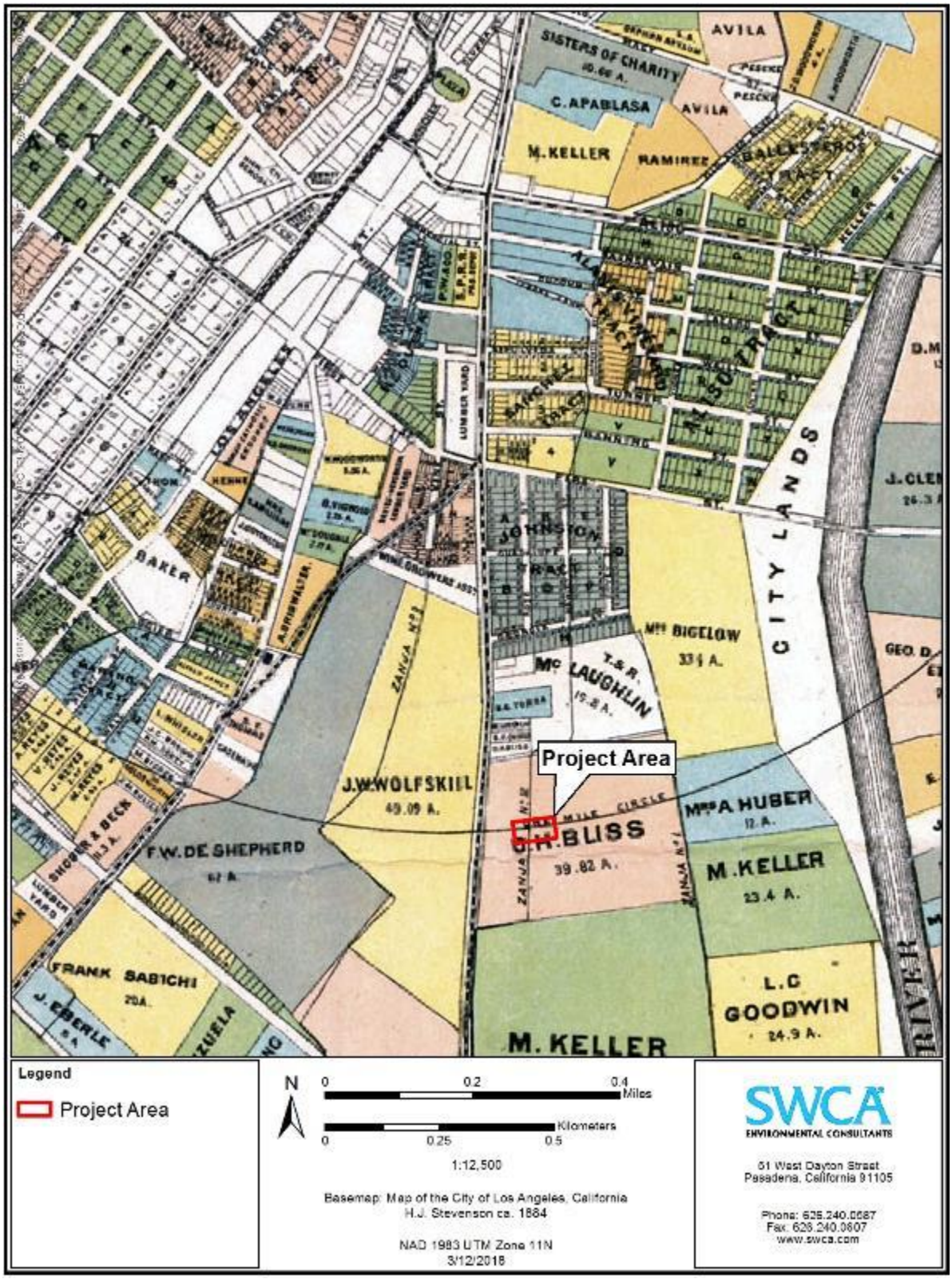

Figure 13. Project area shown on H. J. Stevenson's 1884 survey map of Los Angeles.

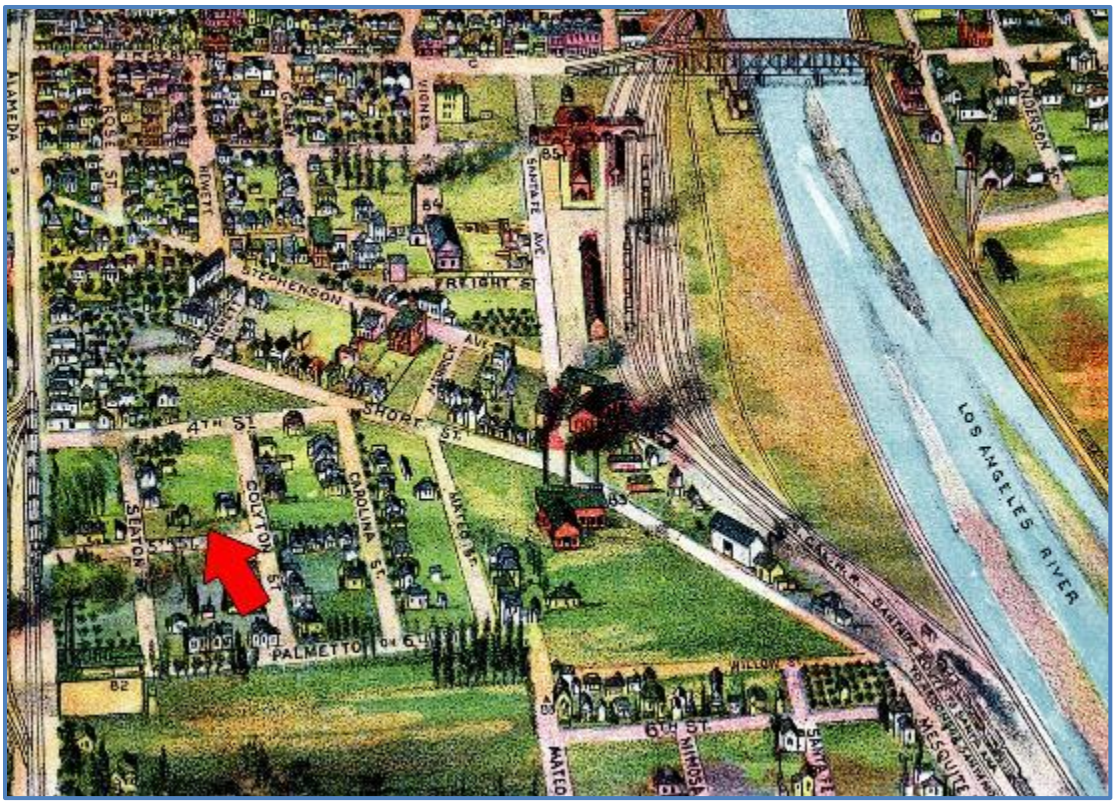

Figure 14. Project area (red arrow) and vicinity on the 1894 illustration of Los Angeles (Pierce, B. W. & Semi-Tropic Homestead Co. 1894).



Figure 15. Project area (red arrow) and vicinity on the 1909 bird's eye view illustration of Los Angeles (Birdseye View Publishing Co. 1909).



Figure 16. Project area depicted on a 1927 aerial photograph (Fairchild Aerial Survey, Flight C-113, Frame No. 307).



Figure 17. Barker Brothers Furniture Company, Palmetto Street, 1924. (Source: Los Angeles Public Library)



Figure 18. AT&SF La Grande Depot (right), located at Santa Fe and Second Street, 1893. (Source: Los Angeles Public Library)

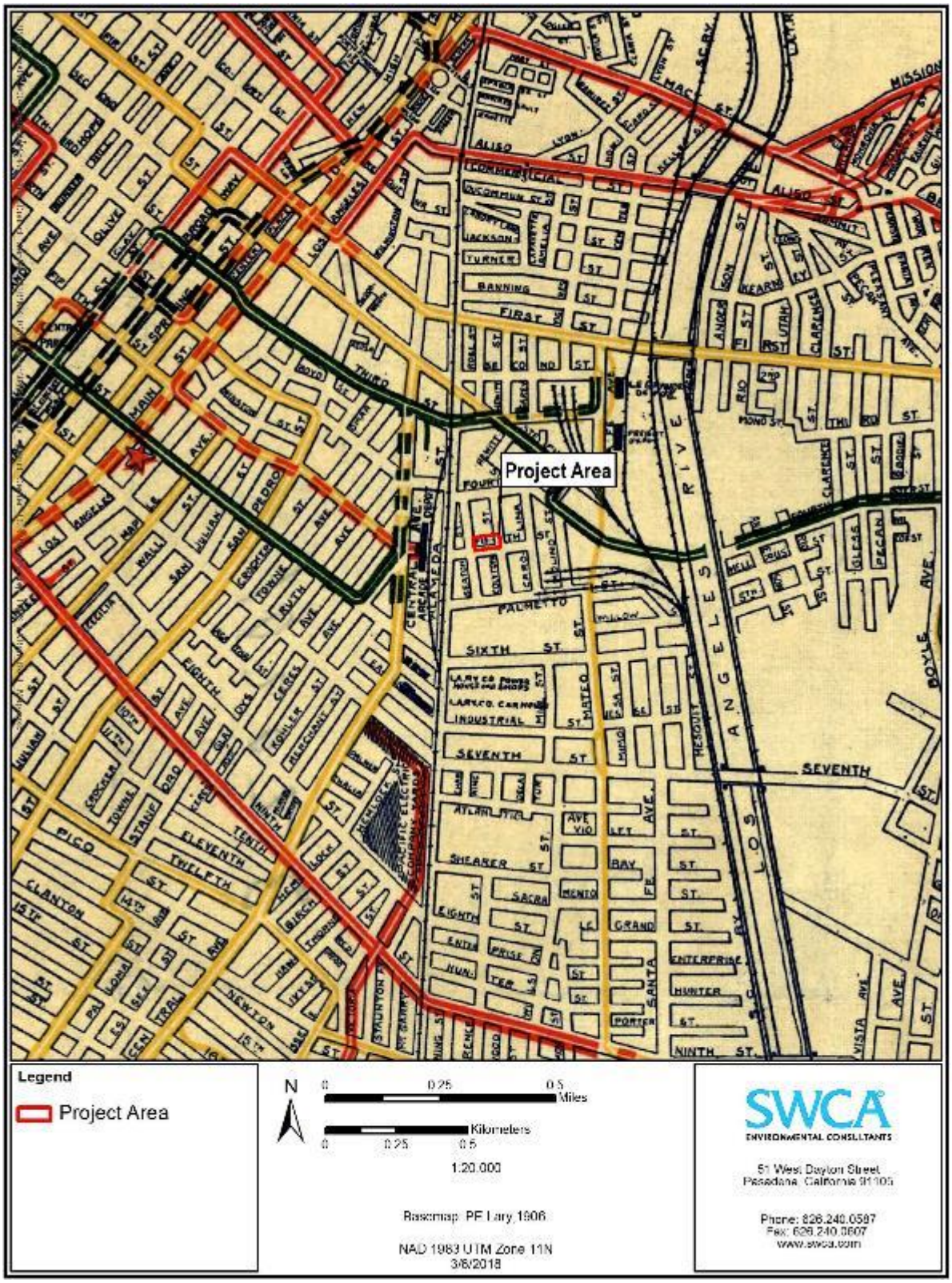

Figure 19. Project area depicted on a 1906 railway map (Travel and Hotel Bureau 1906). Note that the Arcade Depot, located just west of the Project area, is intersected by three lines operated by the Los Angeles Railway Company (yellow line), Los Angeles Inter-Urban Railway Company (green line), and Pacific Electric Railway Company.



Figure 20. Southern Pacific Central Depot, Fifth and Alameda, 1926. (Source: Los Angeles Public Library)



Figure 21. Undated photo showing a residence adjacent to the Barker Bros. building, located in close proximity to the Project area, likely along Colyton Street (Source: Los Angeles Public Library; see also Bray and Strauss 2015).



Figure 22. Archaeological remains of former zanja components identified along selected zanjas alignments (as depicted by Gumprecht 2001) near the Project area.

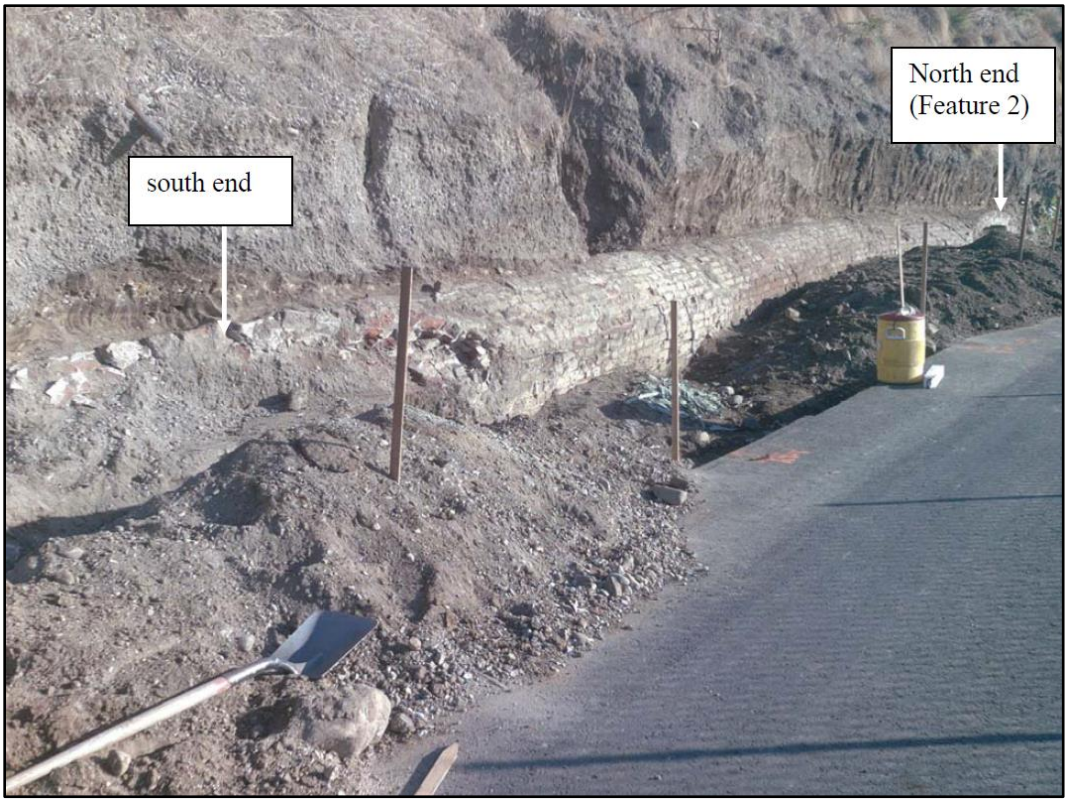

Figure 23. Segment of Zanja Madre along Broadway documented by Gust (2007:19).



Figure 24. Zanja Madre uncovered during excavation for the Blossom Plaza Project. Source: *Los Angeles Times* (Hall 2014).



Figure 25. Zanja No. 3, view of brick conduit with utility pipes (HAER No. CA-50-5).



Figure 26. Zanja No. 3, overhead view of wooden sewer with pipe fitting (HAER No. CA-50-12).

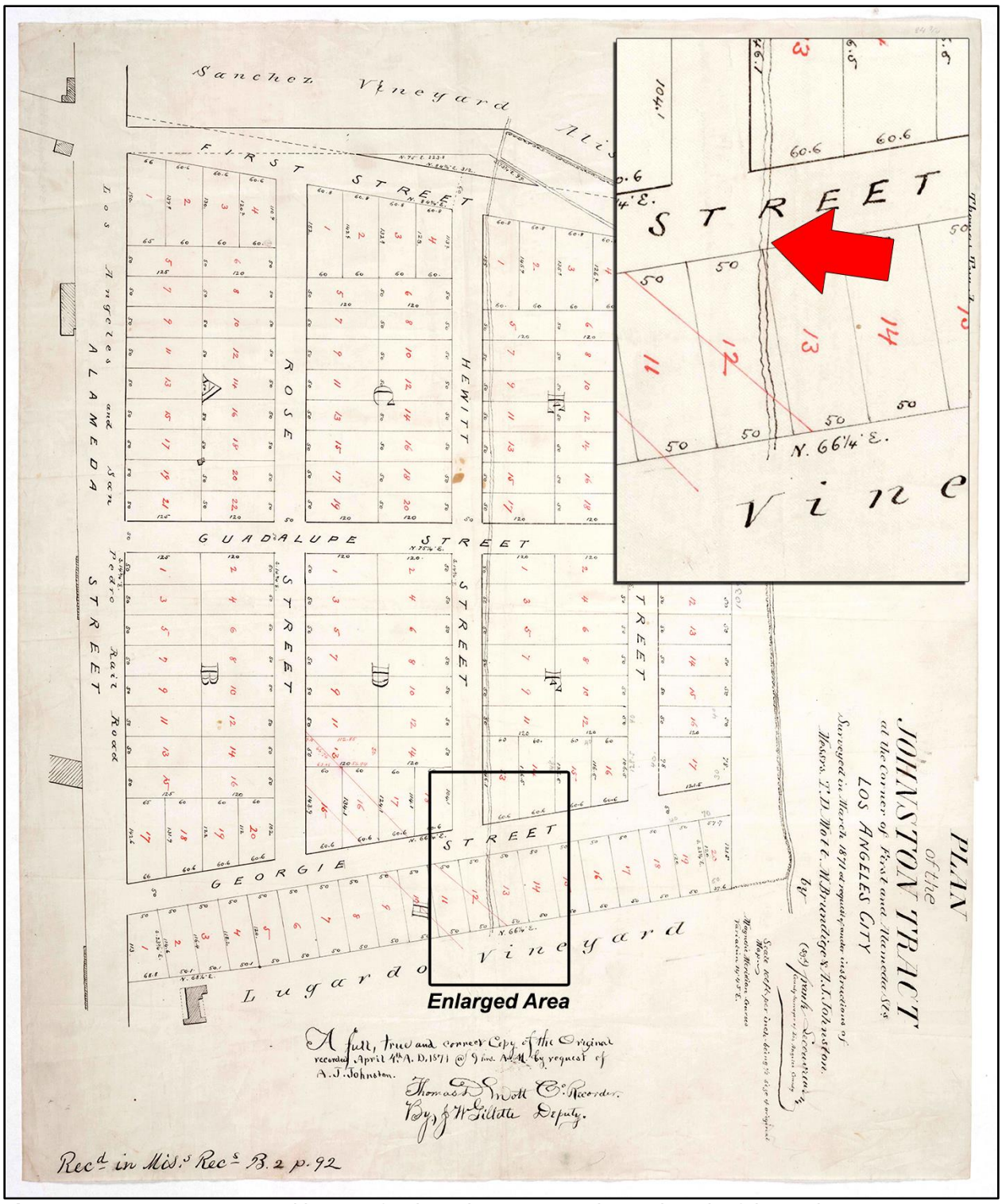

Figure 27. Survey map created in 1871 for the Johnston Tract, located north of the Project area, depicting the precise north-south alignment of Zanja No. 2 (red arrow in the inset) on the east side of Hewitt Street.

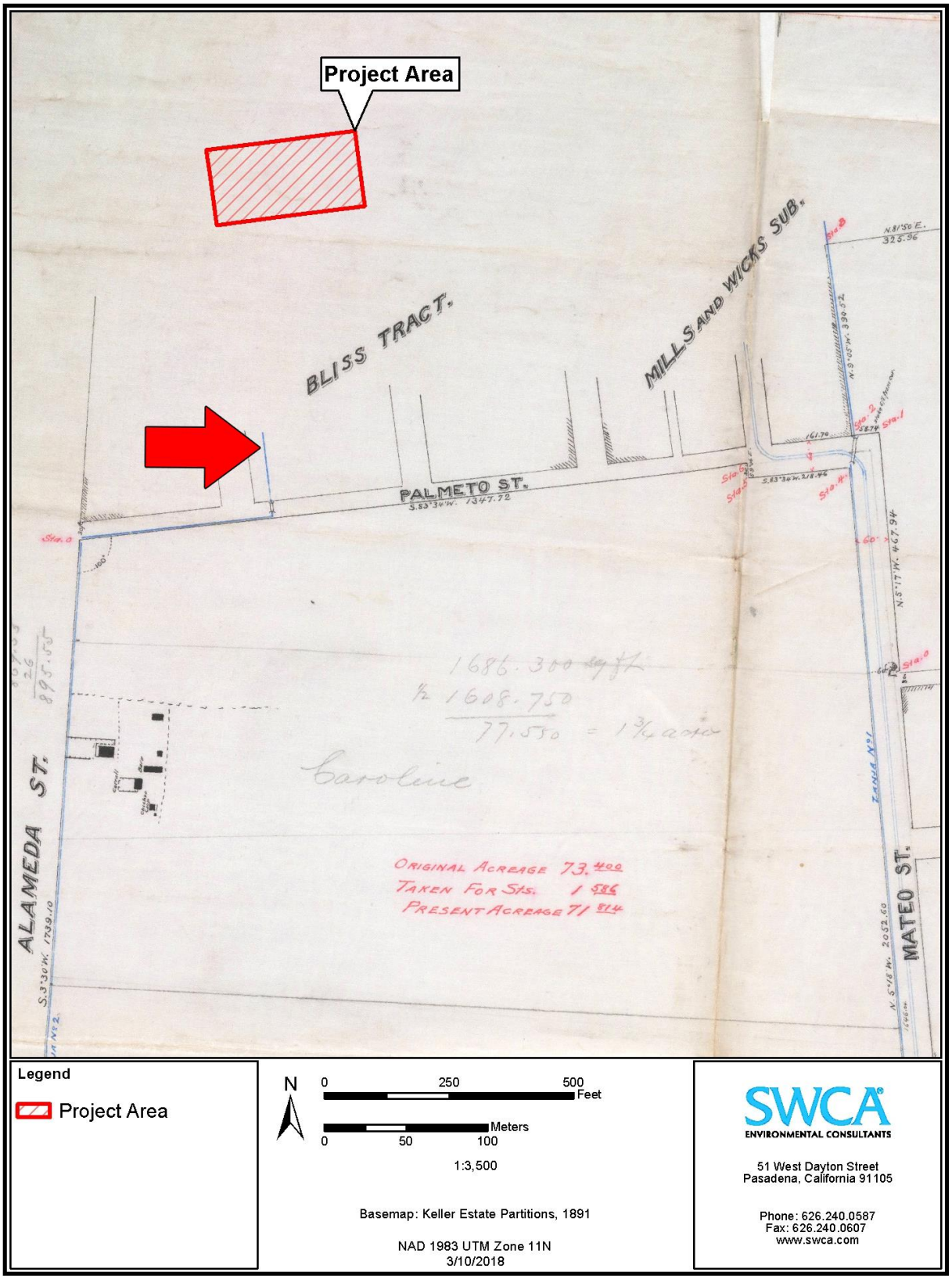

Figure 28. Survey map created in 1891 for the Keller Estate, located south of the Project area, depicting the precise route of Zanja No. 2 drawn with a blue line (red arrow) and Zanja No. 1 (right side along Mateo Street).

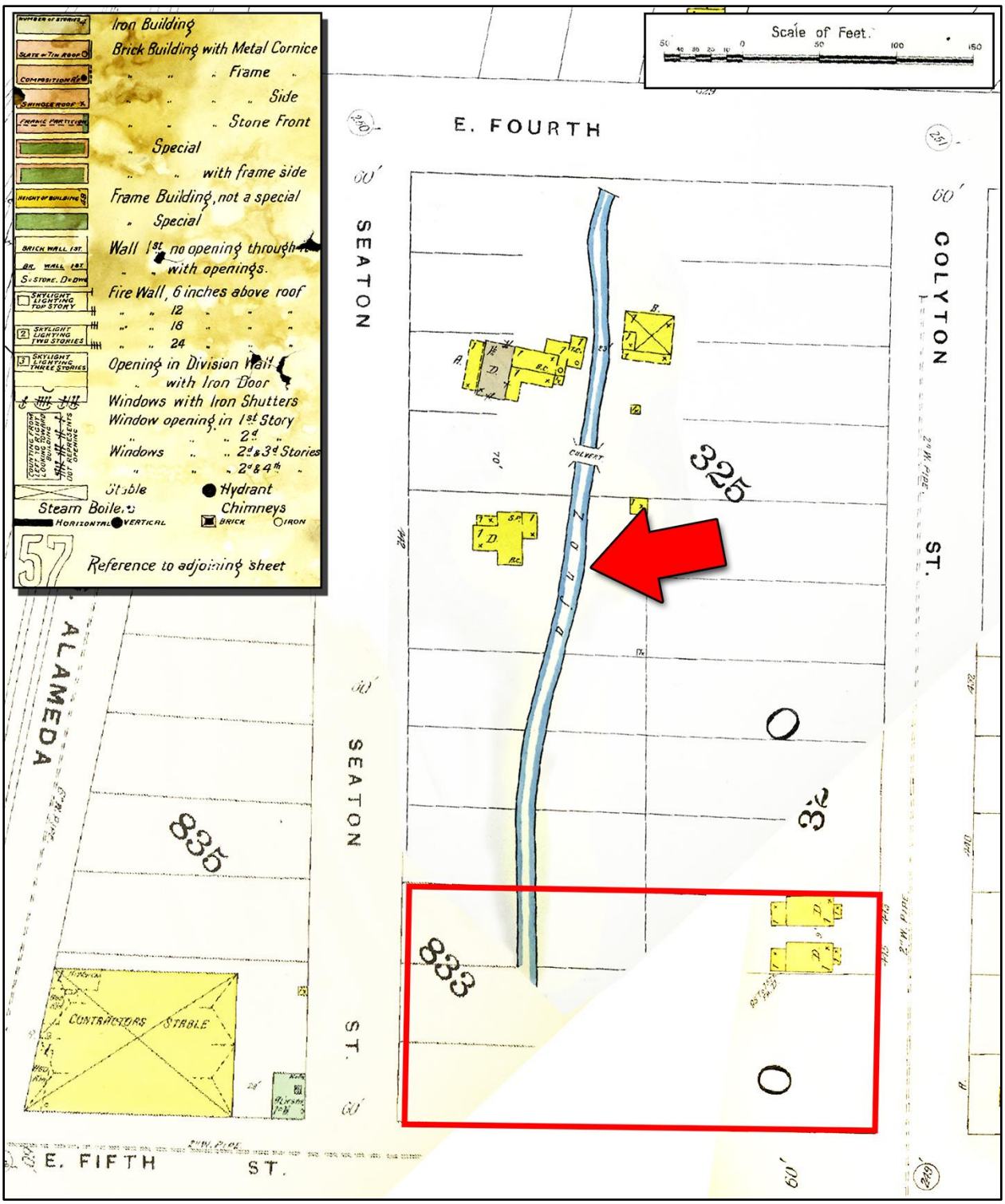

Figure 29. Composite Sanborn Fire Insurance Maps from 1894 (sheets 25, 27, 83) depicting Zanja No. 2 (red arrow) and the Project area (red outline). The maps included in the 1894 edition did not include coverage for land south of the Project area and the zanja appears cutoff but would extended further south through the Project area.

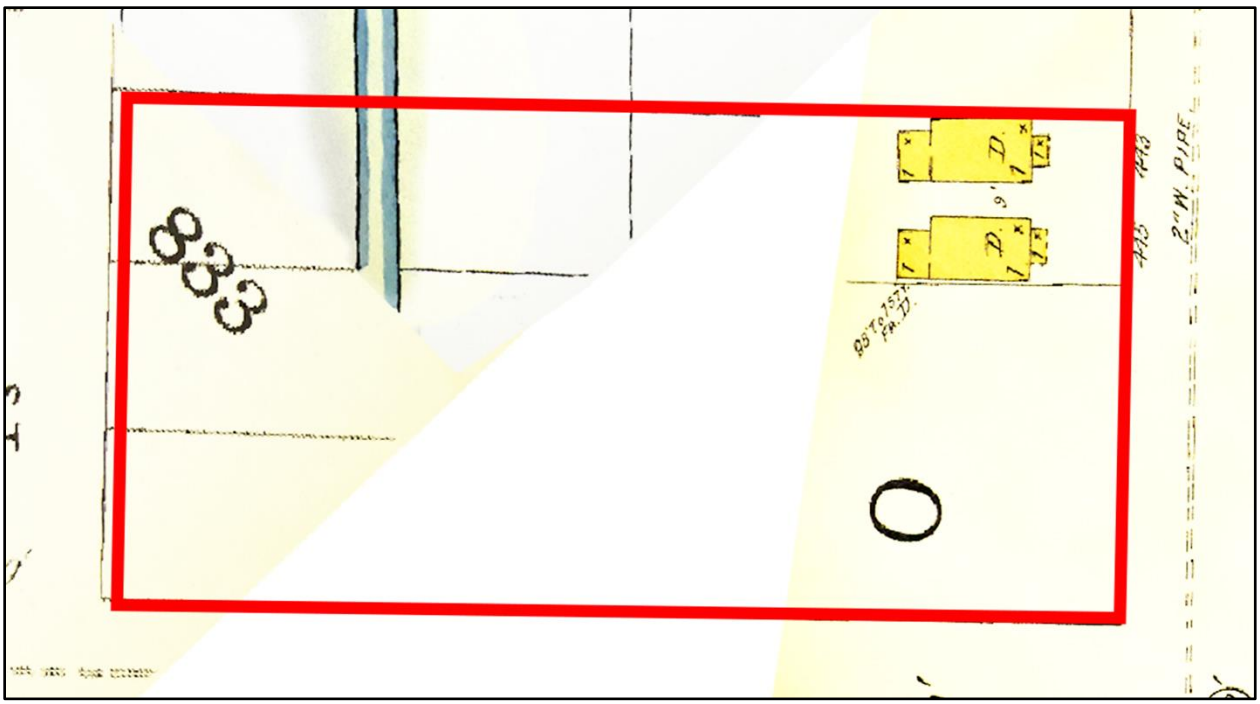

Figure 30. Detailed view of composite 1894 Sanborn Fire Insurance Maps (Figure 29) showing the Zanja No. 2 and two single-story dwellings (labeled 'D') at 443 and 445 Colyton Street within the Project area.

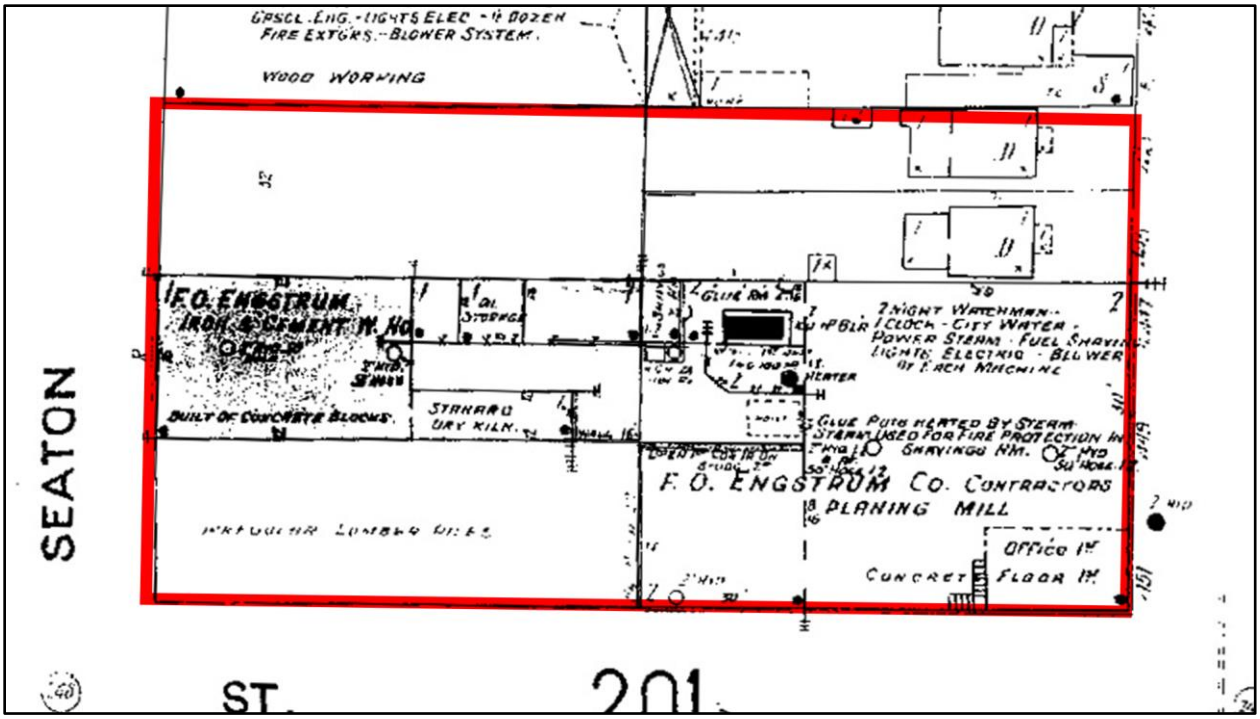

Figure 31. Sanborn Fire Insurance Map from 1906 (sheet 202) and the Project area (red outline).

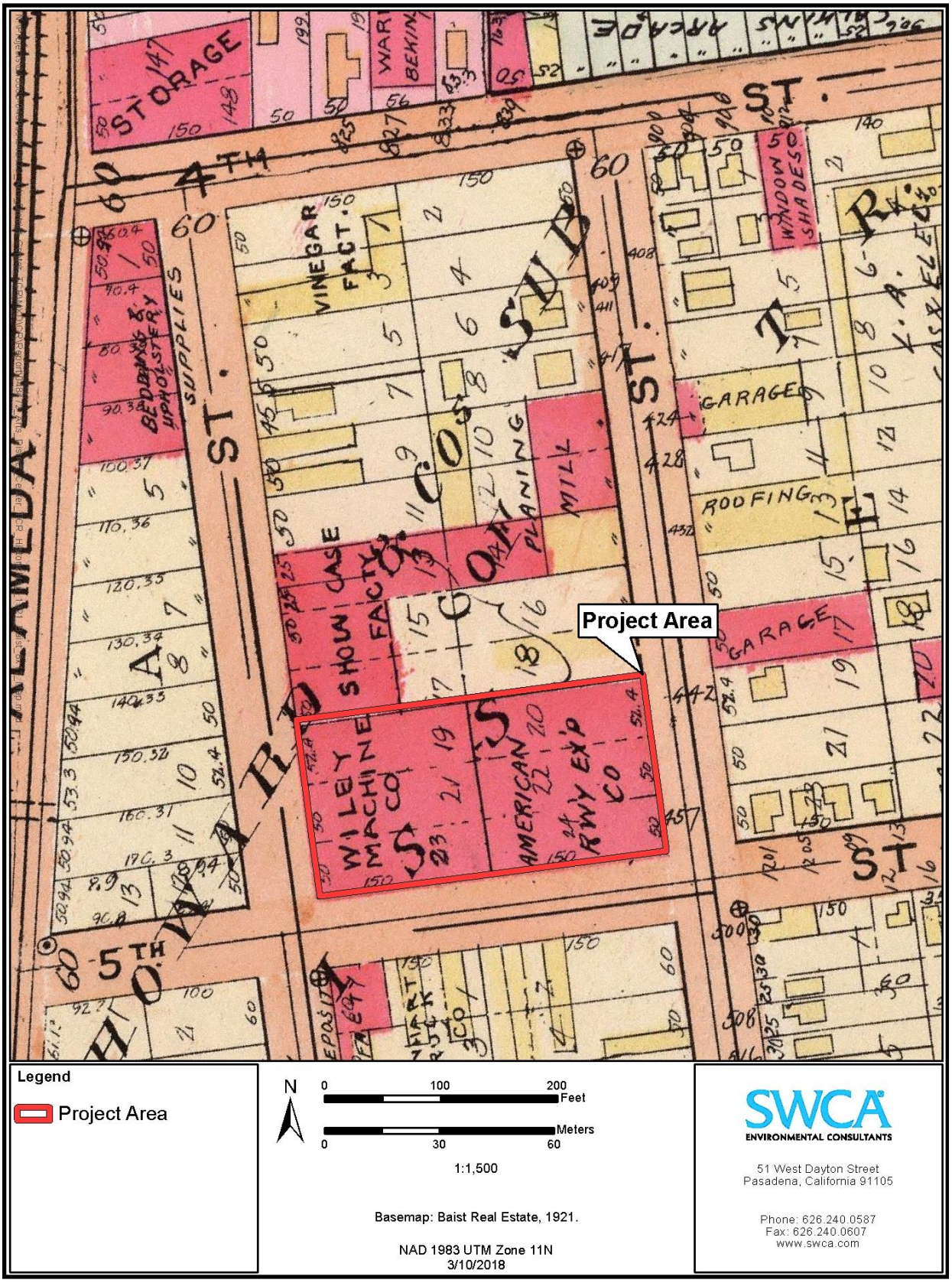

Figure 32. Baist Real Estate Survey Map from 1921 and the Project area.

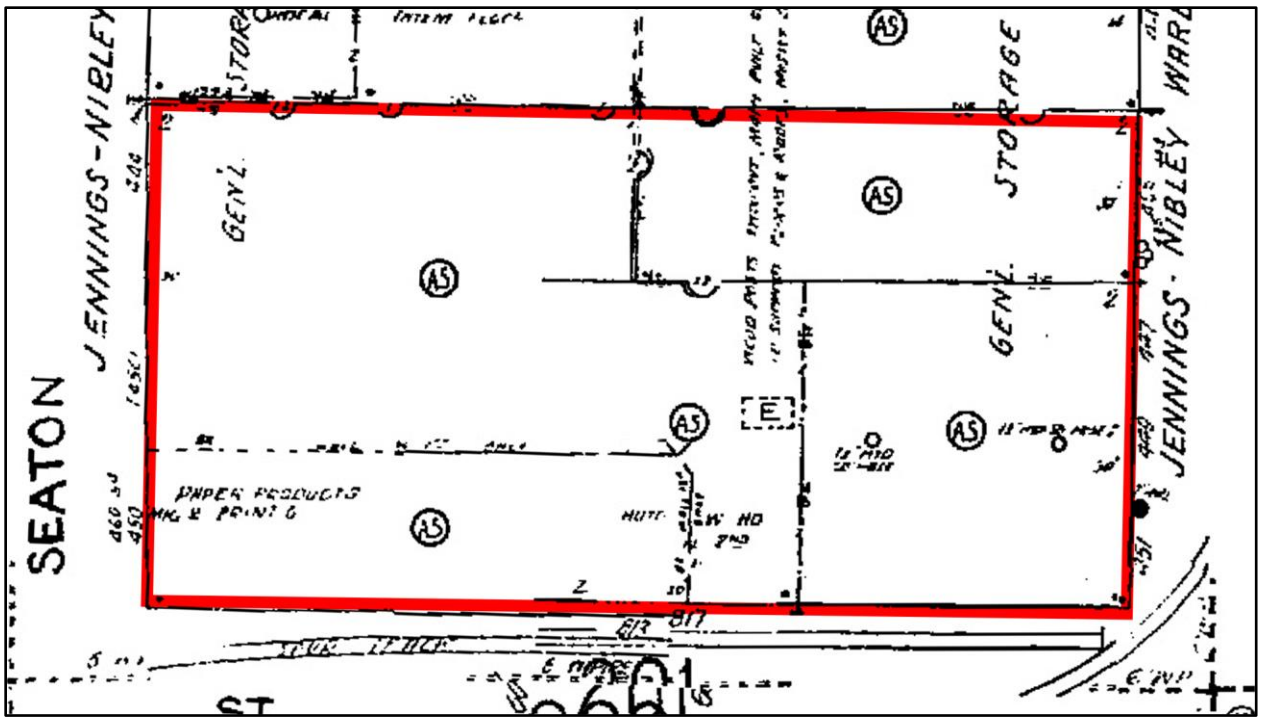

Figure 33. Composite Sanborn Fire Insurance Map from 1950 (sheets 201 and 202) and the Project area (red outline).

Appendix B.
California Historical Resources Information System (CHRIS) Record Search Results— Reports

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Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-01770	Report of Archaeological Reconnaissance Survey Project 7217b, City of Los Angeles, Los Angeles County, Ca	Salls, Roy A.	Northridge Center for Public Archaeology, CSUN	1989	Archaeological, Field study	Within 0.5-mile radius
LA-01997	First Street North Draft Environmental Impact Report	Anonymous	Environmental Science Assoc.	1990	Archaeological, Field study	Within 0.5-mile radius
LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Wlodarski, Robert J.		1992	Literature search	Within 0.5-mile radius
LA-02644	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Wlodarski, Robert J.		1992	Archaeological, Field study	Within 0.5-mile radius
LA-02788	Archaeological Literature and Records Review, and Impact Analysis for the Eastside Corridor Alternatives Los Angeles, California	Brown, Joan C.	RMW Paleo Associates, Inc.	1992	Literature search	Within 0.5-mile radius
LA-02815	Native American Placenames in the Vicinity of the Pacific Pipeline Part 1: the Los Angeles Basin	King, Chester	Topanga Anthropological Consultants	1993	Overview Report	Overview Report
LA-02950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Anonymous	Peak & Associates, Inc.	1992	Archaeological, Field study	Within 0.5-mile radius
LA-02966	Draft Stage I Environmental Site Assessment Eastside Extension (from Whittier Boulevard and Atlantic Boulevard Intersection to Union Station Area) Metro Red Line Los Angeles, California	Anonymous	Geotransit Consultants	1993	Other research	Within 0.5-mile radius
LA-03103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Greenwood, Roberta S.		1993	Monitoring	Within 0.5-mile radius
LA-03511	Assessment of the Archaeological Impact by the Development of the Waste Water Facilities Plan W.O. 31389	Romani, John F.	Northridge Archaeological Research Center, CSUN	1977	Archaeological, Field study, Literature search	Overview Report
LA-03583	The Los Angeles Basin and Vicinity: a Gazetteer and Compilation of Archaeological Site Information	Bucknam, Bonnie M.	Archaeological Research, Inc.	1974	Overview Report	Overview Report

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-03584	Our Pioneer Mother	MacDonald, Lenora Johnson		1931	Architectural/historical	Overview Report
LA-03813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Anonymous	Peak & Associates, Inc.	1992	Literature search	Within 0.5-mile radius
LA-03923	Archaeological Investigations at Maintenance of Way Facility, South Santa Fe Avenue (CA-LAN-2563h)	Foster, John M. and Roberta S. Greewood	Greenwood and Associates	1998	Monitoring	Within 0.5-mile radius
LA-04047	Transportation-related Resources on South Sante Fe Avenue, Los Angeles	Greenwood, Roberta S. and Lee, Portia	Greenwood and Associates	1998	Monitoring	Within 0.5-mile radius
LA-04074	Sixth Street Viaduct Over Los Angeles River Earthquake Damages - W.o. E6000000 Determination of Effect Report	Ohara, Cindy L.	City of Los Angeles	1989	Architectural/historical	Within 0.5-mile radius
LA-04217	Seismic Retrofit of First Street Bridge Over the Los Angeles River	Lee, Portia			Architectural/historical	Within 0.5-mile radius
LA-04323	Cultural Evolution in the Archaic/mesolithic: a Research Design for the Los Angeles Basin	Hill, James N.	Archaeological Resource Management Corp.	1985	Overview Report	Overview Report
LA-04448	Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California	Richard Starzak	Myra L. Frank & Associates	1994	Literature search	Within 0.5-mile radius
LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor From the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	Starzak, Richard	Myra L. Frank & Associates	1994	Other research	Within 0.5-mile radius
LA-04743	Cultural Resource Assessment for Pacific Bell Mobil Services Facility La 648-07, in the County of Los Angeles, California	Gray, Deborah	LSA Associates, Inc.	1999	Architectural/historical, Evaluation	Within 0.5-mile radius
LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Ashkar, Shahira	Jones & Stokes Associates, Inc.	1999	Archaeological, Field study	Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-04835	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Ashkar, Shahira	Jones & Stokes Associates, Inc.	1999	Archaeological, Field study	Within 0.5-mile radius
LA-04836	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project		Science Applications International Corporation	2000	Archaeological, Field study	Within 0.5-mile radius
LA-05426	Negative Hpsr Form: Central Ave. Improvements	Hale, Alice E.	Caltrans District 7	2001	Archaeological, Field study	Within 0.5-mile radius
LA-05433	Exposure of Brick Remains Along Central Avenue Little Tokyo, City of Los Angeles	Slawson, Dana N.	Greenwood and Associates	2001	Excavation	Within 0.5-mile radius
LA-07178	Report on Cultural Resources Mitigation and Monitoring Activities Fluor/level (3) Los Angeles Local Loops	Unknown	William Self Associates	2001	Excavation, Monitoring	Within 0.5-mile radius
LA-07425	City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines	McMorris, Christopher	JRP Historical Consulting	2004	Architectural/historical, Evaluation	Within 0.5-mile radius
LA-07427	Caltrans Historic Bridge Inventory Update: Metal Truss, Movable, and Steel Arch Bridges	McMorris, Christopher	JRP Historical Consulting	2004	Architectural/historical, Evaluation	Within 0.5-mile radius
LA-07533	Archaeological/paleontological Monitoring at 3rd Street and San Pedro	McKenna, Jeanette A.	McKenna et al.	2004	Monitoring	Within 0.5-mile radius
LA-07555	Inspection of Auger Bore Samples for the Coyote Pass Geotechnical Project	Hale, Alice E.	Greenwood and Associates	2004	Other research	Within 0.5-mile radius
LA-07564	Archaeological Status Report: Collections and Reports	Greenwood, Roberta S.	Greenwood and Associates	1998	Architectural/historical, Excavation, Other research	Within 0.5-mile radius
LA-07568	Palaeontological Resource Survey and Impact Evaluation for a Proposed Rapid Transit System in the City of Los Angeles, Los Angeles County, California	Bernor, Raymond L.	Archaeological Resource Management Corp.	1978	Overview Report	Overview Report

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-07826	Cultural Resources Records Search and Constraints Analysis Report: LAX/South (Orange County) High Speed Ground Access Study, Los Angeles and Orange Counties, California	Shepard, Richard S. and Roger D. Mason	Chambers Group, Inc.	2001	Overview Report	Overview Report
LA-07888	Archaeological Resources Assessment for the Proposed Public Safety Facilities Master Plan Project, City of Los Angeles, California	Strauss, Monica	EDAW, Inc.	2004	Archaeological, Field study	Within 0.5-mile radius
LA-08252	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch	Snyder, John W., Mikesell, Stephen, and Pierzinski	Caltrans	1986	Architectural/historical, Evaluation, Other research	Within 0.5-mile radius
LA-08514	Historical Assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California	Gregory, Carrie and Margarita Wuellner	EDAW, Inc.	2004	Other research	Within 0.5-mile radius
LA-08516	Re: 3rd and San Pedro Archaeological Monitoring (addendum)	McKenna, Jeanette A.	McKenna et al.	2004	Monitoring	Within 0.5-mile radius
LA-08910	Archaeological Monitoring Report Mangrove Parking Lot Project, Los Angeles, California	Messick, Peter and Alice E. Hale	Greenwood and Associates	2007	Monitoring	Within 0.5-mile radius
LA-09843	Final Supplemental Environmental Impact Statement / Final Subsequent Environmental Impact Report: Los Angeles Eastside Corridor	Anonymous	Greenwood & Associates	2001	Management/planning	Within 0.5-mile radius
LA-09844	Draft: Los Angeles Eastside Corridor, Revised Cultural Resources Technical Report, Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report	Anonymous	Greenwood & Associates, and Eastside Corridor Transit Consultants	2001	Archaeological, Architectural/historical, Field study, Management/planning, Other research	Within 0.5-mile radius
LA-10451	Finding of Effect - 6th Street Viaduct Seismic Improvement Project	Chasteen, Carrie	Parsons	2008	Architectural/historical	Within 0.5-mile radius
LA-10452	Historical Resources Evaluation Report - 6th Street Viaduct Seismic Improvement Project	Smith, Francesca	Parsons	2007		Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-10606	Final Archaeological Assessment for the Temple Street widening project, City of Los Angeles, California	Dietler, Sara, Adela Amaral, and Linda Kry	AECOM	2010	Monitoring, Other research	Within 0.5-mile radius
LA-10638	Preliminary Historical/ Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California	Tang, Bai "Tom"	CRM Tech	2010	Archaeological, Field study	Within 0.5-mile radius
LA-10805	Cultural Resources Mitigation Compliance Report for the Metro Gold Line Eastside Extension, City of Los Angeles, California. For the Period 2004 to 2006	Gust, Sherry and Amy Glover	Cogstone Resource Management, Inc.	2009	Monitoring	Within 0.5-mile radius
LA-10806	Addendum-Paleontological and Cultural Resource Compliance Monitoring Report, Los Angeles County, Metropolitan Transit Authority, Eastside Gold Line Transit Corridor Project	Loftus, Shannon L.	ArchaeoPaleo Resource Management, Inc.	2010	Monitoring	Within 0.5-mile radius
LA-10856	Cultural Resource Monitoring and Mitigation Plan for the Los Angeles County Metropolitan Transportation Authority Eastside Gold Line Transit Corridor, Los Angeles, Los Angeles County, California	Glenn, Brian K. and Sherri Gust	Cogstone Resource Management Inc.	2004	Monitoring	Within 0.5-mile radius
LA-10862	Historic American Buildings Survey James K. Hill and Sons Pickle Works (Santa Fe Lofts)	Dodson, Jodie	URS	2008	Other research	Within 0.5-mile radius
LA-11048	American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112359) - Improved Access Controls, Station Hardening, CCTV Surveillance System, and Airborne Particle Detection at Los Angeles Station and Maintenance Yard, LA, CA	Speed, Lawrence	URS	2009	Archaeological, Field study	Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-11484	Partial List of Indian Village Sites in Lost [sic] Angeles County, with a few in Orange County. (Information from Eugene Robinson, Handwritten, in "Reconnaissance Sites 15 F" looseleaf notbook of Mr. E.F. Walker, Southwest Museum, Los Angeles, California	Walker, E.F. and Robinson, Eugene	Southwest Museum	0	Overview Report	Overview Report
LA-11618	Los Angeles Wholesale Terminal Market Historic Resource Report	Grimes, Teresa, MacKenzie, Jessica, and Fatone, Jessica	Christopher A. Joseph & Associates	2007	Architectural/historical, Evaluation, Other research	Within 0.5-mile radius
LA-11642	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Daly, Pam and Sikes, Nancy	Cogstone	2012	Archaeological, Field study, Other research	Within 0.5-mile radius
LA-11710	Regional Connector Transit Corridor Draft Environmental Impact Statement/ Draft Environmental Impact Report, Appendix Y Cultural Resources-Archaeology	Unknown	CDM and SWCA	2011	Management/planning	Within 0.5-mile radius
LA-11747	Programmatic Agreement Compliance Report, twenty-first Reporting Period, July 1, 2005-- March 31, 2006	Sakai, Rodney	Historic Resources Group	2006	Architectural/historical	Overview Report
LA-11748	Programmatic Agreement Compliance Report Fifteenth Reporting Period July 1-- December 31, 2002	Sakai, Rodney	SHPO & Advisory Council on Hitsoric Preservation	2003	Architectural/historical	Overview Report
LA-11765	Cultural Resources Monitoring and Discovery Plan for the Union Station/Patsaouras Plaza El Monte Busway Station Project	Robinson, Mark and Crawford, Karen	ICF International	2012	Archaeological, Field study, Monitoring	Within 0.5-mile radius
LA-11785	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	Rogers, Leslie	U.S. Department of Transportation Fedreral Transit Admin. & LA County Metro Transit Authority	2012	Management/planning	Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-11799	Archaeological Survey Report for the La Kretz Innovation Campus Project Located at 500-542 Colyton Street, Los Angeles, California	Shattuck, Paul	ICF International	2011	Archaeological, Field study	Within 0.5-mile radius
LA-12586	Archaeological Survey Report for the 6th Street Viaduct Improvement Project City of Los Angeles Los Angeles County, California	Glenn, Brian and Maxon, Patrick	BonTerra Consulting	2008	Archaeological, Architectural/Historical, Evaluation, Field study	Within 0.5-mile radius
LA-12665	Final Archaeological Resources Monitoring Report for the Los Angeles Deaprtment of Water and Power La Kretz Innovation Campus Project, Los Angeles County, California	Bray, Madeleine, Vader, Michael, and Strauss, Monica	ESA	2015	Archaeological, Evaluation, Monitoring	Within 0.5-mile radius
LA-12848	Final Archaeological Resources Addendum Report for the Los Angeles Department of Water and Power La Kretz Innovation Campus Project Los Angeles County, California	Bray, Madeleine and Vanessa Ortiz	ESA	2016	Archaeological, Monitoring	Within 0.5-mile radius
LA-13239	Extent of Zanja Madre	Gust, Sherri	Cogstone	2017	Map Only	Within Project Area

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Appendix C.
Native American Heritage Commission (NAHC)
Sacred Lands File (SLF) Search

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NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

July 11, 2017

Rob Carnachan
CAJA Environmental Services, LLC

Sent by E-mail: rob@ceqa-nepa.com

RE: Proposed Arts District Center Project, City of Los Angeles; Los Angeles USGS Quadrangle, Los Angeles County, California

Dear Mr. Carnachan:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results however the area is sensitive for potential tribal cultural resources.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
7/11/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Arts District Center Project, Los Angeles County.

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

28 May 2015

CAJA Environmental Services, LLC
11990 West San Vicente Boulevard, Suite 200
Los Angeles, CA 90049

Attn: Ryan Luckert, Project Manager

re: Paleontological resources for the proposed Arts District Center Project, in the City of Los Angeles, Los Angeles County, project area

Dear Ryan:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed Arts District 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 May 2015. We do not have any vertebrate fossil localities that lie directly within the proposed project area, but we do have localities nearby from the same sedimentary deposits that occur subsurface in the proposed project area.

The entire proposed project site area has surficial deposits of younger Quaternary Alluvium, primarily derived as fluvial deposits from the flood plain of the Los Angeles River, which currently flows in a concrete channel just to the east. These younger Quaternary deposits usually do not contain significant fossil vertebrates, at least in the uppermost layers, but the underlying older Quaternary deposits found at varying depths may well contain significant vertebrate fossils.

Our closest vertebrate fossil locality from the older Quaternary deposits is LACM 1755, just south of west of the proposed project area near the intersection of Hill Street and 12th Street, that produced a fossil specimen of horse, *Equus*, at a depth of 43 feet below the street. Our next closest vertebrate fossil localities from these deposits are LACM 7701-7702, southeast of the

proposed project area in the City of Commerce near the intersection of Atlantic Avenue and the Long Beach Freeway (I-710) just north of the Los Angeles River that produced fossil specimens of threespine stickleback, *Gasterosteus aculeatus*, salamander, *Batrachoseps*, lizard, Lacertilia, snake, Colubridae, rabbit, *Sylvilagus*, pocket mouse, *Microtus*, harvest mouse, *Reithrodontomys*, and pocket gopher, *Thomomys*, 11 to 34 feet below grade. At about the same distance, but southwest of the proposed project area near the intersection of 46th Street and Western Avenue, our vertebrate fossil locality LACM 7758 produced fossil specimens of three-spine stickleback, *Gasterosteus aculeatus*, meadow vole, *Microtus*, deer mouse, *Peromyscus*, pocket gopher, *Thomomys*, and pocket mouse, *Perognathus*, at a depth of 16 feet below the surface.

Shallow excavations in the younger Quaternary Alluvium exposed throughout the proposed project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in the proposed project area that extend into the older Quaternary sediments, however, may well encounter significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be closely monitored to quickly and professionally recover any potential vertebrate fossils without impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

July 11, 2017

Rob Carnachan
CAJA Environmental Services, LLC

Sent by E-mail: rob@ceqa-nepa.com

RE: Proposed Arts District Center Project, City of Los Angeles; Los Angeles USGS Quadrangle, Los Angeles County, California

Dear Mr. Carnachan:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results however the area is sensitive for potential tribal cultural resources.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
7/11/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Arts District Center Project, Los Angeles County.

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LOS ANGELES, CA 90012

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GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

July 21, 2017

LOG # 98806
SOILS/GEOLOGY FILE - 2

Art District Development, LLC
1129 E. 5th Street
Los Angeles, CA 90013

TRACT:	F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT (M R 12-42)
BLOCK:	C
LOT(S):	19-24
LOCATION:	1101 E 5TH ST, LOS ANGELES

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE(S) OF DOCUMENT	PREPARED BY
Soils Report	ADD-1-01	06/28/2017	GeoDesign, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed 12-story mixed-use building over 5 subterranean levels extending 47 feet below grade.

The earth materials at the subsurface exploration locations consist of up to 12 feet of uncertified fill underlain by silty sand, sand and gravels and cobbles.

The consultants recommend to support the proposed structure on conventional foundations bearing on native undisturbed soils.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property. (7006.6)

2. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils

engineer has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report. (7006.1)

3. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

4. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)

5. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)

6. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)

7. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2, 7011.3)

8. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)

9. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)

10. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

11. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1)

12. The soils engineer shall review and approve the shoring plans prior to issuance of the permit. (3307.3.2)

13. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

14. Unsurcharged temporary excavation may be cut vertical up to 4 feet. Excavations over - feet shall be trimmed back at a uniform gradient not exceeding 1:1 (horizontal to vertical), from top to bottom of excavation, as recommended.

15. Shoring shall be designed for the lateral earth pressures specified in the section titled "Temporary Shoring" starting on page 10 of the 06/28/2017 report; all surcharge loads shall be included into the design.

16. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

17. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

18. All foundations shall derive entire support from native undisturbed soils, as recommended and approved by the geologist and soils engineer by inspection.

19. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.

20. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.

21. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

22. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Permanent Below-Grade Walls" starting on page 8 of the 06/28/2017 report. All surcharge loads shall be included into the design.

23. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)

24. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)

25. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)

26. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (104.2.6)

27. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

28. The infiltration facility design and construction shall comply with the minimum requirements specified in the Information Bulletin P/BC 2014-118.

29. The construction of the infiltration system shall be provided under the inspection and approval of the soils engineer.

30. An overflow outlet shall be provided to conduct water to the street in the event that the infiltration system capacity is exceeded. (P/BC 2014-118)

31. Approval for the proposed infiltration system from the Bureau of Sanitation, Department of Public Works shall be secured.

32. A minimum distance of 10 feet (in any direction) shall be provided from adjacent proposed/existing footings to the discharge of the proposed infiltration system. A minimum distance of 10 feet horizontally shall be provided from private property lines to the proposed infiltration system.

33. The dry well area between the blank casing and the surround soils shall be sealed to a minimum depth of 10 feet below the bottom of any adjacent foundation with bentonite slurry (or equivalent) to prevent unintended leakage or horizontal infiltration.

34. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)

35. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)

36. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He/She shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

37. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, [shoring, ABC slot cuts, underpinning, pile installation,] protection fences and dust and traffic control will be scheduled. (108.9.1)

38. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)

39. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whatever is more restrictive. (Research Report #23835)

40. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He/She shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

41. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

YING LIU
Geotechnical Engineer I

YL/yl
Log No. 98806
213-482-0480

cc: Applicant
GeoDesign, Inc., Project Consultant
LA District Office

GeoDesign INC

PHASE I ENVIRONMENTAL SITE ASSESSMENT

The Art District Center
1129 East 5th Street
Los Angeles, California

For
Art District Development, LLC
June 26, 2014

GeoDesign Project: ADD-1-02

GEODESIGN INC

June 26, 2014

Art District Development, LLC
1129 East 5th Street
Los Angeles, CA 90013

Attention: Mr. Kevin Chen

Phase I Environmental Site Assessment
The Art District Center
1129 East 5th Street
Los Angeles, California
GeoDesign Project: ADD-1-02

GeoDesign, Inc. is pleased to submit our Phase I ESA of the proposed Art District Center development located at 1129 East 5th Street in Los Angeles, California. Our work was completed in conformance with the standards and practices for all appropriate inquiries specified in Title 40, Chapter I of CFR Part 312 and ASTM Practice E 1527-13. Contractual terms for our services are contained in our proposal dated May 27, 2014.

We appreciate the opportunity to be of service to Art District Development, LLC. Please contact us if you have questions regarding this report.

Sincerely,

GeoDesign, Inc.

Christopher J. Zadoorian, G.E.
Principal Engineer

cc: Mr. Tom Hsieh, Togawa Smith Martin, Inc. (via email only)
Mr. Tom Greer, Togawa Smith Martin, Inc. (via email only)

JMZ:ASB:REB:kt
Attachments
One copy submitted
Document ID: ADD-1-02-062614-envr.docx
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TABLE OF CONTENTS **PAGE NO.**

1.0	INTRODUCTION		1
2.0	PURPOSE		1
	2.1	Protection from CERCLA Liability	1
	2.2	Identification of Recognized Environmental Conditions	1
3.0	SCOPE OF SERVICES		2
4.0	PROJECT SITE AND VICINITY DESCRIPTION		2
5.0	USER-PROVIDED INFORMATION		3
6.0	GEODESIGN GEOTECHNICAL EXPLORATION		3
7.0	ENVIRONMENTAL RECORDS REVIEW		3
	7.1	Project Site	4
	7.2	Surrounding Sites	4
	7.3	Orphan Sites	4
	7.4	LAFD	5
8.0	PROJECT SITE HISTORY AND BACKGROUND		5
	8.1	Project Site	5
	8.2	Adjoining Sites	6
9.0	SITE RECONNAISSANCE		7
	9.1	General Project Site Use	7
	9.2	Surrounding Property Use	9
10.0	INTERVIEWS		9
	10.1	Key Manager	10
	10.2	Local Government Official	10
11.0	DATA GAPS		10
12.0	CONCLUSIONS AND RECOMMENDATIONS		10
13.0	DECLARATIONS		11
14.0	LIMITATIONS		11

FIGURES

Vicinity Map	Figure 1
Site Plan	Figure 2
Project Site Photographs	Figures 3 - 4

APPENDICES

Appendix A	Firm Profile
	Resumes of Project Personnel
Appendix B	Regulatory Database Information
Appendix C	Historical Information

ACRONYMS

1.0 INTRODUCTION

This report summarizes the results of our Phase I ESA of the proposed Art District Center development located at 1129 East 5th Street in Los Angeles, California (project site). The project site includes Los Angeles County Assessor's Lot No. 5163-025-009 and is currently occupied by a two-story commercial/industrial warehouse building. The project site is shown relative to surrounding physical features on Figure 1. The project site layout and surrounding properties are shown on Figure 2. GeoDesign's firm profile and resumes of project personnel are included in Appendix A. For your reference, definitions of acronyms used herein are defined at the end of this document.

2.0 PURPOSE

2.1 PROTECTION FROM CERCLA LIABILITY

One purpose for conducting a Phase I ESA is to undertake all appropriate inquiries into prior ownership and uses of a property so that a prospective purchaser may potentially claim protection from CERCLA and/or state liability as an innocent landowner, a bona fide prospective purchaser, or a contiguous property owner. The standards and practices for all appropriate inquiries are specified in Title 40, Chapter I of CFR Part 312. The inquiry must be conducted by an environmental professional to identify conditions indicative of releases and threatened releases of hazardous substances as defined in CERCLA Section 101(22). If the prospective purchaser is the recipient of an EPA Brownfields Grant, the inquiry must also identify conditions indicative of releases and threatened releases of petroleum and petroleum products and controlled substances as defined in 21 U.S. Code 802. These standards and practices do not require the identification of quantities of hazardous substances, petroleum and petroleum products, and controlled substances that, because of said quantity, generally would not pose a threat to human health or the environment.

2.2 IDENTIFICATION OF RECOGNIZED ENVIRONMENTAL CONDITIONS

Another purpose for conducting a Phase I ESA is to identify recognized environmental conditions in connection with a property as they pertain to ASTM Practice E 1527-13. This practice is intended for use by parties who wish to assess the environmental condition of a property by taking into account commonly known and reasonably ascertainable information. Although use of ASTM Practice E 1527-13 constitutes all appropriate inquiry as described in Section 2.1 of this report, the standard is intended primarily as an approach to identify recognized environmental conditions in connection with a property. A recognized environmental condition is defined by the presence or likely presence of hazardous substances or petroleum products on the project site under circumstances that designate an existing, previously existing, or potential release of hazardous substance or petroleum products into the structures or landscape of the project site. Recognized environmental conditions do not include de minimis conditions that do not generally present a risk to public health or to the environment and would not be the subject of legal enforcement if brought to the attention of appropriate governmental agencies.

3.0 SCOPE OF SERVICES

The completed scope of services was conducted in conformance with the standards and practices for all appropriate inquiries specified in 40 CFR Part 312 and the scope and limitations of ASTM Practice E 1527-13. The specific scope of services completed for this Phase I ESA included the following:

- Reviewed a current USGS topographic map to identify the physical setting of the project site.
- Reviewed federal, tribal, state, and local environmental records for listings of known or suspected environmental conditions at the project site or nearby properties as specified in 40 CFR Part 312 and ASTM Practice E 1527-13.
- Reviewed reasonably ascertainable standard historical sources, including aerial photographs, USGS topographic maps, reverse city directories, fire insurance maps, online property information (including property tax information and zoning/land use records), and other historical sources, as appropriate to identify development history on and adjacent to the project site relative to the possible use, generation, storage, release, or disposal of hazardous substances.
- Interviewed a key manager of the project site (as provided by Art District Development, LLC) and a local government official regarding their knowledge of the project site.
- Conducted a visual reconnaissance of the project site and adjacent properties to obtain information indicating the likelihood of identifying recognized environmental conditions concerning the properties.
- Prepared this report that presents our findings and provides conclusions and recommendations.

The scope of services was limited to only those items listed above. This project did not include completion of an environmental compliance audit; an evaluation for the presence of PCBs in light ballasts; a survey for asbestos, lead-based paint, radon gas, toxic mold, biological pollutants, or urea-formaldehyde insulation; or an archeological evaluation.

4.0 PROJECT SITE AND VICINITY DESCRIPTION

Information concerning the physical setting of the project site and vicinity is based on a review of the USGS 7.5-minute Los Angeles, California, topographic quadrangle map; information provided by EDR of Shelton, Connecticut; and observations made during a site reconnaissance conducted on June 10 and 11, 2014.

The project site encompasses approximately 1.05 acres located north of East 5th Street between Colyton Street and Seaton Street in Los Angeles, California. The project site is currently owned by Capital KCS, LLC and developed with a two-story commercial/industrial warehouse building. The project site includes Los Angeles County Assessor's Lot No. 5163-025-009 located in the southwest quarter of the northeast quarter of Section 9, Township 1 South, Range 13 West of the San Bernardino Meridian.

The project site is situated at an elevation of approximately 260 feet above MSL. The topography of the project site slopes slightly downward to the south-southeast. Based on a review of topographic maps for the area, shallow groundwater beneath the project site is expected to flow to the south-southeast towards the Los Angeles River.

Land use in the vicinity of the project site is primarily industrial. According to the City of Los Angeles Department of City Planning, the project site is zoned Heavy Manufacturing (M3-1). Properties surrounding the project site are also zoned Heavy Manufacturing (M3-1).

5.0 USER-PROVIDED INFORMATION

The purpose of this section is to describe information provided by the user of this report (Art District Development, LLC) that was considered in the evaluation of potential recognized environmental conditions in connection with the project site. The user was not provided with previously completed environmental reports, title and judicial records for environmental liens or activity and land use restrictions, specialized or actual knowledge or experience, valuation reduction for environmental issues, or commonly known or reasonably ascertainable information. Therefore, these materials were not reviewed as part of this assessment.

6.0 GEODESIGN GEOTECHNICAL EXPLORATION

GeoDesign conducted a geotechnical exploration at the project site between June 9 and 11, 2014. The exploration consisted of four subsurface borings (B-1 through B-4) that were completed to depths ranging between approximately 67 and 77 feet BGS. Soil cuttings generated during drilling were visually observed by GeoDesign field personnel with environmental training. Visual or olfactory evidence of contamination was not observed during the geotechnical exploration. Upon completion of drilling, all four borings were converted to soil vapor wells (labeled as B-1 through B-4) to evaluate the potential presence of methane at the project site. Methane was not detected in the soil vapor wells completed on the project site. The boring/soil vapor well locations are shown on Figure 2.

7.0 ENVIRONMENTAL RECORDS REVIEW

Federal, tribal, state, and local environmental records and databases were compiled according to 40 CFR Part 312 and ASTM Practice E 1527-13 for the project site and those facilities that currently or previously have occupied properties within the specified search distance from the project site. Information contained in the records and databases was reviewed by GeoDesign to evaluate the potential for environmental impacts to the project site. Local environmental databases, including LAFD records, were also reviewed and are discussed in Section 7.4 of this report. A copy of the EDR report is provided in Appendix B. Information obtained online from the California SWRCB and LAFD is provided in Appendix C.

7.1 PROJECT SITE

The project site was not listed on any of the government records or databases searched by EDR.

7.2 SURROUNDING SITES

The EDR report identified 123 surrounding sites listed on one or more regulatory databases within the ASTM search distances. Based on changes in ownership, address, multiple regulatory listings, and multiple regulatory actions, two or more of the surrounding site listings may actually represent only one physical location. Therefore, the number of surrounding sites is likely less than reported by EDR. Based on local topography, the inferred direction of shallow groundwater flow, the regulatory status of the listed sites, the media impacted at the listed sites, and information contained in the regulatory databases, it is our professional opinion that 122 of the 123 sites should not pose a risk of a recognized environmental condition at the project site. The remaining site is discussed in the following section.

7.2.1 SF Holding Superfine Texaco

The SF Holding Superfine Texaco site (also listed as Texaco Truck Stop, Arco, and Snowden Robt) adjoins the southwestern portion of the project site at 500 S. Alameda Street. The SF Holding Superfine Texaco site was included on the SWRCB LUST database (file no. 900130016), which tracks leaking UST incidents in California.

According to information obtained online from SWRCB, gasoline-impacted soil was identified at the SF Holding Superfine Texaco site in November 1985. The lateral extent of contamination was reportedly limited to a radius of 30 feet around a former UST area, which was located at least 100 feet from the project site. The vertical extent of contamination was reportedly limited to a depth of less than 85 feet BGS. Groundwater impacts were not identified. A soil vapor extraction system was used to remediate the gasoline-contaminated soil at the site. At least 42,000 pounds of VOCs were reportedly extracted, and the Los Angeles RWQCB closed the case in October 1993.

In February 2005, the SF Holding Superfine Texaco site was added a LAFD database (file no. TT12131) after near-surface gasoline- and diesel-impacted soil was discovered during fueling system replacement activities. Based on a review of files archived by LAFD, the horizontal and vertical extent of contamination has not been identified.

The SF Holding Superfine Texaco site is also listed on the SWRCB UST, CA EPA CA FID UST, SWRCB SWEEPS UST, DTSC HIST CORTESE, EDR Historical Auto Station, and CA EPA HAZNET databases and are not discussed specifically herein, as they are related to the above-noted information. Based on our review of regulatory files concerning the SF Holding Superfine Texaco site, it is our professional opinion that the risk of a recognized environmental condition at the project site from the SF Holding Superfine Texaco site is low.

7.3 ORPHAN SITES

Due to poor or inadequate address information, EDR was unable to successfully map 20 facilities identified on several environmental databases. However, enough information was available to ascertain the general location of these orphan facilities relative to the project site and, in some cases, the status of the investigations concerning these orphan sites. Based on the location of

the orphan sites, the inferred direction of shallow groundwater flow, the regulatory status of the listed sites, the media impacted at the listed sites, and information contained in the regulatory databases, it is our professional opinion that these orphan sites should not pose a risk of a recognized environmental condition at the project site.

7.4 LAFD

GeoDesign submitted a public records request to LAFD on April 29, 2014 regarding permits, hazardous materials, violations, USTs or ASTs, and remedial action in connection with the project site. LAFD provided the documentation noted in Section 7.2.1 of this report but did not identify any records relating to the project site.

8.0 PROJECT SITE HISTORY AND BACKGROUND

Reasonably ascertainable information concerning the history and background of the project site begins in 1894 and includes aerial photographs, USGS topographic maps, reverse city directories, Sanborn fire insurance maps, online property information (including property tax information and zoning/land use records), and personal knowledge of individuals familiar with the project site.

Historical aerial photographs for the project site were obtained from EDR and reviewed by GeoDesign. The scale of the photographs reviewed allowed for the interpretation of general site development/configuration but did not allow for the identification of specific project site features. Aerial photographs were reviewed for the following years: 1923, 1928, 1938, 1948, 1952, 1964, 1972, 1981, 1989, 1994, 2005, 2009, 2011, and 2012. The historical aerial photographs are presented in Appendix C.

Historical topographic maps of the project site were obtained from EDR to evaluate past uses of the project site. Topographic maps were reviewed for the following years: 1896, 1900, 1928, 1953, 1966, 1972, 1981, and 1994. The historical topographic maps are presented in Appendix C.

Reverse city directories for the project site and adjacent properties were obtained from EDR. The city directories were reviewed (if available) at approximately five-year intervals for the years spanning 1920 through 2013. The EDR City Directory Abstract is presented in Appendix C.

Sanborn fire insurance maps for the project site were obtained from EDR and reviewed by GeoDesign. Sanborn fire insurance maps were reviewed for the following years: 1894, 1906, 1920, 1950, 1953, 1954, 1959, 1960, 1967, and 1970. The Sanborn fire insurance maps are presented in Appendix C.

Online property information for the project site and select adjacent properties was reviewed by GeoDesign. The online property information is presented in Appendix C.

8.1 PROJECT SITE

Based on the review of historical sources cited in Section 8.0 of this report, we have identified the following developmental history of the project site:

Year	Observations	Source
1894	The northeastern portion of the project site was developed with two residences and a small ditch labeled as "zanja" was located on the northwestern portion of the project site. Sanborn coverage for the southern portion of the project site was not included on the 1894 Sanborn map.	• Sanborn Fire Insurance Map
1906 through 1920	By 1906, the southeastern and central-western portions of the project site were developed with portions of the existing warehouse structure. The southeastern portion of the project site was occupied by a planing mill. The facility utilized steam power fueled by wood shavings. A drying kiln and a room labeled as "oil storage" existed in the central-western portion of the project site. The western portion of the project site was occupied by a lumber pile and an iron and cement warehouse. The project site appears to have been developed to its current approximate configuration by 1920.	• Sanborn Fire Insurance Map • Topographic Map • Aerial Photograph • Property Information • City Directory
1929 through 2014	Between at least 1929 and 1960, the southwestern portion of the project site was occupied by a paper products manufacturing and printing facility. Between at least 1967 and 1970, the central-western portion of the project site existed as a refrigerator sales and service facility. The remaining portions of the project site have since been utilized for general warehousing, office, and residential uses.	• Aerial Photograph • City Directory • Property Information

Our review of historical sources from 1894 through 2014 indicated that the project site initially existed as residential or vacant property. The project site structure was constructed in phases between approximately 1906 and 1920 and has historically been used as a storage warehouse, a planing mill, a paper products manufacturing and printing facility, and a refrigerator sales and service facility.

8.2 ADJOINING SITES

Based on the review of historical sources cited in Section 8.0 of this report, we have identified the following developmental history of properties adjoining the project site:

Year	Observations	Source
1894 through 1906	By 1894, the project site was bound by Seaton Street to the west, East 5th Street to the south, and Colyton Street to the east. A blacksmith shop, a contractor's stable, several residences, and vacant land surrounded the project site. The ditch labeled as "zanja" extended north from the project site. By 1906, a woodworking company existed on the northern adjoining property and a lumberyard existed on the southern adjoining property.	• Sanborn Fire Insurance Map • Topographic Map

Year	Observations	Source
1920 through 2014	Between approximately 1920 and 1933, properties adjoining the project site were generally developed to their current approximate configurations with commercial warehouses, a freight/trucking depot, and a semi-trailer manufacturing facility. The former semi-trailer manufacturing facility was redeveloped as a freight trucking, fueling, and truck repair facility by 1954. By 1960, this facility was used by the Yellow Cab Company. Since at least 1937, historical uses of the adjoining southwestern property noted in Section 6.2.1 included automotive service and fueling. Between at least 1950 and 1970, a railroad spur was located along East 5th Street. Around this time, the adjacent warehouses to the north and east were used to store industrial chemicals, solvents, and raw paint materials.	• Sanborn Fire Insurance Map • City Directories • Aerial Photographs

Our review of historical sources from 1894 through 2014 indicated that properties adjoining the project site were historically utilized for blacksmithing, woodworking, lumber storage, chemical/solvent/paint material storage, freight/trucking, railroad transportation, semi-trailer manufacturing, fueling, truck repair, and parking.

9.0 SITE RECONNAISSANCE

GeoDesign conducted a reconnaissance of the project site on June 10 and 11, 2014. The observations noted in this section apply to the project site as it appeared on these days. The site reconnaissance was performed to observe the current condition of the project site and to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the project site. GeoDesign was unable to access the southwestern portion of the project site and several upper-level tenant spaces due to lease restrictions. Access to the project site was otherwise unlimited. The adjoining properties were also observed from the boundaries of the project site as part of the site reconnaissance. A site plan is presented on Figure 2. Photographs of the project site were taken to document observations made during the reconnaissance and are presented on Figures 3 and 4.

9.1 GENERAL PROJECT SITE USE

The project site consists of a two-story commercial/industrial warehouse building. The lower level is primarily used as a commercial office and warehouse space. The second story is primarily used as residential and art studio space.

9.1.1 Site Drainage

Surface water at the project site is expected to flow into several exterior catch basins and drains adjoining the project site. The catch basins reportedly drain to the Los Angeles municipal stormwater conveyance system. GeoDesign personnel did not observe surface water at the project site at the time of our site reconnaissance.

9.1.2 Project Site Structures

The 45,000-square-foot project site structure was constructed in phases between approximately 1906 and 1920 with a concrete slab foundation, wood beam framework, and brick/concrete exterior walls. An electrical cable-pulley freight elevator is located near the eastern portion of the project site. Petroleum-like staining or odors were not observed near the elevator or its motor.

9.1.3 Potable Water Supply

Potable water is supplied to the project site by the City of Los Angeles.

9.1.4 Sewage Disposal System

Sewage generated at the project site is discharged to the City of Los Angeles municipal sewer system. GeoDesign did not obtain the original sewer connection date during this assessment.

9.1.5 Hazardous Substances and Petroleum Products

Several small-quantity (1 quart to 1 gallon) containers of cleaning products and paint were observed stored at the project site. These containers appeared in good conditions with no evidence of spills or leakage. Hazardous substances or petroleum products were otherwise not observed on the project site.

9.1.6 Storage Tanks

Evidence of USTs or ASTs was not observed on the project site.

9.1.7 Drums

Drums were not observed on the project site.

9.1.8 Unidentified Substance Containers

Unidentified substance containers suspected of containing hazardous substances or petroleum products were not observed on the project site.

9.1.9 Odors

Strong, pungent, or noxious odors were not observed on the project site.

9.1.10 Pools of Liquid

Pools of liquid were not observed on the project site.

9.1.11 PCB-Containing Equipment

Electrical or hydraulic equipment known to contain PCBs or likely to contain PCBs was not observed on the project site.

9.1.12 Pits, Ponds, and Lagoons

Pits, ponds, or lagoons were not observed on the project site.

9.1.13 Stained Soil or Stained Pavement

Stained soil or stained pavement was not observed on the project site.

9.1.14 Stressed Vegetation
Stressed vegetation was not observed on the project site.

9.1.15 Solid Waste
Solid waste was not observed on the project site.

9.1.16 Waste Water
Waste water was not observed on the project site.

9.1.17 Wells
Four geotechnical soil borings (noted in Section 6.0 of this report) were completed by GeoDesign at the project site. Upon completion of drilling, these borings were converted to soil vapor wells, which were used to evaluate the potential presence of methane in soil vapor at the project site. Methane was not detected at these locations. Water wells, drywells, monitoring wells, irrigation wells, injection wells, abandoned wells, or other wells were not observed on the project site.

9.1.18 Septic Systems
Evidence of an on-site septic system or cesspool was not observed on the project site.

9.1.19 Fill
Evidence of fill was not observed on the project site.

9.1.20 Heating and Cooling Systems
Heating and cooling systems within the project site structure are powered with electricity and/or natural gas.

9.1.21 Interior Stains or Corrosion
Interior stains or corrosion was not observed in the project site structure.

9.1.22 Interior Drains or Sumps
Sumps were not observed in the project site structure. Interior drains are located in project site restrooms, kitchens, and janitorial closets. These drains discharge to the City of Los Angeles municipal sanitary sewer system.

9.2 SURROUNDING PROPERTY USE
The project site is directly bound to the north by commercial/industrial property; to the east by Colyton Street, across which is commercial/industrial property; to the south by East 5th Street, across which is commercial/industrial property; and to the west by Seaton Street, across which is commercial/industrial property.

10.0 INTERVIEWS

The project site is currently owned by Capital KCS, LLC and is divided into several office, warehouse, and residential tenant spaces. GeoDesign interviewed a key site manager and a local government official during the course of this study. Information obtained from these interviews is presented in the following sections.

10.1 KEY MANAGER

Mr. Jim Chen (Capital KCS, LLC) was interviewed on June 10, 2014 regarding his knowledge of the project site. Mr. Chen has worked at the project site for at least two years. Mr. Chen indicated that he has no knowledge of recognized environmental conditions associated with the project site.

10.2 LOCAL GOVERNMENT OFFICIAL

Silvia (no last name given), tax clerk with Los Angeles County Office of the Assessor, was interviewed on May 28, 2014 regarding her knowledge of the project site. According to the representative, the project site is owned by Capital KCS, LLC. She had no knowledge of recognized environmental conditions associated with the project site.

11.0 DATA GAPS

GeoDesign was unable to observe the southwestern portion of the project site and several upper-level spaces due to tenant space access restrictions. However, these spaces are occupied by commercial offices, storage space, and residences. These current uses do not indicate a risk of a recognized environmental condition at the project site. Based on this information, it is our professional opinion that this data gap is of low significance relative to our ability to identify recognized environmental conditions at the project site.

12.0 CONCLUSIONS AND RECOMMENDATIONS

GeoDesign performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 and all appropriate inquiries specified in 40 CFR Part 312 and the proposal to Art District Development, LLC dated May 27, 2014 for the project site located north of East 5th Street between Colyton Street and Seaton Street in Los Angeles, California. Any exceptions to or deletions from this practice are described in Sections 3.0 and 14.0 of this report. This assessment has revealed the following:

- The project site has historically been used as a storage warehouse, a planing mill, a paper products manufacturing and printing facility, and a refrigerator sales and service facility.
- Properties adjoining the project site were historically utilized for blacksmithing, woodworking, lumber storage, chemical/solvent/paint material storage, freight/trucking, railroad transportation, semi-trailer manufacturing, fueling, truck repair, and parking. The adjoining SF Holding Superfine Texaco site is located approximately 100 feet southwest of the project site. An isolated pocket of gasoline-impacted soil was identified at the SF Holding Superfine Texaco site November 1985. Groundwater impacts were reportedly not identified. An in-situ soil vapor extraction system was used to remediate the gasoline-contaminated soil at the site and the Los Angeles RWQCB closed the case in October 1993. In February 2005, near-surface gasoline- and diesel-impacted soil was discovered during fueling system replacement activities.
- GeoDesign recently advanced four subsurface borings at the project site to depths ranging between approximately 67 and 77 feet BGS. Soil cuttings generated during drilling were visually observed by GeoDesign field personnel with environmental training. Visual or olfactory evidence of contamination was not observed during the geotechnical exploration.

The historical uses of the project site, historical uses of adjoining properties, and the information related to the SF Holding Superfine Texaco site pose a low risk of a recognized environmental condition at the project site. It is our professional opinion that no further environmental inquiries regarding the project site are warranted at this time.

We understand that project site development plans may include mass excavation and disposal of soil to depths of up to 50 feet BGS. Soil disposal facilities often require chemical analytical data prior to accepting soil from mass excavation sites. Prior to commencing construction, it may be prudent to complete a subsurface investigation to pre-characterize soil for disposal purposes. If isolated pockets of contamination are encountered prior to construction, a soil management plan should be prepared to document the condition of the project site soil and establish protocol for the identification and management of impacted soil during construction.

This scope of work did not include the completion of surveys for lead-based paint, asbestos-containing materials, or other hazardous building materials in the project site structure. Prior to site demolition, the structure should be surveyed for hazardous building materials. If hazardous building materials are identified, they should be removed and disposed in accordance with federal, state, and local regulations prior to site demolition.

13.0 DECLARATIONS

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in 40 CFR Part 312.10. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the project site. We developed and performed all the appropriate inquiries in accordance with the standards and practices set forth in 40 CFR Part 312.

14.0 LIMITATIONS

This Phase I ESA has been prepared for use by Art District Development, LLC. GeoDesign makes no warranties or guarantees regarding the accuracy or completeness of information provided or compiled by others. The information presented in this report is based on the above-described research and two recent site visits. Information provided by others was relied on in our description of historical conditions and review of regulatory databases and files. The available data do not provide definitive information with regard to all past uses, operations, or incidents at the project site or adjacent properties. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property. There is always a potential that areas with contamination that were not identified during this Phase I ESA exist at the project site or in the study areas. Further evaluation of such potential would require additional research, subsurface exploration, sampling, and/or testing.

Some substances may be present in the project site vicinity in quantities or under conditions that may have led or may lead to contamination of the project site but are not included in current local, state, or federal regulatory definitions of hazardous substances or do not otherwise present current potential liability. GeoDesign cannot be responsible if the standards of all

appropriate inquiry or regulatory definitions of hazardous substance change or if you are required to meet more stringent standards in the future.

This report is not intended for use by others, and the information contained herein is not applicable to other sites. Reliance on this report by other parties is strictly at the risk of those parties, and GeoDesign will grant no third party reliance unless specifically requested in writing by our client for whom this report was prepared.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with the generally accepted environmental science practices for Phase I ESAs in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

♦ ♦ ♦

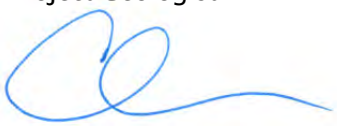
We appreciate the opportunity to be of service to Art District Development, LLC. Please call if you have questions regarding this report.

Sincerely,

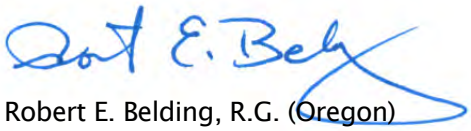
GeoDesign, Inc.



Andrew S. Blake, R.G. (Oregon)
Project Geologist

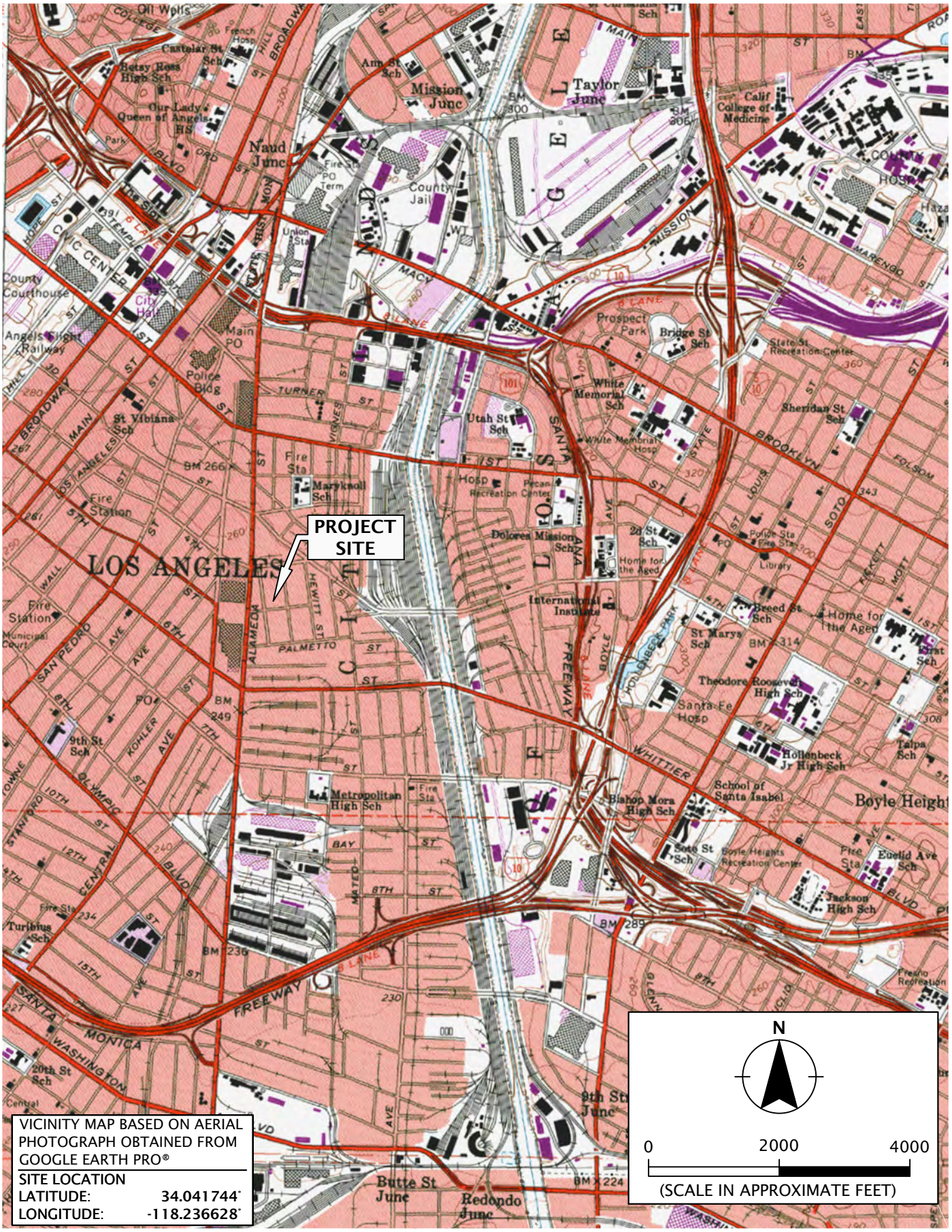


Christopher J. Zadoorian, G.E.
Principal Engineer



Robert E. Belding, R.G. (Oregon)
Principal Geologist

FIGURES



VICINITY MAP BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®

SITE LOCATION
LATITUDE: 34.041744°
LONGITUDE: -118.236628°

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

VICINITY MAP

JUNE 2014

THE ART DISTRICT CENTER
LOS ANGELES, CA

FIGURE 1

Printed By: mmiller | Print Date: 6/4/2014 11:16:13 AM
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LEGEND:

- PROJECT SITE BOUNDARY (APPROXIMATE)
- INACCESSIBLE AREA
- E — ELEVATOR
- CB — CATCH BASIN
- B-1 — GEOTECHNICAL BORING/SOIL VAPOR WELL LOCATION

N

0 50 100

(SCALE IN FEET)

SITE PLAN BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®, JUNE 4, 2014

SITE PLAN

FIGURE 2

THE ART DISTRICT CENTER
LOS ANGELES, CA

ADD-1-02

JUNE 2014

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

Printed By: mmiller | Print Date: 6/25/2014 2:02:59 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ADD-1-02-SP01.dwg | Layout: FIGURE 2



SOUTHERN PORTION OF THE PROJECT SITE. PHOTOGRAPH TAKEN FACING EAST.



WESTERN PORTION OF THE PROJECT SITE. PHOTOGRAPH TAKEN FACING NORTH.

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02	**PROJECT SITE PHOTOGRAPHS**	
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA	**FIGURE 3**



INTERIOR VIEW OF THE NORTHERN PORTION OF THE PROJECT SITE. PHOTOGRAPH TAKEN FACING WEST.



VIEW OF THE FREIGHT ELEVATOR LOCATED IN THE SOUTHERN PORTION OF THE PROJECT SITE.

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ADD-1-02	**PROJECT SITE PHOTOGRAPHS**	
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA	**FIGURE 4**

APPENDIX A

GEODESIGN INC

FIRM PROFILE

Employee-owned and founded in 1997, GeoDesign provides geotechnical engineering, environmental, geological, hydrogeological, and pavement design consulting services from offices in Portland, Oregon; Vancouver and Seattle, Washington; and Anaheim, California. Our team consists of more than 100 engineers, geologists, engineering geologists, hydrogeologists, technical personnel, and administrative staff. More than 75 percent of our technical staff have advanced degrees in geology, geotechnical engineering, environmental engineering, and other related sciences. Forty percent are professional engineers, registered geologists, and certified engineering geologists and hydrogeologists.

We value our client relationships and are dedicated to offering exemplary service. Our focus on communication and collaboration enables us to develop a targeted approach for our clients' project needs and objectives. In providing recommendations, we clearly present the issues, alternatives, and risks in order to assist our clients in making informed decisions. As a result, more than 90 percent of our business comes from repeat clients and referrals.

From planning and design through construction, we offer consulting services in support of commercial and residential developments, industrial facilities, major transportation projects, property transactions, regulatory compliance, and infrastructure systems.

GEODESIGN INC

ROBERT E. BELDING, RG, LG

Principal Geologist

Bob Belding is an environmental and geological expert with nearly 30 years of experience managing a diverse range of projects throughout the Pacific Northwest. His project experience includes numerous Phase I and II ESAs, site characterizations, Remedial Investigations/Feasibility Studies, design and implementation of remedial actions, and working closely with regulatory agencies. In addition, Bob serves as an expert witness and provides senior technical review of peer and other consultants' work.

Key Projects

- Bellevue Towers; Bellevue, WA
- Ross Island Sand & Gravel Reclamation; Portland, OR
- Former Beacon Truck Stop; Albany, OR
- Birtcher Commercial Development Group, Environmental Consulting Services; Vancouver, WA
- Former Koch's Cleaners; Beaverton, OR
- The Civic Redevelopment; Portland, OR
- Townsend Farms Business Park; Portland, OR
- Oregon Military Department, Salem Field Maintenance Shop; Salem, OR
- 121st Avenue Business Park - Phase II; Vancouver, WA
- North Creek Place Office Building; Bothell, WA
- Pacific Gas Transmission, Site Investigation and Remediation; Portland, OR
- OGI School of Science and Engineering; Portland OR
- SW Hall and Highway 99W Intersection; Tigard, OR
- Columbia Tech Center; Vancouver, WA
- U.S. Bank, Master Service Agreement, Various Locations
- Evergreen School District, Columbia Tech Center Elementary School; Vancouver, WA
- Evergreen School District, Scovill Property; Vancouver, WA
- Boise Paper Solutions; Wallula, WA
- Hyland Hills Shopping Center (Former Alpine Dry Cleaners); Beaverton, OR
- Brewery Blocks Development (Former Blitz Weinhard Brewery Site); Portland, OR
- Old Mill Marina (Former Oregon-Washington Plywood Company Mill Site); Garibaldi, OR
- Former Oregon Fir Supply Site; Portland, OR
- Lowe's Home Improvement Warehouse; Longview, WA
- Sulzer Pumps Site Adjacent to the Willamette River; Portland, OR
- Former Tube Specialties Site; Portland, OR
- Confederated Tribes of the Umatilla Indian Reservation, Former Landfill Area; Pendleton, OR
- Eaton Corporation, Former Manufacturing Facility; Beaverton, OR
- Sexton Mountain Development (Cobbs Quarry); Beaverton, OR
- Bridgeport Village Development (Durham Quarry); Tigard/Tualatin, OR
- The Landing at Evergreen; Vancouver, WA
- Washington County Facilities Management, Professional Services Contract; Washington County, OR

Credentials/Affiliations

BS, Geology, California State University, Humboldt, 1979
Registered Geologist, OR
Licensed Geologist, WA
Association of Engineering Geologists
Oregon Association of Environmental Professionals

GEODESIGN INC

CHRISTOPER J. ZADDORIAN, GE

Principal Engineer

Chris Zadoorian leads GeoDesign's Anaheim office and has over 20 years of geotechnical and environmental experience in Southern California. Chris' project work includes challenging developments that have involved impacted soil, groundwater, and/or the presence of methane gas, where he has led internal teams charge in providing turn-key services for these projects. Chris brings a practical and collaborative approach to his assignments. He began he began his career with the City of Los Angeles Department of Public Works and has worked in the private sector for the last 14 years. His experience includes geotechnical design and construction consulting for K-12 schools, college and university campuses, low- and high-rise buildings, hospitals, police stations, short-span bridges, viaducts, deep excavation shoring systems, seismic retrofit and building conversion projects, pipelines, reservoirs, trenching, conventional and micro tunneling, soil improvement, reinforcing earth slopes, groundwater control and dewatering, and mass grading projects.

Key Projects

- 512 Rose Mixed-Use Development – diesel-impacted soil and groundwater, Venice, CA
- 2700 Figueroa Street Mixed-Use Development – limited Phase II, methane investigation and design, Los Angeles, CA
- South Development, Residential High-Rises – environmental and methane services, Los Angeles, CA
- Proposed Southwestern Law School, Student Housing Project – methane investigation, Phase I ESA and limited Phase II investigations
- Anaheim Civic Center, Mixed-Use Development – underground storage tank, Anaheim, CA
- Conoco-Phillips – Quarterly Monitoring and Sampling reports, 50 sites in Southern and Northern CA
- Proposed Student Housing Facility, Occidental College – groundwater monitoring and sampling, Los Angeles, CA
- Mariner's Village – methane soil-gas sampling, Marina Del Rey, CA
- Rand Corporation Headquarters Building – limited Phase II investigation, Santa Monica, CA*
- Home Depot Center – geo-environmental services, Carson, CA*

** Individual experience*

Credentials/Certifications

MS, Geotechnical Engineering, University of Southern California, 2000
BS, Civil Engineering, State University of New York at Buffalo, 1991
Professional and Geotechnical Engineer, CA (#2493)
Professional Engineer, OR (#81329PE) and NV (#017810)
HAZWOPER Training and Annual Updates
ASCE, Los Angeles Chapter
ACEC, Los Angeles Chapter, Past President, Board of Directors

GEODESIGN INC

ANDREW S. BLAKE, RG, LG

Project Geologist

Andrew Blake has over four years of experience with geotechnical and environmental projects. He conducts Phase I ESAs, as well as sediment sampling using vibracore technology. Andrew performs a variety of field tasks, which include test pits, drilling, soil sampling, air/gas monitoring, and density/moisture tests. Prior to GeoDesign, he collected soil and water samples for environmental consulting firms, performed density tests for geotechnical consultants, and set groundwater monitoring wells in accordance with the Oregon Water Resources Department. His past experience also includes operating Geoprobe® soil sampling equipment, rock cutting equipment, sand sieves, magnetic sand grain separators, x-ray diffraction machines, dark room equipment, petrographic microscopes, standard chemistry lab equipment, water flow meters, conductivity meters, and GPS.

Key Projects

- Port of Vancouver – Sediment Sampling; Vancouver, WA
- Bay Boulevard Utility Upgrade; Newport, OR
- Vacant Site – 7201 and 7105 NE 94th Avenue; Vancouver, WA
- Crossroads at Orenco Station; Hillsboro, OR
- Boathouse at 1128 North Shore Road; Lake Oswego, OR
- Village at Mount Solo, Phases III – V; Longview, WA
- Cougar Creek Villas; Vancouver, WA
- Vancouver Mall Professional Campus; Vancouver, WA
- Existing Commercial Building at 2901 SE 65th Avenue; Vancouver, WA
- Battle Ground School District, Dunning Site; Brush Prairie, WA
- Columbia Tech Center; Vancouver, WA
- Former Koch's Cleaners; Beaverton, OR
- Benthic LLC, a Marine Sampling Service, Various Sites, WA and OR
- Former Tube Specialties Site; Portland, OR
- Ross Island Sand & Gravel, Feasibility Study/Reclamation Support Services; Portland, OR
- Washington County Facilities Management, Bridgeport Village; Tigard/Tualatin, OR
- Washington County, Former Shadybrook Landfill; North Plains, OR
- Bellevue Towers; Bellevue, WA
- The Landing at Evergreen; Vancouver, WA
- Ridgecrest Development; Ridgefield, WA
- Proposed Drug Store; St. Helens, OR
- Proposed Purdy Brush Company Facility Expansion; Portland, OR
- Idaho Department of Environmental Quality, Data Collection for Stream Assessments, ID

Credentials/Certifications

BS, Geology, University of Northern Iowa, 2002
Geologist-in-Training, OR
Licensed Driller/Monitor Well Setter, OR
OSHA Hazardous Materials Training (40 Hour, Refresher)
Licensed LBP Paint Inspector, WA, OR
Geological Society of America
American Water Resources Association

APPENDIX B

The Arts District Center
459 Colyton Street
Los Angeles, CA 90013

Inquiry Number: 3956010.2s
May 28, 2014

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	8
Orphan Summary	212
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-8
Physical Setting Source Map Findings	A-9
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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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 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

459 COLYTON STREET
LOS ANGELES, CA 90013

COORDINATES

Latitude (North):	34.0419000 - 34° 2' 30.84''
Longitude (West):	118.2368000 - 118° 14' 12.48''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	385834.4
UTM Y (Meters):	3767297.0
Elevation:	258 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

Photo Year:	2012
Source:	USDA

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

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

EXECUTIVE SUMMARY

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

FEDERAL FACILITY ---------- Federal Facility Site Information listing

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
LUCIS ---------- Land Use Control Information System

Federal ERNS list

ERNS ---------- Emergency Response Notification System

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

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 Brownfield lists

US BROWNFIELDS ---------- A Listing of Brownfields Sites

EXECUTIVE SUMMARY

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
ODI	Open Dump Inventory
WMUDS/SWAT	Waste Management Unit Database
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
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
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
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS	Incident and Accident Data
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
US 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
RMP	Risk Management Plans
NPDES	NPDES Permits Listing

UIC	UIC Listing
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources 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
HAZNET	Facility and Manifest Data
EMI	Emissions Inventory Data
INDIAN RESERV	Indian Reservations
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
PRP	Potentially Responsible Parties
WDS	Waste Discharge System
US AIRS	Aerometric Information Retrieval System Facility Subsystem
PROC	Certified Processors Database
PCB TRANSFORMER	PCB Transformer Registration Database
Financial Assurance	Financial Assurance Information Listing
EPA WATCH LIST	EPA WATCH LIST
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
US FIN ASSUR	Financial Assurance Information
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
2020 COR ACTION	2020 Corrective Action Program List
MWMP	Medical Waste Management Program Listing
COAL ASH DOE	Steam-Electric Plant Operation Data
LEAD SMELTERS	Lead Smelter Sites

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST	Recovered Government Archive Leaking Underground Storage Tank
RGA LF	Recovered Government Archive Solid Waste Facilities List

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 CERCLIS list

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System 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.

A review of the CERCLIS list, as provided by EDR, and dated 10/25/2013 has revealed that there is 1 CERCLIS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ENTERPRISE SALES	***901 E 3RD ST***	***NNE 1/4 - 1/2 (0.296 mi.)***	***83***	***84***

Federal CERCLIS NFRAP site List

CERC-NFRAP: 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.

A review of the CERC-NFRAP list, as provided by EDR, and dated 10/25/2013 has revealed that there is 1 CERC-NFRAP site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
EXLEY EXPRESS	634 S MATEO ST	SE 1/4 - 1/2 (0.430 mi.)	90	102

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 03/11/2014 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA KRETZ INNOVATION CAMPUS	525 S HEWITT ST	ESE 0 - 1/8 (0.109 mi.)	E21	27
LADWP PALMETTO CONSTRUCTION HE	***1212 PALMETTO STREET***	***SE 1/8 - 1/4 (0.174 mi.)***	***J41***	***49***

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 03/11/2014 has revealed that there are 13 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
N T AUTO REPAIR	*426 S ALAMEDA ST*	*NW 0 - 1/8 (0.096 mi.)*	*15*	*22*
J N G INC DBA PEARCES GARAGE	*915 E FOURTH ST*	*NNE 0 - 1/8 (0.116 mi.)*	*F24*	*29*
SUNRISE PLAZA TRANSPORTATION C	*405 S HEWITT ST*	*NE 0 - 1/8 (0.123 mi.)*	*G26*	*32*
MERCEDES SPECIALTY INC	*962 E 4TH ST*	*NE 1/8 - 1/4 (0.154 mi.)*	*H32*	*38*
COCA-COLA USA	*963 E FOURTH ST*	*NE 1/8 - 1/4 (0.158 mi.)*	*H34*	*41*
JOE'S GARAGE	*418 MOLINO ST*	*ENE 1/8 - 1/4 (0.170 mi.)*	*I39*	*46*
LOS ANGELES COLD STORAGE CO	*400 S CENTRAL*	*WNW 1/8 - 1/4 (0.179 mi.)*	*K46*	*56*
KONICA 1 HR PHOTO YAOHAN 2ND F	*333 S ALAMEDA ST*	*NNW 1/8 - 1/4 (0.213 mi.)*	*Q69*	*73*
FELDMAN CO PLT 2	*830 TRACTION AVE*	*NNE 1/8 - 1/4 (0.213 mi.)*	*71*	*75*

Lower Elevation	Address	Direction / Distance	Map ID	Page
JEWELCAST INC	*527 CERES AVE*	*WSW 1/8 - 1/4 (0.208 mi.)*	*O61*	*65*
ACME DIE CUTTING SERVICE	*581 MATEO STREET*	*ESE 1/8 - 1/4 (0.209 mi.)*	*64*	*68*
MIRAMA CO, INC	*529 CERES AVE*	*WSW 1/8 - 1/4 (0.210 mi.)*	*O65*	*70*
LINCOLN HOTEL SRO LIMITED PART	*549 CERES AVE*	*WSW 1/8 - 1/4 (0.232 mi.)*	*S75*	*77*

State- and tribal - equivalent NPL

RESPONSE: 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.

A review of the RESPONSE list, as provided by EDR, and dated 05/05/2014 has revealed that there are 2 RESPONSE sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEAN AND ASSOCIATES	*700 SOUTH SANTA FE AVEN*	*SE 1/2 - 1 (0.638 mi.)*	*V99*	*128*
WESTERN ELECTROCHEMICAL COMPAN	*2348 EAST 8TH STREET*	*SSE 1/2 - 1 (0.926 mi.)*	*119*	*200*

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 05/05/2014 has revealed that there are

EXECUTIVE SUMMARY

28 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMETEK INC, L A DIE CASTING Status: Refer: Other Agency	***340 CROCKER ST***	***NW 1/4 - 1/2 (0.342 mi.)***	***85***	***89***
NORTHERN TRANSPORTATION CO. Status: Inactive - Needs Evaluation		NNW 1/2 - 1 (0.570 mi.)	97	126
EAST LOS ANGELES HIGH SCHOOL N Status: Certified	***EAST 1ST STREET/NORTH M***	***NE 1/2 - 1 (0.656 mi.)***	***101***	***133***
SO CAL GAS/ALISO SECTOR C, BLO Status: Active	***SOUTHEAST AND SOUTHWEST***	***NNE 1/2 - 1 (0.667 mi.)***	***W102***	***140***
ALISO SECTOR C BLOCK R Status: Active	***820 EAST JACKSON STREET***	***NNE 1/2 - 1 (0.688 mi.)***	***W103***	***143***
410 CENTER STREET-GREENWALD CO Status: Certified O&M - Land Use Restrictions Only	***410 CENTER STREET***	***NNE 1/2 - 1 (0.693 mi.)***	***104***	***146***
SO CAL GAS/ALISO SECTOR C, BLO Status: Active	***SOUTHWEST CORNER OF DUC***	***NNE 1/2 - 1 (0.702 mi.)***	***X105***	***152***
SO CAL GAS/ALISO SECTOR C, BLO Status: Certified O&M - Land Use Restrictions Only	***CENTER ST @ COMMERCIAL,***	***NNE 1/2 - 1 (0.772 mi.)***	***110***	***165***
SO CAL GAS/ALISO SECTOR C, BLO Status: Active	***NORTHEAST CORNER OF DUC***	***NNE 1/2 - 1 (0.785 mi.)***	***111***	***171***
SO CAL GAS/ALISO SECTOR C, BLO Status: Active	***NORTHWEST CORNER OF COM***	***NNE 1/2 - 1 (0.821 mi.)***	***112***	***174***
SO CAL GAS/ALISO MGP, SECTOR A Status: Active	***KELLER ST., VIGNES ST.,***	***NNE 1/2 - 1 (0.833 mi.)***	***113***	***177***
SO CAL GAS/ALISO SITE-WIDE - G Status: Active	***TEMPLE/VIGNES/LYON/KELL***	***NNE 1/2 - 1 (0.858 mi.)***	***114***	***182***
SANTA FE/MACY STREET Status: Certified O&M - Land Use Restrictions Only	***MACY STREET/ALISO ST/KE***	***NE 1/2 - 1 (0.911 mi.)***	***116***	***188***
PIPER TECHNICAL CENTER Status: Active	***555 RAMIREZ ST***	***NNE 1/2 - 1 (0.920 mi.)***	***Y117***	***193***
SO CAL GAS/ALISO MGP, SECTOR A Status: Active	***KELLER ST, VIGNES ST, A***	***NNE 1/2 - 1 (0.928 mi.)***	***Y120***	***203***
ALISO/RAMIREZ ST.TOWNE GAS Status: Certified / Operation & Maintenance	***530 RAMIREZ ST***	***NNE 1/2 - 1 (0.928 mi.)***	***Y121***	***207***
MGR JEWELRY Status: Refer: Other Agency	***314 W SIXTH STREET***	***WNW 1/2 - 1 (0.976 mi.)***	***122***	***209***
UNITED BUILDING ASSOCIATES Status: Refer: Other Agency	707 S BROADWAY #411	WNW 1/2 - 1 (0.982 mi.)	123	210

Lower Elevation	Address	Direction / Distance	Map ID	Page
BASF INMONT/SUN CHEMICAL Status: Active	***590 SANTA FE***	***ESE 1/4 - 1/2 (0.427 mi.)***	***T88***	***96***
ALAMEDA MANUFACTURED GAS PLANT Status: Active	***725 CHANNING ST***	***S 1/2 - 1 (0.504 mi.)***	***U95***	***115***
ACE PLATING COMPANY INC Status: Inactive - Needs Evaluation	***719 TOWNE AVE***	***WSW 1/2 - 1 (0.561 mi.)***	***96***	***123***
BAILEY & SCHMITZ COMPANY Status: No Further Action	***2101 7TH***	***SE 1/2 - 1 (0.637 mi.)***	***V98***	***127***

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEAN AND ASSOCIATES Status: Certified	***700 SOUTH SANTA FE AVEN***	***SE 1/2 - 1 (0.638 mi.)***	***V99***	***128***
LOS ANGELES SIGNAL DEPOT Status: Inactive - Needs Evaluation		SSW 1/2 - 1 (0.640 mi.)	100	132
CENTRAL REGION 9TH STREET K-8 Status: Certified	***8TH ST./TOWNE AVE./9TH***	***SW 1/2 - 1 (0.709 mi.)***	***106***	***155***
SANTA FE/W.A. GRANT Status: No Further Action	***2144 EAST 7TH STREET***	***SE 1/2 - 1 (0.712 mi.)***	***107***	***161***
GOLDEN PLATING, INC. Status: Refer: Other Agency	930 SO MATEO	SSE 1/2 - 1 (0.753 mi.)	109	164
WESTERN ELECTROCHEMICAL COMPAN Status: No Further Action	***2348 EAST 8TH STREET***	***SSE 1/2 - 1 (0.926 mi.)***	***119***	***200***

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 05/01/2014 has revealed that there are 10 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MANGROVE ESTATE, B.V. Status: Completed - Case Closed	***617 001ST ST E***	***N 1/4 - 1/2 (0.487 mi.)***	***93***	***113***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ROLO TRANSPORTATION Status: Completed - Case Closed	536 SEATON STREET	SSW 0 - 1/8 (0.070 mi.)	B7	11
SF HOLDING SUPERFINE TEXACO Status: Open - Eligible for Closure	***500 S ALAMEDA***	***WSW 0 - 1/8 (0.086 mi.)***	***C10***	***15***
ARCO Status: Completed - Case Closed	***500 ALAMEDA ST S***	***WSW 0 - 1/8 (0.087 mi.)***	***C14***	***19***
METRO DIVISION 1 MAINTENACE FA Status: Open - Eligible for Closure	***1130 EAST 6TH STREET***	***SSW 1/4 - 1/2 (0.266 mi.)***	***82***	***80***
LA MTA DIVISION 1 Status: Completed - Case Closed	624 CENTRAL S	SW 1/4 - 1/2 (0.310 mi.)	84	87
ST. MAINT. SERVICE YARD Status: Completed - Case Closed	1451 6TH ST E	SE 1/4 - 1/2 (0.372 mi.)	86	91
BASF INMONT/SUN CHEMICAL	***590 SANTA FE AVE S***	***ESE 1/4 - 1/2 (0.427 mi.)***	***T89***	***101***
TEXACO TRUCK STOP (FORMER) Status: Completed - Case Closed	***1345 007TH ST E***	***SSW 1/4 - 1/2 (0.445 mi.)***	***91***	***103***
GREYHOUND LINES INC LA GARAGE Status: Open - Eligible for Closure	***1614 E 7TH ST***	***S 1/4 - 1/2 (0.484 mi.)***	***U92***	***106***

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 05/01/2014 has revealed that there are 2 SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ZIMMERMAN DEVELOPMENT Facility Status: Completed - Case Closed	560 ALAMEDA	SSW 1/8 - 1/4 (0.180 mi.)	M48	58
BASF INMONT/SUN CHEMICAL Facility Status: Open - Site Assessment	***590 SANTA FE AVE S***	***ESE 1/4 - 1/2 (0.427 mi.)***	***T89***	***101***

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 03/17/2014 has revealed that there are 4 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YAOHAN U.S.A..	333 S ALAMEDA ST	NNW 1/8 - 1/4 (0.213 mi.)	Q68	72

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1130 E 5TH ST	SSE 0 - 1/8 (0.022 mi.)	A1	8
TEXACO TRUCK STOP	500 S ALAMEDA ST	WSW 0 - 1/8 (0.086 mi.)	C11	17
PALMETTO CONSTRUCTION HEADQTRS	1212 PALMETTO ST	SE 1/8 - 1/4 (0.174 mi.)	J43	55

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	430 S SANTA FE	E 1/8 - 1/4 (0.242 mi.)	80	80

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 05/05/2014 has revealed that there is 1 VCP site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BASF INMONT/SUN CHEMICAL	***590 SANTA FE***	***ESE 1/4 - 1/2 (0.427 mi.)***	***T88***	***96***

EXECUTIVE SUMMARY

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 03/17/2014 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
DOWNTOWN METALS & RECYCLING	***526 S ALAMEDA ST***	***SW 0 - 1/8 (0.121 mi.)***	***25***	***31***

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there are 2 HIST Cal-Sites sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BUTTERFIELD (SUN CHEMICAL CORP	590 SOUTH SANTA FE AVEN	ESE 1/4 - 1/2 (0.427 mi.)	T87	93
DEAN AND ASSOCIATES	***700 SOUTH SANTA FE AVEN***	***SE 1/2 - 1 (0.638 mi.)***	***V99***	***128***

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 21 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BERNARD DINERSTEIN	***418 COLYTON ST***	***NNE 0 - 1/8 (0.087 mi.)***	***D13***	***18***
DSD TRUCKING INC.	***452 S HEWITT ST***	***ENE 0 - 1/8 (0.103 mi.)***	***18***	***26***
BEVERLY KATZ	***828 E 4TH ST***	***NNW 0 - 1/8 (0.105 mi.)***	***19***	***26***
C W BUNDREN	***405 S HEWITT ST***	***NE 0 - 1/8 (0.123 mi.)***	***G27***	***34***
C W BUNDREN INCORPORATED	***970 E 4TH ST***	***NE 1/8 - 1/4 (0.154 mi.)***	***H30***	***36***
REPAIR MERCEDES	***962 E 4TH PL***	***NE 1/8 - 1/4 (0.154 mi.)***	***H31***	***37***
COCA-COLA USA	***963 E FOURTH ST***	***NE 1/8 - 1/4 (0.158 mi.)***	***H34***	***41***
ACE	***360 S ALAMEDA ST***	***NNW 1/8 - 1/4 (0.173 mi.)***	***40***	***48***
D F ASSOCIATES	***408 STANFORD AVE***	***WNW 1/8 - 1/4 (0.229 mi.)***	***R73***	***76***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MILTON'S EXPRESS, INCORPORATED	***1130 E 5TH ST***	***SSE 0 - 1/8 (0.022 mi.)***	***A3***	***8***
DEPENDABLE TRUCKING CO	***1201 E 5TH ST***	***ESE 0 - 1/8 (0.039 mi.)***	***A4***	***10***
TONY ROMAN	***533 COLYTON ST***	***SE 0 - 1/8 (0.064 mi.)***	***6***	***11***
ARCO	***500 ALAMEDA ST S***	***WSW 0 - 1/8 (0.087 mi.)***	***C14***	***19***

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
O S SMITH TRUCKING SERVICE, IN	***501 S HEWITT ST***	***E 0 - 1/8 (0.100 mi.)***	***E17***	***24***
Z S I DEVELOPMENT	***500 MOLINO ST***	***E 1/8 - 1/4 (0.165 mi.)***	***35***	***45***
LADWP PALMETTO CONSTRUCTION HE	***1212 PALMETTO STREET***	***SE 1/8 - 1/4 (0.174 mi.)***	***J41***	***49***
YOUNG'S MARKET COMPANY INC	450 S CENTRAL AVE	WSW 1/8 - 1/4 (0.179 mi.)	L47	57
THE TIMES MIRROR COMPANY	***560 S ALAMEDA ST***	***SSW 1/8 - 1/4 (0.180 mi.)***	***M49***	***58***
YOUNG'S MARKET COMPANY	565 S ALAMEDA ST	SSW 1/8 - 1/4 (0.189 mi.)	M53	62
YOUNGS MARKET	500 S CENTRAL AVE	WSW 1/8 - 1/4 (0.200 mi.)	N58	64
AMERICAN FISH/SEAFOOD COMPANY	***550 CERES AVE***	***WSW 1/8 - 1/4 (0.233 mi.)***	***S76***	***79***

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 7 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YALE TRANSPORTATION	418 COLYTON ST	NNE 0 - 1/8 (0.087 mi.)	D12	18
C.W. BUNDREN INC.	970 E 4TH ST	NE 1/8 - 1/4 (0.154 mi.)	H29	36
COCA-COLA USA	***963 E FOURTH ST***	***NE 1/8 - 1/4 (0.158 mi.)***	***H34***	***41***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MILTON'S EXPRESS INC	1130 E 5TH ST	SSE 0 - 1/8 (0.022 mi.)	A2	8
N S SMITH TRUCKING SERVICE,INC	501 S HEWITT ST	E 0 - 1/8 (0.100 mi.)	E16	23
PALMETTO STREET CONSTRUCTION H	1212 PALMETTO ST	SE 1/8 - 1/4 (0.174 mi.)	J42	55
YOUNG'S MARKET CO.	565 S ALAMEDA ST	SSW 1/8 - 1/4 (0.189 mi.)	M52	61

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 20 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BERNARD DINERSTEIN	***418 COLYTON ST***	***NNE 0 - 1/8 (0.087 mi.)***	***D13***	***18***
DSD TRUCKING INC.	***452 S HEWITT ST***	***ENE 0 - 1/8 (0.103 mi.)***	***18***	***26***
BEVERLY KATZ	***828 E 4TH ST***	***NNW 0 - 1/8 (0.105 mi.)***	***19***	***26***
C W BUNDREN	***405 S HEWITT ST***	***NE 0 - 1/8 (0.123 mi.)***	***G27***	***34***
C W BUNDREN INCORPORATED	***970 E 4TH ST***	***NE 1/8 - 1/4 (0.154 mi.)***	***H30***	***36***
REPAIR MERCEDES	***962 E 4TH PL***	***NE 1/8 - 1/4 (0.154 mi.)***	***H31***	***37***
COCA-COLA USA	***963 E FOURTH ST***	***NE 1/8 - 1/4 (0.158 mi.)***	***H34***	***41***
ACE	***360 S ALAMEDA ST***	***NNW 1/8 - 1/4 (0.173 mi.)***	***40***	***48***
YAOHAN U.S.A.	333 S ALAMEDA ST 300	NNW 1/8 - 1/4 (0.213 mi.)	Q70	74
D F ASSOCIATES	***408 STANFORD AVE***	***WNW 1/8 - 1/4 (0.229 mi.)***	***R73***	***76***

Lower Elevation	Address	Direction / Distance	Map ID	Page
MILTON'S EXPRESS, INCORPORATED	***1130 E 5TH ST***	***SSE 0 - 1/8 (0.022 mi.)***	***A3***	***8***
DEPENDABLE TRUCKING CO	***1201 E 5TH ST***	***ESE 0 - 1/8 (0.039 mi.)***	***A4***	***10***
TONY ROMAN	***533 COLYTON ST***	***SE 0 - 1/8 (0.064 mi.)***	***6***	***11***
ARCO	***500 ALAMEDA ST S***	***WSW 0 - 1/8 (0.087 mi.)***	***C14***	***19***

Lower Elevation	Address	Direction / Distance	Map ID	Page
O S SMITH TRUCKING SERVICE, IN	***501 S HEWITT ST***	***E 0 - 1/8 (0.100 mi.)***	***E17***	***24***
Z S I DEVELOPMENT	***500 MOLINO ST***	***E 1/8 - 1/4 (0.165 mi.)***	***35***	***45***
LADWP PALMETTO CONSTRUCTION HE	***1212 PALMETTO STREET***	***SE 1/8 - 1/4 (0.174 mi.)***	***J41***	***49***
THE TIMES MIRROR COMPANY	***560 S ALAMEDA ST***	***SSW 1/8 - 1/4 (0.180 mi.)***	***M49***	***58***
YOUNG'S MARKET COMPANY	500 S CENTRAL AVE	WSW 1/8 - 1/4 (0.200 mi.)	N57	63
AMERICAN FISH/SEAFOOD COMPANY	***550 CERES AVE***	***WSW 1/8 - 1/4 (0.233 mi.)***	***S76***	***79***

Other Ascertainable Records

RCRA NonGen / NLR: 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 / NLR list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES TIMES	***560 S ALAMEDA ST***	***SSW 1/8 - 1/4 (0.180 mi.)***	***M50***	***59***

CA BOND EXP. 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.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEAN AND ASSOCIATES	***700 SOUTH SANTA FE AVEN***	***SE 1/2 - 1 (0.638 mi.)***	***V99***	***128***

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 4 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MANGROVE ESTATE, B.V.	***617 001ST ST E***	***N 1/4 - 1/2 (0.487 mi.)***	***93***	***113***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO	***500 ALAMEDA ST S***	***WSW 0 - 1/8 (0.087 mi.)***	***C14***	***19***
BASF INMONT/SUN CHEMICAL	***590 SANTA FE***	***ESE 1/4 - 1/2 (0.427 mi.)***	***T88***	***96***
TEXACO TRUCK STOP (FORMER)	***1345 007TH ST E***	***SSW 1/4 - 1/2 (0.445 mi.)***	***91***	***103***

EXECUTIVE SUMMARY

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: 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 EDR MGP list, as provided by EDR, has revealed that there are 4 EDR MGP sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/ALISO C MGP	CENTER ST @ COMMERCIAL,	NNE 1/2 - 1 (0.723 mi.)	X108	164
SO CAL GAS/ALISO A MGP	KELLER ST., VIGNES ST.,	NNE 1/2 - 1 (0.893 mi.)	115	187
SO CAL GAS/ALISO B MGP	555 RAMIREZ STREET	NNE 1/2 - 1 (0.920 mi.)	Y118	199

Lower Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/LA-ALAMEDA MGP	725 CHANNING STREET	S 1/2 - 1 (0.504 mi.)	U94	115

EDR US Hist Auto Stat: 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 16 EDR US Hist Auto Stat sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	910 E 4TH	NNE 0 - 1/8 (0.107 mi.)	F20	27
Not reported	910 E 4TH ST	NNE 0 - 1/8 (0.112 mi.)	D22	29
LEVINSON BARNETT	940 E 4TH ST	NE 1/8 - 1/4 (0.154 mi.)	H28	35
BALLINGERS GARAGE AUTO WORKS	409 17 MOLINO ST	ENE 1/8 - 1/4 (0.157 mi.)	I33	40
CRAIN JAS	411 MOLINO ST	ENE 1/8 - 1/4 (0.166 mi.)	I36	45
MELLUS BROS	409 MOLINO ST	ENE 1/8 - 1/4 (0.167 mi.)	I37	46
HALECH CHAS	1016 E 4TH ST	ENE 1/8 - 1/4 (0.169 mi.)	I38	46
ALF R T	441 S CENTRAL AVE	WNW 1/8 - 1/4 (0.175 mi.)	K44	56
Not reported	333 S ALAMEDA ST	NNW 1/8 - 1/4 (0.213 mi.)	Q67	72
STANFORD GARAGE	411 STANFORD AVE	WNW 1/8 - 1/4 (0.231 mi.)	R74	77
SMITH A A	438 STANFORD AVE	WNW 1/8 - 1/4 (0.240 mi.)	79	80

Lower Elevation	Address	Direction / Distance	Map ID	Page
SULLIVAN F F	523 SEATON ST	SSW 0 - 1/8 (0.059 mi.)	B5	10

Lower Elevation	Address	Direction / Distance	Map ID	Page
SNOWDEN ROBT	500 S ALAMEDA ST	WSW 0 - 1/8 (0.086 mi.)	C8	14
Not reported	500 S ALAMEDA ST	WSW 0 - 1/8 (0.086 mi.)	C9	14
Not reported	530 S HEWITT ST	ESE 0 - 1/8 (0.114 mi.)	23	29
GLADYS AVENUE GARAGE	530 GLADYS AVE	W 1/8 - 1/4 (0.239 mi.)	77	79

EDR US Hist 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there are 13 EDR US Hist Cleaners sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WEISBERG JACOB	819 E 5TH ST	W 1/8 - 1/4 (0.206 mi.)	P60	64
WHITE STAR LAUNDRY SUPPLY CO	864 68 TRACTION AVE	NE 1/8 - 1/4 (0.209 mi.)	63	68
SING SING	813 E 5TH ST	W 1/8 - 1/4 (0.210 mi.)	P66	72
WEISBERG JACOB	805 E 5TH ST	W 1/8 - 1/4 (0.239 mi.)	78	80

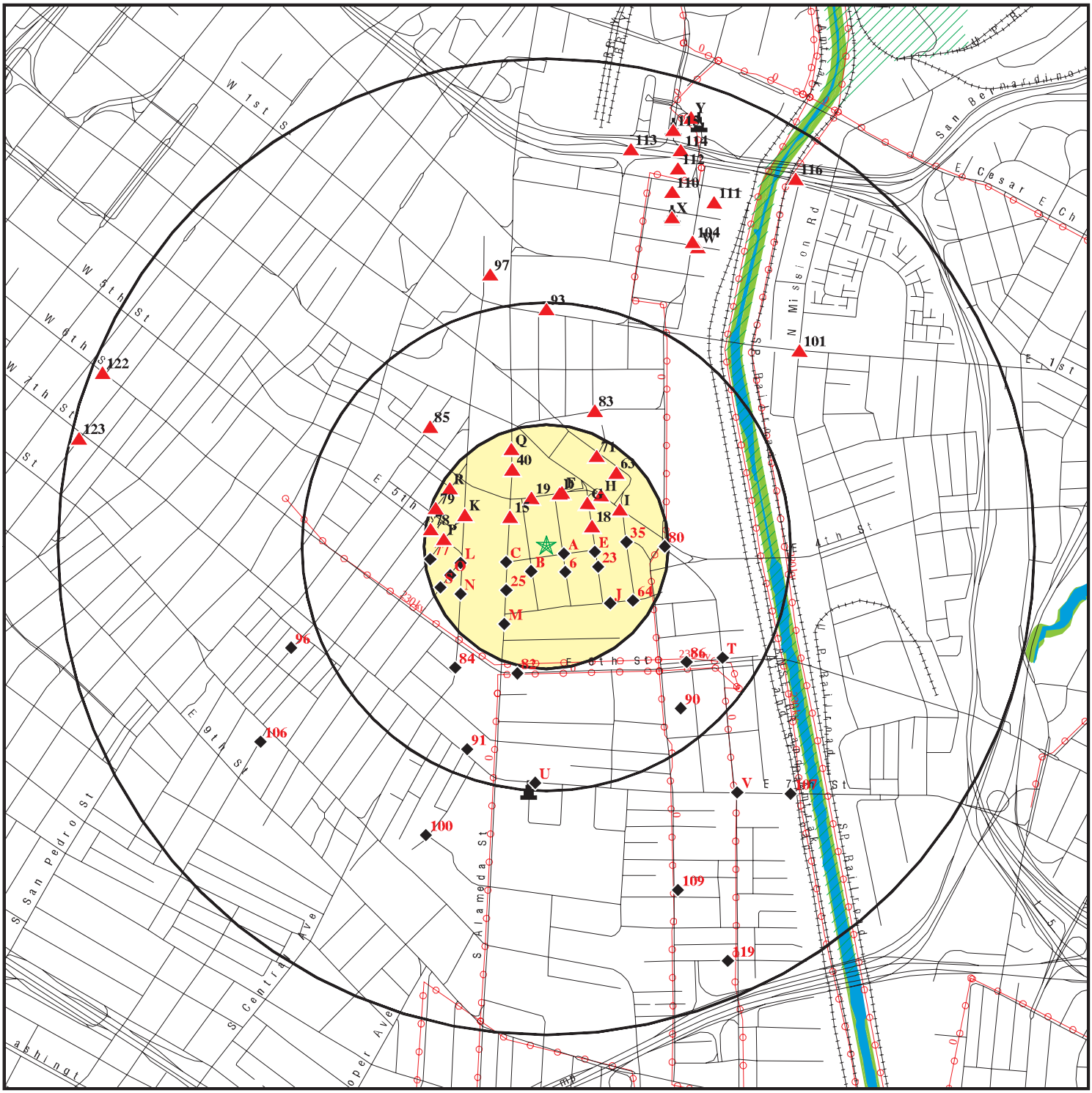
Lower Elevation	Address	Direction / Distance	Map ID	Page
STRICKLER J O	501 CERES AVE	W 1/8 - 1/4 (0.178 mi.)	L45	56
HONEGER ANNA MRS	503 CERES AVE	W 1/8 - 1/4 (0.181 mi.)	L51	61
HENDERSON LONNIE	510 CERES AVE	WSW 1/8 - 1/4 (0.190 mi.)	L54	62
HENDERSON BERNARD	516 CERES AVE	WSW 1/8 - 1/4 (0.196 mi.)	L55	62
BROWN HENRY	519 CERES AVE	WSW 1/8 - 1/4 (0.199 mi.)	L56	63
YUAN SING	524 CERES AVE	WSW 1/8 - 1/4 (0.205 mi.)	O59	64
HENDERSON LONNIE	528 CERES AVE	WSW 1/8 - 1/4 (0.209 mi.)	O62	67
WONG CHESTER	504 GLADYS AVE	W 1/8 - 1/4 (0.215 mi.)	P72	76
SAM LEE	558 CERES AVE	WSW 1/8 - 1/4 (0.244 mi.)	S81	80

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 20 records.

Site Name	Database(s)
MOBIL STATION #10-KDQ	WMUDS/SWAT, HIST CORTESE
WHITE MEMORIAL MEDICAL CENTER	FTTS
WHITE MEMORIAL MEDICAL CENTER	HIST FTTS
CISCO GROVE STATION	CA FID UST, SWEEPS UST
TULIP CORPORATION	CERC-NFRAP
PUREX CORP TURCO PRODS	CERC-NFRAP
CISCO GROVE STATION	HIST UST
CALTRANS DISTRICT 7	HAZNET
LITTLE TOKEO SHOPPING CENTER	HAZNET
EAST LOS ANGELES FAMILY RESOURCE C	RCRA-SQG, FINDS, HAZNET
ALAMEDA CORRIDOR TRANS AUTHORITY	RCRA-SQG, HAZNET
CALTRANS DISTRICT 7	HAZNET
CALTRANS	RCRA-SQG
BLIND CHILDREN'S CENTER	FINDS
PARKER CENTER	FINDS
CEDARS-SINAI MEDICAL CENTER	FINDS
CALTRANS DISTRICT 7	FINDS
METROPOLITAN WATER DISTRICT	FINDS
DREW MEDICAL CENTER	FINDS
BEVERLY CENTER	FINDS

OVERVIEW MAP - 3956010.2s



- 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
- Power transmission lines
- 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: The Arts District Center ADDRESS: 459 Colyton Street Los Angeles CA 90013 LAT/LONG: 34.0419 / 118.2368	CLIENT: GeoDesign Inc. CONTACT: Jeremy Zimber INQUIRY #: 3956010.2s DATE: May 28, 2014 4:11 pm

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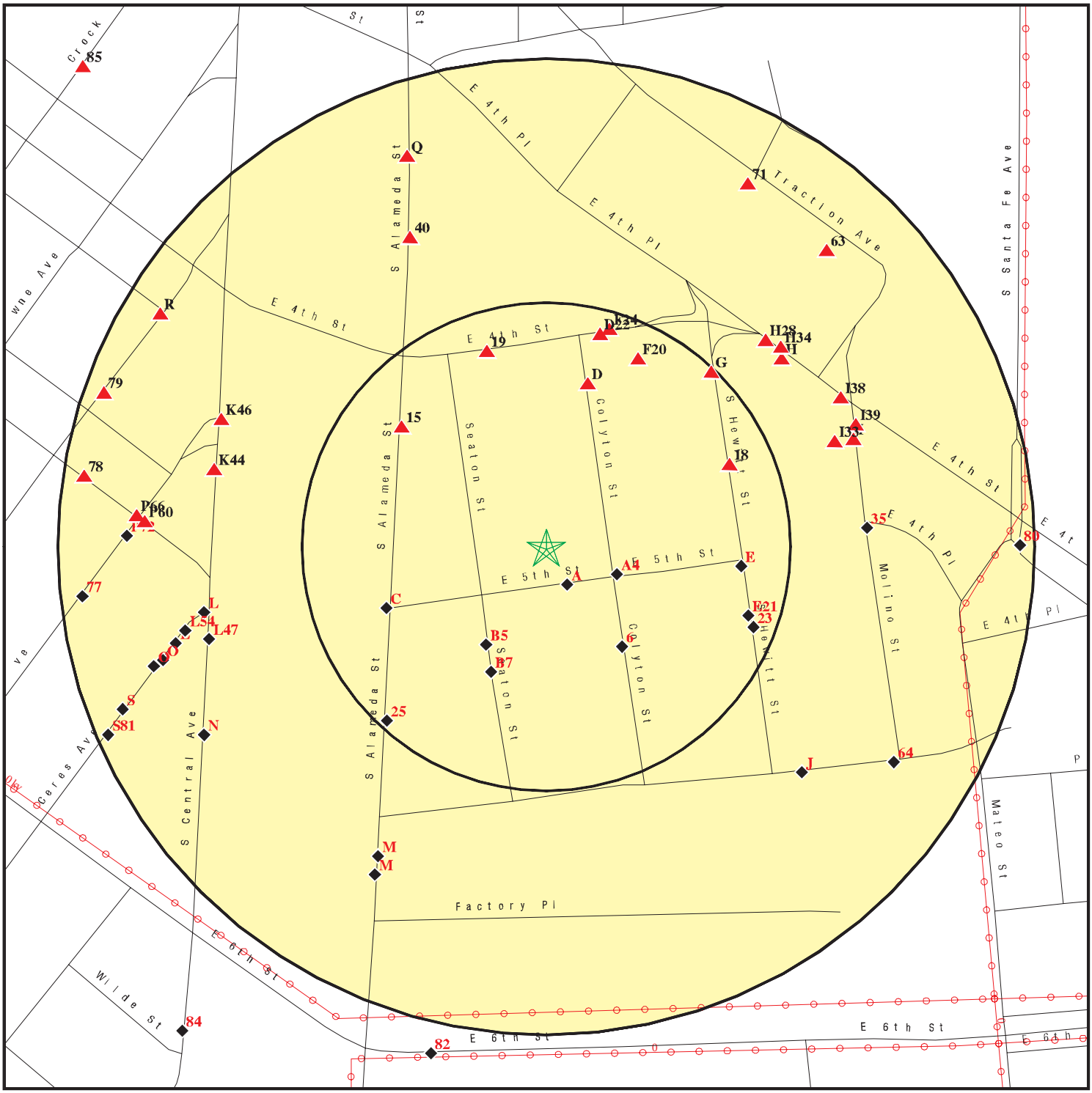
DETAIL MAP - 3956010.2s



- 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
- Power transmission lines
- 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: The Arts District Center	CLIENT: GeoDesign Inc.
ADDRESS: 459 Colyton Street Los Angeles CA 90013	CONTACT: Jeremy Zimber INQUIRY #: 3956010.2s
LAT/LONG: 34.0419 / 118.2368	DATE: May 28, 2014 4:16 pm

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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	1	NR	NR	1
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	1	NR	NR	1
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	1	NR	NR	NR	2
RCRA-SQG	0.250		3	10	NR	NR	NR	13
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
LUCIS	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	2	NR	2
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	2	26	NR	28
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		3	0	7	NR	NR	10

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
SLIC	0.500		0	1	1	NR	NR	2
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		2	2	NR	NR	NR	4
AST	0.250		0	1	NR	NR	NR	1
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								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	1	NR	NR	1
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
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	0	NR	NR	0
SWRCY	0.500		1	0	0	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	1	1	NR	2
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		9	12	NR	NR	NR	21
HIST UST	0.250		3	4	NR	NR	NR	7
SWEEPS UST	0.250		9	11	NR	NR	NR	20
Local Land Records								
LIENS 2	TP		NR	NR	NR	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
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
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
US 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
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	1	NR	1
NPDES	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	0	3	NR	NR	4
CUPA Listings	0.250		0	0	NR	NR	NR	0
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		NR	NR	NR	NR	NR	0
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
PRP	TP		NR	NR	NR	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	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
HWT	0.250		0	0	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	4	NR	4
EDR US Hist Auto Stat	0.250		6	10	NR	NR	NR	16
EDR US Hist Cleaners	0.250		0	13	NR	NR	NR	13
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LUST	TP		NR	NR	NR	NR	NR	0
RGA LF	TP		NR	NR	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **UST** **U003976709**
SSE **1130 E 5TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.022 mi.
117 ft. **Site 1 of 4 in cluster A**

Relative:
Lower

Actual:
257 ft.

UST:
Facility ID: 24764
Latitude: 34.04161
Longitude: -118.23664
Permitting Agency LOS ANGELES, CITY OF

A2 **MILTON'S EXPRESS INC** **HIST UST** **U001560560**
SSE **1130 E 5TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.022 mi.
117 ft. **Site 2 of 4 in cluster A**

Relative:
Lower

Actual:
257 ft.

HIST UST:
Region: STATE
Facility ID: 00000000506
Facility Type: Other
Other Type: TRUCKING
Total Tanks: 0002
Contact Name: DICK ANDERSON
Telephone: 2136265801
Owner Name: MR, BILL FOREMAN
Owner Address: 110 E. 15TH ST.
Owner City,St,Zip: LOS ANGELES, CA 90015

Tank Num: 001
Container Num: TWO (2)
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: ONE (1)
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

A3 **MILTON'S EXPRESS, INCORPORATED** **CA FID UST** **S101617155**
SSE **1130 E 5TH ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.022 mi.
117 ft. **Site 3 of 4 in cluster A**

Relative:
Lower

Actual:
257 ft.

CA FID UST:
Facility ID: 19055269
Regulated By: UTNKA
Regulated ID: 00000506

MILTON'S EXPRESS, INCORPORATED (Continued) **S101617155**

Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136265801
Mail To: Not reported
Mailing Address: 110 E 15TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
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: Active
Comp Number: 39
Number: 1
Board Of Equalization: 44-010917
Referral Date: 09-14-93
Action Date: 09-14-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000039-000001
Tank Status: A
Capacity: Not reported
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 2

Status: Active
Comp Number: 39
Number: 1
Board Of Equalization: 44-010917
Referral Date: 09-14-93
Action Date: 09-14-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000039-000002
Tank Status: A
Capacity: Not reported
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

A4 **DEPENDABLE TRUCKING CO** **CA FID UST** **S101583884**
ESE **1201 E 5TH ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.039 mi.
205 ft. **Site 4 of 4 in cluster A**

Relative:
Lower

Actual:
257 ft.

CA FID UST:

Facility ID:	19007049
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136800337
Mail To:	Not reported
Mailing Address:	1201 E 5TH 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:

Status:	Not reported
Comp Number:	4295
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

B5 **SULLIVAN F F** **EDR US Hist Auto Stat** **1009077008**
SSW **523 SEATON ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.059 mi.
311 ft. **Site 1 of 2 in cluster B**

Relative:
Lower

Actual:
256 ft.

EDR Historical Auto Stations:

Name:	SULLIVAN F F
Year:	1929
Type:	GASOLINE AND OIL SERVICE STATION

6
SE
< 1/8
0.064 mi.
339 ft.

TONY ROMAN
533 COLYTON ST
LOS ANGELES, CA 90013

CA FID UST **S101584970**
SWEEPS UST **N/A**

Relative:
Lower

Actual:
256 ft.

CA FID UST:

Facility ID:	19017586
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136234100
Mail To:	Not reported
Mailing Address:	533 COLYTON ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	4297
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

B7
SSW
< 1/8
0.070 mi.
370 ft.

ROLO TRANSPORTATION
536 SEATON STREET
LOS ANELES, CA 90013

Site 2 of 2 in cluster B

LUST **S106087134**
N/A

Relative:
Lower

Actual:
256 ft.

LUST:

Region:	STATE
Global Id:	T0603792226
Latitude:	34.040971
Longitude:	-118.237292
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/21/2009
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	MT

ROLO TRANSPORTATION (Continued) **S106087134**

Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900130061
LOC Case Number: Not reported
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:

Contact:
Global Id: T0603792226
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: T0603792226
Contact Type: Regional Board Caseworker
Contact Name: MARYAM TAIDY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mtaidy@waterboards.ca.gov
Phone Number: 2135766741

Status History:
Global Id: T0603792226
Status: Open - Site Assessment
Status Date: 11/01/2005

Global Id: T0603792226
Status: Open - Site Assessment
Status Date: 01/20/2007

Global Id: T0603792226
Status: Open - Case Begin Date
Status Date: 05/16/2002

Global Id: T0603792226
Status: Completed - Case Closed
Status Date: 09/21/2009

Regulatory Activities:
Global Id: T0603792226
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603792226
Action Type: RESPONSE
Date: 01/20/2007
Action: Soil and Water Investigation Workplan

ROLO TRANSPORTATION (Continued) **S106087134**

Global Id: T0603792226
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603792226
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603792226
Action Type: RESPONSE
Date: 03/18/2009
Action: Well Installation Report

Global Id: T0603792226
Action Type: ENFORCEMENT
Date: 12/17/2008
Action: Staff Letter

Global Id: T0603792226
Action Type: ENFORCEMENT
Date: 01/31/2006
Action: Staff Letter

Global Id: T0603792226
Action Type: ENFORCEMENT
Date: 09/21/2009
Action: Closure/No Further Action Letter

Global Id: T0603792226
Action Type: RESPONSE
Date: 01/15/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603792226
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603792226
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603792226
Action Type: ENFORCEMENT
Date: 02/18/2009
Action: Staff Letter

Global Id: T0603792226
Action Type: RESPONSE
Date: 07/17/2007
Action: Soil and Water Investigation Report

Global Id: T0603792226
Action Type: RESPONSE

ROLO TRANSPORTATION (Continued) **S106087134**

Date: 03/03/2006
Action: Other Report / Document

Global Id: T0603792226
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

C8 **SNOWDEN ROBT** **EDR US Hist Auto Stat** **1009082221**
WSW **500 S ALAMEDA ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.086 mi.
454 ft. **Site 1 of 5 in cluster C**

Relative:
Lower

Actual:
257 ft.

EDR Historical Auto Stations:
Name: METROPOLITAN SERVICE STATIONS INC
Year: 1937
Type: GASOLINE AND OIL SERVICE STATIONS

Name: SNOWDEN ROBT
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

C9 **EDR US Hist Auto Stat** **1008996410**
WSW **500 S ALAMEDA ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.086 mi.
454 ft. **Site 2 of 5 in cluster C**

Relative:
Lower

Actual:
257 ft.

EDR Historical Auto Stations:
Name: ARCO TRUCK STOP
Year: 1994
Type: Not reported

Name: ARCO TRUCK STOP
Year: 1999
Address: 500 S ALAMEDA ST

Name: ARCO TRUCK STOP
Year: 2001
Address: 500 S ALAMEDA ST

Name: SUPERFINE TEXACO
Year: 2002
Address: 500 S ALAMEDA ST

Name: SUPERFINE TEXACO 2
Year: 2003
Address: 500 S ALAMEDA ST

Name: SUPERFINE TEXACO 2
Year: 2004
Address: 500 S ALAMEDA ST

Name: SUPERFINE TEXACO 11

(Continued) **1008996410**

Year: 2005
Address: 500 S ALAMEDA ST

Name: SUPERFINE TEXACO
Year: 2006
Address: 500 S ALAMEDA ST

Name: SUPERFINE TEXACO
Year: 2008
Address: 500 S ALAMEDA ST

Name: SUPERFINE VALERO
Year: 2009
Address: 500 S ALAMEDA ST

Name: SUPERFINE VALERO
Year: 2010
Address: 500 S ALAMEDA ST

Name: SUPERFINE VALERO
Year: 2011
Address: 500 S ALAMEDA ST

Name: SUPERFINE VALERO
Year: 2012
Address: 500 S ALAMEDA ST

C10 **SF HOLDING SUPERFINE TEXACO** **LUST S113123957**
WSW **500 S ALAMEDA** **HAZNET N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.086 mi.
454 ft. **Site 3 of 5 in cluster C**

Relative:
Lower

Actual:
257 ft.

LUST:
Region: STATE
Global Id: T10000004817
Latitude: 34.041237
Longitude: -118.237754
Case Type: LUST Cleanup Site
Status: Open - Eligible for Closure
Status Date: 01/06/2014
Lead Agency: SWRCB
Case Worker: MC
Local Agency: LOS ANGELES, CITY OF
RB Case Number: Not reported
LOC Case Number: TT12131
File Location: Not reported
Potential Media Affect: Not reported
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T10000004817
Contact Type: Local Agency Caseworker
Contact Name: GREG STEVENS
Organization Name: LOS ANGELES, CITY OF

SF HOLDING SUPERFINE TEXACO (Continued) **S113123957**

Address: 221 N Figueroa St
City: LOS ANGELES
Email: gregory.stevens@lacity.org
Phone Number: 2134826527

Global Id: T10000004817
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

Status History:
Global Id: T10000004817
Status: Open - Eligible for Closure
Status Date: 01/06/2014

Global Id: T10000004817
Status: Open - Case Begin Date
Status Date: 02/25/2005

Global Id: T10000004817
Status: Open - Site Assessment
Status Date: 06/06/2013

Regulatory Activities:
Global Id: T10000004817
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T10000004817
Action Type: RESPONSE
Date: 01/06/1999
Action: Other Report / Document

Global Id: T10000004817
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T10000004817
Action Type: RESPONSE
Date: 05/22/1989
Action: Site Assessment Report

Global Id: T10000004817
Action Type: RESPONSE
Date: 07/28/1989
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T10000004817
Action Type: RESPONSE
Date: 10/07/1993

SF HOLDING SUPERFINE TEXACO (Continued) **S113123957**

Action: Request for Closure

HAZNET:

Year:	2012
Gepaid:	CAL000263989
Contact:	PETER KARADJIAN
Telephone:	2136261259
Mailing Name:	Not reported
Mailing Address:	500 S ALAMEDA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900131708
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons:	18.525
Facility County:	Los Angeles

Year:	2002
Gepaid:	CAL000263989
Contact:	PETER KARADJIAN
Telephone:	2136261259
Mailing Name:	Not reported
Mailing Address:	500 S ALAMEDA
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Treatment, Tank
Tons:	0.28
Facility County:	Los Angeles

C11 **TEXACO TRUCK STOP** **UST** **U003780833**
WSW **500 S ALAMEDA ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.086 mi.
454 ft. **Site 4 of 5 in cluster C**

Relative:
Lower

Actual:
257 ft.

UST:

Facility ID:	24398
Latitude:	34.042586
Longitude:	-118.236405
Permitting Agency	LOS ANGELES, CITY OF

D12 **YALE TRANSPORTATION** **HIST UST** **U001560568**
NNE **418 COLYTON ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.087 mi.
457 ft. **Site 1 of 3 in cluster D**

Relative:
Higher

Actual:
260 ft.

HIST UST:

Region:	STATE
Facility ID:	00000067529
Facility Type:	Other
Other Type:	TRUCKING
Total Tanks:	0001
Contact Name:	B. DINERSTEIN
Telephone:	2136250784
Owner Name:	B. DINERSTEIN
Owner Address:	418 COLYTON ST.
Owner City,St,Zip:	LOS ANGELES, CA 90013
Tank Num:	001
Container Num:	1
Year Installed:	1979
Tank Capacity:	00003000
Tank Used for:	WASTE
Type of Fuel:	2
Tank Construction:	Unkown inches
Leak Detection:	Stock Inventor

D13 **BERNARD DINERSTEIN** **CA FID UST** **S101584126**
NNE **418 COLYTON ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.087 mi.
457 ft. **Site 2 of 3 in cluster D**

Relative:
Higher

Actual:
260 ft.

CA FID UST:

Facility ID:	19008751
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	418 COLYTON ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	4292
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported

BERNARD DINERSTEIN (Continued) **S101584126**

Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

C14 **ARCO** **HIST CORTESE** **S101582659**
WSW **500 ALAMEDA ST S** **LUST** **N/A**
< 1/8 **LOS ANGELES, CA 90013** **CA FID UST**
0.087 mi. **SWEEPS UST**
462 ft. **Site 5 of 5 in cluster C**

Relative:
Lower

Actual:
257 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900130016

LUST:

Region:	STATE
Global Id:	T0603700539
Latitude:	33.7762072
Longitude:	-118.2490394
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/23/1993
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900130016
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:

Contact:

Global Id:	T0603700539
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:	T0603700539
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780

ARCO (Continued) **S101582659**

City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:
Global Id: T0603700539
Status: Completed - Case Closed
Status Date: 10/23/1993

Global Id: T0603700539
Status: Open - Site Assessment
Status Date: 07/15/1988

Global Id: T0603700539
Status: Open - Case Begin Date
Status Date: 07/05/1985

Regulatory Activities:
Global Id: T0603700539
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700539
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700539
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900130016
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700539
W Global ID: W0605100582
Staff: UNK
Local Agency: 19050
Cross Street: 5TH
Enforcement Type: Not reported
Date Leak Discovered: 7/5/1985
Date Leak First Reported: 7/11/1985
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: 7/5/1985

ARCO (Continued) **S101582659**

Date Case Last Changed on Database: 10/23/1993
Date the Case was Closed: 10/23/1993
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: ALBANESE, BILL
Water System: YMCA CAMP OF LOS ANGELES 2
Well Name: Not reported
Approx. Dist To Production Well (ft): 4083.035630707482005820362576
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 7/15/1988
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: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: ALBANESE, BILL
RP Address: 815 FAIRVIEW, PASADENA, CA 91030
Program: LUST
Lat/Long: 34.0412924 / -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: LEAKING TANK REPAIRED 7/29/85. ONE 97’ BORING COMPLETED. NO G/W ENCOUNTERED.

CA FID UST:
Facility ID: 19000981
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136261259
Mail To: Not reported
Mailing Address: 500 S ALAMEDA ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

ARCO (Continued) **S101582659**

SWEEPS UST:

Status:	Active
Comp Number:	3979
Number:	2
Board Of Equalization:	Not reported
Referral Date:	05-04-93
Action Date:	03-16-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

---

15 **N T AUTO REPAIR** **RCRA-SQG** **1000103214**
NW **426 S ALAMEDA ST** **FINDS** **CAD981649981**
< 1/8 **LOS ANGELES, CA 90013**
0.096 mi.
508 ft.

Relative:
Higher

Actual:
259 ft.

RCRA-SQG:

Date form received by agency:	01/09/1987
Facility name:	N T AUTO REPAIR
Facility address:	426 S ALAMEDA ST LOS ANGELES, CA 90013
EPA ID:	CAD981649981
Mailing address:	S ALAMEDA ST LOS ANGELES, CA 90013
Contact:	ENVIRONMENTAL MANAGER
Contact address:	426 S ALAMEDA ST LOS ANGELES, CA 90013
Contact country:	US
Contact telephone:	(213) 617-0672
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:	NOBORU KAKUMA
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

N T AUTO REPAIR (Continued) **1000103214**

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: 110002737138

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.

E16 **N S SMITH TRUCKING SERVICE,INC** **HIST UST** **U001560561**
East **501 S HEWITT ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.100 mi.
530 ft. **Site 1 of 3 in cluster E**

Relative:
Lower

Actual:
257 ft.

HIST UST:
Region: STATE
Facility ID: 00000003170
Facility Type: Other
Other Type: TRUCK SERVICE
Total Tanks: 0003
Contact Name: JAMES E. SMITH, PRESIDENT
Telephone: 2136264006
Owner Name: JAMES E OR ELAINE M SMITH
Owner Address: 501 S. HEWITT ST

N S SMITH TRUCKING SERVICE,INC (Continued) **U001560561**

Owner City,St,Zip: LOS ANGELES, CA 90013

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 11
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor, Pressure Test

Tank Num: 003
Container Num: 111
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor, Pressure Test

E17
East
< 1/8
0.100 mi.
530 ft.

O S SMITH TRUCKING SERVICE, INC **CA FID UST S101583807**
501 S HEWITT ST **SWEEPS UST N/A**
LOS ANGELES, CA 90013

Site 2 of 3 in cluster E

Relative:
Lower

Actual:
257 ft.

CA FID UST:
Facility ID: 19006431
Regulated By: UTNKI
Regulated ID: 00003170
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136264006
Mail To: Not reported
Mailing Address: 501 S HEWITT ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
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: 151

O S SMITH TRUCKING SERVICE, INC (Continued) **S101583807**

Number:	Not reported
Board Of Equalization:	44-010998
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000151-000001
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	3

Status:	Not reported
Comp Number:	151
Number:	Not reported
Board Of Equalization:	44-010998
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000151-000002
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	151
Number:	Not reported
Board Of Equalization:	44-010998
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-000151-000003
Tank Status:	Not reported
Capacity:	5000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

18
ENE
< 1/8
0.103 mi.
543 ft.

DSD TRUCKING INC.
452 S HEWITT ST
LOS ANGELES, CA 90013

CA FID UST **S101584302**
SWEEPS UST **N/A**

Relative:
Higher

Actual:
259 ft.

CA FID UST:

Facility ID:	19010347
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2135500537
Mail To:	Not reported
Mailing Address:	452 S HEWITT ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	4298
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

19
NNW
< 1/8
0.105 mi.
553 ft.

BEVERLY KATZ
828 E 4TH ST
LOS ANGELES, CA 90013

CA FID UST **S101586930**
SWEEPS UST **N/A**

Relative:
Higher

Actual:
261 ft.

CA FID UST:

Facility ID:	19054617
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	828 E 4TH ST
Mailing Address 2:	Not reported

BEVERLY KATZ (Continued) **S101586930**

Mailing City,St,Zip: LOS ANGELES 900130000
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: 7469
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

F20 **EDR US Hist Auto Stat** **1015671649**
NNE **910 E 4TH** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.107 mi.
567 ft. **Site 1 of 2 in cluster F**

Relative:
Higher

Actual:
261 ft.

EDR Historical Auto Stations:
Name: QUALITY AUTO REPAIR
Year: 1999
Address: 910 E 4TH

E21 **LA KRETZ INNOVATION CAMPUS** **RCRA-LQG** **1016452969**
ESE **525 S HEWITT ST** **CAR000243493**
< 1/8 **LOS ANGELES, CA 90013**
0.109 mi.
577 ft. **Site 3 of 3 in cluster E**

Relative:
Lower

Actual:
256 ft.

RCRA-LQG:
Date form received by agency: 01/14/2014
Facility name: LA KRETZ INNOVATION CAMPUS
Facility address: 525 S HEWITT ST
LOS ANGELES, CA 90013
EPA ID: CAR000243493
Mailing address: 111 N HOPE ST
RM 1050
LOS ANGELES, CA 90012
Contact: MARK J SEDLACEK
Contact address: 111 N HOPE ST RM 1050
LOS ANGELES, CA 90012

LA KRETZ INNOVATION CAMPUS (Continued) **1016452969**

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 OF WATER AND POWER
Owner/operator address:	111 N HOPE ST RM 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:	07/16/2010
Owner/Op end date:	Not reported

Owner/operator name:	MARK J SEDLACEK
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:	07/16/2010
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

LA KRETZ INNOVATION CAMPUS (Continued) **1016452969**

Hazardous Waste Summary:
- Waste code: 151
- Waste name: 151
- Waste code: 181
- Waste name: 181
- Waste code: D008
- Waste name: LEAD
- Violation Status: No violations found

D22 **EDR US Hist Auto Stat** **1015671648**
NNE **910 E 4TH ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.112 mi.
594 ft. **Site 3 of 3 in cluster D**

Relative: Higher

Actual: 261 ft.

EDR Historical Auto Stations:
- Name: QUALITY AUTO REPAIR
- Year: 2001
- Address: 910 E 4TH ST

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23 **EDR US Hist Auto Stat** **1015542073**
ESE **530 S HEWITT ST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.114 mi.
601 ft.

Relative: Lower

Actual: 256 ft.

EDR Historical Auto Stations:
- Name: RAINBOW PAINT & COLLISION INC
- Year: 2003
- Address: 530 S HEWITT ST

F24 **J N G INC DBA PEARCES GARAGE** **RCRA-SQG** **1000904935**
NNE **915 E FOURTH ST** **FINDS** **CA0000198895**
< 1/8 **LOS ANGELES, CA**
0.116 mi.
614 ft. **Site 2 of 2 in cluster F**

Relative: Higher

Actual: 262 ft.

RCRA-SQG:
- Date form received by agency: 01/18/2000
- Facility name: J N G INC DBA PEARCES GARAGE
- Facility address: 915 E FOURTH ST
  LOS ANGELES, CA 900131803
- EPA ID: CA0000198895
- Contact: JOSE GARCIA
- Contact address: 915 E FOURTH ST
  LOS ANGELES, CA 900131803
- Contact country: US
- Contact telephone: (213) 625-1632
- 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

J N G INC DBA PEARCES GARAGE (Continued) **1000904935**

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: JOSE GARCIA
Owner/operator address: 911 SEA BISCUIT CT
WALNUT, CA 91789
Owner/operator country: Not reported
Owner/operator telephone: (909) 595-4713
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
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.

Violation Status: No violations found

FINDS:

Registry ID: 110002615395

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.

25
SW
< 1/8
0.121 mi.
638 ft.

DOWNTOWN METALS & RECYCLING
526 S ALAMEDA ST
LOS ANGELES, CA 90013

NPDES **S106103208**
SWRCY **N/A**
WDS

Relative:
Lower

Actual:
255 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	191213
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I016636
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	07/10/2001
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Downtown Metals & Recycling
Discharge Address:	526 S Alameda St
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90013

SWRCY:

Reg Id:	24106
Cert Id:	RC7892
Mailing Address:	3249 W El Segundo Blvd
Mailing City:	Hawthorne
Mailing State:	CA
Mailing Zip Code:	90250
Website:	Not reported
Phone Number:	(310) 275-3945
Grand Father:	N
Rural:	N
Operation Begin Date:	04/01/1998
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 9:30 pm
Tuesday Hours Of Operation:	8:00 am - 9:30 pm
Wednesday Hours Of Operation:	8:00 am - 9:30 pm
Thursday Hours Of Operation:	8:00 am - 9:30 pm
Friday Hours Of Operation:	8:00 am - 9:30 pm
Saturday Hours Of Operation:	8:00 am - 9:30 pm
Sunday Hours Of Operation:	CLOSED
Cert Status:	Operational
Organization ID:	31689
Organization Name:	E & M Recycling Company
Agency Reg ID:	N/A
Operation End Date:	Not reported

CA WDS:

DOWNTOWN METALS & RECYCLING (Continued) **S106103208**

Facility ID:	4 19I016636
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	2136258165
Facility Contact:	MIKHAIL VORTMAN
Agency Name:	MIKHAIL VORTMAN
Agency Address:	526 S Alameda St
Agency City,St,Zip:	Los Angeles 900131708
Agency Contact:	MIKHAIL VORTMAN
Agency Telephone:	2316258165
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

G26 **SUNRISE PLAZA TRANSPORTATION CO** **RCRA-SQG** **1000905127**
NE **405 S HEWITT ST** **FINDS** **CA0000341487**
< 1/8 **LOS ANGELES, CA** **HAZNET**
0.123 mi.
651 ft. **Site 1 of 2 in cluster G**

Relative:
Higher

Actual:
261 ft.

RCRA-SQG:

Date form received by agency:	05/05/1994
Facility name:	SUNRISE PLAZA TRANSPORTATION CO
Facility address:	405 S HEWITT ST LOS ANGELES, CA 90013
EPA ID:	CA0000341487

SUNRISE PLAZA TRANSPORTATION CO (Continued) **1000905127**

Mailing address: S HEWITT ST
LOS ANGELES, CA 90013
Contact: BENJAMIN SANDOVAL
Contact address: 405 S HEWITT ST
LOS ANGELES, CA 90013
Contact country: US
Contact telephone: (213) 687-0284
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: SUNRISE PLAZA TRANSPORTATION CO
Owner/operator address: 405 S HEWITT ST
LOS ANGELES, CA 90013
Owner/operator country: Not reported
Owner/operator telephone: (213) 687-0284
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
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: 110002617115

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.

SUNRISE PLAZA TRANSPORTATION CO (Continued) **1000905127**

HAZNET:
- Year: 1998
- Gepaid: CA0000341487
- Contact: JTB AMERICAS
- Telephone: 2128879300
- Mailing Name: Not reported
- Mailing Address: 405 S HEWITT ST
- Mailing City,St,Zip: LOS ANGELES, CA 900132215
- Gen County: Not reported
- TSD EPA ID: CAT000613893
- TSD County: Not reported
- Waste Category: Aqueous solution with total organic residues less than 10 percent
- Disposal Method: Transfer Station
- Tons: .3044
- Facility County: Los Angeles

G27 **C W BUNDREN** **CA FID UST** **S101586302**
NE **405 S HEWITT ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90013** **WDS**
0.123 mi.
651 ft. **Site 2 of 2 in cluster G**

Relative:
Higher

Actual:
261 ft.

CA FID UST:
- Facility ID: 19044224
- Regulated By: UTNKI
- Regulated ID: Not reported
- Cortese Code: Not reported
- SIC Code: Not reported
- Facility Phone: 2130000000
- Mail To: Not reported
- Mailing Address: 405 S HEWITT ST
- Mailing Address 2: Not reported
- Mailing City,St,Zip: LOS ANGELES 900130000
- 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: 4291
- Number: Not reported
- Board Of Equalization: Not reported
- Referral Date: Not reported
- Action Date: Not reported
- Created Date: Not reported
- Owner Tank Id: Not reported
- SWRCB Tank Id: Not reported
- Tank Status: Not reported
- Capacity: Not reported
- Active Date: Not reported
- Tank Use: Not reported
- STG: Not reported
- Content: Not reported

C W BUNDREN (Continued) **S101586302**

Number Of Tanks: Not reported

CA WDS:
Facility ID: 4 19I012796
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: SUNRISE PLAZA TRANSP. CO.
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Not reported
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

H28 **LEVINSON BARNETT** **EDR US Hist Auto Stat** **1009085002**
NE **940 E 4TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.154 mi.
815 ft. **Site 1 of 6 in cluster H**

Relative:
Higher

Actual:
261 ft.

EDR Historical Auto Stations:
Name: LEVINSON BARNETT
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

H29 **C.W. BUNDREN INC.** **HIST UST** **U001560552**
NE **970 E 4TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.154 mi.
815 ft. **Site 2 of 6 in cluster H**

Relative:
Higher

Actual:
261 ft.

HIST UST:

Region:	STATE
Facility ID:	00000064343
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0001
Contact Name:	MELVIN J. FREEMAN
Telephone:	2136247517
Owner Name:	C.W. BUNDREN INC.
Owner Address:	405 S. HEWITT ST.
Owner City,St,Zip:	LOS ANGELES, CA 90013
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Visual

H30 **C W BUNDREN INCORPORATED** **CA FID UST** **S101584465**
NE **970 E 4TH ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.154 mi.
815 ft. **Site 3 of 6 in cluster H**

Relative:
Higher

Actual:
261 ft.

CA FID UST:

Facility ID:	19011683
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136247517
Mail To:	Not reported
Mailing Address:	970 E 4TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	3771
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported

C W BUNDREN INCORPORATED (Continued) **S101584465**

Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

H31 **REPAIR MERCEDES** **CA FID UST** **S101585309**
NE **962 E 4TH PL** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.154 mi.
815 ft. **Site 4 of 6 in cluster H**

Relative:
Higher

Actual:
261 ft.

CA FID UST:

Facility ID:	19022557
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136809038
Mail To:	Not reported
Mailing Address:	962 E 4TH PL
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	7881
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

H32 **MERCEDES SPECIALTY INC** **RCRA-SQG** **1000168688**
NE **962 E 4TH ST** **FINDS** **CAD981625007**
1/8-1/4 **LOS ANGELES, CA 90013** **HAZNET**
0.154 mi.
815 ft. **Site 5 of 6 in cluster H**

Relative:
Higher

Actual:
261 ft.

RCRA-SQG:

Date form received by agency:	12/01/1986
Facility name:	MERCEDES SPECIALTY INC
Facility address:	962 E 4TH ST LOS ANGELES, CA 90013
EPA ID:	CAD981625007
Contact:	ENVIRONMENTAL MANAGER
Contact address:	962 E 4TH ST LOS ANGELES, CA 90013
Contact country:	US
Contact telephone:	(213) 680-9038
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:	GRANT IWATA
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

MERCEDES SPECIALTY INC (Continued) **1000168688**

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: 110002728497

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: 2000
Gepaid: CAD981625007
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 962 E 4TH ST
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Transfer Station
Tons: 4.13
Facility County: Los Angeles

Year: 1997
Gepaid: CAD981625007
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 962 E 4TH ST
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD099452708
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .8340
Facility County: Los Angeles

Year: 1996
Gepaid: CAD981625007
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported

MERCEDES SPECIALTY INC (Continued) **1000168688**

Mailing Address:	962 E 4TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD099452708
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	1.0008
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD981625007
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	962 E 4TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Not reported
Tons:	.0450
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD981625007
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	962 E 4TH ST
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAT000613893
TSD County:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	.0495
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

I33 **BALLINGERS GARAGE AUTO WORKS** **EDR US Hist Auto Stat** **1009076137**
ENE **409 17 MOLINO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.157 mi.
830 ft. **Site 1 of 5 in cluster I**

Relative:
Higher

Actual:
259 ft.

EDR Historical Auto Stations:

Name:	BALLINGERS GARAGE AUTO WORKS
Year:	1924
Type:	AUTOMOBILE REPAIRING

H34 **COCA-COLA USA** **RCRA-SQG** **1000143579**
NE **963 E FOURTH ST** **CA FID UST** **CAD042237057**
1/8-1/4 **LOS ANGELES, CA 90013** **HIST UST**
0.158 mi. **SWEEPS UST**
834 ft. **Site 6 of 6 in cluster H**

Relative:
Higher

Actual:
261 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	COCA-COLA USA
Facility address:	963 E FOURTH ST LOS ANGELES, CA 90013
EPA ID:	CAD042237057
Mailing address:	P O BOX 2589-TERMINAL ANNEX LOS ANGELES, CA 90051
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:	THE COCA-COLA COMPANY
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

COCA-COLA USA (Continued) **1000143579**

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: 08/18/1980
Facility name: COCA-COLA USA
Classification: Large Quantity Generator

Violation Status: No violations found

CA FID UST:
Facility ID: 19011955
Regulated By: UTNKA
Regulated ID: 00007831
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136265201
Mail To: Not reported
Mailing Address: 310 N AVENUE N W
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:
Region: STATE
Facility ID: 00000007831
Facility Type: Other
Other Type: SOFT DRINK MFG.
Total Tanks: 0011
Contact Name: B.F. BRADLEY
Telephone: 2136265201
Owner Name: THE COCA-COLA COMPANY
Owner Address: 310 NORTH AVE., N.W.
Owner City,St,Zip: ATLANTA, GA 30313

Tank Num: 001
Container Num: 4-2
Year Installed: 1977
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 5

COCA-COLA USA (Continued) **1000143579**

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 7
Year Installed: Not reported
Tank Capacity: 00009940
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 005
Container Num: 4-1
Year Installed: 1977
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 006
Container Num: 43-1
Year Installed: 1977
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 007
Container Num: 43-2
Year Installed: 1977
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 008
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT

COCA-COLA USA (Continued) **1000143579**

Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 009
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 010
Container Num: 2
Year Installed: 1977
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 011
Container Num: 1
Year Installed: 1977
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

SWEEPS UST:
Status: Not reported
Comp Number: 888
Number: Not reported
Board Of Equalization: 44-011469
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

35
East
1/8-1/4
0.165 mi.
869 ft.

Relative:
Lower

Actual:
257 ft.

Z S I DEVELOPMENT
500 MOLINO ST
LOS ANGELES, CA 90013

CA FID UST **S101588207**
SWEEPS UST **N/A**

CA FID UST:

Facility ID:	19056447
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	500 MOLINO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	7163
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

I36
ENE
1/8-1/4
0.166 mi.
875 ft.

Site 2 of 5 in cluster I

Relative:
Higher

Actual:
259 ft.

CRAIN JAS
411 MOLINO ST
LOS ANGELES, CA

EDR US Hist Auto Stat **1009082051**
N/A

EDR Historical Auto Stations:

Name:	CRAIN JAS
Year:	1942
Type:	AUTOMOBILE REPAIRING

I37 **MELLUS BROS** **EDR US Hist Auto Stat** **1009079642**
ENE **409 MOLINO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.167 mi.
880 ft. **Site 3 of 5 in cluster I**

Relative:
Higher

Actual:
259 ft.

EDR Historical Auto Stations:

Name:	GREEN R C
Year:	1933
Type:	AUTOMOBILE REPAIRING
Name:	MELLUS BROS
Year:	1937
Type:	AUTOMOBILE REPAIRING

I38 **HALECH CHAS** **EDR US Hist Auto Stat** **1009080281**
ENE **1016 E 4TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.169 mi.
893 ft. **Site 4 of 5 in cluster I**

Relative:
Higher

Actual:
260 ft.

EDR Historical Auto Stations:

Name:	WOODS AL
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	WALLACE STERLING
Year:	1937
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	HALECH CHAS
Year:	1942
Type:	GASOLINE AND OIL SERVICE STATIONS

I39 **JOE'S GARAGE** **RCRA-SQG** **1000137928**
ENE **418 MOLINO ST** **FINDS** **CAD981393424**
1/8-1/4 **LOS ANGELES, CA 90013**
0.170 mi.
900 ft. **Site 5 of 5 in cluster I**

Relative:
Higher

Actual:
259 ft.

RCRA-SQG:

Date form received by agency:	02/25/1986
Facility name:	JOE'S GARAGE
Facility address:	418 MOLINO ST LOS ANGELES, CA 90013
EPA ID:	CAD981393424
Mailing address:	MOLINO ST LOS ANGELES, CA 90013
Contact:	ENVIRONMENTAL MANAGER
Contact address:	418 MOLINO ST LOS ANGELES, CA 90013
Contact country:	US
Contact telephone:	(213) 625-8609
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

JOE'S GARAGE (Continued) **1000137928**

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:	JOE AKITA
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: 110002692159

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.

40
NNW
1/8-1/4
0.173 mi.
915 ft.

ACE
360 S ALAMEDA ST
LOS ANGELES, CA 90013

CA FID UST **S101583969**
SWEEPS UST **N/A**
LA Co. Site Mitigation

Relative:
Higher

Actual:
261 ft.

CA FID UST:

Facility ID:	19007684
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	360 S ALAMEDA ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	7231
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0000370
Jurisdiction:	State
Case ID:	RO0001371
Abated:	Yes
Assigned To:	Kim Clark
Entered Date:	10/05/2011

J41 **LADWP PALMETTO CONSTRUCTION HEADQUARTERS** **RCRA-LQG** **1000597316**
SE **1212 PALMETTO STREET** **FINDS** **CAD983613217**
1/8-1/4 **LOS ANGELES, CA** **CA FID UST**
0.174 mi. **SWEEPS UST**
921 ft. **Site 1 of 3 in cluster J** **EMI**

Relative:
Lower

Actual:
254 ft.

RCRA-LQG:

Date form received by agency:	06/09/2010
Facility name:	PALMETTO CONSTRUCTION HEADQUARTERS
Facility address:	1212 PALMETTO STREET LOS ANGELES, CA 90013
EPA ID:	CAD983613217
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 DEPARTMENT OF WATER & POWER
Owner/operator address:	111 NORTH HOPE STREET, RM 1050 LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	06/01/1936
Owner/Op end date:	Not reported
Owner/operator name:	LOS ANGELES DEPT OF WATER AND POWER
Owner/operator address:	111 N. HOPE STREET ROOM 1050 LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	10/01/1989
Owner/Op end date:	Not reported
Owner/operator name:	MARK J. SEDLACEK
Owner/operator address:	Not reported

LADWP PALMETTO CONSTRUCTION HEADQUARTERS (Continued) **1000597316**

Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1936
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES DEPT. OF WATER & POWER
Owner/operator address: 111 NORTH HOPE STREET ROOM 1050
LOS ANGELES, CA 90012
Owner/operator country: US
Owner/operator telephone: (213) 367-0405
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1936
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES DEPT OF WATER AND POWER
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: 10/01/1989
Owner/Op end date: Not reported

Owner/operator name: LA DEPT OF WATER AND POWER
Owner/operator address: 111 N HOPE ST RM 1121
LOS ANGELES, CA 90012
Owner/operator country: Not reported
Owner/operator telephone: (213) 481-3250
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES DEPARTMENT OF WATER & POWER
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: 06/01/1936
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

LADWP PALMETTO CONSTRUCTION HEADQUARTERS (Continued) **1000597316**

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: 02/28/2006
Facility name: PALMETTO CONSTRUCTION HEADQUARTERS
Site name: LADWP PALMETTO CONSTRUCTION HEADQUARTERS
Classification: Small Quantity Generator

Date form received by agency: 02/28/2006
Facility name: PALMETTO CONSTRUCTION HEADQUARTERS
Site name: LADWP PALMETTO CONSTRUCTION HEADQUARTERS
Classification: Large Quantity Generator

Date form received by agency: 02/28/2004
Facility name: PALMETTO CONSTRUCTION HEADQUARTERS
Classification: Large Quantity Generator

Date form received by agency: 10/23/1991
Facility name: PALMETTO CONSTRUCTION HEADQUARTERS
Site name: PALMETTO CONST HEADQUARTERS
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: 212
Waste name: 212

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.

LADWP PALMETTO CONSTRUCTION HEADQUARTERS (Continued) **1000597316**

Waste code: D008
Waste name: LEAD

Waste code: D030
Waste name: 2,4-DINITROTOLUENE

Waste code: D035
Waste name: METHYL ETHYL KETONE

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: D040
Waste name: TRICHLOROETHYLENE

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: 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.

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: D009

LADWP PALMETTO CONSTRUCTION HEADQUARTERS (Continued) **1000597316**

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

FINDS:

Registry ID: 110002864909

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

CA FID UST:
Facility ID: 19035198
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134816915
Mail To: Not reported
Mailing Address: 111 N HOPE STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

LADWP PALMETTO CONSTRUCTION HEADQUARTERS (Continued) **1000597316**

Status: Active

SWEEPS UST:
Status: Active
Comp Number: 3772
Number: 4
Board Of Equalization: Not reported
Referral Date: 08-11-92
Action Date: 08-11-92
Created Date: 02-29-88
Owner Tank Id: 3772-1
SWRCB Tank Id: 19-050-003772-000001
Tank Status: A
Capacity: 12000
Active Date: 07-27-93
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 3772
Number: 4
Board Of Equalization: Not reported
Referral Date: 08-11-92
Action Date: 08-11-92
Created Date: 02-29-88
Owner Tank Id: 3772-2
SWRCB Tank Id: 19-050-003772-000002
Tank Status: A
Capacity: 500
Active Date: 07-27-93
Tank Use: OIL
STG: W
Content: WASTE OIL
Number Of Tanks: Not reported

EMI:
Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 36578
Air District Name: SC
SIC Code: 4911
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

J42 **PALMETTO STREET CONSTRUCTION H** **HIST UST** **U001560562**
SE **1212 PALMETTO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.174 mi.
921 ft. **Site 2 of 3 in cluster J**

Relative:
Lower

Actual:
254 ft.

HIST UST:

Region:	STATE
Facility ID:	00000064862
Facility Type:	Other
Other Type:	WATER/ELECTRIC UTILI
Total Tanks:	0003
Contact Name:	J.S. SIMMONDS
Telephone:	2134816915
Owner Name:	DEPARTMENT OF WATER AND POWER
Owner Address:	111 N. HOPE STREET
Owner City,St,Zip:	LOS ANGELES, CA 90012
Tank Num:	001
Container Num:	0285/CLARI
Year Installed:	1947
Tank Capacity:	00000250
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	8 IN. unknown
Leak Detection:	None
Tank Num:	002
Container Num:	0286/DRAIN
Year Installed:	1947
Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	003
Container Num:	0287/GASOL
Year Installed:	1947
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

J43 **PALMETTO CONSTRUCTION HEADQTRS** **UST** **U003777710**
SE **1212 PALMETTO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.174 mi.
921 ft. **Site 3 of 3 in cluster J**

Relative:
Lower

Actual:
254 ft.

UST:

Facility ID:	24779
Latitude:	34.04023
Longitude:	-118.23447
Permitting Agency	LOS ANGELES, CITY OF

K44 **ALF R T** **EDR US Hist Auto Stat** **1009082337**
WNW **441 S CENTRAL AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.175 mi.
922 ft. **Site 1 of 2 in cluster K**

Relative:
Higher

Actual:
258 ft.

EDR Historical Auto Stations:
Name: ALF R T
Year: 1942
Type: GASOLINE AND OIL SERVICE STATIONS

L45 **STRICKLER J O** **EDR US Hist Cleaners** **1009190374**
West **501 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.178 mi.
941 ft. **Site 1 of 6 in cluster L**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:
Name: STRICKLER J O
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

K46 **LOS ANGELES COLD STORAGE CO** **RCRA-SQG** **1000102073**
WNW **400 S CENTRAL** **LA Co. Site Mitigation** **CAD981635899**
1/8-1/4 **LOS ANGELES, CA 90013**
0.179 mi.
944 ft. **Site 2 of 2 in cluster K**

Relative:
Higher

Actual:
259 ft.

RCRA-SQG:
Date form received by agency: 02/20/1987
Facility name: LOS ANGELES COLD STORAGE CO
Facility address: 400 S CENTRAL
LOS ANGELES, CA 90013
EPA ID: CAD981635899
Mailing address: 54244 T A
LOS ANGELES, CA 90054
Contact: ENVIRONMENTAL MANAGER
Contact address: 400 S CENTRAL
LOS ANGELES, CA 90013
Contact country: US
Contact telephone: (213) 624-1831
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: LARRY RUCH
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

LOS ANGELES COLD STORAGE CO (Continued) **1000102073**

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

LA Co. Site Mitigation:
Facility ID: FA0006940
Site ID: SD0011413
Jurisdiction: County
Case ID: RO0011413
Abated: Yes
Assigned To: Not reported
Entered Date: 05/11/2004

L47 **YOUNG'S MARKET COMPANY INC** **CA FID UST** **S101584702**
WSW **450 S CENTRAL AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.179 mi.
945 ft. **Site 2 of 6 in cluster L**

Relative:
Lower

Actual:
256 ft.

CA FID UST:
Facility ID: 19014584
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 450 S CENTRAL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000

YOUNG'S MARKET COMPANY INC (Continued) **S101584702**

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

M48 **ZIMMERMAN DEVELOPMENT** **SLIC** **S103878823**
SSW **560 ALAMEDA** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.180 mi.
952 ft. **Site 1 of 5 in cluster M**

Relative:
Lower

Actual:
254 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	09/23/1999
Global Id:	SL2046K1651
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.053261
Longitude:	-118.237061
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0865
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
Facility Status:	No further action required
SLIC:	0865
Substance:	TPH
Staff:	John Geroch

M49 **THE TIMES MIRROR COMPANY** **CA FID UST** **S101585088**
SSW **560 S ALAMEDA ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.180 mi.
952 ft. **Site 2 of 5 in cluster M**

Relative:
Lower

Actual:
254 ft.

CA FID UST:

Facility ID:	19019463
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	560 S ALAMEDA ST

THE TIMES MIRROR COMPANY (Continued) **S101585088**

Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
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: 5208
Number: Not reported
Board Of Equalization: 44-013212
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-005208-000001
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: 2

Status: Not reported
Comp Number: 5208
Number: Not reported
Board Of Equalization: 44-013212
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-005208-000002
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

M50 **LOS ANGELES TIMES** **RCRA NonGen / NLR** **1000102052**
SSW **560 S ALAMEDA ST** **FINDS** **CAD980896286**
1/8-1/4 **LOS ANGELES, CA 90013**
0.180 mi.
952 ft. **Site 3 of 5 in cluster M**

Relative:
Lower

Actual:
254 ft.

RCRA NonGen / NLR:
Date form received by agency: 06/23/1994
Facility name: LOS ANGELES TIMES
Facility address: 560 S ALAMEDA ST
LOS ANGELES, CA 90013
EPA ID: CAD980896286

LOS ANGELES TIMES (Continued) **1000102052**

Mailing address: TIMES MIRROR SQUARE
LOS ANGELES, CA 90053
Contact: AL PEREZ
Contact address: 560 S ALAMEDA ST
LOS ANGELES, CA 90013
Contact country: US
Contact telephone: (213) 237-5068
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: LOS ANGELES TIMES
Owner/operator address: TIMES MIRROR SQUARE
LOS ANGELES, CA 90053
Owner/operator country: Not reported
Owner/operator telephone: (213) 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: 110002677069

Environmental Interest/Information System

LOS ANGELES TIMES (Continued) **1000102052**

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L51 **HONEGER ANNA MRS** **EDR US Hist Cleaners** **1009187276**
West **503 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.181 mi.
957 ft. **Site 3 of 6 in cluster L**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:

Name:	HONEGER ANNA
Year:	1924
Type:	CLOTHES CLEANERS PRESSERS AND DYERS
Name:	HONEGER ANNA MRS
Year:	1929
Type:	CLOTHES PRESSERS CLEANERS AND REPAIRERS

M52 **YOUNG'S MARKET CO.** **HIST UST** **U001560569**
SSW **565 S ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.189 mi.
1000 ft. **Site 4 of 5 in cluster M**

Relative:
Lower

Actual:
254 ft.

HIST UST:

Region:	STATE
Facility ID:	00000047174
Facility Type:	Other
Other Type:	MARKET
Total Tanks:	0002
Contact Name:	LARRY FLORES
Telephone:	2136295571
Owner Name:	YOUNG'S MARKET CO.
Owner Address:	500 SO. CENTRAL AVE.
Owner City,St,Zip:	LOS ANGELES, CA 90013
Tank Num:	001
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL

YOUNG'S MARKET CO. (Continued) **U001560569**

Tank Construction: Not reported
Leak Detection: Stock Inventor

M53 **YOUNG'S MARKET COMPANY** **CA FID UST** **S101629305**
SSW **565 S ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.189 mi.
1000 ft. **Site 5 of 5 in cluster M**

Relative:
Lower

Actual:
254 ft.

CA FID UST:
Facility ID: 19055507
Regulated By: UTNKA
Regulated ID: 00047174
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136295571
Mail To: Not reported
Mailing Address: 500 S CENTRAL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

L54 **HENDERSON LONNIE** **EDR US Hist Cleaners** **1009190700**
WSW **510 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.190 mi.
1001 ft. **Site 4 of 6 in cluster L**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:
Name: HENDERSON LONNIE
Year: 1933
Type: CLOTHES PRESSERS AND CLEANERS

L55 **HENDERSON BERNARD** **EDR US Hist Cleaners** **1009187488**
WSW **516 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.196 mi.
1035 ft. **Site 5 of 6 in cluster L**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:
Name: HENDERSON BERNARD
Year: 1929
Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS

L56 **BROWN HENRY** **EDR US Hist Cleaners** **1009187460**
WSW **519 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.199 mi.
1052 ft. **Site 6 of 6 in cluster L**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:

Name:	BROWN HENRY
Year:	1924
Type:	CLOTHES CLEANERS PRESSERS AND DYERS

N57 **YOUNG'S MARKET COMPANY** **SWEEPS UST** **S106934637**
WSW **500 S CENTRAL AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.200 mi.
1055 ft. **Site 1 of 2 in cluster N**

Relative:
Lower

Actual:
255 ft.

SWEEPS UST:

Status:	Active
Comp Number:	2499
Number:	1
Board Of Equalization:	44-012375
Referral Date:	08-30-93
Action Date:	04-18-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002499-000001
Tank Status:	A
Capacity:	Not reported
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	Active
Comp Number:	2499
Number:	1
Board Of Equalization:	44-012375
Referral Date:	08-30-93
Action Date:	04-18-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002499-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

N58 **YOUNGS MARKET** **CA FID UST** **S101584229**
WSW **500 S CENTRAL AVE** **N/A**
1/8-1/4 **LA, CA 90013**
0.200 mi.
1055 ft. **Site 2 of 2 in cluster N**

Relative:
Lower

Actual:
255 ft.

CA FID UST:

Facility ID:	19009692
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	500 S CENTRAL AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LA 900130000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

O59 **YUAN SING** **EDR US Hist Cleaners** **1009191848**
WSW **524 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.205 mi.
1080 ft. **Site 1 of 4 in cluster O**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:

Name:	YUAN SING
Year:	1929
Type:	LAUNDRIES ORIENTAL

P60 **WEISBERG JACOB** **EDR US Hist Cleaners** **1009192003**
West **819 E 5TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.206 mi.
1088 ft. **Site 1 of 3 in cluster P**

Relative:
Higher

Actual:
258 ft.

EDR Historical Cleaners:

Name:	WEISBERG JACOB
Year:	1929
Type:	CLOTHES PRESSERS CLEANERS AND REPAIRERS
Name:	WEISBERG JACOB
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

O61 **JEWELCAST INC** **RCRA-SQG** **1000204024**
WSW **527 CERES AVE** **FINDS** **CAD981689441**
1/8-1/4 **LOS ANGELES, CA 90013** **HAZNET**
0.208 mi.
1097 ft. **Site 2 of 4 in cluster O**

Relative:
Lower

Actual:
256 ft.

RCRA-SQG:

Date form received by agency:	11/24/1986
Facility name:	JEWELCAST INC
Facility address:	527 CERES AVE LOS ANGELES, CA 90013
EPA ID:	CAD981689441
Mailing address:	CERES AVE LOS ANGELES, CA 90013
Contact:	ENVIRONMENTAL MANAGER
Contact address:	527 CERES AVE LOS ANGELES, CA 90013
Contact country:	US
Contact telephone:	(213) 629-1867
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:	JEWELCAST INC
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

JEWELCAST INC (Continued) **1000204024**

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: 110002753770

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: 1997
Gepaid: CAD981689441
Contact: JEWELCAST INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 527 CERES AVE
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Transfer Station
Tons: .6672
Facility County: Los Angeles

Year: 1997
Gepaid: CAD981689441
Contact: JEWELCAST INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 527 CERES AVE
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Liquids with pH <= 2
Disposal Method: Transfer Station
Tons: .0542
Facility County: Los Angeles

Year: 1995
Gepaid: CAD981689441

JEWELCAST INC (Continued) **1000204024**

Contact:	JEWELCAST INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	527 CERES AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD020161642
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	.2293
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD981689441
Contact:	JEWELCAST INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	527 CERES AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Transfer Station
Tons:	.0208
Facility County:	Los Angeles

Year:	1994
Gepaid:	CAD981689441
Contact:	JEWELCAST INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	527 CERES AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Not reported
TSD EPA ID:	CAD000088252
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Transfer Station
Tons:	.4587
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

O62 **HENDERSON LONNIE** **EDR US Hist Cleaners** **1009188909**
WSW **528 CERES AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.209 mi.
1102 ft. **Site 3 of 4 in cluster O**

Relative:
Lower

Actual:
256 ft.

EDR Historical Cleaners:

Name:	HENDERSON LONNIE
Year:	1924
Type:	CLOTHES CLEANERS PRESSERS AND DYERS

63
NE
1/8-1/4
0.209 mi.
1104 ft.

WHITE STAR LAUNDRY SUPPLY CO
864 68 TRACTION AVE
LOS ANGELES, CA

EDR US Hist Cleaners **1009186853**
N/A

Relative:
Higher

Actual:
262 ft.

EDR Historical Cleaners:
Name: WHITE STAR LAUNDRY SUPPLY CO
Year: 1924
Type: LAUNDRIES

64
ESE
1/8-1/4
0.209 mi.
1105 ft.

ACME DIE CUTTING SERVICE
581 MATEO STREET
LOS ANGELES, CA

RCRA-SQG **1000196451**
FINDS **CAD054836523**
HAZNET
EMI

Relative:
Lower

Actual:
254 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: ACME DIE CUTTING SERVICE
Facility address: 581 MATEO STREET
LOS ANGELES, CA 90013
EPA ID: CAD054836523
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: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: JAMES W. COLLINS
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

ACME DIE CUTTING SERVICE (Continued) **1000196451**

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: 05/13/1986
Facility name: ACME DIE CUTTING SERVICE
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110001154740

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: CAD054836523
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 581 MATEO STREET
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

Year: 1997
Gepaid: CAD054836523
Contact: Not reported

ACME DIE CUTTING SERVICE (Continued) **1000196451**

Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 581 MATEO STREET
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Oil/water separation sludge
Disposal Method: Recycler
Tons: .4587
Facility County: Los Angeles

Year: 1996
Gepaid: CAD054836523
Contact: Not reported
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 581 MATEO STREET
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: .4586
Facility County: Los Angeles

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	39966
Air District Name:	SC
SIC Code:	3599
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:	14
Reactive Organic Gases Tons/Yr:	13
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

O65 **MIRAMA CO, INC** **RCRA-SQG 1000149488**
WSW **529 CERES AVE** **FINDS CAD981385990**
1/8-1/4 **LOS ANGELES, CA 90013**
0.210 mi.
1109 ft. **Site 4 of 4 in cluster O**

Relative:
Lower

Actual:
256 ft.

RCRA-SQG:
Date form received by agency: 05/10/2000
Facility name: MIRAMA CO, INC
Facility address: 529 CERES AVE
LOS ANGELES, CA 90013
EPA ID: CAD981385990

MIRAMA CO, INC (Continued) **1000149488**

Mailing address:	6399 FAIRLANE DR OAKLAND, CA 94611
Contact:	SHARON MEYERS
Contact address:	6399 FAIRLANE DR OAKLAND, CA 94611
Contact country:	US
Contact telephone:	(510) 658-2663
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:	SHARON MEYERS
Owner/operator address:	6399 FAIRLANE DR OAKLAND, CA 94611
Owner/operator country:	Not reported
Owner/operator telephone:	(510) 658-2663
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
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:	05/10/2000
Facility name:	MIRAMA CO, INC
Classification:	Large Quantity Generator

Date form received by agency:	09/01/1996
Facility name:	MIRAMA CO, INC
Classification:	Small Quantity Generator

Violation Status: No violations found

FINDS:

MIRAMA CO, INC (Continued) **1000149488**

Registry ID: 110002689252

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.

P66 **SING SING** **EDR US Hist Cleaners** **1009185086**
West **813 E 5TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.210 mi.
1110 ft. **Site 2 of 3 in cluster P**

Relative:
Higher

Actual:
258 ft.

EDR Historical Cleaners:
Name: SING SING
Year: 1924
Type: LAUNDRIES ORIENTAL

Q67 **EDR US Hist Auto Stat** **1015432567**
NNW **333 S ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.213 mi.
1122 ft. **Site 1 of 4 in cluster Q**

Relative:
Higher

Actual:
262 ft.

EDR Historical Auto Stations:
Name: AUTO FREAK
Year: 2002
Address: 333 S ALAMEDA ST

Q68 **YAOHAN U.S.A..** **UST** **U003780809**
NNW **333 S ALAMEDA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.213 mi.
1122 ft. **Site 2 of 4 in cluster Q**

Relative:
Higher

Actual:
262 ft.

UST:
Facility ID: 24369
Latitude: 34.0467724
Longitude: -118.2369469
Permitting Agency LOS ANGELES, CITY OF

Q69
NNW
1/8-1/4
0.213 mi.
1122 ft.

KONICA 1 HR PHOTO YAOHAN 2ND FLOOR
333 S ALAMEDA ST
LOS ANGELES, CA 90013

Site 3 of 4 in cluster Q

RCRA-SQG
FINDS

1000246625
CAD982478927

Relative:
Higher

Actual:
262 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	KONICA 1 HR PHOTO YAOHAN 2ND FLOOR
Facility address:	333 S ALAMEDA ST LOS ANGELES, CA 90013
EPA ID:	CAD982478927
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:	ARIGA KOKI
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

KONICA 1 HR PHOTO YAOHAN 2ND FLOOR (Continued) **1000246625**

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: 06/23/1988
Facility name: KONICA 1 HR PHOTO YAOHAN 2ND FLOOR
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 10/21/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110002824089

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.

Q70 **YAOHAN U.S.A.** **SWEEPS UST** **S106934609**
NNW **333 S ALAMEDA ST 300** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.213 mi.
1122 ft. **Site 4 of 4 in cluster Q**

Relative:
Higher

Actual:
262 ft.

SWEEPS UST:
Status: Active
Comp Number: 8147
Number: 9
Board Of Equalization: Not reported
Referral Date: 07-09-93
Action Date: 07-09-93
Created Date: 07-09-93
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

71
NNE
1/8-1/4
0.213 mi.
1124 ft.

FELDMAN CO PLT 2
830 TRACTION AVE
LOS ANGELES, CA 90013

RCRA-SQG **1000190430**
FINDS **CAD008382517**

Relative:
Higher

Actual:
263 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	FELDMAN CO PLT 2
Facility address:	830 TRACTION AVE LOS ANGELES, CA 90013
EPA ID:	CAD008382517
Mailing address:	TRACTION AVE 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:	THE FELDMAN COMPANY
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

FELDMAN CO PLT 2 (Continued) **1000190430**

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: 110002633838

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.

P72 **WONG CHESTER** **EDR US Hist Cleaners** **1009191862**
West **504 GLADYS AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.215 mi.
1133 ft. **Site 3 of 3 in cluster P**

Relative:
Lower

Actual:
257 ft.

EDR Historical Cleaners:
Name: WONG CHESTER
Year: 1942
Type: LAUNDRIES ORIENTAL

R73 **D F ASSOCIATES** **CA FID UST** **S101584694**
WNW **408 STANFORD AVE** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.229 mi.
1210 ft. **Site 1 of 2 in cluster R**

Relative:
Higher

Actual:
261 ft.

CA FID UST:
Facility ID: 19014448
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 624 E 4TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

D F ASSOCIATES (Continued) **S101584694**

Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7734
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

R74 **STANFORD GARAGE** **EDR US Hist Auto Stat** **1009081349**
WNW **411 STANFORD AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.231 mi.
1219 ft. **Site 2 of 2 in cluster R**

Relative:
Higher

Actual:
261 ft.

EDR Historical Auto Stations:
Name: STANFORD GARAGE
Year: 1933
Type: AUTOMOBILE REPAIRING

S75 **LINCOLN HOTEL SRO LIMITED PARTNERSHIP** **RCRA-SQG** **1004676355**
WSW **549 CERES AVE** **FINDS** **CAR000084210**
1/8-1/4 **LOS ANGELES, CA 90013**
0.232 mi.
1226 ft. **Site 1 of 3 in cluster S**

Relative:
Lower

Actual:
255 ft.

RCRA-SQG:
Date form received by agency: 10/10/2000
Facility name: LINCOLN HOTEL SRO LIMITED PARTNERSHIP
Facility address: 549 CERES AVE
LOS ANGELES, CA 90013
EPA ID: CAR000084210
Mailing address: 1317 E 7TH ST
LOS ANGELES, CA 90021
Contact: CHRISTINE BENGUIAT
Contact address: 1317 E 7TH ST
LOS ANGELES, CA 90021
Contact country: US
Contact telephone: (213) 683-0522
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

LINCOLN HOTEL SRO LIMITED PARTNERSHIP (Continued) **1004676355**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: SKID ROW HOUSING TRUST
Owner/operator address: 1317 E 7TH ST
LOS ANGELES, CA 90021
Owner/operator country: Not reported
Owner/operator telephone: (213) 683-0522
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
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: D008
Waste name: LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110012216164

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.

S76
WSW
1/8-1/4
0.233 mi.
1232 ft.

AMERICAN FISH/SEAFOOD COMPANY
550 CERES AVE
LOS ANGELES, CA 90013

Site 2 of 3 in cluster S

CA FID UST **S101587545**
SWEEPS UST **N/A**

Relative:
Lower

Actual:
255 ft.

CA FID UST:

Facility ID:	19055744
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	550 CERES AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
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:	Active
Comp Number:	4290
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-09-93
Action Date:	04-26-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

77
West
1/8-1/4
0.239 mi.
1261 ft.

GLADYS AVENUE GARAGE
530 GLADYS AVE
LOS ANGELES, CA

EDR US Hist Auto Stat **1009122791**
N/A

Relative:
Lower

Actual:
256 ft.

EDR Historical Auto Stations:

Name:	GLADYS AVENUE GARAGE
Year:	1933
Type:	AUTOMOBILE REPAIRING

78
West
1/8-1/4
0.239 mi.
1264 ft.

WEISBERG JACOB — **EDR US Hist Cleaners** — **1009191332**
805 E 5TH ST — **N/A**
LOS ANGELES, CA

Relative:
Higher

Actual:
258 ft.

EDR Historical Cleaners:
Name: WEISBERG JACOB
Year: 1937
Type: CLOTHES PRESSERS AND CLEANERS

79
WNW
1/8-1/4
0.240 mi.
1266 ft.

SMITH A A — **EDR US Hist Auto Stat** — **1009081518**
438 STANFORD AVE — **N/A**
LOS ANGELES, CA

Relative:
Higher

Actual:
259 ft.

EDR Historical Auto Stations:
Name: SMITH A A
Year: 1937
Type: AUTOMOBILE REPAIRING

80
East
1/8-1/4
0.242 mi.
1280 ft.

AST — **A100345128**
430 S SANTA FE — **N/A**
LOS ANGELES, CA 90013

Relative:
Lower

Actual:
254 ft.

AST:
Owner: SAMPSON OIL CO.
Total Gallons: 21,000
Certified Unified Program Agencies: City of Los Angeles

S81
WSW
1/8-1/4
0.244 mi.
1288 ft.

SAM LEE — **EDR US Hist Cleaners** — **1009185083**
558 CERES AVE — **N/A**
LOS ANGELES, CA

Site 3 of 3 in cluster S

Relative:
Lower

Actual:
255 ft.

EDR Historical Cleaners:
Name: SAM LEE
Year: 1924
Type: LAUNDRIES ORIENTAL

82
SSW
1/4-1/2
0.266 mi.
1404 ft.

METRO DIVISION 1 MAINTENACE FACILITY — **LUST** — **S105663639**
1130 EAST 6TH STREET — **CHMIRS** — **N/A**
LOS ANGELES, CA 90021

Relative:
Lower

Actual:
253 ft.

LUST:
Region: STATE
Global Id: T10000000634
Latitude: 34.0368206900479
Longitude: -118.23887423947

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	01/03/2014
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	TT20679
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000000634
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

Global Id:	T10000000634
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

Status History:

Global Id:	T10000000634
Status:	Open - Eligible for Closure
Status Date:	01/03/2014

Global Id:	T10000000634
Status:	Open - Remediation
Status Date:	12/18/2008

Global Id:	T10000000634
Status:	Open - Case Begin Date
Status Date:	12/18/2008

Regulatory Activities:

Global Id:	T10000000634
Action Type:	RESPONSE
Date:	06/27/2006
Action:	Other Report / Document

Global Id:	T10000000634
Action Type:	RESPONSE
Date:	04/13/2006
Action:	Soil and Water Investigation Workplan

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Global Id: T10000000634
Action Type: RESPONSE
Date: 07/20/2007
Action: Request for Closure

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/19/2002
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T10000000634
Action Type: RESPONSE
Date: 06/22/2001
Action: Site Assessment Report

Global Id: T10000000634
Action Type: RESPONSE
Date: 06/27/2006
Action: Other Report / Document

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/16/2004
Action: Risk Assessment Report

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/08/2004
Action: Monitoring Report - Other

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/19/2004
Action: Request for Closure

Global Id: T10000000634
Action Type: ENFORCEMENT
Date: 02/16/2006
Action: Notice to Comply

Global Id: T10000000634
Action Type: ENFORCEMENT
Date: 04/18/2006
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000634
Action Type: RESPONSE
Date: 02/05/2007
Action: Interim Remedial Action Plan

Global Id: T10000000634
Action Type: RESPONSE
Date: 01/24/2007
Action: Pilot Study/ Treatability Report

Global Id: T10000000634
Action Type: RESPONSE

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Date: 07/18/2006
Action: Site Assessment Report

CHMIRS:

OES Incident Number:	99-0025	
OES notification:	01/04/1999	
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	
Comments:	Not reported	
Facility Telephone:	Not reported	
Waterway Involved:	No	
Waterway:	Not reported	
Spill Site:	Not reported	
Cleanup By:	Reporting Party	
Containment:	Not reported	
What Happened:	Not reported	
Type:	Not reported	
Measure:	Not reported	
Other:	Not reported	
Date/Time:	Not reported	
Year:	1999	
Agency:	MTA	
Incident Date:	1/4/199912:00:00 AM	
Admin Agency:	Los Angeles City Fire Department	
Amount:	Not reported	

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Contained:	Yes
Site Type:	Other
E Date:	Not reported
Substance:	diesel
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	50
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:	Valve failure.

---

83 **ENTERPRISE SALES** **CERCLIS** **1006371512**
NNE **901 E 3RD ST** **FTTS** **CAN000905934**
1/4-1/2 **LOS ANGELES, CA 90013** **HIST FTTS**
0.296 mi. **PRP**
1563 ft.

Relative:
Higher

Actual:
265 ft.

CERCLIS:

Site ID:	0905934
EPA ID:	CAN000905934
Facility County:	LOS ANGELES
Short Name:	ENTERPRISE SALES
Congressional District:	Not reported
IFMS ID:	09JQ
SMSA Number:	Not reported
USGC Hydro Unit:	Not reported
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	Not reported
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	R
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)
Non NPL Status Date:	09/16/02
Site Fips Code:	06037
CC Concurrence Date:	/ /

ENTERPRISE SALES (Continued) **1006371512**

CC Concurrence FY: Not reported
Alias EPA ID: Not reported
Site FUDS Flag: Not reported

CERCLIS Site Contact Name(s):
Contact ID: 13003854.00000
Contact Name: Leslie Ramirez
Contact Tel: (415) 972-3978
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13003858.00000
Contact Name: Sharon Murray
Contact Tel: (415) 972-4250
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Contact ID: 13004003.00000
Contact Name: Carl Brickner
Contact Tel: Not reported
Contact Title: Site Assessment Manager (SAM)
Contact Email: Not reported

Alias Comments: Not reported
Site Description: Two-story building. Manufacturer of janitorial supplies.

CERCLIS Assessment History:

Action Code: 001
Action: Notice Letters Issued
Date Started: / /
Date Completed: 09/17/02
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: UNILATERAL ADMIN ORDER
Date Started: / /
Date Completed: 09/05/03
Priority Level: Not reported
Operable Unit: SITEWIDE
Primary Responsibility: Federal Enforcement
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: Notice of Intent by All Parties
Date Started: / /
Date Completed: 09/10/03
Priority Level: Not reported

ENTERPRISE SALES (Continued) **1006371512**

Operable Unit: SITEWIDE
Primary Responsibility: Not reported
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: POTENTIALLY RESPONSIBLE PARTY REMOVAL
Date Started: 10/28/02
Date Completed: 09/18/03
Priority Level: Cleaned up
Operable Unit: SITEWIDE
Primary Responsibility: Responsible Party
Planning Status: Not reported
Urgency Indicator: Time Critical
Action Anomaly: Not reported

FTTS INSP:
Inspection Number: 199304202718 1
Region: 09
Inspection Date: 04/20/93
Inspector: OLEAL
Violation occurred: No
Investigation Type: General Product Review
Investigation Reason: For Cause, Follow-Up
Legislation Code: FIFRA
Facility Function: User

HIST FTTS INSP:
Inspection Number: 199304202718 1
Region: 09
Inspection Date: Not reported
Inspector: OLEAL
Violation occurred: No
Investigation Type: General Product Review
Investigation Reason: For Cause, Follow-Up
Legislation Code: FIFRA
Facility Function: User

PRP:
PRP name: DAN FLEISCHMAN
ENTERPRISE SALE, INC.
JOAN AND AUTHUR FLEISCHMAN TRUST

84
SW
1/4-1/2
0.310 mi.
1637 ft.

LA MTA DIVISION 1
624 CENTRAL S
LOS ANGELES, CA 90021

LUST **S103437873**
N/A

Relative:
Lower

Actual:
254 ft.

LUST:

Region:	STATE
Global Id:	T0603700642
Latitude:	34.0382589
Longitude:	-118.2400306
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/21/1997
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900210016
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:

Contact:

Global Id:	T0603700642
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:	T0603700642
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

Status History:

Global Id:	T0603700642
Status:	Completed - Case Closed
Status Date:	05/21/1997

Global Id:	T0603700642
Status:	Open - Site Assessment
Status Date:	01/07/1988

Global Id:	T0603700642
Status:	Open - Case Begin Date
Status Date:	01/07/1988

LA MTA DIVISION 1 (Continued) **S103437873**

Regulatory Activities:

Global Id:	T0603700642
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900210016	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603700642	
W Global ID:	W0605100582	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	CENTRAL	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		11/8/1996
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		5/21/1997
Date the Case was Closed:		5/21/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Tank	
Operator:	LA COUNTY MTA *AKA 624 CENTRAL	
Water System:	YMCA CAMP OF LOS ANGELES 2	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4381.9240671921682289010846 87
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		1/7/1988
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:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BLANK RP	

LA MTA DIVISION 1 (Continued) **S103437873**

RP Address:	PO BOX 194
Program:	LUST
Lat/Long:	34.0381976 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	LOP/LOW - MINOR OR NO POTENTIAL WATER RESOURCE IMPACT
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600582-001GEN
Summary:	FILE MISSING CLOSED BY LADF

---

85 NW 1/4-1/2 0.342 mi. 1805 ft.

AMETEK INC, L A DIE CASTING **EMI 1000102043**
340 CROCKER ST **ENVIROSTOR N/A**
LOS ANGELES, CA 90013

Relative: Higher

Actual: 263 ft.

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

AMETEK INC, L A DIE CASTING (Continued) **1000102043**

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:

Facility ID:	71003622
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
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
Assembly:	53
Senate:	22
Special Program:	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

AMETEK INC, L A DIE CASTING (Continued) **1000102043**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

86
SE
1/4-1/2
0.372 mi.
1964 ft.

ST. MAINT. SERVICE YARD
1451 6TH ST E
LOS ANGELES, CA 90021

LUST **S104773299**
N/A

Relative:
Lower

Actual:
252 ft.

LUST:

Region:	STATE
Global Id:	T0603793035
Latitude:	34.0384052
Longitude:	-118.2313177
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/09/2001
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	WR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900210152
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793035
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:	T0603793035
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

Status History:

Global Id:	T0603793035
Status:	Open - Case Begin Date
Status Date:	07/29/1999

Global Id:	T0603793035
Status:	Completed - Case Closed
Status Date:	01/09/2001

ST. MAINT. SERVICE YARD (Continued) **S104773299**

Global Id: T0603793035
Status: Open - Site Assessment
Status Date: 10/07/1999

Regulatory Activities:
Global Id: T0603793035
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603793035
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900210152
Status: Leak being confirmed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603793035
W Global ID: Not reported
Staff: UNK
Local Agency: 19050
Cross Street: SANTA FE AVE
Enforcement Type: Not reported
Date Leak Discovered: 7/29/1999
Date Leak First Reported: 10/7/1999
Date Leak Record Entered: Not reported
Date Confirmation Began: 10/7/1999
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 10/7/1999
Date the Case was Closed: Not reported
How Leak Discovered: Repair Tank
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 6219.837197848697981788514 2349
Source of Cleanup Funding: Not reported
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
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

ST. MAINT. SERVICE YARD (Continued) **S104773299**

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: CITY OF LOS ANGELES
RP Address: 419 S. SPRING ST., 12TH FL, LOS ANGELES, CA 90013
Program: LUST
Lat/Long: 34.038514 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

T87 **BUTTERFIELD (SUN CHEMICAL CORPORATION)** **HIST Cal-Sites** **S105481902**
ESE **590 SOUTH SANTA FE AVENUE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90013**
0.427 mi.
2254 ft. **Site 1 of 3 in cluster T**

Relative:
Lower

Actual:
252 ft.

Calsite:
Region: GLENDALE
Facility ID: 19281223
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 04032002
Status: ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 28
SIC Name: MANU - CHEMICALS & ALLIED PRODUCTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Staff Member Responsible for Site: CSULTANA
Supervisor Responsible for Site: Not reported
Region Water Control Board: Not reported
Region Water Control Board Name: Not reported
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 46
State Senate District Code: 22
Facility ID: 19281223
Activity: ORDER

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S105481902**

Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	RAA
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02042002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	590 SOUTH SANTA FE AVENUE
Alternate City,St,Zip:	LOS ANGELES, CA 90013
Background Info:	The site is located at 590 South Santa Fe Avenue, Los Angeles, California. The site consists of two land parcels totaling approximately 2.68 actes of land and is located witin an indus- industrial portion of the City of Los Angeles. Historically the site has been used for chemeical or paint manufacturing. Not reported The site was formerly under the oversight of the California Regional Water Quality Control Board (CRWQCB). (CRWQCB) has overseen the site investiation and remediation since approximately 1986. Not reported Previous sampling activities have confirmed both soil and groundwater contamination. Contaminants of concern identified in the groundwater and soil include benzene, ethyl benzene, 1,1-dichlorethane, 1,1-dichloroethene, 4-methyl-2-pentanone (MIBK), toluene, and total xylene. The toluene, and xylene appear to be primarily located within the groundwater beneath the northern portion of the site whereas MIBK has been identified in the groundwater along the southwest corner of the site and may extend beyond the site boundary.
Comments Date:	01042002
Comments:	Scoping meeting held between Bitterfield and DTSC to discuss
Comments Date:	01042002
Comments:	further site characterization along with the Response Action
Comments Date:	01042002
Comments:	Agreement (RAA).
Comments Date:	01162004
Comments:	DTSC’s comments on Work Scope for Pilot Study.
Comments Date:	02022005
Comments:	Meeting with RP to Finalize the workplan.
Comments Date:	02042002
Comments:	RAA approved and signed. Response Action Agreement - (RAA):
Comments Date:	02042002

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S105481902**

Comments:	Document agreed upon by proponent and DTSC. RAA describes task
Comments Date:	02042002
Comments:	and timelines associated with project.
Comments Date:	02072002
Comments:	Draft site characterization work plan (WP) submitted to DTSC,
Comments Date:	02072002
Comments:	DTSC requested and revised WP and time task schedule by 3/8/02.
Comments Date:	03132002
Comments:	DTSC notified that WP will be delivered by 3/22/02.
Comments Date:	03142004
Comments:	The Greenfield Company submitted Air Sparge and Soil Va[por
Comments Date:	03142004
Comments:	Extraction Pilot Study Test Report.
Comments Date:	03282005
Comments:	Extended Pilot Testing Plan received.
Comments Date:	04032002
Comments:	DTSC informed that WP will be hand delivered on 4/4/02.
Comments Date:	05192005
Comments:	Extended Pilot Testing work started.
Comments Date:	06172002
Comments:	Butterfield Trails Corporation submitted Site Characterization
Comments Date:	06172002
Comments:	Update Investigation Workplan.
Comments Date:	07182003
Comments:	Butterfield Trails Corporations submitted Draft Workplan to
Comments Date:	07182003
Comments:	perform Interim Remediation Activities.
Comments Date:	08252003
Comments:	DTSC's comments on Draft Workplan to perform Interim
Comments Date:	08252003
Comments:	Remeditation Activities.
Comments Date:	09032002
Comments:	DTSC's comments on Site Characterization Update Investigation
Comments Date:	09032002
Comments:	Workplan.
Comments Date:	12072001
Comments:	DTSC commenced review of submitted documents for work previously
Comments Date:	12072001
Comments:	conducted on site.
Comments Date:	12102001
Comments:	Scoping meeting held between proponent and DTSC.
Comments Date:	12202001
Comments:	First Draft of Response Action Agreement (RAA) sent to
Comments Date:	12202001
Comments:	proponent and DTSC legal department.
ID Name:	Not reported
ID Value:	Not reported
Alternate Name:	BUTTERFIELD (SUN CHEMICAL CORPORATION)
Special Programs Code:	CLEAN
Special Programs Name:	CLEAN LOAN PROGRAM

T88 **BASF INMONT/SUN CHEMICAL** **HIST CORTESE** **S104566046**
ESE **590 SANTA FE** **VCP** **N/A**
1/4-1/2 **LOS ANGELES, CA 90013** **ENVIROSTOR**
0.427 mi.
2254 ft. **Site 2 of 3 in cluster T**

Relative:
Lower

Actual:
252 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900130034

VCP:

Facility ID:	19281223
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.68
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	406000
Assembly:	53
Senate:	22
Special Programs Code:	CLEAN Loan Program
Status:	Active
Status Date:	12/07/2012
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03915 / -118.2299
APN:	5164005001, 5164005002
Past Use:	PAINT MANUFACTURING
Potential COC:	30003, 30272, 30593
Confirmed COC:	30003,,
Potential Description:	SOIL, SV, OTH, SOIL, SV
Alias Name:	5164005001
Alias Type:	APN
Alias Name:	5164005002
Alias Type:	APN
Alias Name:	110033617254
Alias Type:	EPA (FRS #)
Alias Name:	SL0002048C00
Alias Type:	GeoTracker Global ID
Alias Name:	SL204761666
Alias Type:	GeoTracker Global ID
Alias Name:	SL2048C1697
Alias Type:	GeoTracker Global ID
Alias Name:	301610
Alias Type:	Project Code (Site Code)
Alias Name:	406000
Alias Type:	Project Code (Site Code)
Alias Name:	19281223
Alias Type:	Envirostor ID Number

Completed Info:

BASF INMONT/SUN CHEMICAL (Continued) **S104566046**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/08/2013
Comments: VCA signed by Butterfield owner and DTSC to conduct additional investigation and remediation, if necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/23/2014
Comments: Updated Cost Estimate completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Clean Loan Agreement
Completed Date: 02/04/2002
Comments: Response Action Agreement (RAA) approved and signed by proponent and DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 02/11/2008
Comments: Ground Water Monitoring Work scheduled.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 02/27/2006
Comments: DTSC sent letter in reponse to Soil Vapor Extraction (SVE) Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 03/30/2005
Comments: Meeting scheduled to discuss the cost for the additional assessment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/27/2006
Comments: Letter and comments sent to RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 06/26/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/01/2008
Comments: OK

Completed Area Name: PROJECT WIDE

BASF INMONT/SUN CHEMICAL (Continued) **S104566046**

Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/02/2013
Comments: Workplan approved to conduct sampling for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/17/2013
Comments: Sampling activities have begun to delineate contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 09/28/2008
Comments: DTSC sent first demand letter to RP to recover the CLEAN Loan.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Completion Report
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Workplan
Future Due Date: 2014
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Site Characterization Report
Schedule Due Date: 06/26/2014
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19281223
Status: Active
Status Date: 12/07/2012
Site Code: 406000
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2.68
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Jessy Fierro
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: CLEAN Loan Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.03915
Longitude: -118.2299

BASF INMONT/SUN CHEMICAL (Continued) **S104566046**

APN: 5164005001, 5164005002
Past Use: PAINT MANUFACTURING
Potential COC: Benzene Ethylbenzene Xylenes
Confirmed COC: Benzene
Potential Description: SOIL, SV, OTH, SOIL, SV
Alias Name: 5164005001
Alias Type: APN
Alias Name: 5164005002
Alias Type: APN
Alias Name: 110033617254
Alias Type: EPA (FRS #)
Alias Name: SL0002048C00
Alias Type: GeoTracker Global ID
Alias Name: SL204761666
Alias Type: GeoTracker Global ID
Alias Name: SL2048C1697
Alias Type: GeoTracker Global ID
Alias Name: 301610
Alias Type: Project Code (Site Code)
Alias Name: 406000
Alias Type: Project Code (Site Code)
Alias Name: 19281223
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: 04/08/2013
Comments: VCA signed by Butterfield owner and DTSC to conduct additional investigation and remediation, if necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/23/2014
Comments: Updated Cost Estimate completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Clean Loan Agreement
Completed Date: 02/04/2002
Comments: Response Action Agreement (RAA) approved and signed by proponent and DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 02/11/2008
Comments: Ground Water Monitoring Work scheduled.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 02/27/2006
Comments: DTSC sent letter in reponse to Soil Vapor Extraction (SVE) Report.

Completed Area Name: PROJECT WIDE

BASF INMONT/SUN CHEMICAL (Continued) **S104566046**

Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 03/30/2005
Comments: Meeting scheduled to discuss the cost for the additional assessment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/27/2006
Comments: Letter and comments sent to RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 06/26/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/01/2008
Comments: OK

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/02/2013
Comments: Workplan approved to conduct sampling for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/17/2013
Comments: Sampling activities have begun to delineate contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 09/28/2008
Comments: DTSC sent first demand letter to RP to recover the CLEAN Loan.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Completion Report
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Workplan
Future Due Date: 2014
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Site Characterization Report
Schedule Due Date: 06/26/2014

BASF INMONT/SUN CHEMICAL (Continued) **S104566046**

Schedule Revised Date: Not reported

T89 **BASF INMONT/SUN CHEMICAL** **LUST S102230427**
ESE **590 SANTA FE AVE S** **SLIC N/A**
1/4-1/2 **LOS ANGELES, CA 90013**
0.427 mi.
2254 ft. **Site 3 of 3 in cluster T**

Relative:
Lower

Actual:
252 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900130034	
Status:	Pollution Characterization	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603700541	
W Global ID:	W0605100582	
Staff:	SLC	
Local Agency:	19050	
Cross Street:	WHITTIER	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/5/1986
Date Leak Record Entered:	9/8/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/1/1997
Date the Case was Closed:		Not reported
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):		6526.869800972369435807653134 9
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/1/1997
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:	BLANK RP	
RP Address:	Not reported	

BASF INMONT/SUN CHEMICAL (Continued) **S102230427**

Program:	SLIC
Lat/Long:	34.0389035 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	LOP/MODERATE - POTENTIAL HEALTH/SAFETY/ENVIRONMENTAL IMPACT
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600582-001GEN
Summary:	TANK & CONTAM SOIL REMOVED. ADD'L SA IN PROGRESS. REFER TO SLIC #441

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	11/01/1995
Global Id:	SL204761666
Lead Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number:	19281223
Latitude:	34.039251
Longitude:	-118.229732
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
RB Case Number:	0441A
File Location:	DTSC
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
Facility Status:	Site Assessment
SLIC:	0441A
Substance:	VOCs
Staff:	SH

90
SE
1/4-1/2
0.430 mi.
2272 ft.

EXLEY EXPRESS **CERC-NFRAP** **1003878819**
634 S MATEO ST **CAD981161078**
LOS ANGELES, CA 90021

Relative:
Lower

Actual:
250 ft.

CERC-NFRAP:

Site ID:	0902262
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13287672.00000
Person ID:	13003854.00000
Contact Sequence ID:	13293267.00000
Person ID:	13003858.00000

EXLEY EXPRESS (Continued) **1003878819**

Contact Sequence ID: 13299125.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: CHAUVIN INTL LTD (OPERATOR)
Alias Address: Not reported
CA

Alias Name: FORT D INVESTMENT CO (OWNER)
Alias Address: P O BOX 2726
ROLLING HILLS, CA 90274

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 09/01/85
Date Completed: 02/01/86
Priority Level: Low priority for further assessment

Action: DISCOVERY
Date Started: / /
Date Completed: 11/01/85
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/18/89
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 01/18/89
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

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91 SSW 1/4-1/2 0.445 mi. 2352 ft. **TEXACO TRUCK STOP (FORMER)** **HIST CORTESE S102438820**
1345 007TH ST E **LUST N/A**
LOS ANGELES, CA 90021

Relative: Lower

Actual: 251 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900210052

LUST:
Region: STATE
Global Id: T0603700645
Latitude: 34.036138
Longitude: -118.239976
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 03/06/1998
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: AT
Local Agency: LOS ANGELES, CITY OF

TEXACO TRUCK STOP (FORMER) (Continued) **S102438820**

RB Case Number: 900210052
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:

Contact:
Global Id: T0603700645
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: T0603700645
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

Status History:
Global Id: T0603700645
Status: Completed - Case Closed
Status Date: 03/06/1998

Global Id: T0603700645
Status: Open - Site Assessment
Status Date: 07/22/1992

Global Id: T0603700645
Status: Open - Site Assessment
Status Date: 11/01/1995

Global Id: T0603700645
Status: Open - Site Assessment
Status Date: 05/21/1997

Global Id: T0603700645
Status: Open - Case Begin Date
Status Date: 07/22/1992

Regulatory Activities:
Global Id: T0603700645
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700645
Action Type: ENFORCEMENT

TEXACO TRUCK STOP (FORMER) (Continued) **S102438820**

Date: 12/12/1997
Action: * Historical Enforcement

Global Id: T0603700645
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700645
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900210052
Status: Case Closed
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700645
W Global ID: Not reported
Staff: AT
Local Agency: 19050
Cross Street: ALAMEDA
Enforcement Type: EF
Date Leak Discovered: 7/22/1992
Date Leak First Reported: 7/22/1992
Date Leak Record Entered: 11/15/1995
Date Confirmation Began: 7/22/1992
Date Leak Stopped: 9/27/1994
Date Case Last Changed on Database: 4/22/1998
Date the Case was Closed: 3/6/1998
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: Overfill
Leak Source: Tank
Operator: OLD CASE #951115-02
Water System: Not reported
Well Name: Not reported
Approx. Dist To Production Well (ft): 4954.00157085072206315555018206
Source of Cleanup Funding: Tank
Preliminary Site Assessment Workplan Submitted: 11/1/1995
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 5/21/1997
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: 12/12/1997
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported

TEXACO TRUCK STOP (FORMER) (Continued) **S102438820**

Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	LEVILOFF REFEREESHIP
RP Address:	540 CONTINENTAL COURT, PASADENA CA 91103-3511
Program:	LUST
Lat/Long:	34.036138 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	04/06/98 GW/VAPOR MON WELL ABANDONMENT

U92 **GREYHOUND LINES INC LA GARAGE** **NPDES U001560882**
South **1614 E 7TH ST** **LUST N/A**
1/4-1/2 **LOS ANGELES, CA 90021** **HIST UST**
0.484 mi.
2556 ft. **Site 1 of 3 in cluster U**

Relative:
Lower

Actual:
249 ft.

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189400
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I004609
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/08/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	First Student Inc C O Strata Environmental
Discharge Address:	110 Perimeter Park Ste E
Discharge City:	Knoxville
Discharge State:	Tennessee
Discharge Zip:	37922

LUST:

Region:	STATE
Global Id:	T0603770957
Latitude:	34.034139
Longitude:	-118.23679
Case Type:	LUST Cleanup Site
Status:	Open - Eligible for Closure
Status Date:	01/03/2014
Lead Agency:	SWRCB
Case Worker:	MC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	TT

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

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:

Contact:
Global Id: T0603770957
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: T0603770957
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: T0603770957
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

Status History:
Global Id: T0603770957
Status: Open - Eligible for Closure
Status Date: 01/03/2014

Global Id: T0603770957
Status: Open - Eligible for Closure
Status Date: 08/16/2013

Global Id: T0603770957
Status: Open - Site Assessment
Status Date: 10/27/2004

Global Id: T0603770957
Status: Open - Site Assessment
Status Date: 08/16/2013

Global Id: T0603770957
Status: Open - Case Begin Date
Status Date: 04/12/1990

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

Regulatory Activities:

Global Id:	T0603770957
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0603770957
Action Type:	RESPONSE
Date:	11/01/2005
Action:	Soil and Water Investigation Workplan
Global Id:	T0603770957
Action Type:	RESPONSE
Date:	02/01/2005
Action:	Soil and Water Investigation Workplan
Global Id:	T0603770957
Action Type:	RESPONSE
Date:	01/01/1994
Action:	Tank Removal Report / UST Sampling Report
Global Id:	T0603770957
Action Type:	Other
Date:	01/01/1950
Action:	Leak Discovery

HIST UST:

Region:	STATE
Facility ID:	00000003024
Facility Type:	Other
Other Type:	BUS MAINT. & FUELING
Total Tanks:	0014
Contact Name:	L.R. GALLOWAY
Telephone:	2136298461
Owner Name:	GREYLAND LINES, INC.
Owner Address:	GREYHOUND TOWER
Owner City,St,Zip:	PHOENIX, AZ 85077
Tank Num:	001
Container Num:	1
Year Installed:	1971
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	001
Container Num:	1
Year Installed:	1971
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

Tank Num: 002
Container Num: T-2
Year Installed: 1971
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: T-2
Year Installed: 1971
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: T-3
Year Installed: 1971
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: T-3
Year Installed: 1971
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: T-4
Year Installed: 1971
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: T-4
Year Installed: 1971
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: T-5
Year Installed: 1971

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

Tank Capacity: 00015000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: T-5
Year Installed: 1971
Tank Capacity: 00015000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 006
Container Num: T-6
Year Installed: 1975
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 006
Container Num: T-6
Year Installed: 1975
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 007
Container Num: S-7
Year Installed: 1971
Tank Capacity: 00003750
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 007
Container Num: S-7
Year Installed: 1971
Tank Capacity: 00003750
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 008
Container Num: S-8
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

Tank Construction: Not reported
Leak Detection: None

Tank Num: 008
Container Num: S-8
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 009
Container Num: S-9
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 009
Container Num: S-9
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 010
Container Num: Not reported
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 010
Container Num: S-10
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 011
Container Num: S-11
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

Tank Num: 011
Container Num: S-11
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 012
Container Num: S-12
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 012
Container Num: S-12
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 013
Container Num: S-13
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 013
Container Num: S-13
Year Installed: 1971
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 014
Container Num: S-14
Year Installed: 1971
Tank Capacity: 00000033
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 014
Container Num: S-14
Year Installed: 1971

GREYHOUND LINES INC LA GARAGE (Continued) **U001560882**

Tank Capacity: 00000033
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

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93 **MANGROVE ESTATE, B.V.** **HIST CORTESE** **S104406272**
North **617 001ST ST E** **LUST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.487 mi.
2570 ft.

Relative:
Higher

Actual:
269 ft.

HIST 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:

Contact:
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

MANGROVE ESTATE, B.V. (Continued) **S104406272**

Status History:

Global Id:	T0603700517
Status:	Open - Remediation
Status Date:	08/17/1992
Global Id:	T0603700517
Status:	Completed - Case Closed
Status Date:	01/15/1997
Global Id:	T0603700517
Status:	Open - Case Begin Date
Status Date:	08/17/1992

Regulatory Activities:

Global Id:	T0603700517
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

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

MANGROVE ESTATE, B.V. (Continued) **S104406272**

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
Assigned Name:	2600582-001GEN
Summary:	01/08/97 REQUEST FOR SITE CLOSURE 12/04/98 RESULTS OF BOICELL AND SOIL STOCKPILE SAMPLING

U94 **SO CAL GAS/LA-ALAMEDA MGP** **EDR MGP** **1008407708**
South **725 CHANNING STREET** **N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.504 mi.
2660 ft. **Site 2 of 3 in cluster U**

Relative:
Lower

Actual:
248 ft.

Manufactured Gas Plants:

Site located at 725 Chemming Street, Los Angeles, California, approximately 2.5 acres. From 1887 util 1906 an oil gas plant was operated at site. MGP may have been converted to a natural gas storage site in approximately 1906. Records indicate that MMGP equipment may have been removed by 1930. Site is currently used as a Greyhound Bus parking lot.

U95 **ALAMEDA MANUFACTURED GAS PLANT** **CA FID UST** **S101584054**
South **725 CHANNING ST** **SWEEPS UST** **N/A**
1/2-1 **LOS ANGELES, CA 90021** **LA Co. Site Mitigation**
0.504 mi. **VCP**
2660 ft. **Site 3 of 3 in cluster U** **ENVIROSTOR**

Relative:
Lower

Actual:
248 ft.

CA FID UST:

Facility ID:	19008153
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	725 CHANNING ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900230000
Contact:	Not reported
Contact Phone:	Not reported

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 7314
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010913
Jurisdiction: County
Case ID: RO0000627
Abated: Not reported
Assigned To: Not reported
Entered Date: 05/11/2004

VCP:
Facility ID: 19490227
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 Cleanup Program
Project Manager: Jose Diaz
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Site Code: 301066
Assembly: 53
Senate: 22
Special Programs Code: Voluntary Cleanup Program
Status: Active
Status Date: 08/11/2010
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.03432 / -118.2380
APN: NONE SPECIFIED

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Past Use:	MANUFACTURED GAS PLANT
Potential COC:	10062, 10064, 10097, 10197, 20015, 20017, 20027, 30001, 30013, 30160, 30019
Confirmed COC:	,,
Potential Description:	OTH, SOIL
Alias Name:	ALAMEDA MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	CONSUMERS GAS, LIGHT, HEAT AND POWER CO.
Alias Type:	Alternate Name
Alias Name:	KELCO OIL & PROPANE GAS STATION
Alias Type:	Alternate Name
Alias Name:	LA MANUFACTURED GAS PLANT/ALAMEDA STREET
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES GAS AND ELECTRIC CO
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES LIGHTING CO.
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES TOWNE GAS PLANT/ALAMEDA ST
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS - LA MGP/ALAMEDA
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	UNITED CRATES COMPANY
Alias Type:	Alternate Name
Alias Name:	110033615675
Alias Type:	EPA (FRS #)
Alias Name:	301066
Alias Type:	Project Code (Site Code)
Alias Name:	19490227
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	09/24/2013
Comments:	Letter sent out
Completed Area Name:	Onsite
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	01/06/2009
Comments:	site was certified.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	12/04/2002
Comments:	Removal Action Workplan Approved
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/31/2002
Comments:	DTSC approved site characterization activities in December 2002.

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Contaminants of concern included PAH's & BTEX. A RAW involving excavation will be implemented for the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/20/1993
Comments: The Department completed review of the PEA. A Manufactured Gas Plant (MGP) was operated at the site in the late 1800s and early 1900s. Gas was produced from crude oil for distribution in the site area. Several companies operated at the site. In 1909, the site was owned by the Los Angeles Gas and Electric Corp., which merged with the Southern Calfornia Gas Company in 1937. SoCalGas owned the property until 1976, and sold to the current owners. The MGP was dismantled sometime before 1906. The byproducts from the manufactured gas operation were tars, oils, sludges, and lampblack. Elevated levels of polycyclic aromatic hydro- carbons (PAH), heavy metals such as lead and arsenic and cyanides were found at the site. The PEA concluded that there was contamination at the site above screening values. Therefore, the Department recommended that further investigation or assessment at the site was necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/08/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/05/2004
Comments: SRAW approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/06/2007
Comments: Field work was accomplished.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/22/2007
Comments: Additional Soil Gas investigation was implemented on the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/01/2007
Comments: Results were evaluated and approved by DTSC TOX, Geologist & PM.

Completed Area Name: Onsite
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/17/2008
Comments: Closure report approved.

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 08/11/2010
Comments: Workplan approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 12/21/2012
Comments: Report was approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/06/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/26/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/18/2003
Comments: Special Initial Study, Negative Declaration, and De Minimis Impact Finding were prepared and made available for public review. No verbal or written comments were received. DTSC approved the CEQA documents on 3/18/2003. DTSC approved RAW on 3/18/03. Proposed removal activities consists of removing approximately 615 cubic yards of contaminated soil. Chemicals of potential concern previously identified in the soil include the following: Lampslack, PAH's, and BTEX. Removal Activities are anticipated to last approximately 30 days.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Off-Site
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 06/28/2014
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19490227
Status: Active

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Status Date:	08/11/2010
Site Code:	301066
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	2.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Jose Diaz
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	22
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03432
Longitude:	-118.2380
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	* ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS * OTHER ORGANIC SOLIDS * CONTAMINATED SOIL * UNSPECIFIED SLUDGE WASTE * POLYMERIC RESIN WASTE * UNSPECIFIED ORGANIC LIQUID MIXTURE * SULFUR SLUDGE Arsenic Lead Cyanide (free Polynuclear aromatic hydrocarbons (PAHs
Confirmed COC:	Not reported
Potential Description:	OTH, SOIL
Alias Name:	ALAMEDA MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	CONSUMERS GAS, LIGHT, HEAT AND POWER CO.
Alias Type:	Alternate Name
Alias Name:	KELCO OIL & PROPANE GAS STATION
Alias Type:	Alternate Name
Alias Name:	LA MANUFACTURED GAS PLANT/ALAMEDA STREET
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES GAS AND ELECTRIC CO
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES LIGHTING CO.
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES TOWNE GAS PLANT/ALAMEDA ST
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS - LA MGP/ALAMEDA
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	UNITED CRATES COMPANY
Alias Type:	Alternate Name
Alias Name:	110033615675
Alias Type:	EPA (FRS #)
Alias Name:	301066
Alias Type:	Project Code (Site Code)
Alias Name:	19490227
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/24/2013
Comments: Letter sent out

Completed Area Name: Onsite
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/06/2009
Comments: site was certified.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/04/2002
Comments: Removal Action Workplan Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/31/2002
Comments: DTSC approved site characterization activities in December 2002. Contaminants of concern included PAH's & BTEX. A RAW involving excavation will be implemented for the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/20/1993
Comments: The Department completed review of the PEA. A Manufactured Gas Plant (MGP) was operated at the site in the late 1800s and early 1900s. Gas was produced from crude oil for distribution in the site area. Several companies operated at the site. In 1909, the site was owned by the Los Angeles Gas and Electric Corp., which merged with the Southern Calfornia Gas Company in 1937. SoCalGas owned the property until 1976, and sold to the current owners. The MGP was dismantled sometime before 1906. The byproducts from the manufactured gas operation were tars, oils, sludges, and lampblack. Elevated levels of polycyclic aromatic hydro- carbons (PAH), heavy metals such as lead and arsenic and cyanides were found at the site. The PEA concluded that there was contamination at the site above screening values. Therefore, the Department recommended that further investigation or assessment at the site was necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/08/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/05/2004
Comments: SRAW approved.

Completed Area Name: PROJECT WIDE

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/06/2007
Comments: Field work was accomplished.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/22/2007
Comments: Additional Soil Gas investigation was implemented on the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/01/2007
Comments: Results were evaluated and approved by DTSC TOX, Geologist & PM.

Completed Area Name: Onsite
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/17/2008
Comments: Closure report approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 08/11/2010
Comments: Workplan approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 12/21/2012
Comments: Report was approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/06/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/26/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/18/2003

ALAMEDA MANUFACTURED GAS PLANT (Continued) **S101584054**

Comments: Special Initial Study, Negative Declaration, and De Minimis Impact Finding were prepared and made available for public review. No verbal or written comments were received. DTSC approved the CEQA documents on 3/18/2003. DTSC approved RAW on 3/18/03. Proposed removal activities consists of removing approximately 615 cubic yards of contaminated soil. Chemicals of potential concern previously identified in the soil include the following: Lampslack, PAH's, and BTEX. Removal Activities are anticipated to last approximately 30 days.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Off-Site
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 06/28/2014
Schedule Revised Date: Not reported

---

96 **ACE PLATING COMPANY INC** **SLIC** **S105632824**
WSW **719 TOWNE AVE** **CHMIRS** **N/A**
1/2-1 **LOS ANGELES, CA 90021** **LA Co. Site Mitigation**
0.561 mi. **ENVIROSTOR**
2964 ft.

Relative:
Lower

Actual:
250 ft.

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 06/06/2013
Global Id: T10000004814
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.0392409
Longitude: -118.245909
Case Type: Cleanup Program Site
Case Worker: CRM
Local Agency: Not reported
RB Case Number: 1290
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:

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

ACE PLATING COMPANY INC (Continued) **S105632824**

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
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

ACE PLATING COMPANY INC (Continued) **S105632824**

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
Jurisdiction: County
Case ID: RO0001376
Abated: No
Assigned To: Richard Clark
Entered Date: 10/05/2011

ENVIROSTOR:
Facility ID: 71002245
Status: Inactive - Needs Evaluation
Status Date: 05/09/2012
Site Code: Not reported
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
Assembly: 53
Senate: 22
Special Program: Not reported
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

ACE PLATING COMPANY INC (Continued) **S105632824**

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

97
NNW
1/2-1
0.570 mi.
3009 ft.

NORTHERN TRANSPORTATION CO. **ENVIROSTOR** **S107736917**
N/A

LOS ANGELES, CA

Relative:
Higher

Actual:
272 ft.

ENVIROSTOR:
Facility ID: 80001119
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 53
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 34.05
Longitude: -118.2388
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799FA44800
Alias Type: Federal Facility ID
Alias Name: J09CA7421
Alias Type: INPR
Alias Name: 80001119
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Inventory Project Report (INPR)
Completed Date: 05/24/1999
Comments: Not reported

Future Area Name: Not reported

NORTHERN TRANSPORTATION CO. (Continued) **S107736917**

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

V98 **BAILEY & SCHMITZ COMPANY** **HIST CORTESE** **S105024744**
SE **2101 7TH** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.637 mi.
3365 ft. **Site 1 of 2 in cluster V**

Relative:
Lower

Actual:
247 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19250029

ENVIROSTOR:
Facility ID: 19250029
Status: No Further Action
Status Date: 11/30/1988
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Harlan Jeche
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: * CERC2
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03489
Longitude: -118.2297
APN: 5164018008
Past Use: VEHICLE MAINTENANCE
Potential COC: * CONTAMINATED SOIL * WASTE OIL & MIXED OIL * OTHER PESTICIDE CONTAINERS, 30 GALLONS OR MORE
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL, SV
Alias Name: 5164018008
Alias Type: APN
Alias Name: 19250029
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report

BAILEY & SCHMITZ COMPANY (Continued) **S105024744**

Completed Date: 01/05/1989
Comments: SUBMIT TO EPA NO FURTHER ACTION UNDER CERCLA 2

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 11/30/1988
Comments: PRELIM ASSESS DONE BBLS BELONGED TO JUNK MAN UP THE STREET REMOVED AT NEW OWNERS REQUEST. GRADING & LIMITED SOIL WAS BROUGHT IN BEFORE AN ASPHALT DRIVEWAY WAS CONSTRUCTED

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 05/18/1987
Comments: SITE SCREENING DONE RATIONALE - POSS ONSITE CONTAM

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 12/17/1982
Comments: FACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. FACILITY DRIVE-BY SITE INACTIVE. DISP OF OIL TO DRUMS & GROUND. DISP OF AUTO PARTS. SUSPECT DISP FROM "FRICTION MATERIALS" AT 695 S.SANTA FE (BRAKE & CLUTCH SHOP).

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

V99 **DEAN AND ASSOCIATES** **HIST Cal-Sites** **S100833562**
SE **700 SOUTH SANTA FE AVENUE** **CA BOND EXP. PLAN** **N/A**
1/2-1 **LOS ANGELES, CA 90021** **RESPONSE**
0.638 mi. **ENVIROSTOR**
3370 ft. **Site 2 of 2 in cluster V**

Relative:
Lower

Actual:
247 ft.

Calsite:
Region: GLENDALE
Facility ID: 19490206
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 06301987
Status: CERTIFIED AS HAVING BEEN REMEDIED SATISFACTORILY UNDER DTSC OVERSIGHT
Status Name: CERTIFIED
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 49
SIC Name: ELECTRIC, GAS & SANITARY SERVICES
Access: Not reported

DEAN AND ASSOCIATES (Continued) **S100833562**

Cortese:	Not reported
Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Unknown
Staff Member Responsible for Site:	Not reported
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	Not reported
Region Water Control Board Name:	Not reported
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	46
State Senate District Code:	22
Facility ID:	19490206
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301987
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	CERT
Definition of Status:	CERTIFIED
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	700 SOUTH SANTA FE AVENUE
Alternate City,St,Zip:	LOS ANGELES, CA 90021
Background Info:	Not reported
Comments Date:	04181989
Comments:	SITE IS ON 1989 BOND EXPENDITURE PLAN FOR COST RECOVERY
Comments Date:	04181989
Comments:	ONLY.
Comments Date:	06301987
Comments:	5000 gallons of liquid treated and discharged-570 cubic
Comments Date:	06301987
Comments:	yards hazardous solids removed.
ID Name:	BEP DATABASE PCODE
ID Value:	P33071
ID Name:	EPA IDENTIFICATION NUMBER
ID Value:	CAD082199407
Alternate Name:	DEAN AND ASSOCIATES
Special Programs Code:	Not reported
Special Programs Name:	Not reported

DEAN AND ASSOCIATES (Continued) **S100833562**

CA BOND EXP. PLAN:

Reponsible Party:	COST RECOVERY/OPERATION AND MAINTENANCE SITE
Project Revenue Source Company:	Not reported
Project Revenue Source Addr:	Not reported
Project Revenue Source City,St,Zip:	Not reported
Project Revenue Source Desc:	DHS has utilized Bond funds to complete the remedial action. DHS is currently undertaking appropriate cost recovery actions.
Site Description:	This site was previously used to scrap electrical transformers.
Hazardous Waste Desc:	Polychlorinated biphenyls (PCBs) were detected in the soil.
Threat To Public Health & Env:	The remedial action has been completed. Soil contaminated with PCBs was excavated and redisposed of in a licensed landfill. There is no threat to public health and the environment.
Site Activity Status:	In August, 1985, the RP, Mr. Rodney Dean, pled no contest to three felony counts of illegal storage, transportation and disposal of hazardous wastes. Mr. Dean's probation required that the cleanup of the site be completed and reported to the court. The RP retained a contractor for the cleanup and began the remedial actions. The contractors removed much of the contaminated soil. DHS completed the cleanup after the RP exhausted his financial resources. DHS is currently in the cost recovery stage.

RESPONSE:

Facility ID:	19490206
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	0.15
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Site Code:	300044
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	53
Senate:	22
Special Program Status:	Not reported
Status:	Certified
Status Date:	06/30/1987
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.03432
Longitude:	-118.2296
APN:	5166-002-011, 5166002011
Past Use:	RECYCLING - SCRAP METAL
Potential COC :	Polychlorinated biphenyls (PCBs
Confirmed COC:	Polychlorinated biphenyls (PCBs
Potential Description:	SOIL
Alias Name:	5166-002-011
Alias Type:	APN
Alias Name:	5166002011
Alias Type:	APN
Alias Name:	CAD082199407
Alias Type:	EPA Identification Number
Alias Name:	110033617502
Alias Type:	EPA (FRS #)
Alias Name:	P33071

DEAN AND ASSOCIATES (Continued) **S100833562**

Alias Type: PCode
Alias Name: 300044
Alias Type: Project Code (Site Code)
Alias Name: 19490206
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/1987
Comments: 5000 gallons of liquid treated and discharged-570 cubic yards hazardous solids removed.

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:
Facility ID: 19490206
Status: Certified
Status Date: 06/30/1987
Site Code: 300044
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.15
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Assembly: 53
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.03432
Longitude: -118.2296
APN: 5166-002-011, 5166002011
Past Use: RECYCLING - SCRAP METAL
Potential COC: Polychlorinated biphenyls (PCBs
Confirmed COC: Polychlorinated biphenyls (PCBs
Potential Description: SOIL
Alias Name: 5166-002-011
Alias Type: APN
Alias Name: 5166002011
Alias Type: APN
Alias Name: CAD082199407
Alias Type: EPA Identification Number

DEAN AND ASSOCIATES (Continued) **S100833562**

Alias Name: 110033617502
Alias Type: EPA (FRS #)
Alias Name: P33071
Alias Type: PCode
Alias Name: 300044
Alias Type: Project Code (Site Code)
Alias Name: 19490206
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/1987
Comments: 5000 gallons of liquid treated and discharged-570 cubic yards hazardous solids removed.

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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100 SSW 1/2-1 0.640 mi. 3379 ft.

LOS ANGELES SIGNAL DEPOT **ENVIROSTOR** **S107736638 N/A**

LOS ANGELES, CA

Relative: Lower

Actual: 246 ft.

ENVIROSTOR:
Facility ID: 80001030
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 53
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 34.03333
Longitude: -118.2411
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED

LOS ANGELES SIGNAL DEPOT (Continued) **S107736638**

Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799FA42100
Alias Type: Federal Facility ID
Alias Name: J09CA7394
Alias Type: INPR
Alias Name: 80001030
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

101
NE
1/2-1
0.656 mi.
3464 ft.

EAST LOS ANGELES HIGH SCHOOL NO. 1 **SCH** **S107736249**
EAST 1ST STREET/NORTH MISSION ROAD **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90033

Relative:
Higher

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 Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304416
Assembly: 53
Senate: 22
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,

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

	5173-030-013, 5173-030-016
Past Use:	* RETIAL - MISC.
Potential COC:	Antimony and compounds, Antimony and compounds, Pyrene, Fluoranthene, Anthracene, Zinc, * phenanthrene, Lead, DDT, Beryllium and compounds, Ethylbenzene, Thallium and compounds, Molybdenum, Dieldrin, Chlordane, * benzo (ghi) perylene, Benzene, Copper and compounds, DDE
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)
Alias Name:	60000006
Alias Type:	Envirostor ID Number

Completed Info:

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:	Letter - Demand
Completed Date:	03/23/2012
Comments:	2nd Collection Letter for Invoices 06SM2570 and 09SM2649.

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

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: 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: 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

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

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: 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: 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

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

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:
Facility ID: 60000006
Status: Certified
Status Date: 03/29/2007
Site Code: 304416
Site Type: School Cleanup
Site Type Detailed: School
Acres: 7
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 22
Special Program: EPA - Target Site Investigation
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: Antimony and compounds Pyrene Fluoranthene Anthracene Zinc * phenanthrene Lead DDT Beryllium and compounds Ethylbenzene Thallium and compounds Molybdenum Dieldrin Chlordane * benzo (ghi) perylene Benzene Copper and compounds DDE
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

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

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: 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: 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: 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: 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: Area 2
Completed Sub Area Name: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

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
Completed Date: 06/27/2006
Comments: Complete. One additional RACR necessary for LBP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

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:	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:	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

W102 **SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R** **VCP** **S107737358**
NNE **SOUTHEAST AND SOUTHWEST CORNERS OF JACKSON AND CENTER STREET** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.667 mi.
3523 ft. **Site 1 of 2 in cluster W**

Relative:
Higher

Actual:
270 ft.

VCP:

Facility ID:	60000172
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300999

SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R (Continued) **S107737358**

Assembly:	53
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	07/15/2010
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05056 / -118.2316
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30019, 30100, 30312, 30525, 30550, 30593, 30594
Confirmed COC:	30525-NO,30550-NO,30019-NO,30100-NO,30312-NO,30003-NO,30013-NO, 30593-NO,30594-NO
Potential Description:	OTH, SOIL
Alias Name:	110033609469
Alias Type:	EPA (FRS #)
Alias Name:	300999
Alias Type:	Project Code (Site Code)
Alias Name:	60000172
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:	01/03/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	09/24/2001
Comments:	Work Plan is satisfactory.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	01/27/2011
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	03/06/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	04/26/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	02/25/2014
Comments:	DTSC comments are addressed and report approved with deed restriction. Not reported

SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R (Continued) **S107737358**

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2014
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2015
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:
Facility ID: 60000172
Status: Active
Status Date: 07/15/2010
Site Code: 300999
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05056
Longitude: -118.2316
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: Benzene Lead Polynuclear aromatic hydrocarbons (PAHs 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc
Confirmed COC: 30525-NO 30550-NO 30019-NO 30100-NO 30312-NO 30003-NO 30013-NO 30593-NO 30594-NO
Potential Description: OTH, SOIL
Alias Name: 110033609469
Alias Type: EPA (FRS #)
Alias Name: 300999
Alias Type: Project Code (Site Code)
Alias Name: 60000172
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: 01/03/2001
Comments: Not reported

SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R (Continued) **S107737358**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	09/24/2001
Comments:	Work Plan is satisfactory.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	01/27/2011
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	03/06/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	04/26/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	02/25/2014
Comments:	DTSC comments are addressed and report approved with deed restriction. Not reported
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2014
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2015
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

W103 **ALISO SECTOR C BLOCK R** **VCP** **S113804690**
NNE **820 EAST JACKSON STREET** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.688 mi.
3632 ft. **Site 2 of 2 in cluster W**

Relative:
Higher

Actual:
271 ft.

VCP:

Facility ID:	60001890
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	16
National Priorities List:	NO

ALISO SECTOR C BLOCK R (Continued) **S113804690**

Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	301617
Assembly:	53
Senate:	22
Special Programs Code:	Not reported
Status:	Active
Status Date:	04/01/2013
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05056 / -118.2316
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30019, 30022, 30026, 30027, 30028
Confirmed COC:	30003,30019,30022,30026,30027,30028
Potential Description:	OTH, SOIL
Alias Name:	301617
Alias Type:	Project Code (Site Code)
Alias Name:	60001890
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:	11/04/2013
Comments:	completed
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2017
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2017
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:

Facility ID:	60001890
Status:	Active
Status Date:	04/01/2013
Site Code:	301617
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup

ALISO SECTOR C BLOCK R (Continued) **S113804690**

Acres:	16
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	22
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05056
Longitude:	-118.2316
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	Benzene Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
Confirmed COC:	Benzene Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
Potential Description:	OTH, SOIL
Alias Name:	301617
Alias Type:	Project Code (Site Code)
Alias Name:	60001890
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:	11/04/2013
Comments:	completed
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2017
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2017
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

104
NNE
1/2-1
0.693 mi.
3659 ft.

410 CENTER STREET-GREENWALD COMPANY
410 CENTER STREET
LOS ANGELES, CA 90012

HIST UST
DEED
VCP
ENVIROSTOR

U001560526
N/A

Relative:
Higher

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
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
Agency:	Not reported
Covenant Uploaded:	Not reported
Deed Date(s):	12/05/2007
EDR Link ID:	60000170

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 Cleanup Program
Project Manager:	Folashade Simpson
Supervisor:	Juli Propes

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

Division Branch:	Cleanup Chatsworth
Site Code:	301333
Assembly:	53
Senate:	22
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, 5173021002, 5173021003
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:	5173021002
Alias Type:	APN
Alias Name:	5173021003
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:	Certification
Completed Date:	12/14/2007
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:	12/06/2013
Comments:	Inspection completed and documented
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

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

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: 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

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

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:	5 Year Review Reports
Completed Date:	09/12/2012
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:

Facility ID:	60000170
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	12/05/2007
Site Code:	301333
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Folashade Simpson
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	22
Special Program:	Voluntary Cleanup Program
Restricted Use:	YES
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05131
Longitude:	-118.2309
APN:	5173-021-002, 5173-021-003, 5173021002, 5173021003
Past Use:	MANUFACTURED GAS PLANT, MACHINE SHOP, MANUFACTURED GAS PLANT
Potential COC:	Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Tetrachloroethylene (PCE Naphthalene
Confirmed COC:	30525-NO 30550-NO 30019-NO 30024-NO 30025-NO 30100-NO 30312-NO 30003-NO 30013-NO 30593-NO 30594-NO Naphthalene Tetrachloroethylene (PCE
Potential Description:	OTH, SOIL, OTH, SV

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

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: 5173021002
Alias Type: APN
Alias Name: 5173021003
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: Certification
Completed Date: 12/14/2007
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: 12/06/2013
Comments: Inspection completed and documented

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

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

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: 5 Year Review Reports
Completed Date: 09/12/2012
Comments: Not reported

Future Area Name: Not reported

410 CENTER STREET-GREENWALD COMPANY (Continued) **U001560526**

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

X105 **SO CAL GAS/ALISO SECTOR C, BLOCK O** **VCP** **S107737357**
NNE **SOUTHWEST CORNER OF DUCOMMUN AND CENTER STREETS** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.702 mi.
3709 ft. **Site 1 of 2 in cluster X**

Relative:
Higher

Actual:
272 ft.

VCP:

Facility ID:	60000169
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300885
Assembly:	53
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/19/2001
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05138 / -118.2323
APN:	5173-016-008, 5173016008
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 Sector C, Block O
Alias Type:	Alternate Name
Alias Name:	5173-016-008
Alias Type:	APN
Alias Name:	5173016008
Alias Type:	APN
Alias Name:	110033609450
Alias Type:	EPA (FRS #)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	60000169
Alias Type:	Envirostor ID Number

SO CAL GAS/ALISO SECTOR C, BLOCK O (Continued) **S107737357**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/19/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	03/19/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	03/04/2002
Comments:	Remedial Investigation Master Work Plan approved.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2014
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2014
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:

Facility ID:	60000169
Status:	Active
Status Date:	01/19/2001
Site Code:	300885
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	22
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05138
Longitude:	-118.2323
APN:	5173-016-008, 5173016008

SO CAL GAS/ALISO SECTOR C, BLOCK O (Continued) **S107737357**

Past Use: MANUFACTURED GAS PLANT
Potential COC: Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Not reported
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 Sector C, Block O
Alias Type: Alternate Name
Alias Name: 5173-016-008
Alias Type: APN
Alias Name: 5173016008
Alias Type: APN
Alias Name: 110033609450
Alias Type: EPA (FRS #)
Alias Name: 300885
Alias Type: Project Code (Site Code)
Alias Name: 60000169
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: 01/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 03/19/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 03/04/2002
Comments: Remedial Investigation Master Work Plan approved.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2014
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2014
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

106
SW
1/2-1
0.709 mi.
3741 ft.

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL
8TH ST./TOWNE AVE./9TH ST./STANFORD AVE.
LOS ANGELES, CA 90021

SCH
ENVIROSTOR

S109821375
N/A

Relative:
Lower

Actual:
245 ft.

SCH:

Facility ID:	60001149
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.76
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Angela Garcia
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304626
Assembly:	53
Senate:	22
Special Program Status:	Voluntary Cleanup Program
Status:	Certified
Status Date:	06/12/2012
Restricted Use:	NO
Funding:	School District
Latitude:	34.0361
Longitude:	-118.247
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS, FUEL - VEHICLE STORAGE/ REFUELING, MANUFACTURING - CERAMICS, OFFICE BUILDING, RESIDENTIAL AREA, SCHOOL - ELEMENTARY, RESIDENTIAL AREA, RETAIL - SERVICE STATION, SCHOOL - MIDDLE
Potential COC:	Arsenic, Benzene, DDD, DDE, DDT, Lead, Methane, Polychlorinated biphenyls (PCBs, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Benzene, Polychlorinated biphenyls (PCBs, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Trichloroethylene (TCE
Confirmed COC:	30001-NO, Benzene, Lead, 30015-NO, 30006-NO, 30007-NO, 30008-NO, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Polychlorinated biphenyls (PCBs, Trichloroethylene (TCE, , Benzene, Benzene, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Polychlorinated biphenyls (PCBs, Trichloroethylene (TCE
Potential Description:	IA, SOIL, SV, SOIL, SV
Alias Name:	304626
Alias Type:	Project Code (Site Code)
Alias Name:	60001149
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/17/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Document Type: Other Report
Completed Date: 09/17/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/04/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/04/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/28/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 07/16/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/08/2010
Comments: SSI Adequacy letter completed. Comments to be addressed in RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 12/07/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/25/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/09/2011
Comments: Not reported

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 03/14/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/12/2011
Comments: Not reported

Completed Area Name: Area B
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/07/2011
Comments: DTSC approved Area B Removal action Completion Report with a no further action determination

Completed Area Name: Area B
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/25/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/12/2012
Comments: Not reported

Completed Area Name: Area B
Completed Sub Area Name: Not reported

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Document Type: Certification
Completed Date: 06/11/2012
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:
Facility ID: 60001149
Status: Certified
Status Date: 06/12/2012
Site Code: 304626
Site Type: School Cleanup
Site Type Detailed: School
Acres: 3.76
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Angela Garcia
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.0361
Longitude: -118.247
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS, FUEL - VEHICLE STORAGE/ REFUELING, MANUFACTURING - CERAMICS, OFFICE BUILDING, RESIDENTIAL AREA, SCHOOL - ELEMENTARY, RESIDENTIAL AREA, RETAIL - SERVICE STATION, SCHOOL - MIDDLE
Potential COC: Arsenic Benzene DDD DDE DDT Lead Methane Polychlorinated biphenyls (PCBs Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Trichloroethylene (TCE Benzene Polychlorinated biphenyls (PCBs Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Trichloroethylene (TCE
Confirmed COC: 30001-NO Benzene Lead 30015-NO 30006-NO 30007-NO 30008-NO Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Polychlorinated biphenyls (PCBs Trichloroethylene (TCE Benzene Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Polychlorinated biphenyls (PCBs Trichloroethylene (TCE
Potential Description: IA, SOIL, SV, SOIL, SV
Alias Name: 304626
Alias Type: Project Code (Site Code)
Alias Name: 60001149
Alias Type: Envirostor ID Number

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/17/2009
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/17/2009
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	11/04/2009
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	11/04/2009
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/28/2010
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Tech Memo
Completed Date:	07/16/2010
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	11/08/2010
Comments:	SSI Adequacy letter completed. Comments to be addressed in RAW.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	03/08/2011
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Tech Memo
Completed Date:	12/07/2010
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/25/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 03/14/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/12/2011
Comments: Not reported

Completed Area Name: Area B
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/07/2011
Comments: DTSC approved Area B Removal action Completion Report with a no further action determination

Completed Area Name: Area B
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/25/2012

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/12/2012
Comments:	Not reported
Completed Area Name:	Area B
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	06/11/2012
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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107 **SANTA FE/W.A. GRANT** **VCP** **S102860873**
SE **2144 EAST 7TH STREET** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.712 mi.
3757 ft.

Relative:
Lower

Actual:
245 ft.

VCP:

Facility ID:	19330375
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.3
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Shahir Haddad
Supervisor:	* Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Site Code:	300582
Assembly:	53
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	09/16/1996
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03444 / -118.2277
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER, RESIDENTIAL AREA
Potential COC:	30013,31000
Confirmed COC:	31000-NO
Potential Description:	SOIL, SOIL
Alias Name:	ATCHISON, TOPEKA AND SANTA FE RAILWAY CO

SANTA FE/W.A. GRANT (Continued) **S102860873**

Alias Type: Alternate Name
Alias Name: SANTA FE RAILWAY COMPANY
Alias Type: Alternate Name
Alias Name: SANTA FE/W. ACOMPANY
Alias Type: Alternate Name
Alias Name: W.A. GRANT & COMPANY
Alias Type: Alternate Name
Alias Name: 110033609995
Alias Type: EPA (FRS #)
Alias Name: 300582
Alias Type: Project Code (Site Code)
Alias Name: 19330375
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: 05/31/1996
Comments: DTSC signed a Voluntary Cleanup Agreement with Santa Fe for the completion and review of a Preliminary Endangerment Assessment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/04/1996
Comments: DTSC reviewed a Preliminary Endangerment Assessment for the site under a Voluntary Cleanup Agreement. Based on the information and data presented, DTSC determined that the hazardous constituents remaining at the site do not constitute a threat to human health or the environment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 09/13/1995
Comments: The Department received a Non-Emergency Hazardous Substance Release Report dated January 31, 1995. Review of the document indicates that the site is contaminated with elevated levels of heavy metals such as lead, copper and zinc. Foundry operations existed at the site from at least 1906 until 1990, operated by W.G. Grant & Co. Santa Fe Railway is the current owner of the site. RP removed USTs from the site without any regulatory agency oversight. Due to evidence of a release, DTSC is recommending that a PEA be conducted to evaluate the site. On September 13, 1995, DTSC notified the RP thereof.

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:

SANTA FE/W.A. GRANT (Continued) **S102860873**

Facility ID:	19330375
Status:	No Further Action
Status Date:	09/16/1996
Site Code:	300582
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	2.3
NPL:	NO
Regulatory Agencies:	DTSC
Lead Agency:	DTSC
Program Manager:	Shahir Haddad
Supervisor:	* Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	22
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03444
Longitude:	-118.2277
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER, RESIDENTIAL AREA
Potential COC:	Lead No Contaminants found
Confirmed COC:	31000-NO
Potential Description:	SOIL, SOIL
Alias Name:	ATCHISON, TOPEKA AND SANTA FE RAILWAY CO
Alias Type:	Alternate Name
Alias Name:	SANTA FE RAILWAY COMPANY
Alias Type:	Alternate Name
Alias Name:	SANTA FE/W. ACOMPANY
Alias Type:	Alternate Name
Alias Name:	W.A. GRANT & COMPANY
Alias Type:	Alternate Name
Alias Name:	110033609995
Alias Type:	EPA (FRS #)
Alias Name:	300582
Alias Type:	Project Code (Site Code)
Alias Name:	19330375
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:	05/31/1996
Comments:	DTSC signed a Voluntary Cleanup Agreement with Santa Fe for the completion and review of a Preliminary Endangerment Assessment.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/04/1996
Comments:	DTSC reviewed a Preliminary Endangerment Assessment for the site under a Voluntary Cleanup Agreement. Based on the information and data presented, DTSC determined that the hazardous constituents remaining at the site do not constitute a threat to human health or the environment.

SANTA FE/W.A. GRANT (Continued) **S102860873**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	09/13/1995
Comments:	The Department received a Non-Emergency Hazardous Substance Release Report dated January 31, 1995. Review of the document indicates that the site is contaminated with elevated levels of heavy metals such as lead, copper and zinc. Foundry operations existed at the site from at least 1906 until 1990, operated by W.G. Grant & Co. Santa Fe Railway is the current owner of the site. RP removed USTs from the site without any regulatory agency oversight. Due to evidence of a release, DTSC is recommending that a PEA be conducted to evaluate the site. On September 13, 1995, DTSC notified the RP thereof.
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

X108 **SO CAL GAS/ALISO C MGP** **EDR MGP** **1008407705**
NNE **CENTER ST @ COMMERCIAL, DUCOMMUN AND JACKSON** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.723 mi.
3816 ft. **Site 2 of 2 in cluster X**

Relative:
Higher

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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109 **GOLDEN PLATING, INC.** **ENVIROSTOR** **S110493871**
SSE **930 SO MATEO** **N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.753 mi.
3975 ft.

Relative:
Lower

Actual:
245 ft.

ENVIROSTOR:

Facility ID:	71002675
Status:	Refer: Other Agency
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED

GOLDEN PLATING, INC. (Continued) **S110493871**

Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03170
Longitude: -118.2321
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD139410401
Alias Type: EPA Identification Number
Alias Name: 71002675
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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110 NNE 1/2-1 0.772 mi. 4074 ft. **SO CAL GAS/ALISO SECTOR C, BLOCK L** **DEED S107616211**
CENTER ST @ COMMERCIAL,DUCOMMUN &JACKSON **VCP N/A**
LOS ANGELES, CA 90012 **ENVIROSTOR**

Relative: Higher

Actual: 274 ft.

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 12/03/2004
EDR Link ID: 19490242

VCP:
Facility ID: 19490242
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup

SO CAL GAS/ALISO SECTOR C, BLOCK L (Continued) **S107616211**

Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Folashade Simpson
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300999
Assembly:	53
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	12/07/2004
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.05245 / -118.2323
APN:	5173-017-008
Past Use:	FUEL TERMINALS, 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 C
Alias Type:	Alternate Name
Alias Name:	ALISO MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	Aliso Sector C, Block L
Alias Type:	Alternate Name
Alias Name:	BLOCK L
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS - ALISO C
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:	SOUTHERN CALIFORNIA GAS COMPANY, ALISO C
Alias Type:	Alternate Name
Alias Name:	5173-017-008
Alias Type:	APN
Alias Name:	110033609441
Alias Type:	EPA (FRS #)
Alias Name:	300642
Alias Type:	Project Code (Site Code)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	300999
Alias Type:	Project Code (Site Code)
Alias Name:	19490242
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

SO CAL GAS/ALISO SECTOR C, BLOCK L (Continued) **S107616211**

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: Land Use Restriction
Completed Date: 12/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 09/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/07/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/10/2002
Comments: Tosco Corporation and DTSC signed and executed a VCA to charaterize and cleanup Block L of Sector C within the Aliso Street Former MGP Completion of characterization and cleanup cleanup is expected during the summer of 2003.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/26/2004
Comments: Block L - Polycyclic aromatic hydrocarbon (PAH) and volatile organic hydrocarbon (VOC) contaminated soil was excavated and thermally treated offsite. Site has been backfilled with clean soil. Subsurface contamination did not extend laterally to offsite areas. Contamination was found, as expected, at the ground water table, and will be addressed in a later, regional effort. As the soil was remediated to industrial cleanup goals, a deed restriction will limit use of the site, preventing residential or other sensitive uses on this parcel.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 09/10/2003
Comments: Block L - The Special initial Study described the proposed polycyclic aromatic hydrocarbon (PAH) and volatile organic hydrocarbon (VOC) contaminated soil remediation activity and its insignificant impact upon the environment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report

SO CAL GAS/ALISO SECTOR C, BLOCK L (Continued) **S107616211**

Completed Date: 02/27/2003
Comments: Block L - PEA-E investigated the former manufactured gas plant and petroleum transfer site. VOCs, SVOCs, PAHs and hydrocarbons were found to impact the site. A Renivak Action Work Plan will address clean up of this contamination. PEA-E completion was delayed due to further Site Characterization activities and delays in receiving the Human Human Health Risk Assessment reports associated with the PEA-E.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/25/2004
Comments: Fieldwork completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 01/14/2014
Comments: Complete

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:
Facility ID: 19490242
Status: Certified O&M - Land Use Restrictions Only
Status Date: 12/07/2004
Site Code: 300999
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Folashade Simpson
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05245
Longitude: -118.2323
APN: 5173-017-008
Past Use: FUEL TERMINALS, MANUFACTURED GAS PLANT
Potential COC: Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Not reported

SO CAL GAS/ALISO SECTOR C, BLOCK L (Continued) **S107616211**

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 C
Alias Type: Alternate Name
Alias Name: ALISO MANUFACTURED GAS PLANT
Alias Type: Alternate Name
Alias Name: Aliso Sector C, Block L
Alias Type: Alternate Name
Alias Name: BLOCK L
Alias Type: Alternate Name
Alias Name: SO CAL GAS - ALISO C
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: SOUTHERN CALIFORNIA GAS COMPANY, ALISO C
Alias Type: Alternate Name
Alias Name: 5173-017-008
Alias Type: APN
Alias Name: 110033609441
Alias Type: EPA (FRS #)
Alias Name: 300642
Alias Type: Project Code (Site Code)
Alias Name: 300885
Alias Type: Project Code (Site Code)
Alias Name: 300999
Alias Type: Project Code (Site Code)
Alias Name: 19490242
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: 01/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 12/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 09/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/07/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE

SO CAL GAS/ALISO SECTOR C, BLOCK L (Continued) **S107616211**

Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	10/10/2002
Comments:	Tosco Corporation and DTSC signed and executed a VCA to charaterize and cleanup Block L of Sector C within the Aliso Street Former MGP Completion of characterization and cleanup cleanup is expected during the summer of 2003.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	07/26/2004
Comments:	Block L - Polycyclic aromatic hydrocarbon (PAH) and volatile organic hydrocarbon (VOC) contaminated soil was excavated and thermally treated offsite. Site has been backfilled with clean soil. Subsurface contamination did not extend laterally to offsite areas. Contamination was found, as expected, at the ground water table, and will be addressed in a later, regional effort. As the soil was remediated to industrial cleanup goals, a deed restriction will limit use of the site, preventing residential or other sensitive uses on this parcel.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	09/10/2003
Comments:	Block L - The Special initial Study described the proposed polycyclic aromatic hydrocarbon (PAH) and volatile organic hydrocarbon (VOC) contaminated soil remediation activity and its insignificant impact upon the environment.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	02/27/2003
Comments:	Block L - PEA-E investigated the former manufactured gas plant and petroleum transfer site. VOCs, SVOCs, PAHs and hydrocarbons were found to impact the site. A Renivak Action Work Plan will address clean up of this contamination. PEA-E completion was delayed due to further Site Characterization activities and delays in receiving the Human Human Health Risk Assessment reports associated with the PEA-E.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/25/2004
Comments:	Fieldwork completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	5 Year Review Reports
Completed Date:	01/14/2014
Comments:	Complete
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported

SO CAL GAS/ALISO SECTOR C, BLOCK L (Continued) **S107616211**

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

111
NNE
1/2-1
0.785 mi.
4146 ft.

SO CAL GAS/ALISO SECTOR C, BLOCK K **VCP** **S107737355**
NORTHEAST CORNER OF DUCOMMUN AND CENTER STREETS **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90012

Relative:
Higher

Actual:
273 ft.

VCP:

Facility ID:	60000171
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300885
Assembly:	53
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/19/2001
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05214 / -118.2308
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594, 30019
Confirmed COC:	,,
Potential Description:	OTH, SOIL
Alias Name:	110033609432
Alias Type:	EPA (FRS #)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	60000171
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:	01/19/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption

SO CAL GAS/ALISO SECTOR C, BLOCK K (Continued) **S107737355**

Completed Date: 09/09/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 03/04/2002
Comments: Remedial Investigation Master Work Plan approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 05/25/2005
Comments: DTSC approved the RI Report

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 by DTSC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 09/09/2005
Comments: Plan executed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/06/2008
Comments: All fieldwork on subject property is completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/24/2009
Comments: RAW Completion Report - approved!

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2015
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:
Facility ID: 60000171
Status: Active
Status Date: 01/19/2001

SO CAL GAS/ALISO SECTOR C, BLOCK K (Continued) **S107737355**

Site Code: 300885
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05214
Longitude: -118.2308
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: Benzene Lead TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Polynuclear aromatic hydrocarbons (PAHs
Confirmed COC: Not reported
Potential Description: OTH, SOIL
Alias Name: 110033609432
Alias Type: EPA (FRS #)
Alias Name: 300885
Alias Type: Project Code (Site Code)
Alias Name: 60000171
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: 01/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/09/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 03/04/2002
Comments: Remedial Investigation Master Work Plan approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 05/25/2005
Comments: DTSC approved the RI Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

SO CAL GAS/ALISO SECTOR C, BLOCK K (Continued) **S107737355**

Completed Document Type:	Removal Action Workplan
Completed Date:	09/09/2005
Comments:	RAW approved by DTSC
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Participation Plan / Community Relations Plan
Completed Date:	09/09/2005
Comments:	Plan executed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	10/06/2008
Comments:	All fieldwork on subject property is completed.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/24/2009
Comments:	RAW Completion Report - approved!
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2015
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2015
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

112
NNE
1/2-1
0.821 mi.
4334 ft.

SO CAL GAS/ALISO SECTOR C, BLOCK G **VCP** **S107737354**
NORTHWEST CORNER OF COMMERCIAL AND CENTER STREETS **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90012

Relative:
Higher

Actual:
274 ft.

VCP:

Facility ID:	60000173
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300885
Assembly:	53
Senate:	22

SO CAL GAS/ALISO SECTOR C, BLOCK G (Continued) **S107737354**

Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/19/2001
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05315 / -118.2321
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL
Alias Name:	110033609423
Alias Type:	EPA (FRS #)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	60000173
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:	01/19/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/20/2005
Comments:	Site contaminant concentrations low enough to allow commercial and industrial uses.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Participation Plan / Community Relations Plan
Completed Date:	01/20/2005
Comments:	Block G - DTSC approved the RI dated 11 Nov 04. Public Participation activities were completed for Sector C, Block G of the former Aliso Street MGP site. Activities included a community profile, notices, fact sheets during the course of the investigation.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	03/04/2002
Comments:	Remedial Investigation Master Work Plan approved.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2016
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

SO CAL GAS/ALISO SECTOR C, BLOCK G (Continued) **S107737354**

ENVIROSTOR:

Facility ID:	60000173
Status:	Active
Status Date:	01/19/2001
Site Code:	300885
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	22
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05315
Longitude:	-118.2321
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Not reported
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL
Alias Name:	110033609423
Alias Type:	EPA (FRS #)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	60000173
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:	01/19/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/20/2005
Comments:	Site contaminant concentrations low enough to allow commercial and industrial uses.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Participation Plan / Community Relations Plan
Completed Date:	01/20/2005
Comments:	Block G - DTSC approved the RI dated 11 Nov 04. Public Participation activities were completed for Sector C, Block G of the former Aliso Street MGP site. Activities included a community profile, notices,

SO CAL GAS/ALISO SECTOR C, BLOCK G (Continued) **S107737354**

fact sheets during the course of the investigation.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	03/04/2002
Comments:	Remedial Investigation Master Work Plan approved.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2016
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

113
NNE
1/2-1
0.833 mi.
4398 ft.

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL **VCP** **S102564461**
KELLER ST., VIGNES ST., AND 101 FREEWAY **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90012

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 Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	301005
Assembly:	51
Senate:	22
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

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

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
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.

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

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:	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.
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.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2015
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2015
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19490240
Status: Active
Status Date: 08/18/2008
Site Code: 301005
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
Assembly: 51
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05431
Longitude: -118.2318
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: Arsenic Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas TPH-MOTOR OIL Polynuclear aromatic hydrocarbons (PAHs
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

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

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
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:	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.

SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL (Continued) **S102564461**

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.
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.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2015
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2015
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
NNE
1/2-1
0.858 mi.
4530 ft.

SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER **VCP** **S107737359**
TEMPLE/VIGNES/LYON/KELLER/ALHAMBRA STS. **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90013

Relative:
Higher

Actual:
275 ft.

VCP:

Facility ID:	19490248
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	52
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP

SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER (Continued) **S107737359**

Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300885
Assembly:	51
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/19/2001
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05369 / -118.2320
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30019, 30100, 30525, 30550, 30593, 30594
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL
Alias Name:	ALISO STREET FORMER MGP
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS/ALISO STREET FORMER MGP
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	THE GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	110033609478
Alias Type:	EPA (FRS #)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	19490248
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:	01/19/2001
Comments:	DTSC entered into a "Master" Voluntary Cleanup Agreement (Docket No. HSA-A 00/01-173) with the Southern California Gas Company (The Gas Company) (Proponent). The purpose of this Agreement is for The Gas Company, as a former owner and/or operator of the Aliso Street Former Manufactured Gas Plant site, to conduct and complete all necesary remedial investigations, removal actions, and/or remedial actions under the oversight of DTSC. All previous agreements for the Aliso Street Former MGP Site are hereby terminated. (VCA for Sectors A, B, C, D, and E.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	01/04/1999
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	01/28/1997

SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER (Continued) **S107737359**

Comments: DTSC and the Southern California Gas Company executed a Consent Order for a Preliminary Endangerment Assessment for Sector C of the former Aliso Street Manufactured Gas Plant site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/22/1999
Comments: Contamination found in both soil and groundwater. Contaminants include PAH's, VOC's and metals. RI recommended.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 03/04/2002
Comments: Remedial Investigation Master Work Plan approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 01/27/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 11/29/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Well Installation Workplan
Completed Date: 11/29/2011
Comments: Geo needs more time.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 08/29/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 05/29/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 12/12/2013
Comments: DTSC approved the Aliso 2012 GW Monitoring Report.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Investigation Report
Future Due Date: 2014

SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER (Continued) **S107737359**

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Operations and Maintenance Plan
Future Due Date: 2016
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:
Facility ID: 19490248
Status: Active
Status Date: 01/19/2001
Site Code: 300885
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 52
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Assembly: 51
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05369
Longitude: -118.2320
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: Benzene Lead Polynuclear aromatic hydrocarbons (PAHs 1,3-Butadiene Styrene Toluene Xylenes Zinc
Confirmed COC: NONE SPECIFIED
Potential Description: OTH, SOIL
Alias Name: ALISO STREET FORMER MGP
Alias Type: Alternate Name
Alias Name: SO CAL GAS/ALISO STREET FORMER MGP
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: THE GAS COMPANY
Alias Type: Alternate Name
Alias Name: 110033609478
Alias Type: EPA (FRS #)
Alias Name: 300885
Alias Type: Project Code (Site Code)
Alias Name: 19490248
Alias Type: Envirostor ID Number

SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER (Continued) **S107737359**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/19/2001
Comments:	DTSC entered into a "Master" Voluntary Cleanup Agreement (Docket No. HSA-A 00/01-173) with the Southern California Gas Company (The Gas Company) (Proponent). The purpose of this Agreement is for The Gas Company, as a former owner and/or operator of the Aliso Street Former Manufactured Gas Plant site, to conduct and complete all necesary remedial investigations, removal actions, and/or remedial actions under the oversight of DTSC. All previous agreements for the Aliso Street Former MGP Site are hereby terminated. (VCA for Sectors A, B, C, D, and E.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	01/04/1999
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	01/28/1997
Comments:	DTSC and the Southern California Gas Company executed a Consent Order for a Preliminary Endangerment Assessment for Sector C of the former Aliso Street Manufactured Gas Plant site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/22/1999
Comments:	Contamination found in both soil and groundwater. Contaminants include PAH’s, VOC’s and metals. RI recommended.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	03/04/2002
Comments:	Remedial Investigation Master Work Plan approved.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Plan
Completed Date:	01/27/2011
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	11/29/2011
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Well Installation Workplan

SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER (Continued) **S107737359**

Completed Date:	11/29/2011
Comments:	Geo needs more time.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	08/29/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	05/29/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	12/12/2013
Comments:	DTSC approved the Aliso 2012 GW Monitoring Report.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Remedial Investigation Report
Future Due Date:	2014
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Operations and Maintenance Plan
Future Due Date:	2016
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

115
NNE
1/2-1
0.893 mi.
4713 ft.

SO CAL GAS/ALISO A MGP **EDR MGP** **1008407703**
KELLER ST., VIGNES ST., AND 101 FREEWAY **N/A**
LOS ANGELES, CA 90012

Relative:
Higher

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.

116 SANTA FE/MACY STREET **DEED S102564449**
NE MACY STREET/ALISO ST/KELLER ST **VCP N/A**
1/2-1 LOS ANGELES, CA 90012 **ENVIROSTOR**
0.911 mi.
4810 ft.

Relative:
Higher

Actual:
267 ft.

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 03/30/2006
EDR Link ID: 19400010

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 Cleanup Program
Project Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Site Code: 300568
Assembly: 51
Senate: 22
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
Lat/Long: 34.05480 / -118.2281
APN: 5409-021-902, 5409021902
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: 5409021902
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

SANTA FE/MACY STREET (Continued) **S102564449**

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: 04/21/2013
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: 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: 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: 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: 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.

SANTA FE/MACY STREET (Continued) **S102564449**

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: 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: 03/21/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Land Use Restriction Monitoring Report
Completed Date: 11/25/2012
Comments: Annual Inspection Report reviewed.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2018
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:
Facility ID: 19400010
Status: Certified O&M - Land Use Restrictions Only
Status Date: 08/11/2009
Site Code: 300568
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

SANTA FE/MACY STREET (Continued) **S102564449**

Division Branch: Cleanup Chatsworth
Assembly: 51
Senate: 22
Special Program: Voluntary Cleanup Program
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05480
Longitude: -118.2281
APN: 5409-021-902, 5409021902
Past Use: MANUFACTURED GAS PLANT
Potential COC: Benzene TPH-diesel TPH-gas Polynuclear aromatic hydrocarbons (PAHs
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: 5409021902
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: *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: 04/21/2013
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: 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

SANTA FE/MACY STREET (Continued) **S102564449**

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: 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: 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.

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: 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: 03/21/2014
Comments: Not reported

SANTA FE/MACY STREET (Continued) **S102564449**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	*Land Use Restriction Monitoring Report
Completed Date:	11/25/2012
Comments:	Annual Inspection Report reviewed.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2018
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

Y117 **PIPER TECHNICAL CENTER** **HIST CORTESE** **S103664837**
NNE **555 RAMIREZ ST** **LUST** **N/A**
1/2-1 **LOS ANGELES, CA 90012** **VCP**
0.920 mi. **ENVIROSTOR**
4858 ft. **Site 1 of 4 in cluster Y**

Relative:
Higher

Actual:
280 ft.

HIST 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:	MB
Local Agency:	LOS ANGELES, CITY OF
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:

Contact:

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

PIPER TECHNICAL CENTER (Continued) **S103664837**

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

Status History:
Global Id: T0603700534
Status: Open - Case Begin Date
Status Date: 03/23/1993

Global Id: T0603700534
Status: Open - Site Assessment
Status Date: 03/23/1993

Regulatory Activities:
Global Id: T0603700534
Action Type: RESPONSE
Date: 01/12/2012
Action: Other Report / Document

Global Id: T0603700534
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700534
Action Type: ENFORCEMENT
Date: 08/31/2011
Action: Referral to Regional Board - #1

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

Global Id: T0603700534
Action Type: RESPONSE
Date: 03/03/2000
Action: Other Report / Document

Global Id: T0603700534
Action Type: Other

PIPER TECHNICAL CENTER (Continued) **S103664837**

Date: 01/01/1950
Action: Leak Stopped

Global Id: T0603700534
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700534
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700534
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

Global Id: T0603700534
Action Type: ENFORCEMENT
Date: 12/12/2011
Action: Staff Letter

Global Id: T0603700534
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0603700534
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Quarterly

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

PIPER TECHNICAL CENTER (Continued) **S103664837**

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

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 Cleanup Program
Project Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Site Code: 301054
Assembly: 51
Senate: 22
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

PIPER TECHNICAL CENTER (Continued) **S103664837**

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

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

ENVIROSTOR:
Facility ID: 19490244
Status: Active
Status Date: 01/19/2001
Site Code: 301054
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup

PIPER TECHNICAL CENTER (Continued) **S103664837**

Acres:	14
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Assembly:	51
Senate:	22
Special Program:	Voluntary Cleanup Program
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:	Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Not reported
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

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

PIPER TECHNICAL CENTER (Continued) **S103664837**

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

Y118 **SO CAL GAS/ALISO B MGP** **EDR MGP** **1008407704**
NNE **555 RAMIREZ STREET** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.920 mi.
4858 ft. **Site 2 of 4 in cluster Y**

Relative:
Higher

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.

119
SSE
1/2-1
0.926 mi.
4889 ft.

WESTERN ELECTROCHEMICAL COMPANY
2348 EAST 8TH STREET
LOS ANGELES, CA 90021

RESPONSE **S112205487**
ENVIROSTOR **N/A**

Relative:
Lower

Actual:
242 ft.

RESPONSE:

Facility ID:	60001827
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	0.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Pete Cooke
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301581
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	46
Senate:	22
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	11/25/2013
Restricted Use:	NO
Funding:	Orphan Funds
Latitude:	34.02932
Longitude:	-118.2307
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - CHEMICALS
Potential COC :	Perchlorate
Confirmed COC:	30017-NO
Potential Description:	AQUI, OTH, SED, SOIL
Alias Name:	WECCO
Alias Type:	Alternate Name
Alias Name:	301581
Alias Type:	Project Code (Site Code)
Alias Name:	60001827
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	State/Federal Funded Site Field Order
Completed Date:	05/13/2013
Comments:	completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	State/Federal Funded Site Contract
Completed Date:	02/21/2013
Comments:	completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date:	02/26/2013
Comments:	completed
Completed Area Name:	PROJECT WIDE

WESTERN ELECTROCHEMICAL COMPANY (Continued) **S112205487**

Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 04/18/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/01/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Work Plan
Completed Date: 05/31/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/25/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Work Plan
Completed Date: 05/31/2013
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:
Facility ID: 60001827
Status: No Further Action
Status Date: 11/25/2013
Site Code: 301581
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.4
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Pete Cooke
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 46
Senate: 22
Special Program: Not reported
Restricted Use: NO

WESTERN ELECTROCHEMICAL COMPANY (Continued) **S112205487**

Site Mgmt Req: NONE SPECIFIED
Funding: Orphan Funds
Latitude: 34.02932
Longitude: -118.2307
APN: NONE SPECIFIED
Past Use: MANUFACTURING - CHEMICALS
Potential COC: Perchlorate
Confirmed COC: 30017-NO
Potential Description: AQUI, OTH, SED, SOIL
Alias Name: WECCO
Alias Type: Alternate Name
Alias Name: 301581
Alias Type: Project Code (Site Code)
Alias Name: 60001827
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Field Order
Completed Date: 05/13/2013
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 02/21/2013
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 02/26/2013
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 04/18/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/01/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Work Plan
Completed Date: 05/31/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/25/2013
Comments: Not reported

WESTERN ELECTROCHEMICAL COMPANY (Continued) **S112205487**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Work Plan
Completed Date:	05/31/2013
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

Y120 **SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL** **VCP** **S102564460**
NNE **KELLER ST, VIGNES ST, AND 101 FREEWAY** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.928 mi.
4901 ft. **Site 3 of 4 in cluster Y**

Relative:
Higher

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 Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300456
Assembly:	53
Senate:	22
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

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

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
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.

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:	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

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

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.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Land Use Restriction
Schedule Due Date: 05/31/2014
Schedule Revised Date: 08/29/2014

ENVIROSTOR:
Facility ID: 19490235
Status: Active
Status Date: 10/02/2008
Site Code: 300456
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
Assembly: 53
Senate: 22
Special Program: Voluntary Cleanup Program
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: * UNSPECIFIED OIL CONTAINING WASTE Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas Toluene Xylenes Zinc
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

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

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
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.

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: 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

SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL (Continued) **S102564460**

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.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2015
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Land Use Restriction
Schedule Due Date:	05/31/2014
Schedule Revised Date:	08/29/2014

Y121 **ALISO/RAMIREZ ST.TOWNE GAS** **LA Co. Site Mitigation** **S103988355**
NNE **530 RAMIREZ ST** **VCP** **N/A**
1/2-1 **LOS ANGELES, CA 90013** **ENVIROSTOR**
0.928 mi.
4901 ft. **Site 4 of 4 in cluster Y**

Relative:
Higher

Actual:
280 ft.

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	SD0010907
Jurisdiction:	State
Case ID:	RO0000634
Abated:	Not reported
Assigned To:	Not reported
Entered Date:	05/11/2004

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 Cleanup Program
Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	301005
Assembly:	51
Senate:	22
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

ALISO/RAMIREZ ST.TOWNE GAS (Continued) **S103988355**

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: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2014
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:
Facility ID: 60001379
Status: Certified / Operation & Maintenance
Status Date: 02/19/2000
Site Code: 301005
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
Assembly: 51
Senate: 22
Special Program: Voluntary Cleanup Program
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: TPH-diesel TPH-MOTOR OIL
Confirmed COC: TPH-diesel TPH-MOTOR OIL
Potential Description: OTH
Alias Name: 301005

ALISO/RAMIREZ ST.TOWNE GAS (Continued) **S103988355**

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: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2015
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2014
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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122 MGR JEWELRY **EMI S106835553**
WNW 314 W SIXTH STREET **ENVIROSTOR N/A**
1/2-1 LOS ANGELES, CA 90014
0.976 mi.
5153 ft.

Relative: Higher

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
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:
Facility ID: 71003112
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO

MGR JEWELRY (Continued) **S106835553**

Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 22
Special Program: 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

123
WNW
1/2-1
0.982 mi.
5186 ft.

UNITED BUILDING ASSOCIATES **ENVIROSTOR** **S110494422**
707 S BROADWAY #411 **N/A**
LOS ANGELES, CA 90014

Relative:
Higher

Actual:
258 ft.

ENVIROSTOR:
Facility ID: 71003260
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
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

UNITED BUILDING ASSOCIATES (Continued) **S110494422**

Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: Not reported
Senate: Not reported
Special Program: 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: 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

Count: 20 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CISCO GROVE	U001560571	CISCO GROVE STATION	CISCO GROVE OFF-RAMP I-80	90014	HIST UST
CISCO GROVE	S101617159	CISCO GROVE STATION	CISCO GRV OFF-RAMP I	90014	CA FID UST, SWEEPS UST
EAST LOS ANGELES	S112879975	CALTRANS DISTRICT 7	ON WHITTIER BLVD UNDER LONG BE	90023	HAZNET
LOS ANGELES	S103441660	MOBIL STATION #10-KDQ	HWY 126		WMUDS/SWAT, HIST CORTESE
LOS ANGELES	1000985012	CALTRANS	RTE 134 BETWEEN 0.5 MI E OF	90012	RCRA-SQG
LOS ANGELES	1003879678	TULIP CORPORATION	2111 EAST 26TH ST.	90023	CERC-NFRAP
LOS ANGELES	S112973338	LITTLE TOKEO SHOPPING CENTER	333 & 353 S ALAMEDA ST	90021	HAZNET
LOS ANGELES	1004439415	BLIND CHILDREN'S CENTER	P.O BOX 29159		FINDS
LOS ANGELES	1010011892	WHITE MEMORIAL MEDICAL CENTER	1720 BROOKLYN	90033	FTTS
LOS ANGELES	1008192848	WHITE MEMORIAL MEDICAL CENTER	1720 BROOKLYN	90033	HIST FTTS
LOS ANGELES	1006805442	EAST LOS ANGELES FAMILY RESOURCE C	4701 E CESAR CHAVEZ BLVD		RCRA-SQG, FINDS, HAZNET
LOS ANGELES	1003878453	PUREX CORP TURCO PRODS	INDUSTRIAL ST	90021	CERC-NFRAP
LOS ANGELES	1001115432	ALAMEDA CORRIDOR TRANS AUTHORITY	SEGMENT 1 ALAMEDA CORRIDOR	90012	RCRA-SQG, HAZNET
LOS ANGELES	S112866214	CALTRANS DISTRICT 7	555 W TEMPLE ST & HWY 1	90012	HAZNET
LOS ANGELES	1014678462	PARKER CENTER	UNKNOWN		FINDS
LOS ANGELES	1014676781	CEDARS-SINAI MEDICAL CENTER	UNKNOWN		FINDS
LOS ANGELES	1014675696	CALTRANS DISTRICT 7	UNKNOWN		FINDS
LOS ANGELES	1014675099	METROPOLITAN WATER DISTRICT	UNKNOWN		FINDS
LOS ANGELES	1014675021	DREW MEDICAL CENTER	UNKNOWN		FINDS
LOS ANGELES	1014674422	BEVERLY CENTER	UNKNOWN		FINDS

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: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 04/08/2014
Next Scheduled EDR Contact: 07/21/2014
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: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 04/08/2014
Next Scheduled EDR Contact: 07/21/2014
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: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 04/08/2014
Next Scheduled EDR Contact: 07/21/2014
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: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 02/28/2014
Next Scheduled EDR Contact: 06/09/2014
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: 05/31/2013
Date Data Arrived at EDR: 07/08/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 151

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 04/11/2014
Next Scheduled EDR Contact: 07/21/2014
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: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 02/28/2014
Next Scheduled EDR Contact: 06/09/2014
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: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/13/2014
Next Scheduled EDR Contact: 07/14/2014
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: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/13/2014
Next Scheduled EDR Contact: 07/14/2014
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: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/13/2014
Next Scheduled EDR Contact: 07/14/2014
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: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/13/2014
Next Scheduled EDR Contact: 07/14/2014
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: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/13/2014
Next Scheduled EDR Contact: 07/14/2014
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: 12/17/2013
Date Data Arrived at EDR: 01/14/2014
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 12/17/2013
Date Data Arrived at EDR: 01/14/2014
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 02/26/2014
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 55

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
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: 09/30/2013
Date Data Arrived at EDR: 10/01/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 66

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 04/04/2014
Next Scheduled EDR Contact: 07/14/2014
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: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/06/2014
Next Scheduled EDR Contact: 08/18/2014
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: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/06/2014
Next Scheduled EDR Contact: 08/18/2014
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: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

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 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 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: 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 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 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 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 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

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: 05/01/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 12

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 05/01/2014
Next Scheduled EDR Contact: 06/30/2014
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 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

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: 05/01/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 12

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 05/01/2014
Next Scheduled EDR Contact: 06/30/2014
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 R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 29

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Quarterly

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: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 02/20/2014
Date Data Arrived at EDR: 02/21/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 62

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

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: 02/21/2014
Next Scheduled EDR Contact: 05/12/2014
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: 11/21/2013
Date Data Arrived at EDR: 11/26/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

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: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/02/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 02/13/2014
Date Data Arrived at EDR: 02/14/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 10

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

State and tribal registered storage tank lists

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/17/2014
Date Data Arrived at EDR: 03/19/2014
Date Made Active in Reports: 04/25/2014
Number of Days to Update: 37

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 03/19/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

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: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 04/07/2014
Next Scheduled EDR Contact: 07/21/2014
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: 02/20/2014
Date Data Arrived at EDR: 02/21/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 62

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 01/29/2014
Date Data Arrived at EDR: 01/29/2014
Date Made Active in Reports: 03/12/2014
Number of Days to Update: 42

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/27/2014
Next Scheduled EDR Contact: 05/12/2014
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: 02/13/2014
Date Data Arrived at EDR: 02/14/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 10

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 11/21/2013
Date Data Arrived at EDR: 11/26/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
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: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 01/27/2014
Number of Days to Update: 271

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/02/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

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: 07/29/2013
Date Data Arrived at EDR: 08/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 92

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 07/29/2013
Date Data Arrived at EDR: 07/30/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 129

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 02/05/2013
Date Data Arrived at EDR: 02/06/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 65

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Quarterly

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: 04/15/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

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: 09/17/2013
Date Data Arrived at EDR: 10/01/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 66

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 04/01/2014
Next Scheduled EDR Contact: 07/14/2014
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: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/06/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Quarterly

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

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: 03/20/2014
Date Data Arrived at EDR: 03/20/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 20

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/20/2014
Next Scheduled EDR Contact: 07/07/2014
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: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 05/07/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/17/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/18/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 02/20/2014
Date Made Active in Reports: 03/27/2014
Number of Days to Update: 35
Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
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: 05/02/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 12/04/2013
Date Data Arrived at EDR: 12/10/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 65

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/04/2014
Next Scheduled EDR Contact: 06/16/2014
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: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/06/2014
Next Scheduled EDR Contact: 08/18/2014
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: 12/31/2013
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 04/10/2014
Next Scheduled EDR Contact: 07/28/2014
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: 03/04/2014
Next Scheduled EDR Contact: 06/16/2014
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: 03/03/2014
Next Scheduled EDR Contact: 06/16/2014
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: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 03/10/2014
Date Data Arrived at EDR: 03/11/2014
Date Made Active in Reports: 04/10/2014
Number of Days to Update: 30

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 03/11/2014
Next Scheduled EDR Contact: 06/23/2014
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: 12/31/2013
Date Data Arrived at EDR: 01/03/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 52

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 04/01/2014
Next Scheduled EDR Contact: 07/14/2014
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: 02/04/2014
Date Data Arrived at EDR: 04/29/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 10

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/29/2014
Next Scheduled EDR Contact: 08/11/2014
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: 05/01/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 12

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 05/01/2014
Next Scheduled EDR Contact: 06/30/2014
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: 05/01/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 12

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 05/01/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: 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: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/13/2014
Next Scheduled EDR Contact: 07/14/2014
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: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/06/2014
Next Scheduled EDR Contact: 08/18/2014
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: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
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: 12/31/2012
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 55

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/27/2014
Next Scheduled EDR Contact: 07/14/2014
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: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 03/11/2014
Next Scheduled EDR Contact: 06/23/2014
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: 02/25/2014
Next Scheduled EDR Contact: 06/09/2014
Data Release Frequency: Varies

US 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: 08/01/2013
Date Data Arrived at EDR: 09/05/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 28

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 03/05/2014
Next Scheduled EDR Contact: 06/16/2014
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: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/26/2014
Next Scheduled EDR Contact: 06/09/2014
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: 03/28/2014
Next Scheduled EDR Contact: 07/07/2014
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: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
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: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
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: 04/29/2014
Next Scheduled EDR Contact: 08/11/2014
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: 10/09/2014
Next Scheduled EDR Contact: 07/21/2014
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: 06/01/2013
Date Data Arrived at EDR: 07/17/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 107

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
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: 07/22/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 01/09/2014
Date Data Arrived at EDR: 01/10/2014
Date Made Active in Reports: 03/12/2014
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 04/09/2014
Next Scheduled EDR Contact: 07/21/2014
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: 11/18/2013
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 03/12/2014
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 03/14/2014
Next Scheduled EDR Contact: 06/23/2014
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

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/01/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

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: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 02/28/2014
Next Scheduled EDR Contact: 06/09/2014
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: 02/17/2014
Date Data Arrived at EDR: 02/18/2014
Date Made Active in Reports: 03/27/2014
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 01/15/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 03/18/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Varies

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: 03/31/2014
Date Data Arrived at EDR: 04/02/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 27
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 04/01/2014
Next Scheduled EDR Contact: 07/14/2014
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: 04/07/2014
Next Scheduled EDR Contact: 07/07/2014
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: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/16/2013
Number of Days to Update: 35
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
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: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 19

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 12/31/2012
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 41

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
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: 12/31/2012
Date Data Arrived at EDR: 03/25/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 34

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/25/2014
Next Scheduled EDR Contact: 07/07/2014
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: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
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: 04/21/2014
Next Scheduled EDR Contact: 08/04/2014
Data Release Frequency: Varies

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: 04/14/2014
Date Data Arrived at EDR: 04/15/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 9

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/15/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: Quarterly

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30
Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Annually

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: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 41
Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
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: 03/11/2014
Next Scheduled EDR Contact: 06/23/2014
Data Release Frequency: Varies

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: 06/30/2013
Date Data Arrived at EDR: 08/13/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 31
Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

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: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2
Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 8
Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

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: 05/02/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/17/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 03/18/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Quarterly

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: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
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: 02/24/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 21
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/25/2014
Next Scheduled EDR Contact: 06/09/2014
Data Release Frequency: Quarterly

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30
Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Annually

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: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 04/04/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Quarterly

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 01/29/2013
Date Data Arrived at EDR: 02/14/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 04/04/2014
Next Scheduled EDR Contact: 07/21/2014
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: 02/21/2014
Date Data Arrived at EDR: 03/12/2014
Date Made Active in Reports: 04/14/2014
Number of Days to Update: 33

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: Varies

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: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: N/A

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: 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 US Hist Auto Stat: EDR Exclusive 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

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 US Hist Cleaners: EDR Exclusive 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

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 US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

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: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

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: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
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: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 15

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/12/2014
Number of Days to Update: 18

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List
Cupa Facility List

Date of Government Version: 03/24/2014
Date Data Arrived at EDR: 03/24/2014
Date Made Active in Reports: 04/30/2014
Number of Days to Update: 37

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 03/24/2014
Next Scheduled EDR Contact: 06/23/2014
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing
Cupa facility list.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 20

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 04/10/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 04/03/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 26

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 12/05/2013
Date Data Arrived at EDR: 12/05/2013
Date Made Active in Reports: 01/27/2014
Number of Days to Update: 53

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/24/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 21

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 05/05/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 7

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 05/05/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 02/20/2014
Date Data Arrived at EDR: 02/21/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 27

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 05/05/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/15/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 16

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 04/14/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/20/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 38

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 13

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

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: 05/12/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 21

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 19

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/21/2014
Next Scheduled EDR Contact: 08/04/2014
Data Release Frequency: Varies

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: 03/24/2014
Next Scheduled EDR Contact: 07/07/2014
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 12/06/2013
Date Data Arrived at EDR: 01/28/2014
Date Made Active in Reports: 03/17/2014
Number of Days to Update: 48
Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/02/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/21/2014
Date Data Arrived at EDR: 04/22/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 27
Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/04/2014
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: 04/17/2014
Next Scheduled EDR Contact: 08/04/2014
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/17/2014
Next Scheduled EDR Contact: 08/04/2014
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 04/23/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 27
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/21/2014
Next Scheduled EDR Contact: 08/04/2014
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: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 04/14/2014
Number of Days to Update: 46
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/13/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 32
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/14/2014
Next Scheduled EDR Contact: 07/28/2014
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 03/26/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 33

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/02/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 01/03/2014
Date Data Arrived at EDR: 01/09/2014
Date Made Active in Reports: 02/12/2014
Number of Days to Update: 34

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 04/07/2014
Next Scheduled EDR Contact: 07/21/2014
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/10/2014
Date Data Arrived at EDR: 03/11/2014
Date Made Active in Reports: 04/10/2014
Number of Days to Update: 30

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/04/2014
Date Made Active in Reports: 04/01/2014
Number of Days to Update: 28

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 03/03/2014
Next Scheduled EDR Contact: 06/16/2014
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 03/18/2014
Date Data Arrived at EDR: 03/20/2014
Date Made Active in Reports: 04/25/2014
Number of Days to Update: 36

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

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: 03/03/2014
Next Scheduled EDR Contact: 06/06/2014
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: 03/03/2014
Next Scheduled EDR Contact: 06/16/2014
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/04/2013
Number of Days to Update: 27
Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 05/13/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 7
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2014
Next Scheduled EDR Contact: 08/28/2014
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/03/2014
Date Data Arrived at EDR: 02/13/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 33
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/21/2014
Number of Days to Update: 7
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 03/10/2014
Date Data Arrived at EDR: 03/11/2014
Date Made Active in Reports: 04/10/2014
Number of Days to Update: 30
Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 04/15/2014
Date Data Arrived at EDR: 04/17/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 7
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/02/2014
Next Scheduled EDR Contact: 07/07/2014
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/15/2014
Date Data Arrived at EDR: 04/17/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 22
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/24/2014
Next Scheduled EDR Contact: 07/07/2014
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: 02/06/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 21
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2014
Next Scheduled EDR Contact: 07/21/2014
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: 02/06/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 21
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 04/04/2014
Next Scheduled EDR Contact: 07/21/2014
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: 03/18/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 04/25/2014
Number of Days to Update: 35

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 05/12/2014
Next Scheduled EDR Contact: 08/25/2014
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: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2013
Date Data Arrived at EDR: 11/19/2013
Date Made Active in Reports: 12/31/2013
Number of Days to Update: 42

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 03/10/2014
Next Scheduled EDR Contact: 06/23/2014
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: 05/09/2014
Next Scheduled EDR Contact: 08/25/2014
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: 05/09/2014
Next Scheduled EDR Contact: 08/25/2014
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: 04/10/2014
Date Data Arrived at EDR: 04/11/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 18
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 04/07/2014
Next Scheduled EDR Contact: 07/07/2014
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 02/24/2014
Date Data Arrived at EDR: 02/26/2014
Date Made Active in Reports: 03/26/2014
Number of Days to Update: 28
Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 04/03/2014
Date Data Arrived at EDR: 04/04/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 27
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/17/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/17/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/17/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 03/04/2014
Date Data Arrived at EDR: 03/06/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 14
Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 03/03/2014
Next Scheduled EDR Contact: 06/16/2014
Data Release Frequency: Varies

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: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 03/03/2014
Next Scheduled EDR Contact: 06/16/2014
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 02/07/2014
Date Data Arrived at EDR: 02/11/2014
Date Made Active in Reports: 03/17/2014
Number of Days to Update: 34
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/12/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List
CUPA facility listing.

Date of Government Version: 02/24/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 23
Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 03/17/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37
Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 04/25/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 27

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/17/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 03/25/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 05/05/2014
Number of Days to Update: 34

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 03/17/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/02/2014
Date Made Active in Reports: 02/11/2014
Number of Days to Update: 40

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 04/03/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 25

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/31/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 03/24/2014
Date Data Arrived at EDR: 03/24/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 35

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 03/24/2014
Next Scheduled EDR Contact: 06/23/2014
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 01/27/2014
Date Data Arrived at EDR: 01/28/2014
Date Made Active in Reports: 03/17/2014
Number of Days to Update: 48

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Varies

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: 04/28/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/27/2014
Number of Days to Update: 7

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
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: 04/04/2014
Next Scheduled EDR Contact: 07/21/2014
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: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
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: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 19

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 08/11/2014
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: 03/06/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 38

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/17/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 05/05/2014
Number of Days to Update: 27

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/24/2014
Next Scheduled EDR Contact: 07/07/2014
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 02/11/2014
Date Data Arrived at EDR: 02/13/2014
Date Made Active in Reports: 03/17/2014
Number of Days to Update: 32

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Varies

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: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/23/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 04/18/2014
Next Scheduled EDR Contact: 07/28/2014
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: 02/28/2014
Date Data Arrived at EDR: 03/12/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/07/2014
Next Scheduled EDR Contact: 08/18/2014
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/21/2014
Next Scheduled EDR Contact: 08/04/2014
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/05/2013
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 08/09/2013
Date Made Active in Reports: 09/27/2013
Number of Days to Update: 49

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 03/17/2014
Next Scheduled EDR Contact: 06/30/2014
Data Release Frequency: Annually

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, 2005 and 2010 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

THE ARTS DISTRICT CENTER
459 COLYTON STREET
LOS ANGELES, CA 90013

TARGET PROPERTY COORDINATES

Latitude (North):	34.0419 - 34° 2' 30.84''
Longitude (West):	118.2368 - 118° 14' 12.48''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	385834.4
UTM Y (Meters):	3767297.0
Elevation:	258 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).

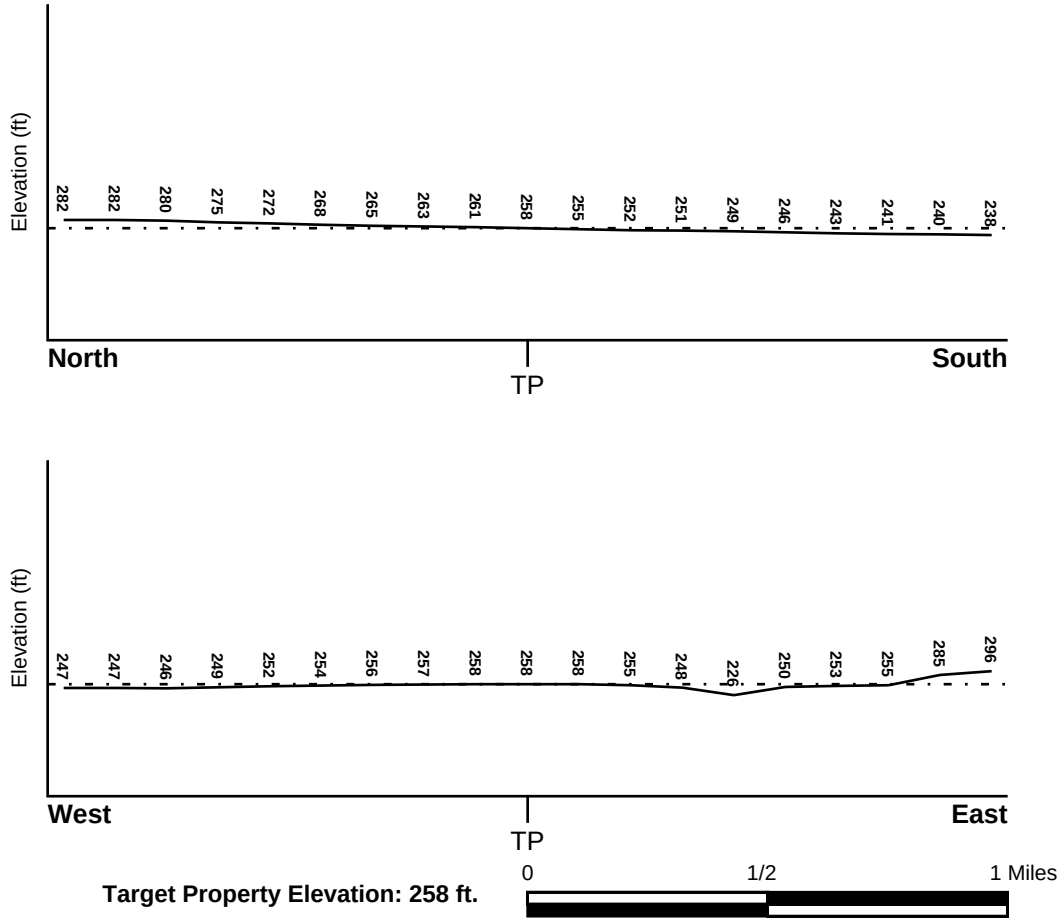
TOPOGRAPHIC INFORMATION

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: 258 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 WNW
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
2	1/2 - 1 Mile East	SW

For additional site information, refer to Physical Setting Source Map Findings.

* ©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	CA2210927	1/2 - 1 Mile North

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

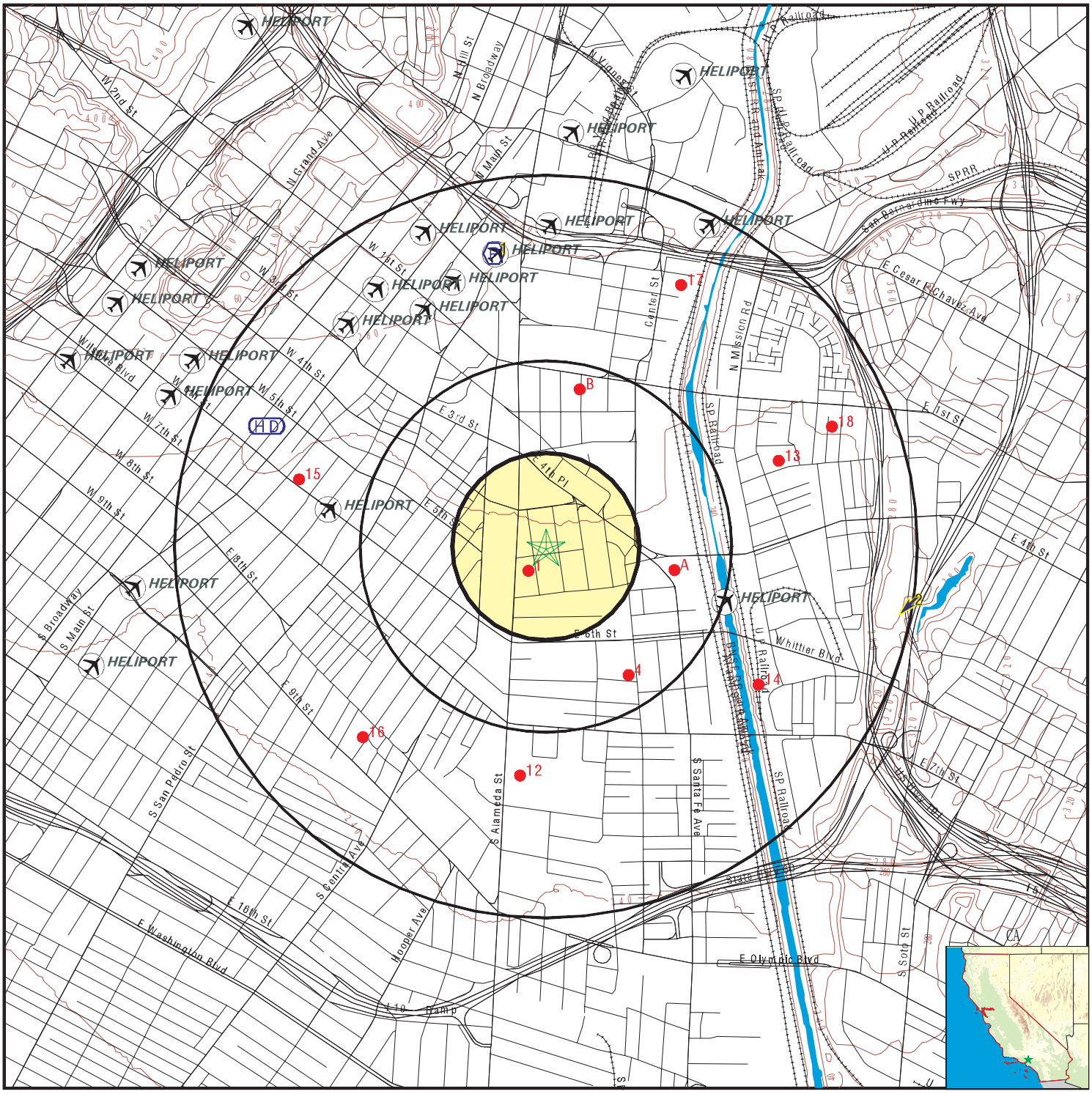
MAP ID	WELL ID	LOCATION FROM TP
1	CAOG9A000031605	0 - 1/8 Mile SW
A2	CAOG9A000031608	1/4 - 1/2 Mile East
A3	CAOG9A000031607	1/4 - 1/2 Mile East
4	CAOG9A000031550	1/4 - 1/2 Mile SSE
B5	CAOG9A000031665	1/4 - 1/2 Mile North
B6	CAOG9A000031666	1/4 - 1/2 Mile North
B7	CAOG9A000031668	1/4 - 1/2 Mile North
B8	CAOG9A000031669	1/4 - 1/2 Mile North
B9	CAOG9A000031670	1/4 - 1/2 Mile North
B10	CAOG9A000031667	1/4 - 1/2 Mile NNE
B11	CAOG9A000031673	1/4 - 1/2 Mile NNE
12	CAOG9A000031451	1/2 - 1 Mile South
13	CAOG9A000031623	1/2 - 1 Mile ENE
14	CAOG9A000031516	1/2 - 1 Mile ESE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
15	CAOG9A000031620	1/2 - 1 Mile WNW
16	CAOG9A000031495	1/2 - 1 Mile SW
17	CAOG9A000031825	1/2 - 1 Mile NNE
18	CAOG9A000031641	1/2 - 1 Mile ENE

PHYSICAL SETTING SOURCE MAP - 3956010.2s



0 1/4 1/2 1 Miles

- 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
- 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:	The Arts District Center	CLIENT:	GeoDesign Inc.
ADDRESS:	459 Colyton Street Los Angeles CA 90013	CONTACT:	Jeremy Zimber
LAT/LONG:	34.0419 / 118.2368	INQUIRY #:	3956010.2s
		DATE:	May 28, 2014 4:17 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
North
1/2 - 1 Mile
Higher | **FRDS PWS** | **CA2210927**

Pwsid:	CA2210927	Epa region:	09
State:	CA	County:	Not Reported
Pws name:	Yosemite Bug Hostel		
Population Served:	120	Pwssvcconn:	49
PWS Source:	Groundwater		
Pws type:	TNCWS		
Status:	Active	Owner type:	Private
Facility id:	1		
Facility name:	WELL 01 - RAW		
Facility type:	Well	Treatment process:	hypochlorination, post
Treatment objective:	disinfection		
Contact name:	Douglas Shaw		
Original name:	Yosemite Bug Hostel		
Contact phone:	2099666666	Contact address1:	P.O. Box 81
Contact address2:	Not Reported		
Contact city:	Midpines		
Contact zip:	95345		

Facility id:	2		
Facility name:	TREATED WELL 01 - HYPOCL		
Facility type:	Treatment_plant	Treatment process:	hypochlorination, post
Treatment objective:	disinfection		

Facility id:	CA2210927001		
Facility name:	WELL 01 - RAW		
Facility type:	Well	Treatment process:	hypochlorination, post
Treatment objective:	disinfection		

Facility id:	CA2210927002		
Facility name:	TREATED WELL 01 - HYPOCL		
Facility type:	Treatment_plant	Treatment process:	hypochlorination, post
Treatment objective:	disinfection		

PWS ID:	CA2210927		
Date Initiated:	9205	Date Deactivated:	Not Reported
PWS Name:	WHISPERING PINES RECOVERY CENTER LOS ANGELES, CA 90053		

Addressee / Facility:	Not Reported		
Facility Latitude:	34 03 12	Facility Longitude:	118 14 18
City Served:	NC NEVADA FALLS		
Treatment Class	Not Reported	Population:	Not Reported

Violations information not reported.

ENFORCEMENT INFORMATION:

Truedate:	03/31/2009	Pwsid:	CA2210927
Pwsname:	Yosemite Bug Hostel		
Retpopsrvd:	120	Pwstypecod:	NC
Vioid:	0711001	Contaminant:	NITRATE
Viol. Type:	3		
Complperbe:	1/1/2007 0:00:00		
Complperen:	12/31/2007 0:00:00	Enfdate:	4/7/2008 0:00:00
Enf action:	State Compliance Achieved		
Violmeasur:	Not Reported		

Truedate:	03/31/2009	Pwsid:	CA2210927
Pwsname:	Yosemite Bug Hostel		
Retpopsrvd:	120	Pwstypecod:	NC
Vioid:	0711001	Contaminant:	NITRATE
Viol. Type:	3		
Complperbe:	1/1/2007 0:00:00		
Complperen:	12/31/2007 0:00:00	Enfdate:	4/7/2008 0:00:00
Enf action:	State AO (w/o Penalty) Issued		
Violmeasur:	Not Reported		

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

System Name:	Yosemite Bug Hostel		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	7/1/1993 0:00:00 - 12/31/2025 0:00:00		
Violation ID:	95V0001		
Enforcement Date:	No Enf Action as of	Enf. Action:	10/17/2006 0:00:00

System Name:	Yosemite Bug Hostel		
Violation Type:	Initial Tap Sampling for Pb and Cu		
Contaminant:	LEAD & COPPER RULE		
Compliance Period:	7/1/1993 0:00:00 - 12/31/2025 0:00:00		
Violation ID:	95V0001		
Enforcement Date:	4/12/2007 0:00:00	Enf. Action:	Not Reported

System Name:	YOSEMITE BUG HOSTEL		
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

CONTACT INFORMATION:

Name:	Yosemite Bug Hostel	Population:	120
Contact:	Douglas Shaw	Phone:	Not Reported
Address:	P.O. Box 81		
Address 2:	Midpines		
	CA, 95 20996		

2
East
1/2 - 1 Mile
Higher

Site ID:	900330161
Groundwater Flow:	SW
Shallow Water Depth:	25
Deep Water Depth:	25
Average Water Depth:	Not Reported
Date:	09/19/1996

AQUIFLOW **38082**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
SW
0 - 1/8 Mile

OIL_GAS **CAOG9A000031605**

Districtnu:	1	Apinumber:	03705161
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.040952		
Glong:	-118.237619		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	L.A. River Fee	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031605

A2
East
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000031608**

Districtnu:	1	Apinumber:	03720645
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chalmers-Santa Fe LLC		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	252.388
Locationde:	Not Reported		
Glat:	34.040995		
Glong:	-118.230781		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	SFRR Unit	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031608

A3
East
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000031607**

Districtnu:	1	Apinumber:	03720432
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chalmers-Santa Fe LLC		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	258.076
Locationde:	Not Reported		
Glat:	34.040968		
Glong:	-118.230755		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	SFRR Unit	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031607

4
SSE **OIL_GAS** **CAOG9A000031550**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03720600
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Phillips Petroleum Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.036878		
Glong:	-118.232917		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Signal-Standard-Exley	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031550

B5
North **OIL_GAS** **CAOG9A000031665**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03721078
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	267.342
Locationde:	Not Reported		
Glat:	34.047949		
Glong:	-118.235448		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031665

B6
North
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000031666**

Districtnu:	1	Apinumber:	03720787
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	265.973
Locationde:	Not Reported		
Glat:	34.047964		
Glong:	-118.23545		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031666

B7
North
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000031668**

Districtnu:	1	Apinumber:	03720722
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	272.177
Locationde:	Not Reported		
Glat:	34.048		
Glong:	-118.235446		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031668

B8
North
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000031669**

Districtnu:	1	Apinumber:	03720640
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	265.619
Locationde:	Not Reported		
Glat:	34.048031		
Glong:	-118.235447		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031669

B9
North
1/4 - 1/2 Mile

OIL_GAS **CAOG9A000031670**

Districtnu:	1	Apinumber:	03720646
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	267.797
Locationde:	Not Reported		
Glat:	34.048068		
Glong:	-118.235443		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	4-A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031670

B10
NNE **OIL_GAS** **CAOG9A000031667**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03720207
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	268.753
Locationde:	Not Reported		
Glat:	34.047975		
Glong:	-118.23487		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	1-C
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031667

B11
NNE **OIL_GAS** **CAOG9A000031673**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03720537
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	St. James Oil Corp.		
Countyname:	Los Angeles	Fieldname:	Union Station (ABD)
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.048295		
Glong:	-118.234397		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	POG	Site id:	CAOG9A000031673

12
South **OIL_GAS** **CAOG9A000031451**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705996
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.032952		
Glong:	-118.238012		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Southern Pacific 57	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031451

13
ENE **OIL_GAS** **CAOG9A000031623**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706327
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Industrial Royalties Co.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.045252		
Glong:	-118.225874		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Core Hole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031623

14
ESE **OIL_GAS** **CAOG9A000031516**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03705160
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Atlantic Richfield Company		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.036503		
Glong:	-118.226822		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	L.A. River Community	Wellnumber:	1-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031516

15
WNW **OIL_GAS** **CAOG9A000031620**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03720494
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	33		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.044523		
Glong:	-118.248386		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Greyhound Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031620

16
SW **OIL_GAS** **CAOG9A000031495**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03706324
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	33		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.034451		
Glong:	-118.245392		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Kohler Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031495

17
NNE **OIL_GAS** **CAOG9A000031825**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03725060
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Rapid Transit Dist.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	27		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.05212		
Glong:	-118.230459		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Metrorail Unknown	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031825

18
ENE **OIL_GAS** **CAOG9A000031641**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03700508
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.		
Countyname:	Los Angeles	Fieldname:	Any Field
Areaname:	Any Area		
Section:	34		
Township:	01S	Range:	13W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Glat:	34.046586		
Glong:	-118.223378		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Dept. Of Recreation/Parks Core	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	30-DEC-99
Welldeptha:	Not Reported	Redrillfoo:	Not Reported
Abandonedd:	/ /	Completion:	/ /
Gissymbol:	PDH	Site id:	CAOG9A000031641

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90013	4	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, 2005 and 2010 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 Public Health
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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APPENDIX C



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1923

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:17 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1923



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1928

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:23 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1928



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1938

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:25 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1938



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1948

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:32 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1948



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1952

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:34 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1952



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

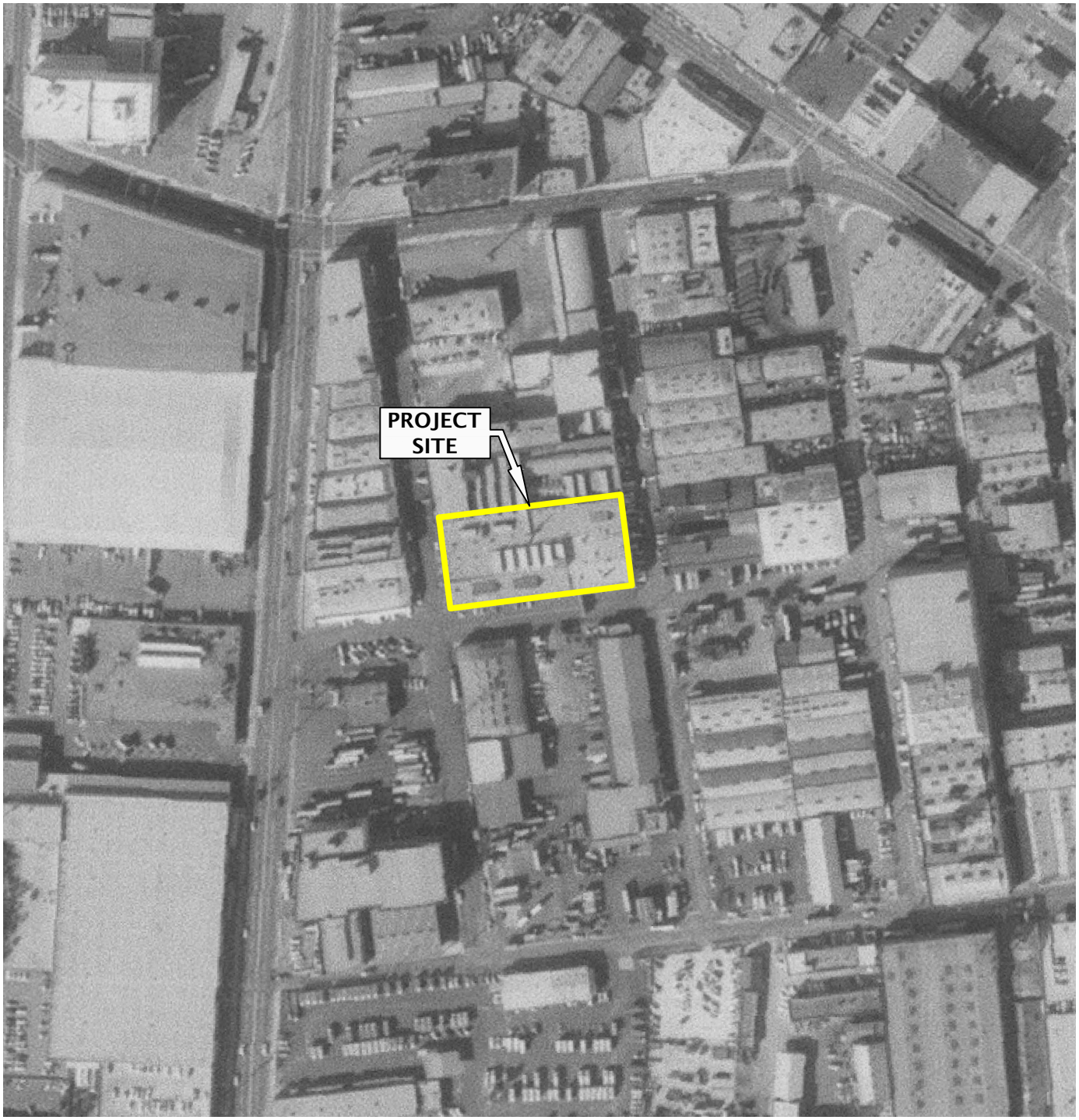
ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1964

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:38 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1964



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1972

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:43 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1972



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
1981

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:44 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1981



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC 2121 S Towne Centre Place - Suite 130 Anaheim CA 92806 Off 714.634.3701 Fax 714.634.3711	ADD-1-02	**HISTORICAL AERIAL PHOTOGRAPH** **1989**
	JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:46 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1989



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC 2121 S Towne Centre Place - Suite 130 Anaheim CA 92806 Off 714.634.3701 Fax 714.634.3711	ADD-1-02	**HISTORICAL AERIAL PHOTOGRAPH** **1994**
	JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:51 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 1994



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC 2121 S Towne Centre Place - Suite 130 Anaheim CA 92806 Off 714.634.3701 Fax 714.634.3711	ADD-1-02	**HISTORICAL AERIAL PHOTOGRAPH** **2005**
	JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:57 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 2005



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

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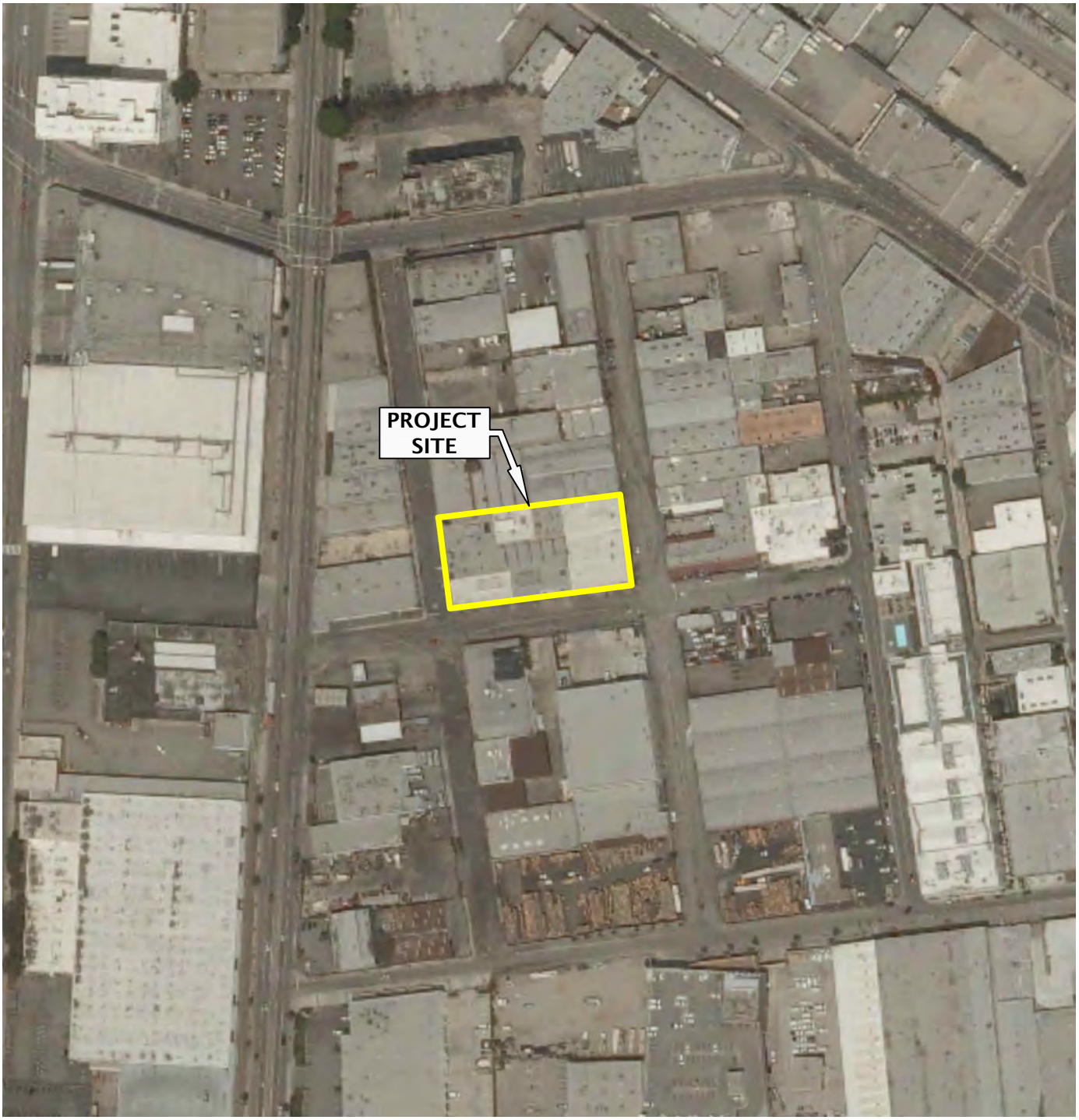
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02	**HISTORICAL AERIAL PHOTOGRAPH 2009**
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:58 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 2009



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
2011

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:59 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 2011



PROJECT SITE BOUNDARIES ARE APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02

JUNE 2014

HISTORICAL AERIAL PHOTOGRAPH
2012

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/25/2014 2:08:59 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HA01.dwg | Layout: 2012

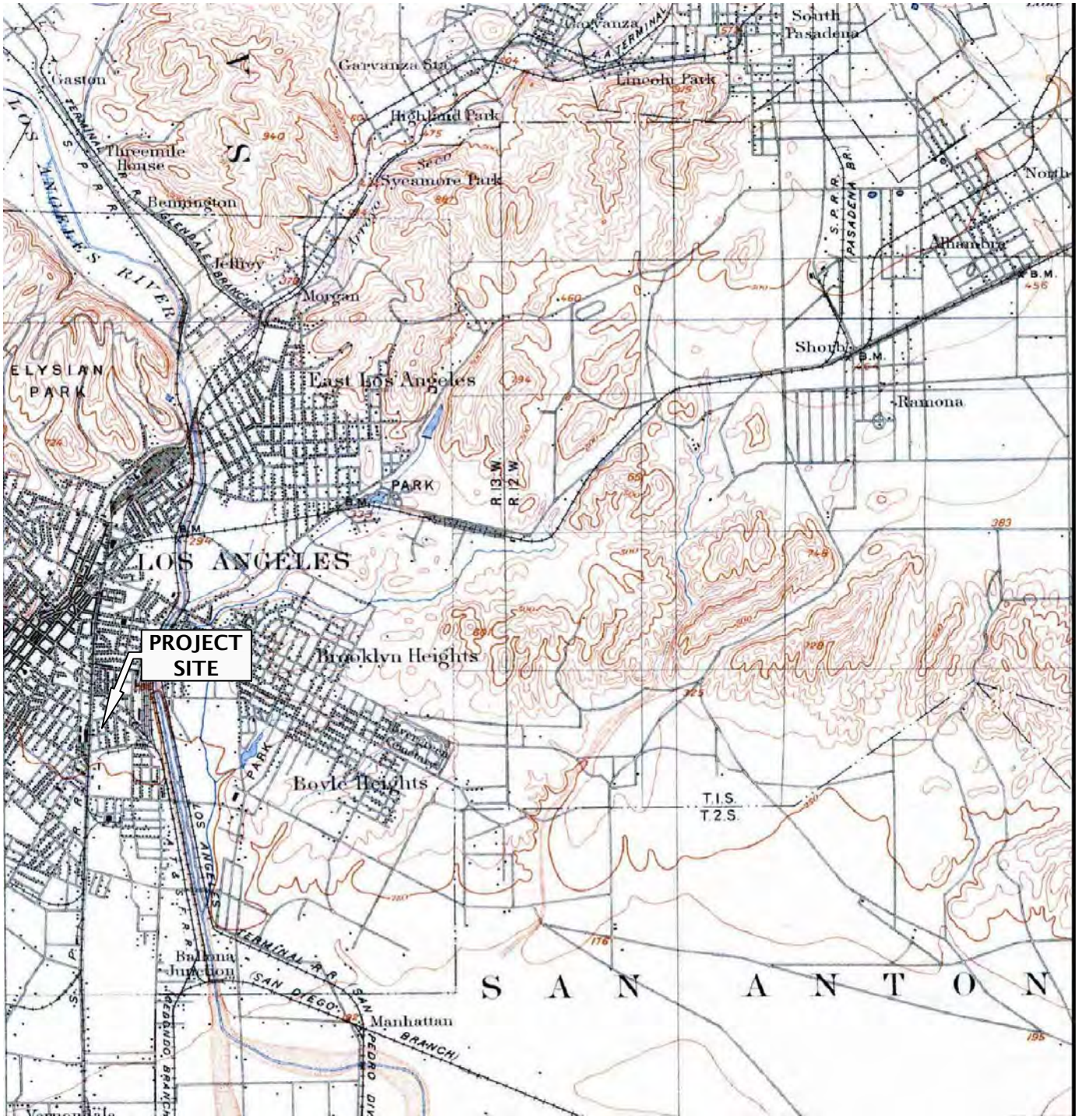


PROJECT SITE LOCATION IS APPROXIMATE.

N

GEODESIGN INC 2121 S Towne Centre Place - Suite 130 Anaheim CA 92806 Off 714.634.3701 Fax 714.634.3711	ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP** **1896**
	JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:01 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1896

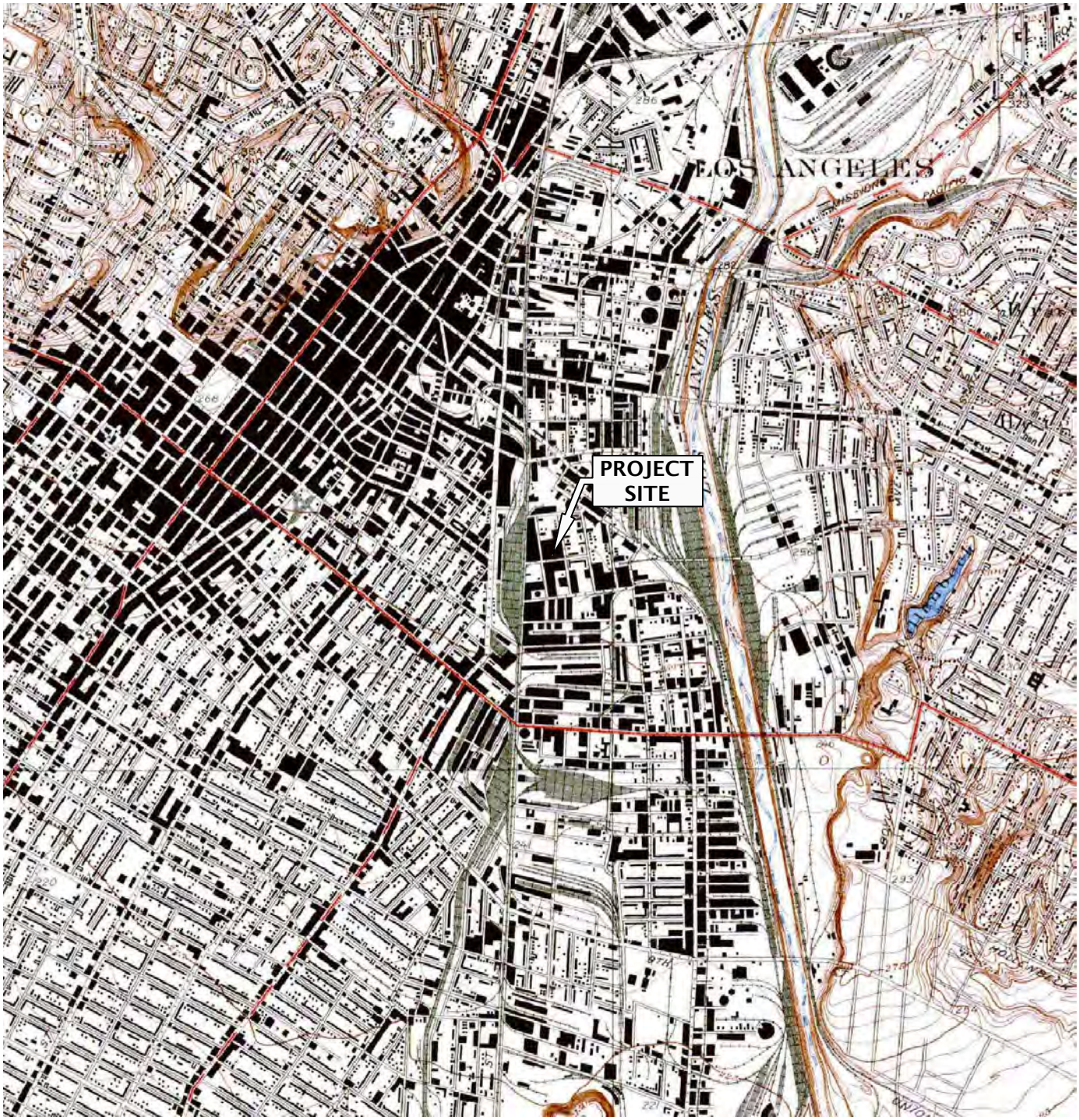


PROJECT SITE LOCATION IS APPROXIMATE.

N

GEODESIGN INC 2121 S Towne Centre Place - Suite 130 Anaheim CA 92806 Off 714.634.3701 Fax 714.634.3711	ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP 1900**
	JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:02 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1900



PROJECT SITE LOCATION IS APPROXIMATE.

N

GEODESIGN INC
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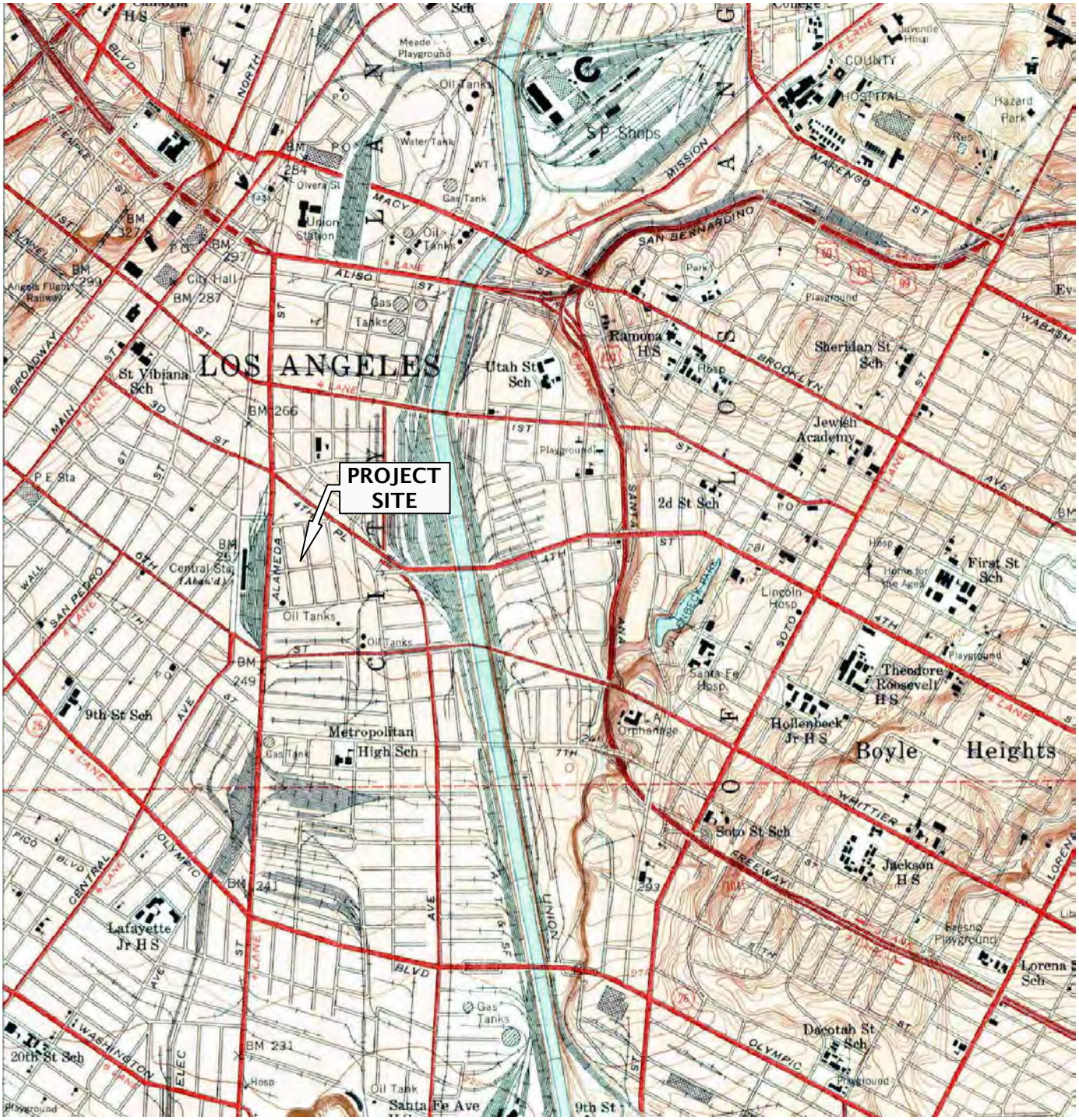
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP 1928**
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

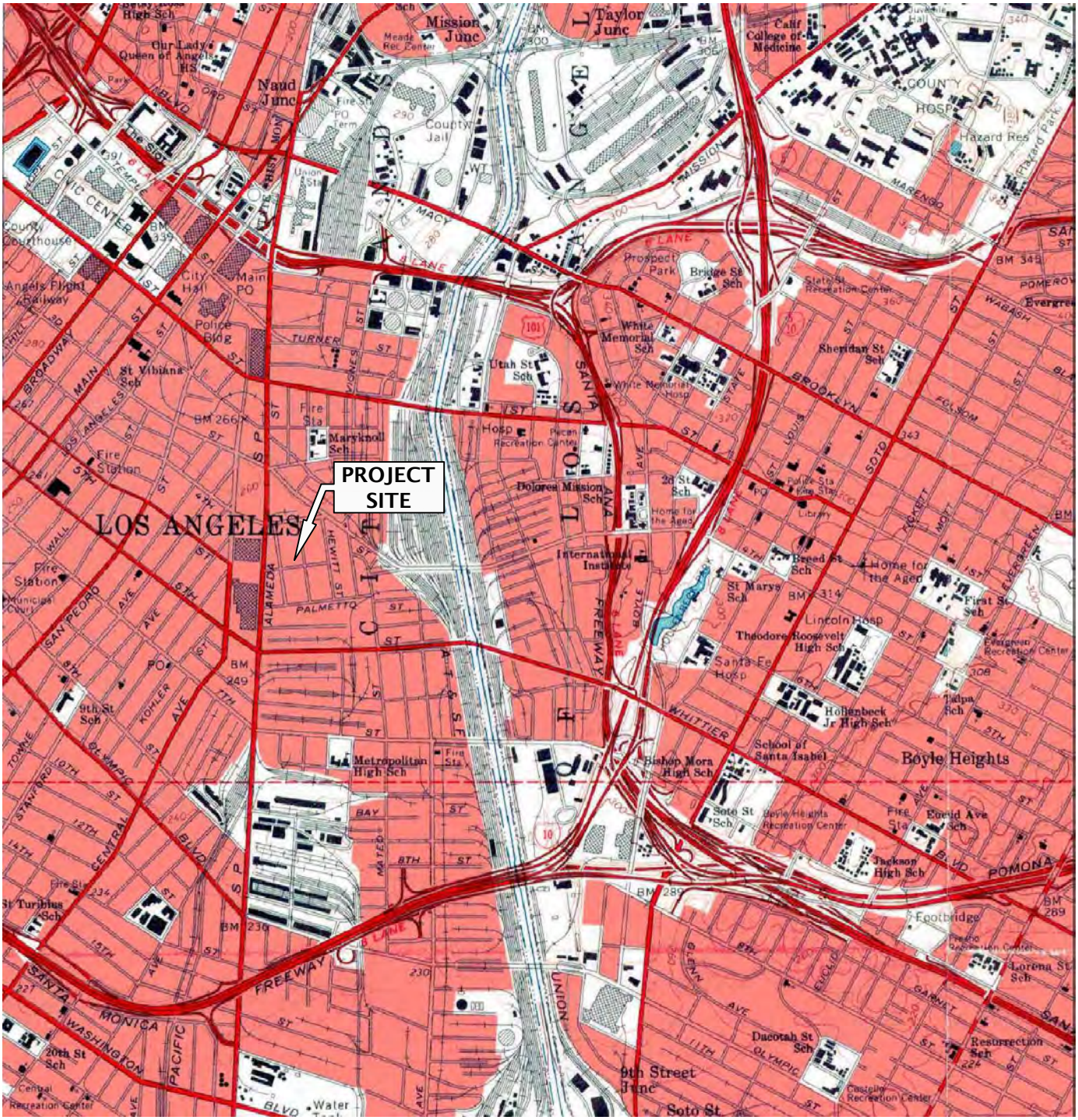
Printed By: mmiller | Print Date: 6/4/2014 5:13:02 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1928



PROJECT SITE LOCATION IS APPROXIMATE.

GeoDesign Inc 2121 S Towne Centre Place - Suite 130 Anaheim CA 92806 Off 714.634.3701 Fax 714.634.3711	ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP** **1953**
	JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:03 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1953



PROJECT SITE LOCATION IS APPROXIMATE.

N

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

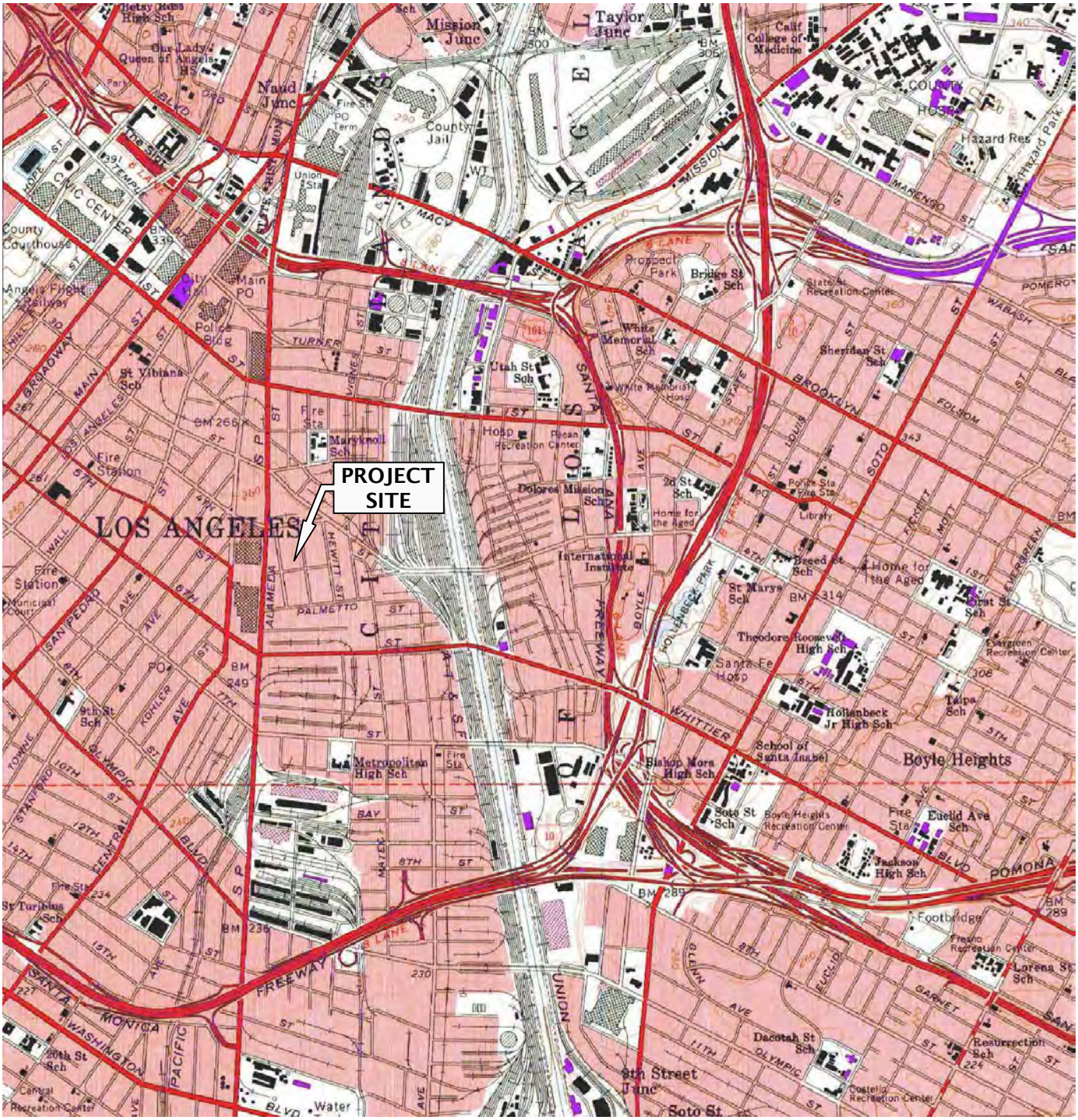
ADD-1-02

JUNE 2014

HISTORICAL TOPOGRAPHIC MAP
1966

THE ART DISTRICT CENTER
LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:03 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1966

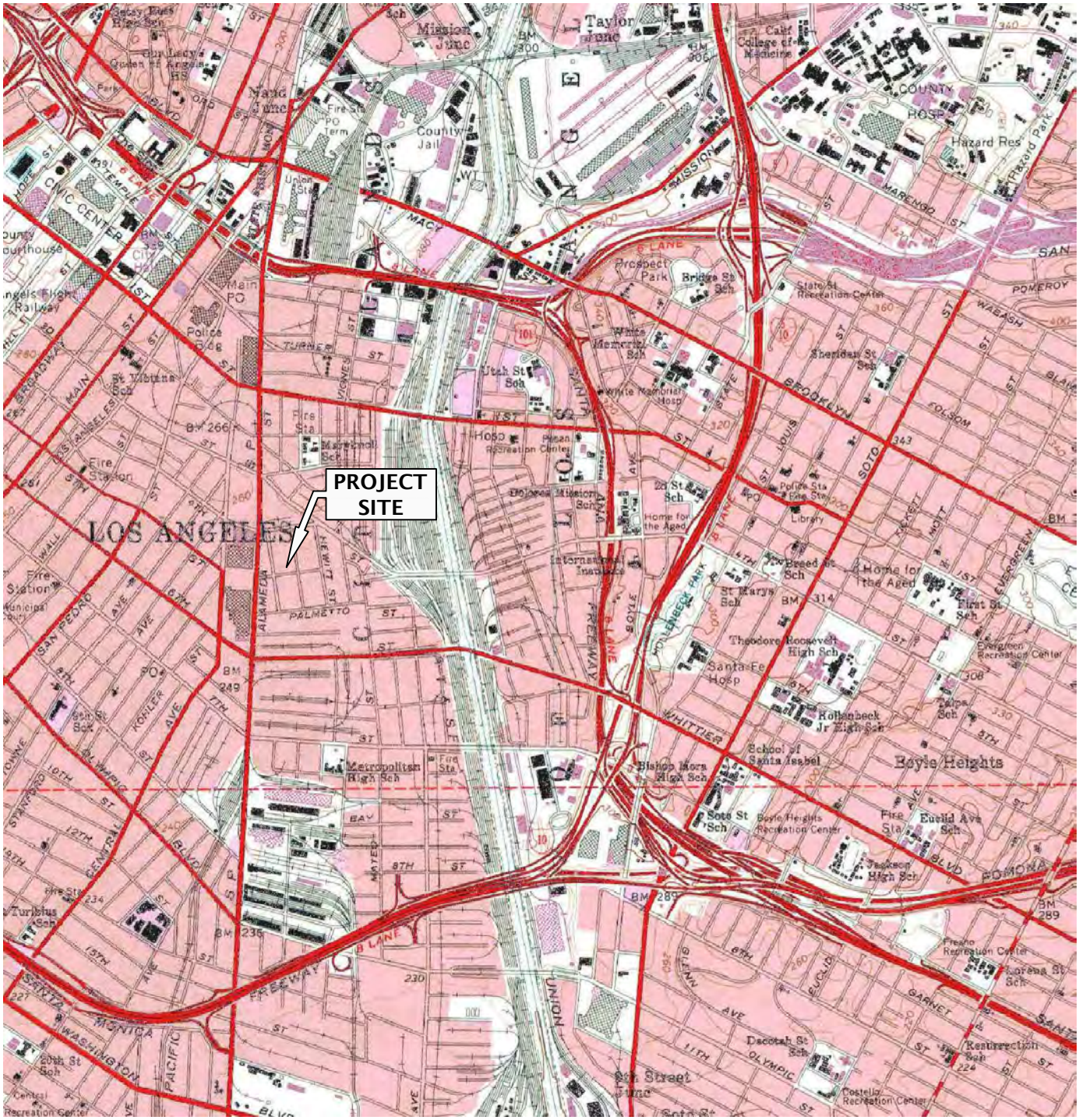


PROJECT SITE LOCATION IS APPROXIMATE.

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP 1972**
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:04 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1972

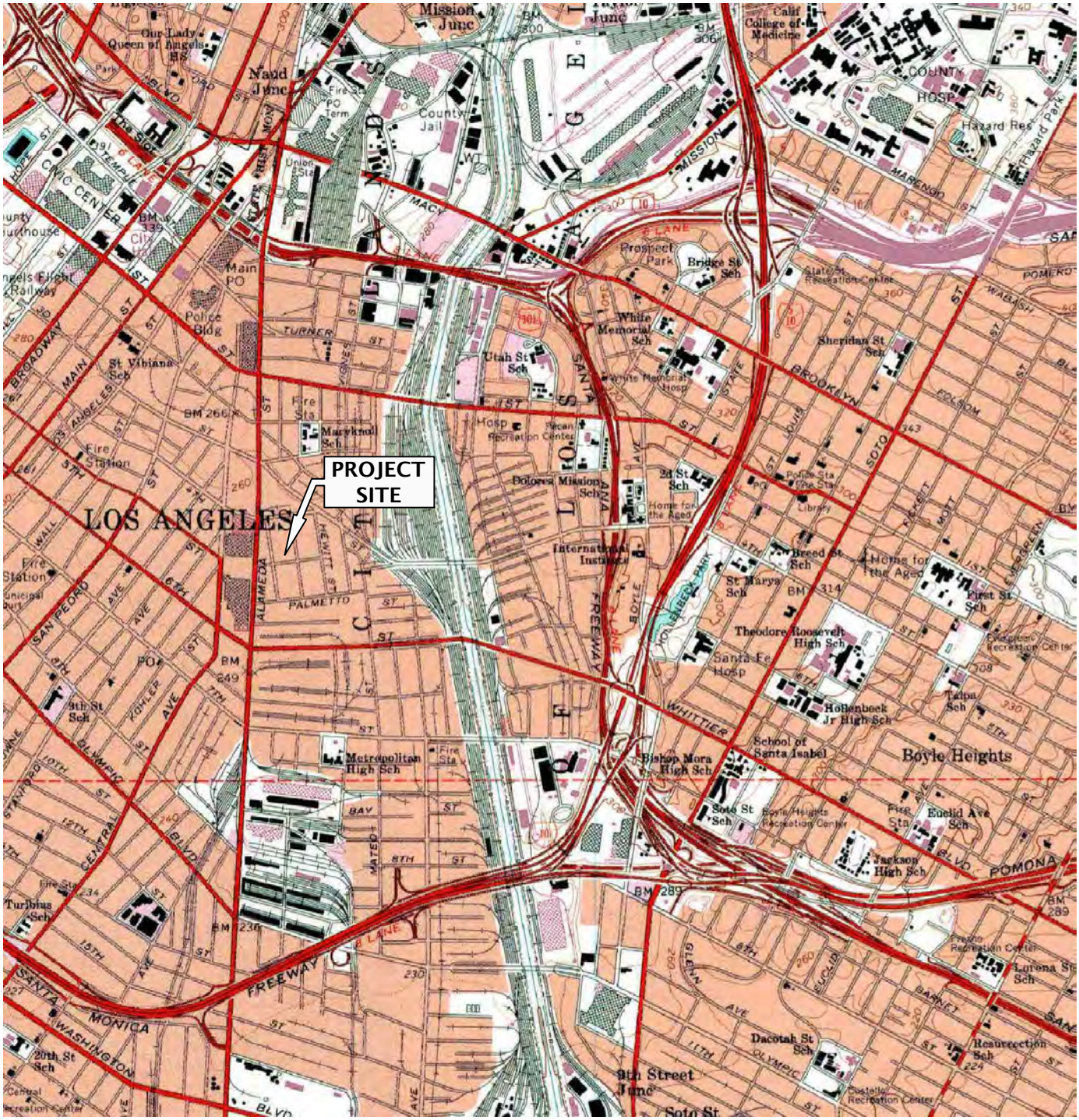


PROJECT SITE LOCATION IS APPROXIMATE.

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP 1981**
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:05 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1981



PROJECT SITE LOCATION IS APPROXIMATE.

GEODESIGN INC
2121 S Towne Centre Place - Suite 130
Anaheim CA 92806
Off 714.634.3701 Fax 714.634.3711

ADD-1-02	**HISTORICAL TOPOGRAPHIC MAP 1994**
JUNE 2014	THE ART DISTRICT CENTER LOS ANGELES, CA

Printed By: mmiller | Print Date: 6/4/2014 5:13:05 PM
File Name: J:\A-D\ADD\ADD-1\ADD-1-02\Figures\CAD\ ADD-1-02-HT01.dwg | Layout: 1994

The Arts District Center
459 Colyton Street
Los Angeles, CA 90013

Inquiry Number: 3956010.5
May 29, 2014

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

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 OR 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 orforecast 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

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2013	Cole Information Services	-	X	X	-
2008	Cole Information Services	-	X	X	-
2006	Haines Company, Inc	-	X	X	-
	Haines Company, Inc	X	X	X	-
	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines & Company, Inc.	-	-	-	-
2000	Haines & Company	-	X	X	-
	Haines & Company	X	X	X	-
1999	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	-	-	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	-	-	-
1990	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	X	X	-
1981	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone	-	-	-	-
1976	Pacific Telephone	-	X	X	-
1975	Pacific Telephone	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	-	-	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1966	Pacific Telephone	-	X	X	-
1965	Pacific Telephone	-	-	-	-
1964	Pacific Telephone	-	X	X	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1961	Luskey Brothers & Co	-	-	-	-
1960	General Telephone Company Publishers	-	X	X	-
	Pacific Telephone	-	X	X	-
1958	Pacific Telephone	-	X	X	-
1957	Pacific Telephone	-	X	X	-
1956	General Telephone Company Publishers	-	X	X	-
	Pacific Telephone	-	X	X	-
1955	Home Directory Service	-	-	-	-
1954	R. L. Polk & Co.	-	X	X	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	X	X	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Los Angeles Directory Co.	-	X	X	-
1947	Pacific Directory Co.	-	-	-	-
1946	Western Directory Co.	-	-	-	-
1945	The Glendale Directory Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	-	X	X	-
1940	Glendale Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Co.	-	-	-	-
1937	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1931	Los Angeles Directory Co.	-	X	X	-
1930	Glendale Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	X	X	-
	Los Angeles Directory Co.	X	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Kaasen Directory Company Publishers	-	-	-	-
1926	Los Angeles Directory Co.	-	X	X	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	X	X	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	X	X	-

EXECUTIVE SUMMARY

MAP INFORMATION

The Overview Map provides information on nearby property parcel boundaries. Properties on this map that were selected for research are listed below the map.



SELECTED ADDRESSES

The following addresses were selected by the client. Detailed findings are contained in the findings section. An "X" indicates where information was identified.

Address	***Type***	***Findings***
459 Colyton Street	Map ID: 1	
440 SEATON ST	Map ID: 2	X
1100 E 5TH ST	Map ID: 4	X
1109 E 5th St	Client Entered	
1101 E 5th St	Client Entered	X
445 Colyton St	Client Entered	
457 Colyton St	Client Entered	

EXECUTIVE SUMMARY

Address	***Type***	***Findings***
454 Seaton St	Client Entered	X
456 Seaton St	Client Entered	X
450 Seaton St	Client Entered	X

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

459 Colyton Street
Los Angeles, CA 90013

FINDINGS DETAIL

Target Property research detail.

Colyton St

445 Colyton St

Year	*Uses*	*Source*

457 Colyton St

Year	*Uses*	*Source*

Colyton Street

459 Colyton Street

Year	*Uses*	*Source*

E 5th St

1101 E 5th St

Year	*Uses*	*Source*
2006	COOL APPAREL	Haines Company, Inc
	COOLAPPAREL	Haines Company, Inc.
2000	XXXX	Haines & Company
1986	ALLIED LIQUIDATOR	Pacific Bell
1971	H & S Trading Co	Pacific Telephone
1962	Carol Cable Co	Pacific Telephone
	Federal Sign & Signal Corp	Pacific Telephone
	Fullman Mfg Co	Pacific Telephone
	Pac Southwest Sales Co	Pacific Telephone
	PAYNE & SLOAN INC mfrs reps	Pacific Telephone
	Payne Jack Co Inc mfrs repr Payne & Sloan Inc mfrs reprs	Pacific Telephone

Year	Uses	Source
1962	Power Strub	Pacific Telephone
	Swivelier Co Inc fxtrs	Pacific Telephone
1929	FLETCHER Wiest & Co A R Fletcher M B Wiest G L Duckworth mdse brokers	Los Angeles Directory Co.

1109 E 5th St

Year	Uses	Source

Seaton St

450 Seaton St

Year	Uses	Source
2006	JKK SALES	Haines Company, Inc
	PEERLESS TRADING	Haines Company, Inc
	SERVICE	Haines Company, Inc
	JKK SALE&	Haines Company, Inc.
	JKKSALES	Haines Company, Inc.
	PEERLESS TRADING	Haines Company, Inc.
	SERVICE	Haines Company, Inc.
2000	FARBSTEIN Geo	Haines & Company
	PEERLESS TRADING CO	Haines & Company
1990	FARBSTEIN GEO	Pacific Bell
	PEERLESS TRADING INC	Pacific Bell
	STERRITT C	Pacific Bell
1986	FARBSTEIN GEO	Pacific Bell
	PEERLESS TRADING CO	Pacific Bell
	STERRITT C	Pacific Bell
1981	PEERLESS TRADING CO	Pacific Telephone
	SAFFORD MONIQUE	Pacific Telephone
	STERRITT C	Pacific Telephone
1967	Batteiger J H	Pacific Telephone
	Batteiger J H Company Incorporated refrigtn	Pacific Telephone
	Metro Aire Company refrigtn mfr	Pacific Telephone
1951	Seatn Paper Supply Company Inc	Pacific Telephone & Telegraph Co.
1937	PAPER SUPPLY CO C C Bolyard Pres M H Strlokler V Pres Bess Marshall Sec Treas Jobbers Distributors and Converters of Cellophane Products Cello Ribbons Tissues Shelf Paper	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1933	Paper Supply Co Inc C C Bolyard pres M H Strickler v pres Bess Marshall sec treas whol paper	Los Angeles Directory Co.
1929	PAPER Supply Co Inc C C Bolyard Pres M H Stickler v pres Bess Marshall sec treas	Los Angeles Directory Co.

454 Seaton St

Year	Uses	Source
2006	o GERSTKL	Haines Company, Inc
	o GERST K L	Haines Company, Inc.
2000	A E INVEST	Haines & Company
	GERST K L	Haines & Company
	HOPKINS Robert M	Haines & Company
	MAXON Harry	Haines & Company
	STONE G	Haines & Company
1990	BRAY ANNE	Pacific Bell
	GOODING A	Pacific Bell
	OLGIN KIRK	Pacific Bell
	RAGIN DIERDRE	Pacific Bell
	STONE G	Pacific Bell
1986	DAVIS L A	Pacific Bell
	HAYDEN MICHAEL	Pacific Bell
	INTRIERE MICHAEL	Pacific Bell
	LEWIS DALE B	Pacific Bell
	LUCAS KRISTINA	Pacific Bell
	UKAI SHIGE	Pacific Bell
1981	ANDERSON MAX W	Pacific Telephone
	BEERITS PETER C	Pacific Telephone
	HAYDEN MICHAEL	Pacific Telephone
	MCKEOWN MICHAL	Pacific Telephone

456 Seaton St

Year	Uses	Source
2000	XXXX	Haines & Company

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

5TH E

1125 5TH E

Year	Uses	Source
1926	Noble W E C	Los Angeles Directory Co.
1920	TRANSIENTS	Los Angeles Directory Co.

1126 5TH E

Year	Uses	Source
1920	F P KNOX	Los Angeles Directory Co.

1126 1/2 5TH E

Year	Uses	Source
1920	B C SMITH	Los Angeles Directory Co.

1129 5TH E

Year	Uses	Source
2000	FABULOUS Johnny	Haines & Company
	MASON Aaron	Haines & Company
	5TH E 90013 CONT	Haines & Company
	SAKAI K	Haines & Company
	SCHWARY Brian	Haines & Company

1130 5TH E

Year	Uses	Source
2000	O P S FOOD SE	Haines & Company

1131 5TH E

Year	Uses	Source
2000	L A TOY	Haines & Company

1133 5TH E

Year	Uses	Source
1920	MRS J W DOUGLAS	Los Angeles Directory Co.

FINDINGS

1134 5TH E

Year	Uses	Source
1920	EDW MARTEN	Los Angeles Directory Co.

1135 5TH E

Year	Uses	Source
1920	RUTH DINSMOOR	Los Angeles Directory Co.

1145 5TH E

Year	Uses	Source
1920	MRS 0 C BALLENTINE	Los Angeles Directory Co.

1146 5TH E

Year	Uses	Source
1920	E T HOLLAND	Los Angeles Directory Co.

1201 5TH E

Year	Uses	Source
2000	SEIDEMANN Bob	Haines & Company
	KENT Claude	Haines & Company
	SEIDEMANN Bob 213 F	Haines & Company

1202 5TH E

Year	Uses	Source
1926	Adami Walter	Los Angeles Directory Co.

1205 5TH E

Year	Uses	Source
2000	XXXX	Haines & Company

1206 5TH E

Year	Uses	Source
1926	Perry L E Mrs	Los Angeles Directory Co.

1208 5TH E

Year	Uses	Source
2000	XXXX	Haines & Company

1210 5TH E

Year	Uses	Source
2000	MOLINA E	Haines & Company
	JOHNNYS TRUCK STOP	Haines & Company

FINDINGS

1212 5TH E

Year	Uses	Source
1926	Runkle C W	Los Angeles Directory Co.

1220 5TH E

Year	Uses	Source
2000	XXXX	Haines & Company

1267 5TH E

Year	Uses	Source
2000	CANNON Robin Renee	Haines & Company

COLYTON

406 COLYTON

Year	Uses	Source
1937	Montellano Lorenzo Concepcion brklyr	Los Angeles Directory Co.
1924	Soto Loulstanna wid F h	Los Angeles Directory Co.

407 COLYTON

Year	Uses	Source
1924	WATT John r	Los Angeles Directory Co.

408 COLYTON

Year	Uses	Source
1924	Orivis Kenarro lab h	Los Angeles Directory Co.
	Trastero Feliciano lab r	Los Angeles Directory Co.

409 COLYTON

Year	Uses	Source
1924	Fazio Manuel lab r	Los Angeles Directory Co.
	DIAZ Lucio lab L A Gas & Elec Corp r	Los Angeles Directory Co.
	Ramona Corral Mrs h	Los Angeles Directory Co.
	Dias Tomaso R lab L A Gas & Elec Corp r	Los Angeles Directory Co.

410 COLYTON

Year	Uses	Source
1937	Ziff Louis Mollie whol hair	Los Angeles Directory Co.

411 COLYTON

Year	Uses	Source
1924	Arranjo Juan lab r	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	GARCIA Feliciano lab h	Los Angeles Directory Co.

412 COLYTON

Year	Uses	Source
1967	Berger S & Co	Pacific Telephone
1962	Berger S & Co	Pacific Telephone

414 COLYTON

Year	Uses	Source
1929	Herera Rapine lab	Los Angeles Directory Co.
1924	Montanez Refugio lab h	Los Angeles Directory Co.

417 COLYTON

Year	Uses	Source
1942	Uballez John whsmn	Los Angeles Directory Co.
1937	VARNUM Wm car clnr Pullman Co	Los Angeles Directory Co.
	Uballez Max R uphol	Los Angeles Directory Co.
	Lugo Ramoan Catalina lab	Los Angeles Directory Co.
	HERNANDEZ Rex Lupe lab	Los Angeles Directory Co.
1929	Sallas Crescentio Louisa h	Los Angeles Directory Co.
	GARCIA Jesus Elalia lab	Los Angeles Directory Co.
	Ballas Atilano Juana	Los Angeles Directory Co.
	Ballas Andw baker	Los Angeles Directory Co.
1924	Armour Cerrman brklyr r	Los Angeles Directory Co.
	WALKER Chas H lab r	Los Angeles Directory Co.
	Hall Wm lab r	Los Angeles Directory Co.
	Hall Della Mrs candymkr h	Los Angeles Directory Co.
	Blackwell Shedrick tmstr h	Los Angeles Directory Co.

418 COLYTON

Year	Uses	Source
1990	YALE TRANSPORTATION CO	Pacific Bell
1986	YALE TRANSPORTATION CO	Pacific Bell
1981	YALE TRANSPORTATION CO	Pacific Telephone

420 COLYTON

Year	Uses	Source
1929	CLARK Robt M tile setter	Los Angeles Directory Co.
	CLARK M Ralph tile setter	Los Angeles Directory Co.
	GARCIA Monica Mrs	Los Angeles Directory Co.

Year	Uses	Source
1924	DAVIS Edgar T waiter h	Los Angeles Directory Co.
	PATTERSON Fred lab r	Los Angeles Directory Co.
	WRIGHT Henry r	Los Angeles Directory Co.

421 COLYTON

Year	Uses	Source
1986	CALIF QUILTING CO	Pacific Bell
1981	CALIF QUILTING CO	Pacific Telephone
1967	Pico Investment Co	Pacific Telephone
	Colyton Investments	Pacific Telephone
	California QUILTING CO	Pacific Telephone
1937	Spinak Maurice Jane wood carver	Los Angeles Directory Co.
1933	KOLL A J PLANING MILL LTD A J Koll Pres M L Koll V Pres W A Koll See Treas Mfrs of Lock Joint Columns Interior and Exterior Mill Work Panels and Wall Board	Los Angeles Directory Co.
	Spinak Maurice Jane wood carver	Los Angeles Directory Co.
1929	KOLL A J Planing Mill Co A J Koll	Los Angeles Directory Co.
1924	KOLL A J PLANING MILL CO A J Koll Manufacturers of Lock Joint Columns	Los Angeles Directory Co.

427 COLYTON

Year	Uses	Source
1990	SINGLETON HAL	Pacific Bell
1986	FENNER GORDON	Pacific Bell
	AD PHOTO	Pacific Bell
	STEWART DAVID	Pacific Bell
1981	TWOMEY E F CO INC	Pacific Telephone
	E F TWOMEY CO INC	Pacific Telephone

428 COLYTON

Year	Uses	Source
1967	THOMPSON PAPER PRODUCTS	Pacific Telephone

430 COLYTON

Year	Uses	Source
1990	ALPHA GARMENT DELIVERY	Pacific Bell
1986	EAGLE ELECTRIC MFG CO ELEC SUPLS	Pacific Bell
1981	EAGLE ELECTRIC MFG CO ELEC SUPLS	Pacific Telephone
1967	Eagle Electric Nfg Co elec suppls	Pacific Telephone
1942	PACIFIC Coast Waste Paper Corp H P Christian pres R D Ackerman asst treas	Los Angeles Directory Co.

Year	Uses	Source
1937	KEELER White Co J A Mc Kelvey mgr mfrs agts	Los Angeles Directory Co.
	ANACONDA WIRE & GABLE CO OF CALIFORNIA Lloyd R Hanlon Mgr Rubber Covered and Bare Copper Wire and Cable	Los Angeles Directory Co.
1933	ANACONDA WIRE & CABLE CO Lloyd R Hanion Mpr Rubber Covered Asbestos Covered and Bare Copper Wire and Cable	Los Angeles Directory Co.
	ANACONDA WIRE & CABLE CO Lloyd R Hanton Mgr Rubber Covered Asbestos Covered and Bare Copper Wire and Cable	Los Angeles Directory Co.
1924	Jackson Andw h	Los Angeles Directory Co.

431 COLYTON

Year	Uses	Source
1986	SATSUKI TRADING CO	Pacific Bell
	MIYAMURA TRADING CO	Pacific Bell
1981	SATSUKI TRADING CO	Pacific Telephone
1967	Porteous Fastener Co	Pacific Telephone
1942	Servel Inc A L Spring diet slsmgr refrigerators	Los Angeles Directory Co.

432 COLYTON

Year	Uses	Source
1986	ROSS TRADING CO INC	Pacific Bell
1981	BODICARE INC	Pacific Telephone
	ROSS TRADING CO	Pacific Telephone
1967	Mathias Arthur	Pacific Telephone
	House of Ideas promotn serv	Pacific Telephone
1937	HEPBURN & Mc TAVISH LTD INC Henry C Schultz Pres Richard R Ranspot V Pres Cleveland Schultz Jr Sec Distillers and Rectifiers	Los Angeles Directory Co.
1929	KOLL H W & COMPANY Harvey W Koll Wallboard Doors and Panels	Los Angeles Directory Co.
1924	KOLL H W & CO Harvey W Koll Wallboard Doors and Panels	Los Angeles Directory Co.

433 COLYTON

Year	Uses	Source
1967	MAKERS CORP	Pacific Telephone

436 COLYTON

Year	Uses	Source
1986	MOST CO THE	Pacific Bell

Year	Uses	Source
1981	MISSION PAINTED FABRIC CO	Pacific Telephone
	SIERRA PRODUCTS CO	Pacific Telephone
1967	Mission Painted Fabric Co	Pacific Telephone
1942	KEELER White Co J E Mc Laughlin mar mfrs agts	Los Angeles Directory Co.

440 COLYTON

Year	Uses	Source
1990	CHINA PALACE ART & PAINTING CO	Pacific Bell
1986	CHINA PALACE ART & PAINTING CO	Pacific Bell
1981	LYN FLEX OF CALIF	Pacific Telephone
1967	HAY JAX CO	Pacific Telephone
1924	PARKER Enos foremn Klien Simpson Fruit Co r	Los Angeles Directory Co.

442 COLYTON

Year	Uses	Source
1990	KENT CLAUDE	Pacific Bell
1986	KENT CLAUDE	Pacific Bell
1967	TAYLOR E B COMPANY mfg rep	Pacific Telephone
1942	GOLD Saml J Rae B whol meats	Los Angeles Directory Co.
1924	Otani Choseaburo lab r	Los Angeles Directory Co.
	Isgawa Yolo gard h	Los Angeles Directory Co.
	Fukikun Saramoto cook r	Los Angeles Directory Co.

443 COLYTON

Year	Uses	Source
1981	WILSON S G INC MFR AGT	Pacific Telephone
	WANKA LOUIS WILSON S G INC MFR AGT	Pacific Telephone

453 COLYTON

Year	Uses	Source
1990	CALIFORNIA SPORTS BULLETIN	Pacific Bell
1986	CARR ASSOCIATES	Pacific Bell
1981	CARR ASSOCIATES	Pacific Telephone

455 COLYTON

Year	Uses	Source
1942	Maydwell & Hartzell Inc C D Benner dist mgr mfrs agt	Los Angeles Directory Co.
1937	Maydwell & Hartzell Inc E S Condon mgr mfrs agts	Los Angeles Directory Co.

Year	Uses	Source
1933	Maydwell & Hartzell Inc E S Coudon mgr mfrs agts	Los Angeles Directory Co.
1929	Maydwell & Hartzell E S Condon mgr elec supp	Los Angeles Directory Co.

500 COLYTON

Year	Uses	Source
1929	Fuentes Maria mach opr	Los Angeles Directory Co.
	Manella Roberta chauf	Los Angeles Directory Co.
1924	Trastero Ramon lab r	Los Angeles Directory Co.
	Trastero Maria r	Los Angeles Directory Co.
	RODRIGUEZ Jose carp h	Los Angeles Directory Co.

504 COLYTON

Year	Uses	Source
1924	Gafford Truck Co Geo B Gafford	Los Angeles Directory Co.

506 COLYTON

Year	Uses	Source
1990	MIRANONTEZ ALBERT	Pacific Bell
1986	MIRANONTEZ ALBERT	Pacific Bell
1981	MIRAMONTEZ ALBERT	Pacific Telephone
1967	Miramontez Albert	Pacific Telephone
1937	Zavala Chas	Los Angeles Directory Co.
1929	Camacho Matco Julia lab	Los Angeles Directory Co.
	Comacho Eduardo cafeteria wkr	Los Angeles Directory Co.
1924	COLLIER Lee h	Los Angeles Directory Co.
	GRAY Alfd H clk r	Los Angeles Directory Co.

508 COLYTON

Year	Uses	Source
1929	Chardes Gustavo Margt lab	Los Angeles Directory Co.
1924	Samarro Luz lab h	Los Angeles Directory Co.

COLYTON ST

412 COLYTON ST

Year	Uses	Source
2000	XXXX	Haines & Company
1976	Berger S & Co	Pacific Telephone
1958	Berger S & Co	Pacific Telephone

FINDINGS

Year	Uses	Source
1951	Colyton Berger S & Co	Pacific Telephone & Telegraph Co.
	Colytn Carr Lewis r	Pacific Telephone & Telegraph Co.

414 COLYTON ST

Year	Uses	Source
1951	Colytn Carr Albert r	Pacific Telephone & Telegraph Co.

418 COLYTON ST

Year	Uses	Source
2013	SATISFACTION PRODUCE INC	Cole Information Services
2008	ELDORADO PRODUCE	Cole Information Services
	SOLEIL PRODUCE INC	Cole Information Services
2006	SOLEIL PRODUCE	Haines Company, Inc.
	SOLEILPRODUCE	Haines Company, Inc
2000	KOLL Kenneth	Haines & Company
	TENGU	Haines & Company

419 COLYTON ST

Year	Uses	Source
2000	XXXX	Haines & Company

421 COLYTON ST

Year	Uses	Source
2000	L L T WAREHOUSE	Haines & Company
1976	Colyton Investments	Pacific Telephone
	Pico Investment Co	Pacific Telephone
1958	Catalina Upholstery Fabric & Supply Co	Pacific Telephone
1951	Colyton Cole A J Planing Mill Ltd	Pacific Telephone & Telegraph Co.
	Colyton Koll A J Planing Mill Ltd	Pacific Telephone & Telegraph Co.
	Colytn Koll Planing Mill Ltd A J	Pacific Telephone & Telegraph Co.

427 COLYTON ST

Year	Uses	Source
2008	POEHLMAN DIGITAL PRESS	Cole Information Services
2006	PRESS	Haines Company, Inc
	POHLMAN DIGITAL	Haines Company, Inc
	PRESS	Haines Company, Inc.
	POHLMAN DIGITAL	Haines Company, Inc.
2000	C S CUTING SERVICE	Haines & Company

FINDINGS

428 COLYTON ST

Year	Uses	Source
2013	SET SHOP	Cole Information Services
2006	SETSHOPTHE	Haines Company, Inc.
	SETSHOPTHE	Haines Company, Inc
2000	THE SET SHOP	Haines & Company
1976	PAC DIRECT MAIL SERVICES	Pacific Telephone

430 COLYTON ST

Year	Uses	Source
2013	SUNLUCK TRADING	Cole Information Services
2006	XTREMETOYS	Haines Company, Inc
	XTREMETOYS	Haines Company, Inc.
2000	EXCEL NOVELTY	Haines & Company
1976	Eagle Electric Mfg Co elec supls	Pacific Telephone
1958	Weinreich Chas Co	Pacific Telephone
1951	Colytn Pacific Coast Fibers Inc	Pacific Telephone & Telegraph Co.
	Colytn M & J Diesel Locomotive Filter Corp	Pacific Telephone & Telegraph Co.

431 COLYTON ST

Year	Uses	Source
2013	FINELINE	Cole Information Services
2008	CALIFORNIA RISING	Cole Information Services
2006	FINEUNE	Haines Company, Inc
	URBAN	Haines Company, Inc
	PLAYGROUND	Haines Company, Inc
	PLAYGROUND	Haines Company, Inc.
	URBAN	Haines Company, Inc.
	FINEUNE	Haines Company, Inc.
2000	URBAN PLAYGROUND	Haines & Company
	FINELNE	Haines & Company
1976	Satsuki Trading Co	Pacific Telephone
	Satsuki Trading Co	Pacific Telephone
1958	General Switch Corp	Pacific Telephone
	Slater Electric & Mfg Co	Pacific Telephone
	Kay J H mfrs agt	Pacific Telephone
	PAYNE JACK CO INC THE mfrs rep	Pacific Telephone
	Fullman Mfg Co	Pacific Telephone
	Carol Cable Co	Pacific Telephone
1951	Colytn Servel Inc branch ofc	Pacific Telephone & Telegraph Co.

FINDINGS

432 COLYTON ST

Year	Uses	Source
2000	XXXX	Haines & Company
1976	Banks Warehouse Co	Pacific Telephone
	Aladdin Delivery Service	Pacific Telephone
	Aladdin Warehouse Co	Pacific Telephone
1958	Eagle Electric Mfg Co	Pacific Telephone
1951	Colytn Wine Growers Guild	Pacific Telephone & Telegraph Co.
	Colyton Golden West Wineries Inc	Pacific Telephone & Telegraph Co.

433 COLYTON ST

Year	Uses	Source
2000	XXXX	Haines & Company
1976	Natl Twist Drill & Tool Co	Pacific Telephone
	Winter Bros Tap Co	Pacific Telephone
1951	Colytn Richards J C & Co	Pacific Telephone & Telegraph Co.
	Colytn Fullman Mfg Co	Pacific Telephone & Telegraph Co.
	Colytn General Switch Corp	Pacific Telephone & Telegraph Co.
	Colytn Narragansett Wire Co	Pacific Telephone & Telegraph Co.
	Colytn Slater Elec & Mfg	Pacific Telephone & Telegraph Co.
	Colytn Conduit Nipple Mfg Co	Pacific Telephone & Telegraph Co.

436 COLYTON ST

Year	Uses	Source
1976	Sierra Products Co	Pacific Telephone
	Mission Painted Fabric Co	Pacific Telephone
1958	Phillips Drill Co	Pacific Telephone
	Janis Harold H Phillips Drill Co	Pacific Telephone
	Hayjax Co	Pacific Telephone
1951	Colyton Keeler White Co mfrs agts	Pacific Telephone & Telegraph Co.

440 COLYTON ST

Year	Uses	Source
2008	DPN TRADING INTERNATIONAL INC	Cole Information Services
2000	MOMO IMPORT CORP	Haines & Company
1976	HAYJAX CO	Pacific Telephone

442 COLYTON ST

Year	Uses	Source
2008	INDUSTRIAL REVOLUTION	Cole Information Services
2006	KENTClaude	Haines Company, Inc.

Year	Uses	Source
2006	KENT Claude	Haines Company, Inc
2000	KENT Claude	Haines & Company
1976	Dawrin Trucking	Pacific Telephone
1958	Smith J Lee & Co	Pacific Telephone
	TAYLOR E B COMPANY mfg rep	Pacific Telephone
	Barrett Div Allied Chemical Corp mfrs rep	Pacific Telephone
1951	Colytn Bond Trucking Co	Pacific Telephone & Telegraph Co.
	Colytn Metals Disintegrating Co Inc	Pacific Telephone & Telegraph Co.
	Colytn Smith J Lee & Co	Pacific Telephone & Telegraph Co.
	Colytn Plaskon Div Libbey Owens Ford Glass Co	Pacific Telephone & Telegraph Co.
	Colyton Taylor E B Co mfg rep	Pacific Telephone & Telegraph Co.

443 COLYTON ST

Year	Uses	Source
2000	XXXX	Haines & Company

451 COLYTON ST

Year	Uses	Source
2000	XXXX	Haines & Company

453 COLYTON ST

Year	Uses	Source
2006	CHAN FU INC	Haines Company, Inc.
	CHANFU INC	Haines Company, Inc
2000	CHAN FU INC	Haines & Company

506 COLYTON ST

Year	Uses	Source
2000	TACHIBANA Itsuo	Haines & Company
1976	Miramontez ALbert	Pacific Telephone
1958	Avalos Benj	Pacific Telephone
	Avalos Lupe	Pacific Telephone

E 5TH

1128 E 5TH

Year	Uses	Source
1942	BLUE DIAMIOND EXPRESS Freightways Trucking	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	FREIGHTWAYS Pacific Intermountain Express Phoenix Blue Diamond Express Savage Transportaion Co Blue Diamond Express	Los Angeles Directory Co.
	Conyes Freight Lines see Freightways	Los Angeles Directory Co.
	PACIFIC INTERMOUNTAIN EXPRESS Freightways Trucking	Los Angeles Directory Co.
1933	MATSON John C Eva trans	Los Angeles Directory Co.

1129 E 5TH

Year	Uses	Source
1990	SAKAI K	Pacific Bell
	MARQUETTE JACK	Pacific Bell
	JONES MARY	Pacific Bell
	HAYWARD JAMES	Pacific Bell
	CLOWER JOS	Pacific Bell
	CHAPMAN DAN N	Pacific Bell
1986	WENIG DON	Pacific Bell
	SAKAI K	Pacific Bell
	REY LORETTA	Pacific Bell
	MARQUETTE JACK	Pacific Bell
	CLOWER JOS	Pacific Bell
	CHAPMAN DAN N	Pacific Bell
	JONES MARY	Pacific Bell
1981	WENIG DON	Pacific Telephone
	SAKAI K	Pacific Telephone
	MARQUETTE JACK	Pacific Telephone
	DRESSER DEAN	Pacific Telephone
	CHAPMAN DAN N	Pacific Telephone
	BUSCH ROZ DESGN SERV	Pacific Telephone

1130 E 5TH

Year	Uses	Source
1990	AC PRODUCTIONS	Pacific Bell
1971	MILTONS EXPRESS	Pacific Telephone
1962	Pick Up & Dispatch	Pacific Telephone
	Los Angeles Transfer Co See Atlantic Transfer Co	Pacific Telephone
	ATLANTIC TRANSFER CO	Pacific Telephone

FINDINGS

1138 E 5TH

Year	Uses	Source
1929	Anast Nick Helen gro	Los Angeles Directory Co.

1165 E 5TH

Year	Uses	Source
1924	Almagers Isidro lab L A Gas & Elec Corp r	Los Angeles Directory Co.

1200 E 5TH

Year	Uses	Source
1937	WICKLUND L Agnes Mrs restr	Los Angeles Directory Co.

1201 E 5TH

Year	Uses	Source
1986	CARGO EXPRESS	Pacific Bell
	PAYLESS TRUCKING CO	Pacific Bell
1981	CARLOS EMILIO	Pacific Telephone
	PAYLESS TRUCKING CO	Pacific Telephone
1971	Direct Motor Transport Inc trkng	Pacific Telephone
1962	Dependable Trucking Co	Pacific Telephone
1942	ASSOCIATED FRANCHISE CARRIERS AGENCY INC Earl J Ross Mgr A Unified Billing Pick up and Terminal Service for Los Angeles Shippers	Los Angeles Directory Co.
1937	Highway Express & Forwarding Co Willard Mullikan mgr	Los Angeles Directory Co.
	PACIFIC Motor Express Willard Mullikan mgr	Los Angeles Directory Co.
	Puckett Freight Lines Ltd Everett Haraszthy mgr	Los Angeles Directory Co.
	Riner Motor Express Willaid Mullikan mgr	Los Angeles Directory Co.
	S & M Transfer & Storage Co Everett Harazthy mgr	Los Angeles Directory Co.
	SECURITY Van & Storage Co Inc Everett Haraszthy mgr	Los Angeles Directory Co.
1933	CALIFORNIA Arizona Fast Freight Ltd P H Poirier pres auto trans	Los Angeles Directory Co.
1929	ZIMMERMAN Bros Transfer A F and L H Zimmerman	Los Angeles Directory Co.
	Yuma Bee Line Wm OConnor mgr	Los Angeles Directory Co.
	TRIANGLE Transfe Co A W Follensber mgr	Los Angeles Directory Co.
	Tehachapi Transportation Co R R and C A Ellison	Los Angeles Directory Co.
	SECURITY Van & Storage Co Theo Elwinger mgr	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	LOS ANGELES & Newport Freight Co J W Cowley mgr	Los Angeles Directory Co.
	Grove & Carroll T B Potter R E Carroll transpertation	Los Angeles Directory Co.
	CALIFORNIA Arizona Fast Freight E J Mabbott mgr	Los Angeles Directory Co.
1924	WADE Robt lab r	Los Angeles Directory Co.
	Barber Essic R pdlr h	Los Angeles Directory Co.
	MONTGOMERY Annie r	Los Angeles Directory Co.

1205 E 5TH

Year	Uses	Source
1929	Hoppe Aug F	Los Angeles Directory Co.
1924	LOPEZ Pedro mach hlpr L A Gas & Elec Corp r	Los Angeles Directory Co.
	Durso Massimo lab r	Los Angeles Directory Co.

1210 E 5TH

Year	Uses	Source
1990	JOY S COFFEE SHOP	Pacific Bell
1986	JOY S COFFEE SHOP	Pacific Bell
1981	JOY S COFFEE SHOP	Pacific Telephone
1971	Triangle Cafe	Pacific Telephone
	Ware Gladys A Triangle Cafe	Pacific Telephone
1962	Ware Gladys A Triargle Cafe	Pacific Telephone
	Triangle Cafe	Pacific Telephone
1942	Haning Clarence A Bertha restr	Los Angeles Directory Co.

1212 E 5TH

Year	Uses	Source
1942	Maers Stella walter	Los Angeles Directory Co.
1924	MARTIN Geo P r	Los Angeles Directory Co.
	WALSH Wm H mach h	Los Angeles Directory Co.
	MARTIN Ruth F wid A P r	Los Angeles Directory Co.

1213 E 5TH

Year	Uses	Source
1924	Savede Echila h	Los Angeles Directory Co.
	Savede Roos pdlr h	Los Angeles Directory Co.
	Vravro Bicente lab r	Los Angeles Directory Co.

FINDINGS

1214 E 5TH

Year	Uses	Source
1929	JENSEN Carrie Mrs waiter	Los Angeles Directory Co.
	JENSEN Christ Carrie lab	Los Angeles Directory Co.
1924	Sweat L lab r	Los Angeles Directory Co.
	JENSEN Christian lab r	Los Angeles Directory Co.

1216 E 5TH

Year	Uses	Source
1929	Godoy Hilario Viscenta lab	Los Angeles Directory Co.
1924	Garcia Anna E h	Los Angeles Directory Co.

1219 E 5TH

Year	Uses	Source
1924	Gorman Amma E wid Danl Indrs h	Los Angeles Directory Co.

1220 E 5TH

Year	Uses	Source
1986	B & F TRUCKING	Pacific Bell
1971	COOK & TILLITT FREIGHT SERVICE	Pacific Telephone
1962	Tillitt R B Cook & Tillitt Freight Serv	Pacific Telephone
	COOK & TILLITT FREIGHT SERV	Pacific Telephone
	Cook J D Cook & Tillitt Freight Serv	Pacific Telephone
1937	Castillo Filiberto Francisca	Los Angeles Directory Co.
	Castillo Alvino	Los Angeles Directory Co.
1929	Uballes Maria waiter r	Los Angeles Directory Co.
	Uballes Antonio Josephine wtchmn h	Los Angeles Directory Co.
1924	Humphrey May Indrs h	Los Angeles Directory Co.
	BROWN Eva H Indywkr r	Los Angeles Directory Co.

1224 E 5TH

Year	Uses	Source
1937	Dilk Josephine Mrs	Los Angeles Directory Co.
	Fernandez Jos	Los Angeles Directory Co.
1929	Calles Jose Maria carp	Los Angeles Directory Co.
1924	VALENZUELA Tomasa Indywkr h	Los Angeles Directory Co.
	VALENZUELA Julian lab L A Gas & Elec Corp r	Los Angeles Directory Co.

FINDINGS

1225 E 5TH

Year	Uses	Source
1924	HEWITT School Annex	Los Angeles Directory Co.

1226 E 5TH

Year	Uses	Source
1929	Ballantyno Thos P Della acct	Los Angeles Directory Co.
1924	MURRAY Walter C slsmn Edmund Loewy & Co r	Los Angeles Directory Co.
	MURRAY T h	Los Angeles Directory Co.

1228 E 5TH

Year	Uses	Source
1929	Fornell Henry lab	Los Angeles Directory Co.
1924	KING Edgar H car clnr r	Los Angeles Directory Co.
	KING Albt C porter h	Los Angeles Directory Co.
	KING Miranda C r	Los Angeles Directory Co.

1231 E 5TH

Year	Uses	Source
1937	Isaacs De Witt lab	Los Angeles Directory Co.

1232 E 5TH

Year	Uses	Source
1929	Brunaugh Aggie N	Los Angeles Directory Co.
1924	Desky Salo r	Los Angeles Directory Co.

1248 E 5TH

Year	Uses	Source
1937	SMITH Chester J Ethel	Los Angeles Directory Co.

1254 E 5TH

Year	Uses	Source
1981	LLOYD DONNELL & ANNIETTE	Pacific Telephone

1256 E 5TH

Year	Uses	Source
1924	Norris Florence Mrs r	Los Angeles Directory Co.

FINDINGS

E 5TH PL

1126 E 5TH PL

Year	Uses	Source
1937	Augenblick Vernon S musician	Los Angeles Directory Co.

1164 E 5TH PL

Year	Uses	Source
1933	MITCHELL C Leila	Los Angeles Directory Co.

1237 E 5TH PL

Year	Uses	Source
1929	HICKEY Loraine M Mrs	Los Angeles Directory Co.

E 5TH ST

1100 E 5TH ST

Map ID: 4

Year	Uses	Source
2000	KWAN Shiu	Haines & Company
1990	CANTON FOOD CO	Pacific Bell
1986	CANTON FOOD CO	Pacific Bell
1962	Airport Transit	Pacific Telephone
	AIRPORTRANSIT	Pacific Telephone
	ATLANTIC TRANSFER CO	Pacific Telephone
	General Ofc	Pacific Telephone
	Passenger Truck Equipt Co	Pacific Telephone
1960	ATLANTIC TRANSFER CO	Pacific Telephone
	AIRPORTRANSIT	Pacific Telephone
	ATLANTIC TRANSFER CO	Pacific Telephone
1958	ATLANTIC TRANSFER CO	Pacific Telephone
	ALTLANTIC TRANSFER CO	Pacific Telephone
	MATSON NAVIGATION CO	Pacific Telephone
	Transfer of Baggage	Pacific Telephone
	DI SALVO TRUCKING CO	Pacific Telephone
1957	ATLANTIC TRANSFER CO	Pacific Telephone
	ATLANTIC TRANSFER CO	Pacific Telephone
1956	ATLANTIC TRANSFER CO	Pacific Telephone
1954	ATLANTIC TRANSFER CO	R. L. Polk & Co.

Year	Uses	Source
1942	WEBER TRAILER & MANUFACTURING CO Manufacturers of Two Four and Six Wheel Trailers Seml Trailers Couplers Six Wheel Attachment Machine Work Elactrio Welding and Repairing	Los Angeles Directory Co.
1937	WEBER TRAILER & MANUFACTURING CO Toblas Weber Pres Mrs Lydia Weber Sec Treas Manufacturers of Two Four end Six Wheel Trailers Seml Trailers Six Wheel Attachment Machine W	Los Angeles Directory Co.
1933	WEBER TRAILER & MANUFACTURING CO Toblas Weber Manufacturers of Auto Trailers Six Wheel Attachment Machine Work Electric Welding and Repairing	Los Angeles Directory Co.

1126 E 5TH ST

Year	Uses	Source
1985	SY THORNGD	Pacific Bell
	KONSGCHHUNNA	Pacific Bell
1954	ADAMS FRANCIS D MRS	R. L. Polk & Co.
1950	ELDER M BR	Pacific Telephone

11261/2 E 5TH ST

Year	Uses	Source
1957	DALY EVA M	Pacific Telephone

1129 E 5TH ST

Year	Uses	Source
2013	OPEN MARKET	Cole Information Services
2006	CROWELL Casey	Haines Company, Inc
	CROWELLCasey	Haines Company, Inc.

1130 E 5TH ST

Year	Uses	Source
1967	MILTONS EXPRESS	Pacific Telephone
1962	ATLANTIC TRANSFER CO	Pacific Telephone
	ATLANTIC TRANSFER CS	Pacific Telephone

1132 E 5TH ST

Year	Uses	Source
1954	PORCH EILEEN	R. L. Polk & Co.

1134 E 5TH ST

Year	Uses	Source
1964	CHESTNUT EDW A LONG BEACH	Pacific Telephone

FINDINGS

Year	Uses	Source
1954	HARDING ZELMA A	R. L. Polk & Co.
	JOHNSON GUY E	R. L. Polk & Co.
	STEICHELMAN RUTH M	R. L. Polk & Co.
	YOUNG RUTH	R. L. Polk & Co.
1950	DEAN CARL W	Pacific Telephone
	KUDRYK STEPHEN M R	Pacific Telephone

1134D E 5TH ST

Year	Uses	Source
1950	L(ENNEDY CLAUDIA V	Pacific Telephone

1136 E 5TH ST

Year	Uses	Source
1954	BAKER DALE A	R. L. Polk & Co.

1146 E 5TH ST

Year	Uses	Source
1954	HOLLAND LELA R	R. L. Polk & Co.
1950	HOLLAND LELA R	Pacific Telephone

1148 E 5TH ST

Year	Uses	Source
1954	BEGLEY P	R. L. Polk & Co.
1950	COMBS EDW E	Pacific Telephone

1150 E 5TH ST

Year	Uses	Source
1960	Smith Paul E Sr Mrs	General Telephone Company Publishers
1956	Smith Paul E Co contrs	General Telephone Company Publishers
1950	MCGILL T C MRS R	Pacific Telephone

1154 E 5TH ST

Year	Uses	Source
1954	HENRY MARY L	R. L. Polk & Co.
1950	BRENTON HORACE F R	Pacific Telephone

1156 E 5TH ST

Year	Uses	Source
1954	ROEHI ELSIE E	R. L. Polk & Co.
1950	HOLMAN EARL	Pacific Telephone

FINDINGS

1158 E 5TH ST

Year	Uses	Source
1964	CARSON IRMA L LONG BEACH	Pacific Telephone
1954	COLLINS LESLIE	R. L. Polk & Co.
1950	WILLLAMS WALTER E	Pacific Telephone

1180 E 5TH ST

Year	Uses	Source
1956	Carton A A	General Telephone Company Publishers

1183 E 5TH ST

Year	Uses	Source
1960	Nufer W F Mrs	General Telephone Company Publishers

1184 E 5TH ST

Year	Uses	Source
1956	Farmer Geo W	General Telephone Company Publishers

1200 E 5TH ST

Year	Uses	Source
2013	AFFORDABLE TOW SERVICE	Cole Information Services
2006	AFFORDABLETOW	Haines Company, Inc
	SERVICE	Haines Company, Inc
	AFFORDABLETOW	Haines Company, Inc
	AFFORDABLETOW	Haines Company, Inc.
	SERVICE	Haines Company, Inc
	SERVICE	Haines Company, Inc.
	AFFORDABLETOW	Haines Company, Inc.
	SERVICE	Haines Company, Inc.
1950	ARDEN FARMS CO	Pacific Telephone
	ARDEN FARMS CO	Pacific Telephone

1201 E 5TH ST

Year	Uses	Source
2006	SEIDEMANN Bob	Haines Company, Inc
	SAGERJonathan	Haines Company, Inc
	MANZOORI Michael	Haines Company, Inc
	SEIDEMANN Bob	Haines Company, Inc.
	MANZOORI Michael	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	SAGERJonathan	Haines Company, Inc.
1967	Apex Trucking Corp	Pacific Telephone
1958	Fleetlines of Nevada	Pacific Telephone
1954	FLEETLINES INC	R. L. Polk & Co.
1950	NEVADA CONSOLIDATED FAST FREIGHT	Pacific Telephone
	FLEETLINES INC	Pacific Telephone
	NEVADA CONSOLIDATED FAST FREIGHT	Pacific Telephone
	FLEETLINES INC	Pacific Telephone
	NEVADA CONSOLIDATED FAST FREIGHT	Pacific Telephone
	FLEETLINES INC	Pacific Telephone
	NEVADA CONSOLIDATED FAST FREIGHT	Pacific Telephone
	NEVADA CONSOLIDATED FAST FREIGHT	Pacific Telephone

1210 E 5TH ST

Year	Uses	Source
1967	Triangle Cafe	Pacific Telephone
	Ware Gladys A Triangle cafe	Pacific Telephone
1958	Triangle Cafe	Pacific Telephone
	Ware Gladys A Triangle Cafe	Pacific Telephone

1212 E 5TH ST

Year	Uses	Source
1966	BLEEKER L SHEET METAL WORKS INC	Pacific Telephone

1220 E 5TH ST

Year	Uses	Source
1967	COOK & TILLITT FREIGHT SERV	Pacific Telephone
1958	Tillitt R B Cook & Tillitt Freight Serv	Pacific Telephone
	Cook J O Cook & Tillitt Freight Serv	Pacific Telephone
	Cook & Tillitt Freight Serv	Pacific Telephone

1221 E 5TH ST

Year	Uses	Source
1948	AChamb liss J L	Los Angeles Directory Co.

1226 E 5TH ST

Year	Uses	Source
1931	Kirby Warren	Los Angeles Directory Co.

1234 E 5TH ST

Year	*Uses*	*Source*
1966	DUNCAN D D & CO SASH & DOORS	Pacific Telephone
1960	DUNCAN D D & CO SASH & DOORS	Pacific Telephone

1236 E 5TH ST

Year	*Uses*	*Source*
1960	Mains Food Mkt	General Telephone Company Publishers

1250 E 5TH ST

Year	*Uses*	*Source*
1956	Blier J E	General Telephone Company Publishers

1269 E 5TH ST

Year	*Uses*	*Source*
1960	Moore Sara J Mrs	General Telephone Company Publishers

HEWITT ST

427 HEWITT ST

Year	*Uses*	*Source*
2000	XXXX	Haines & Company

431 HEWITT ST

Year	*Uses*	*Source*
2000	ASSOCTD WARDRB DOOR	Haines & Company
	ASSOCTD SHOWER DOOR	Haines & Company

HEWITT ST S

436 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewitt Stringer Mattie r	Pacific Telephone & Telegraph Co.

437 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewitt Wilson Ralph Staff & Stone	Pacific Telephone & Telegraph Co.
	S Hewitt Wilson Staff & Stone Wilson Ralph Staff & Stone	Pacific Telephone & Telegraph Co.

FINDINGS

440 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewitt Viscarra Manuel C r	Pacific Telephone & Telegraph Co.

442 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewitt Granado Amelia r	Pacific Telephone & Telegraph Co.

446 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewitt Ybarra Maria r	Pacific Telephone & Telegraph Co.

447 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewt Gruman Irving Natl Fur Dyeing Co	Pacific Telephone & Telegraph Co.
	S Hewt Natl Fur Dyeing Co	Pacific Telephone & Telegraph Co.

448 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewt Northern Transptn Co inter state frght	Pacific Telephone & Telegraph Co.

451 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewt Allen Hotel Supply Co Inc	Pacific Telephone & Telegraph Co.
	S Hewt Allen Supply Co Inc Allen Hotel Supply Co Inc	Pacific Telephone & Telegraph Co.

452 HEWITT ST S

Year	*Uses*	*Source*
1951	S Hewitt Pexton Ellsworth Constructors Transport Co	Pacific Telephone & Telegraph Co.
	S Hewitt Natl Trucking Co	Pacific Telephone & Telegraph Co.
	S Hewitt Shelton Trucking Co	Pacific Telephone & Telegraph Co.
	S Hewitt Shelton E P Constructors Transport Co	Pacific Telephone & Telegraph Co.
	S Hewitt Pexton Graeme Constructors Transport Co	Pacific Telephone & Telegraph Co.
	S Hewitt Constructors Transport Co	Pacific Telephone & Telegraph Co.

S HEWITT

436 S HEWITT

Year	Uses	Source
1942	Cicchitto John lab SF Ry	Los Angeles Directory Co.
	Cichitto John mech	Los Angeles Directory Co.
	Gadeschi Maria wid Angelo	Los Angeles Directory Co.
	Iavelli Bert mech	Los Angeles Directory Co.
1937	Chiquito John	Los Angeles Directory Co.
	Cicchitto John carmn Santa Fe	Los Angeles Directory Co.
	Gadeschi Marie Mrs	Los Angeles Directory Co.
	Iavelli Berto	Los Angeles Directory Co.
1933	Gadeschi Maria Mrs	Los Angeles Directory Co.
	SQUIRES L Roy Daisy stockmn Barker Bros	Los Angeles Directory Co.
1929	Madron Manuel lab	Los Angeles Directory Co.
1924	HARRIS Elmer D carp r	Los Angeles Directory Co.
	JACKSON Harry P appr r	Los Angeles Directory Co.
	JACKSON Geo W motrmn h	Los Angeles Directory Co.

437 S HEWITT

Year	Uses	Source
1937	Triston Angel chauf	Los Angeles Directory Co.
	Triston Consuela	Los Angeles Directory Co.
	Triston Doroteo Refugia	Los Angeles Directory Co.
	Triston John lab	Los Angeles Directory Co.
1933	Delmenico & Vanni Tranquillo Delmenico Eug Vanni artificial stone	Los Angeles Directory Co.
	Tristan Dorotea Mrs	Los Angeles Directory Co.
1929	Delmonico David cementwkr	Los Angeles Directory Co.
1924	Garlasso Manuel gard h	Los Angeles Directory Co.

438 S HEWITT

Year	Uses	Source
1929	Tamborninr Jos clk r	Los Angeles Directory Co.
1924	VEGA Trinidad music tchr	Los Angeles Directory Co.

440 S HEWITT

Year	Uses	Source
1942	Tristan Connie fctywkr	Los Angeles Directory Co.
1937	Calderes Josephine Mrs	Los Angeles Directory Co.
	SANCHEZ John Della	Los Angeles Directory Co.

Year	Uses	Source
1937	Luna Ysabel Mrs	Los Angeles Directory Co.
1933	Arias Henny Mary	Los Angeles Directory Co.
	Mora Martin Francisco	Los Angeles Directory Co.

441 S HEWITT

Year	Uses	Source
1933	WIENER Frank C Lena slsmn	Los Angeles Directory Co.
1924	BIESCAR Salvador lab r	Los Angeles Directory Co.
	MENDOZA V lab h	Los Angeles Directory Co.

446 S HEWITT

Year	Uses	Source
1937	Gutierrez Ysoel Mary	Los Angeles Directory Co.
1929	ROARK Eva H Mrs h	Los Angeles Directory Co.
1924	Hammond Leonard B miner r	Los Angeles Directory Co.
	Hammond Alice M student r	Los Angeles Directory Co.

447 S HEWITT

Year	Uses	Source
1990	MILLER DONALD PHOTOGRAPHY	Pacific Bell
	DONALD MILLER PHOTOGRAPHY	Pacific Bell
1986	DONALD MILLER PHOTOGRAPHY	Pacific Bell
1942	NATIONAL Fur Dyeing Co Irving Gruman	Los Angeles Directory Co.
1929	AMERICAN Rabbit Association S G Patterson genl mgr R R Myers mgr fur dept	Los Angeles Directory Co.
1924	PIERCE Lyell auto mech r	Los Angeles Directory Co.

448 S HEWITT

Year	Uses	Source
1924	Ballesteros Jose M carp h	Los Angeles Directory Co.
	Ballesteros Felicitas wid Manuel r	Los Angeles Directory Co.
	Trastero Salvador lab r	Los Angeles Directory Co.

449 S HEWITT

Year	Uses	Source
1990	CANSINO & ASSOCIATES	Pacific Bell
	AMERICAN SOFTSERVE	Pacific Bell
1986	CANSINO & ASSOCIATES	Pacific Bell
	C F C CO	Pacific Bell
	AMERICAN SOFT SERV	Pacific Bell

FINDINGS

451 S HEWITT

Year	Uses	Source
1990	HOLLAND EGG PRODUCTS	Pacific Bell
	HOLLAND EGG PRODUCTS	Pacific Bell
	ALLIED SALES & DISTRIBUTION INC	Pacific Bell
1986	HOLLAND EGG PRODUCTS	Pacific Bell
	HOLLAND EGG PRODUCTS	Pacific Bell
	ALLIED SALES & DISTRIBUTION INC	Pacific Bell
1981	HOLLAND EGG PRODUCTS	Pacific Telephone
1971	ARMOUR FOOD SERVICE	Pacific Telephone
1967	ARMOUR FOOD SERV	Pacific Telephone
1962	ARMOUR FOOD SERV	Pacific Telephone
1942	ALLIED INDUSTRIES Will H Davie Pres Manufacturers Agents Standard Lines of Electrical Construction Material and Equipment	Los Angeles Directory Co.
1937	ALLIED INDUSTRIES INC Will H Davie Pres and Mgr Mfrs Agents Standard Lines of Electricali Construction Material and Equipment	Los Angeles Directory Co.
1933	HUGHES David M Martha M mfrs agt	Los Angeles Directory Co.
	ALLIED INDUSTRIES INC Will H Davie V Pres and Mgr Mfrs Agents Standard Lines of Electrical Construction Material and Equipment	Los Angeles Directory Co.

452 S HEWITT

Year	Uses	Source
1971	BIG PINE TRUCKING CO INC	Pacific Telephone
1942	Arrowhead Freight Lines Ltd J R Thompson presmgr	Los Angeles Directory Co.
1937	Mc CLAIN C B trucking	Los Angeles Directory Co.
	Arrowhead Freight Line Ltd J R Thompson pres C E Thompson v pres W S Thompson sec treas	Los Angeles Directory Co.
1929	MOTOR Service Express R E Mc Connell pres H P Merry v pres mgr G A Little sec treas	Los Angeles Directory Co.
	COAST Truck Line R E Mc Connell pres G W Honchett v pres H P Merry sec treas mgr	Los Angeles Directory Co.
1924	Vivalda J pres Italian Village h	Los Angeles Directory Co.
	Samarro L tmstr h	Los Angeles Directory Co.
	Samarro Erminio appr r	Los Angeles Directory Co.

FINDINGS

453 S HEWITT

Year	Uses	Source
1942	Kingman & LA Express Cp L M Blankenship mgr	Los Angeles Directory Co.

S HEWITT ST

427 S HEWITT ST

Year	Uses	Source
2008	ASSOCIATED SHOWER DOOR CO INC	Cole Information Services
1976	ROSS BINDERY	Pacific Telephone
1958	Leader Furn Sales Co	Pacific Telephone

431 S HEWITT ST

Year	Uses	Source
2006	ASSOCTD 213 M	Haines Company, Inc.
	WARDROBE DOOR	Haines Company, Inc.
	FOCUS CENTURY	Haines Company, Inc.
	USA Ir C	Haines Company, Inc.
	IHUNTERS	Haines Company, Inc.
	INTERNATL GRP INC	Haines Company, Inc.
	New TOPINC 213 687 8 66 e	Haines Company, Inc.
	ASSOCTD	Haines Company, Inc
	WARDROBE DOOR	Haines Company, Inc
	FOCUS CENTURY	Haines Company, Inc
	USAINC	Haines Company, Inc
	HUNTERS	Haines Company, Inc
	INTERNATL GRP INC	Haines Company, Inc
	NEW TOPINC	Haines Company, Inc
1976	Associated Carpet Co	Pacific Telephone
	Associated Carpet Co	Pacific Telephone
	ASSOCIATED SHOWER DOOR CO INC	Pacific Telephone
	L S Builder & Developer	Pacific Telephone
	L S Builder & Developer	Pacific Telephone

451 S HEWITT ST

Year	Uses	Source
1954	ALLEN HOTEL SUPPLY CO INC LOS ANGELES	R. L. Polk & Co.

SEATON

447 SEATON

Year	Uses	Source
1986	ADVERTISER INC THE	Pacific Bell
	UPTOWN MANUFACTURING CO	Pacific Bell
	WAISLER LEE-STUDIO	Pacific Bell
1981	WAISLER LEE-STUDIO	Pacific Telephone

SEATON ST

440 SEATON ST

Year	Uses	Source
2013	ICH BIN AIKO LLC	Cole Information Services
	TOWNSEN	Cole Information Services
	KILLSPENCER	Cole Information Services
2006	CBB GROUP INC	Haines Company, Inc
	CBB 6 GROUPINC	Haines Company, Inc.
2000	C B B GROUP INC	Haines & Company
1990	ROSS COMPANY	Pacific Bell
	ROSS TRADING CO INC	Pacific Bell
	R M C INC	Pacific Bell
1986	BROTHERS BILL RL EST	Pacific Bell
	BILL BROTHERS REAL ESTATE	Pacific Bell
	ROSS TRADING CO INC	Pacific Bell
1981	NENO JAS	Pacific Telephone
	S P K	Pacific Telephone
	BROTHERS BILL RL EST	Pacific Telephone
	TABERY CORP WHSLE	Pacific Telephone
1976	Jet Office Supply	Pacific Telephone
	PORTEOUS FASTENER CO	Pacific Telephone
	Automotive Filtration Systems Co	Pacific Telephone
	Desks Etcetera	Pacific Telephone
	Pronto Press	Pacific Telephone
1971	Integrated Interiors Inc	Pacific Telephone
	Porteous Fastener Co	Pacific Telephone
	Porteous Fastener Co	Pacific Telephone
	Stark Trucking	Pacific Telephone
	Anglo Truck & Warehouse	Pacific Telephone
	Unity Filter Corp	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	East West Mfrs Distributing & Warehousing	Pacific Telephone
	Pacific States Supply Co	Pacific Telephone
1967	Caloric Factory Service	Pacific Telephone
	Caloric Sales Corp	Pacific Telephone
	Caloric Service Corp	Pacific Telephone
	Engineered Pavement Sealing Co	Pacific Telephone
	Northwest Corp	Pacific Telephone
	American Refractories & Crucible Corp	Pacific Telephone
	American Crucible & Refractories Corp	Pacific Telephone
	ORourke Booth Inc confctrs	Pacific Telephone
	American Vamag Co Inc	Pacific Telephone
	Classic Products Ltd	Pacific Telephone
	Clipper Mfg Co Inc	Pacific Telephone
	Jennite Products	Pacific Telephone
	Miami Sales Company indstrl chemls	Pacific Telephone
	Mitchell Leslie C food brkr	Pacific Telephone
	JENNINGS IBLEY WAREHOUSE CO LTD	Pacific Telephone
	Plastics & Chemicals Western	Pacific Telephone
	Dull John S mfrs agt	Pacific Telephone
1962	Mitchell Leslie C food brkr	Pacific Telephone
	Fort Howard Paper Co	Pacific Telephone
	Bashaw C O Co	Pacific Telephone
	CATALIN CORP OF AMERICA	Pacific Telephone
1960	CATALIN CORP OF AMERICA	Pacific Telephone
1958	Engineered Pavement Sealing Co	Pacific Telephone
	Nibley Jennings Whse Co Ltd	Pacific Telephone
	American Crucible & Refractoris Corp	Pacific Telephone
	American Refractories & Crucible Corp	Pacific Telephone
	ALBI MFG CO INC	Pacific Telephone
	Warehouse	Pacific Telephone
	Catalin Corp of America	Pacific Telephone
	Arizona Minerals Corp	Pacific Telephone
	ORourke Brooke Booth Co confctrs	Pacific Telephone
	ORourke Brookc Booth Co confctrs	Pacific Telephone
	Sawyer Tanning Co	Pacific Telephone
	Appleton Wood Products Co	Pacific Telephone
	Baldwin R L Sales Co	Pacific Telephone
	Shield Trucking Co	Pacific Telephone

FINDINGS

Year	Uses	Source
1958	JENNINGS NIBLEY WAREHOUSE CO LTD	Pacific Telephone
	Sunshine Mica Co	Pacific Telephone
	BATTEIGER J H COMPANY refrigtn	Pacific Telephone
	Strong Duane B mfrs agt	Pacific Telephone
	Miami Sales Company indstrl chemls	Pacific Telephone
	Fort Howard Paper Co	Pacific Telephone
	Masury Young Co waxes	Pacific Telephone
	Bice John K Co raw paint mtrls	Pacific Telephone
	Brent Diesel Filter Serv	Pacific Telephone
	Burnes Wm T	Pacific Telephone
	Buehman W H Arizona Minerals Corp	Pacific Telephone
	Easy Glitter Wax Go Western Div	Pacific Telephone
	Harriman Products Inc	Pacific Telephone
1957	CATALTN CORP OF AMERICA	Pacific Telephone
1951	Wallace L R & Co hsehld appl	Pacific Telephone & Telegraph Co.
	Seatn Jennings Nibley Warehouse Co Ltd	Pacific Telephone & Telegraph Co.
	Seatn Periseal Co The	Pacific Telephone & Telegraph Co.
	Seatn	Pacific Telephone & Telegraph Co.
	Batteiger J H Company refrigtn	Pacific Telephone & Telegraph Co.
	Brent Diesel Filter Serv	Pacific Telephone & Telegraph Co.
	Engine Life Sales Co filtrs	Pacific Telephone & Telegraph Co.
	Haines Merrill G mfrs agt	Pacific Telephone & Telegraph Co.
	Masury Young Co waxes	Pacific Telephone & Telegraph Co.
	Seatn Advance Solvents & Chemical Corp	Pacific Telephone & Telegraph Co.
	Seatn Arizona Minerals Corp	Pacific Telephone & Telegraph Co.
	Seatn Baldwin R L Sales Co	Pacific Telephone & Telegraph Co.
	Seatn Bice John K Co raw paint mtrls	Pacific Telephone & Telegraph Co.
	Seatn Buehman W H Arizona Minerals Corp	Pacific Telephone & Telegraph Co.
	Seatn Coors Adolph Co	Pacific Telephone & Telegraph Co.
	Seatn Crescent Sales Co	Pacific Telephone & Telegraph Co.
	Seaton Harriman Products Co	Pacific Telephone & Telegraph Co.
	Seatn Loughlin Wm C & Co	Pacific Telephone & Telegraph Co.
	Seatn Miami Sales Company indstrl chemls	Pacific Telephone & Telegraph Co.
1942	CALIFORNIA Brush Co H A Wilkins mgr brush mfrs	Los Angeles Directory Co.
	BALDWIN Robt L mfrs agt	Los Angeles Directory Co.
	Batteiger Jos H Edith mfrs agt	Los Angeles Directory Co.
	HAINES Merrill G mfrs agt	Los Angeles Directory Co.
	VANDUSEN Frank A Frances mfrs agt	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	Coors Grover mfrs agt	Los Angeles Directory Co.
	KIME Walter mfrs agt	Los Angeles Directory Co.
	JENNINGS IBLEY WAREHOUSE CO LTD Nathan Nibley Treas and Genl Mgr Storage Cartage and Distributors	Los Angeles Directory Co.
	MARGRAVE & Breslow C B Margrave Albt Breslow food Brokers	Los Angeles Directory Co.
1937	Powell Luther B mfrs agt	Los Angeles Directory Co.
	JENNINGS NIBLEY WAREHOUSE CO LTD Nathan Nibley Treas and Genl Mgr Storage and Distribution	Los Angeles Directory Co.
	Ach Clifford L mfrs agt	Los Angeles Directory Co.
	Markwell Los Angeles Co mfrs agt	Los Angeles Directory Co.
	OSBORN H G mfrs agt	Los Angeles Directory Co.
	ALLEN Gordon Ltd wfrs agts	Los Angeles Directory Co.
	HAINES Merrill G mfrs agt	Los Angeles Directory Co.
	Camm C W mfrs agt	Los Angeles Directory Co.
	Coors Adolph Co G C Coors v pres mgr beer distr	Los Angeles Directory Co.
	WILKINS Harold A mfrs agt	Los Angeles Directory Co.
	Flick A J mfrs agt	Los Angeles Directory Co.
1933	JENNINGS NIBLEY WAREHOUSE CO LTD Frank C Seehorn Pres and Genl Mgr Nathan Nibley V Pres Treas Storage and Distribution	Los Angeles Directory Co.
1929	Arden Salt Co W E Burroughs dist mgr	Los Angeles Directory Co.
	Ballif Leonard H mfrs agt	Los Angeles Directory Co.
	CONSOLIDATED Steel Strapping Co H R Gillette dist mgr	Los Angeles Directory Co.
	JENNINGS Nibley Warehouse Co Nathan Nebley v pres	Los Angeles Directory Co.
	JENKINS Richd L Sophia mfrs agt	Los Angeles Directory Co.
	GILLETT H R mfrs agt	Los Angeles Directory Co.
	JONES Mc Phee & Co C E Jones C A and C B MCPhee mdse brokers	Los Angeles Directory Co.
	POST Products Co H I Trembley dist mgr food products	Los Angeles Directory Co.
	WESTERN Sales Agency A C Schaeffer mgr mfrs agts	Los Angeles Directory Co.
	BAKER Associated Companies H L Baker mgr food products	Los Angeles Directory Co.
	MORSE A U & Co E C Thomas mgr mfrs agts	Los Angeles Directory Co.
	PACIFIC Wholesale Hardware Co Edw Foreman mgr	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	JONES Brokerage Co C E Jones mgr mdse broker	Los Angeles Directory Co.
	KLEIN Gerhard A Appolonea seeds	Los Angeles Directory Co.
	CURRAN V L mfrs agt	Los Angeles Directory Co.

444 SEATON ST

Year	Uses	Source
2000	XXXX	Haines & Company

450 SEATON ST

Year	Uses	Source
2013	WELLENSTEYN USA INC	Cole Information Services
2008	PEERLESS TRADING INC	Cole Information Services

454 SEATON ST

Year	Uses	Source
2008	A E INVESTMENTS	Cole Information Services
	NEWS AMERICA	Cole Information Services

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
459 Colyton Street	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
1100 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1955, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1125 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1925, 1924, 1923, 1921
1126 1/2 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1126 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1126 E 5TH PL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1126 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
11261/2 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1128 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1129 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1129 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1129 E 5TH ST	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1129 E 5TH ST	2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1130 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1130 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1130 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1131 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1132 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1133 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1134 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1134 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1134D E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1135 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1136 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1138 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1145 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1146 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921
1146 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1148 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1150 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 1955, 1954, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1154 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1156 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1158 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1164 E 5TH PL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1165 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1180 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1183 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1184 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1200 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1200 E 5TH ST	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1200 E 5TH ST	2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1201 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1201 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1201 E 5TH ST	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1952, 1951, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1202 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1205 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1205 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1206 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1925, 1924, 1923, 1921, 1920
1208 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1210 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1210 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1210 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1212 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1925, 1924, 1923, 1921, 1920
1212 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1212 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1213 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1214 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1216 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1219 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1220 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1220 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1220 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1221 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1224 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1225 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1226 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1226 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1228 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1231 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1232 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1234 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1236 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1237 E 5TH PL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1248 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1250 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1254 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1256 E 5TH	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1267 5TH E	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1269 E 5TH ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
406 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
407 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
408 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
409 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
410 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
411 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
412 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
412 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
414 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
414 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
417 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
418 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
418 COLYTON ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
418 COLYTON ST	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
419 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
420 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
421 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
421 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
427 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
427 COLYTON ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
427 COLYTON ST	2013, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
427 HEWITT ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
427 S HEWITT ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
427 S HEWITT ST	2013, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
428 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
428 COLYTON ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
428 COLYTON ST	2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
430 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
430 COLYTON ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
430 COLYTON ST	2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
431 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
431 COLYTON ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
431 COLYTON ST	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
431 HEWITT ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
431 S HEWITT ST	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
432 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
432 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
433 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
433 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
436 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
436 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
436 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
436 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
437 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
437 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
438 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
440 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
440 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
440 COLYTON ST	2013, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
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442 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
443 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
443 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
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446 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
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447 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
447 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
447 SEATON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
448 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
448 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
449 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
450 SEATON ST	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
451 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
451 HEWITT ST S	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
451 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
451 S HEWITT ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
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453 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
453 COLYTON ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
453 S HEWITT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
454 SEATON ST	2013, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
455 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
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504 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
506 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
506 COLYTON ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
508 COLYTON	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920

The Arts District Center
459 Colyton Street
Los Angeles, CA 90013

Inquiry Number: 3956010.3
May 28, 2014

Certified Sanborn® Map Report

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459 Colyton Street
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Maps Provided:

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1967	1920
1960	1906
1959	1894
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Sanborn Sheet Thumbnails

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1970 Source Sheets

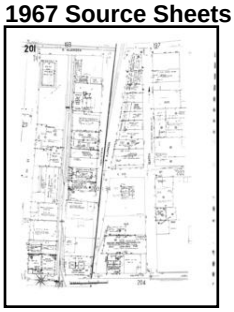


Volume 2, Sheet 201



Volume 2, Sheet 202

1967 Source Sheets



Volume 2, Sheet 201



Volume 2, Sheet 202

1960 Source Sheets



Volume 2, Sheet 201



Volume 2, Sheet 202

1959 Source Sheets

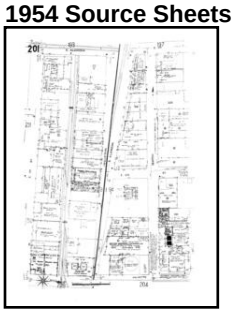


Volume 2, Sheet 201



Volume 2, Sheet 202

1954 Source Sheets



Volume 2, Sheet 201



Volume 2, Sheet 202

1953 Source Sheets



Volume 2, Sheet 201



Volume 2, Sheet 202

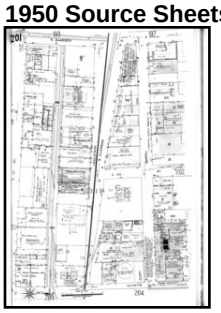


Volume 2, Sheet 201



Volume 2, Sheet 202

1950 Source Sheets



Volume 2, Sheet 201



Volume 2, Sheet 202



Volume 2, Sheet 201



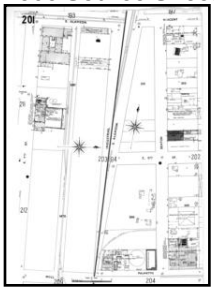
Volume 2, Sheet 202

1920 Source Sheets



Volume Congested Business District, Sheet

1906 Source Sheets



Volume 2, Sheet 201



Volume 2, Sheet 202

1894 Source Sheets



Volume 1, Sheet 25



Volume 1, Sheet 27



Volume 2, Sheet 83

1970 Certified Sanborn Map



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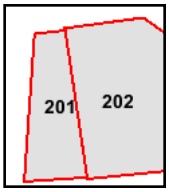

Volume 2, Sheet 201
Volume 2, Sheet 202

0 Feet 150 300 600

N

1967 Certified Sanborn Map



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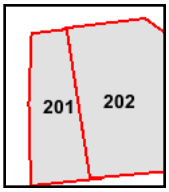

Volume 2, Sheet 201
Volume 2, Sheet 202

0 Feet 150 300 600

N

1960 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
Address:	459 Colyton Street
City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
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Order Date:	5/28/2014 8:51:03 PM
Certification #	879F-4DAA-A4E3
Copyright:	1960

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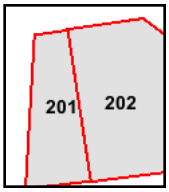

Volume 2, Sheet 201
Volume 2, Sheet 202

0 Feet 150 300 600

N

1959 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
Address:	459 Colyton Street
City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
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Copyright:	1959

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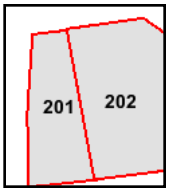

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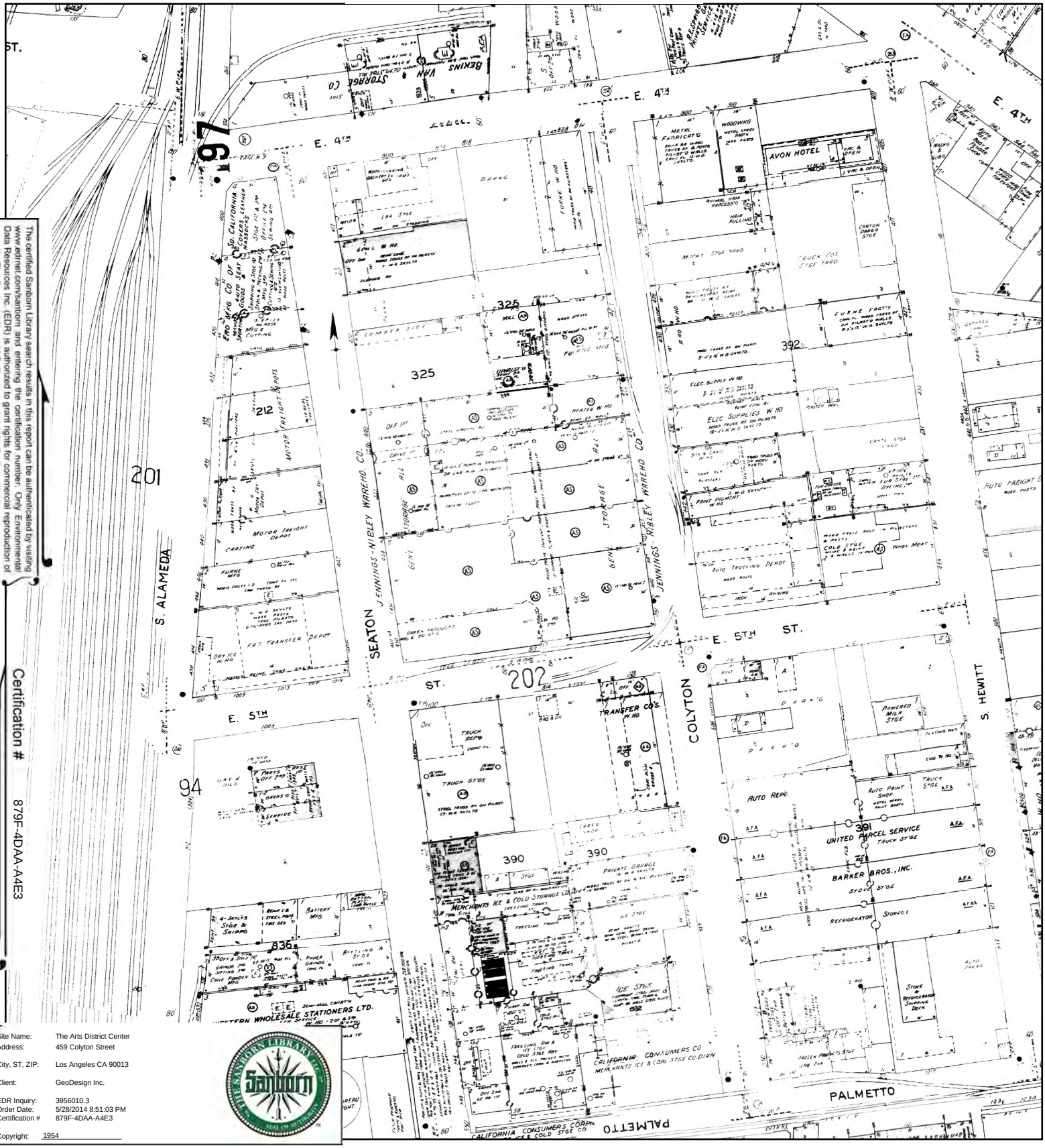
Volume 2, Sheet 202

0 Feet 150 300 600

N

1954 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
Address:	459 Colyton Street
City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
EDR Inquiry:	3956010.3
Order Date:	5/28/2014 8:51:03 PM
Certification #	879F-4DAA-A4E3
Copyright:	1954

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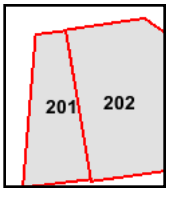
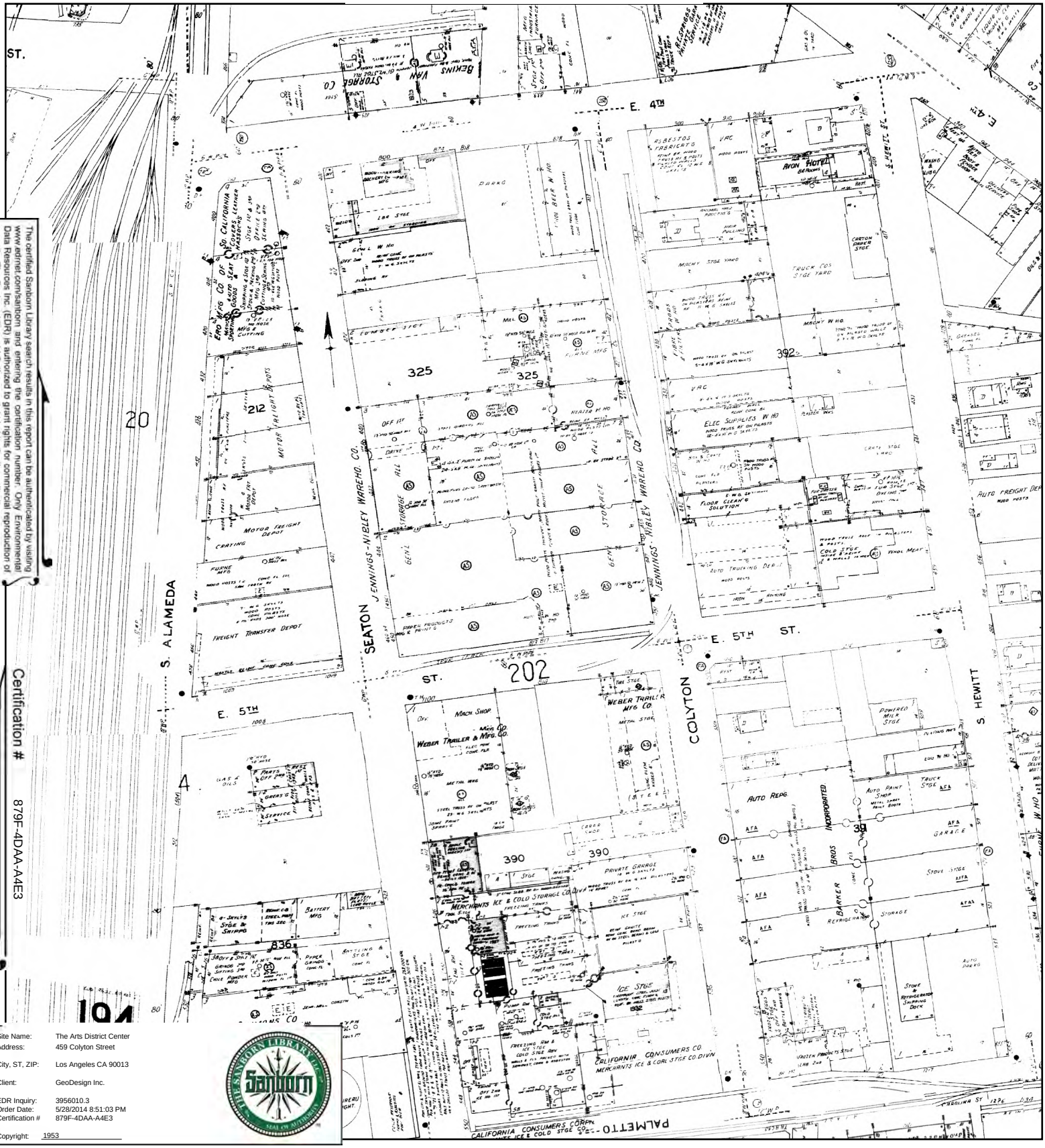


Volume 2, Sheet 201
Volume 2, Sheet 202

N

1953 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
Address:	459 Colyton Street
City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
EDR Inquiry:	3956010.3
Order Date:	5/28/2014 8:51:03 PM
Certification #	879F-4DAA-A4E3
Copyright:	1953

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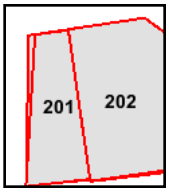

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Volume 2, Sheet 202
Volume 2, Sheet 201
Volume 2, Sheet 202

N

1950 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
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City, ST, ZIP:	Los Angeles CA 90013
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EDR Inquiry:	3956010.3
Order Date:	5/28/2014 8:51:03 PM
Certification #	879F-4DAA-A4E3
Copyright:	1950

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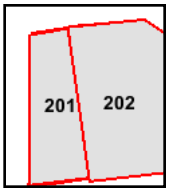

Volume 2, Sheet 201
Volume 2, Sheet 202
Volume 2, Sheet 201
Volume 2, Sheet 202

0 Feet 150 300 600

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1920 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
Address:	459 Colyton Street
City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
EDR Inquiry:	3956010.3
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Certification #	879F-4DAA-A4E3
Copyright:	1920

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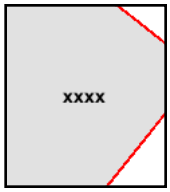
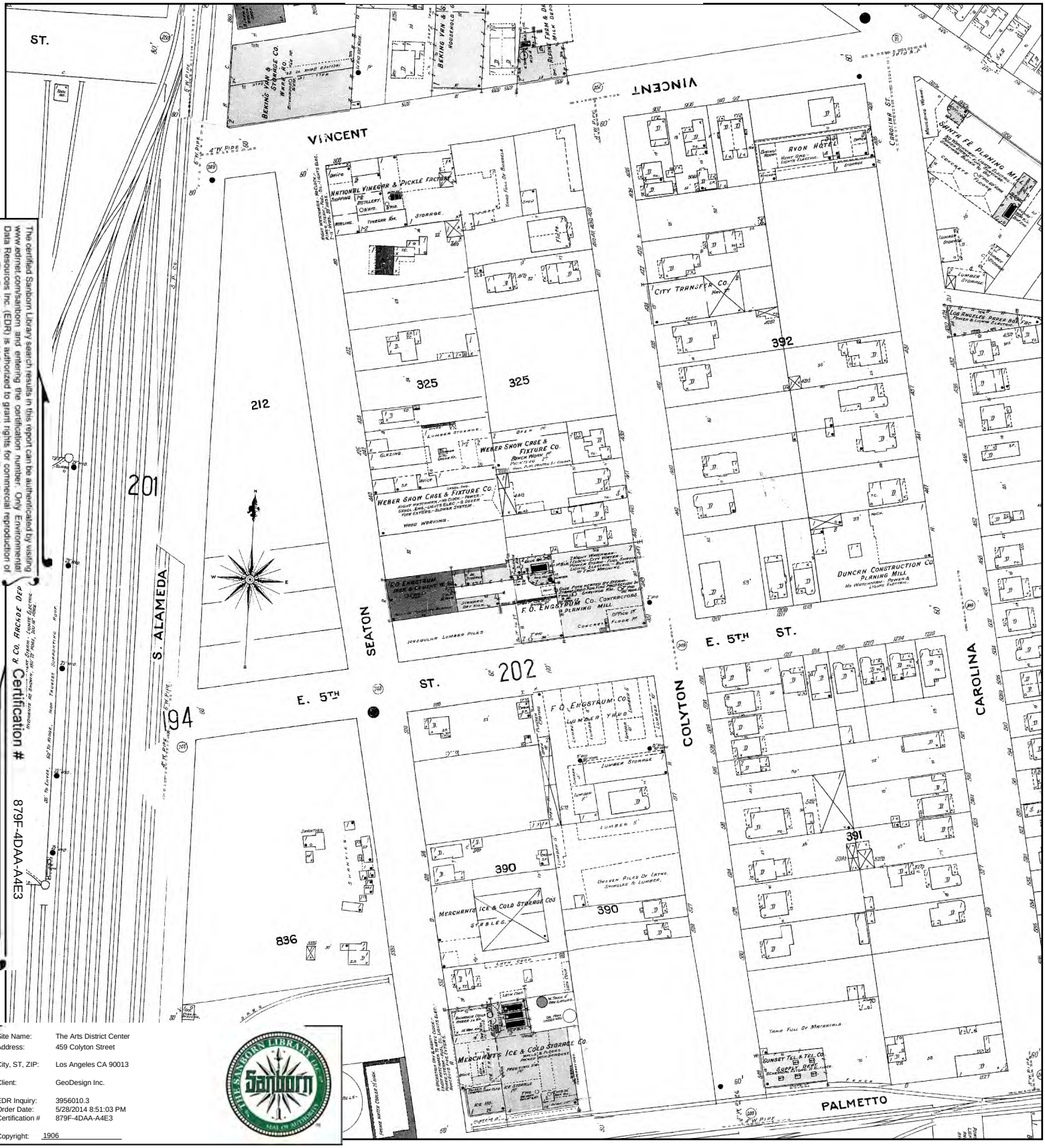


Volume Congested Business District, Sheet

N

1906 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
Address:	459 Colyton Street
City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
EDR Inquiry:	3956010.3
Order Date:	5/28/2014 8:51:03 PM
Certification #	879F-4DAA-A4E3
Copyright:	1906

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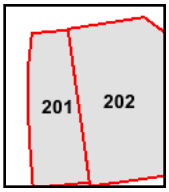
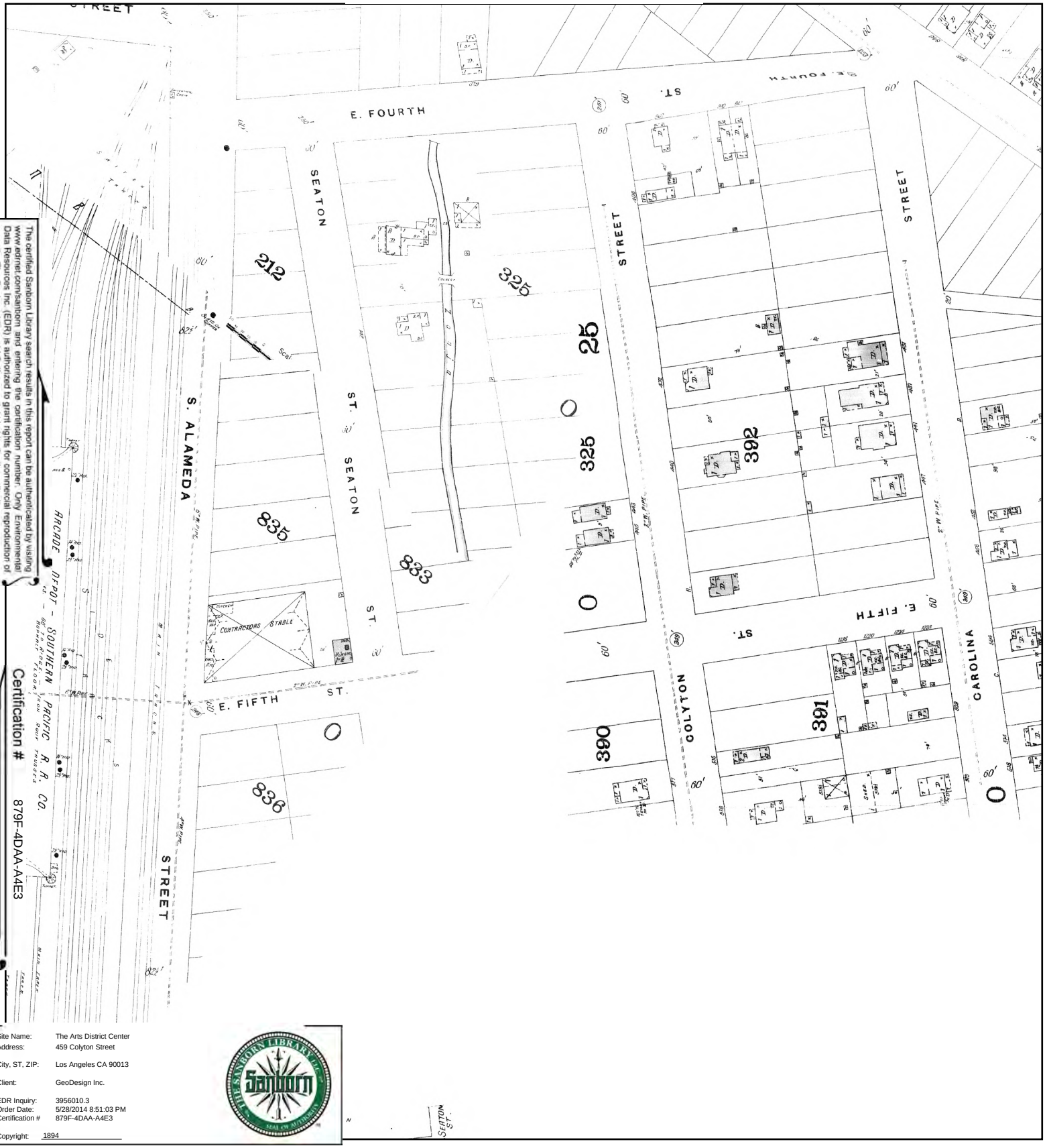


Volume 2, Sheet 201
Volume 2, Sheet 202

0 Feet 150 300 600

N

1894 Certified Sanborn Map



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Certification # 879F-4DAA-A4E3

Site Name:	The Arts District Center
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City, ST, ZIP:	Los Angeles CA 90013
Client:	GeoDesign Inc.
EDR Inquiry:	3956010.3
Order Date:	5/28/2014 8:51:03 PM
Certification #	879F-4DAA-A4E3
Copyright:	1894

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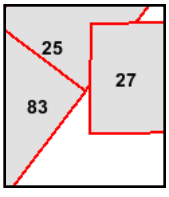


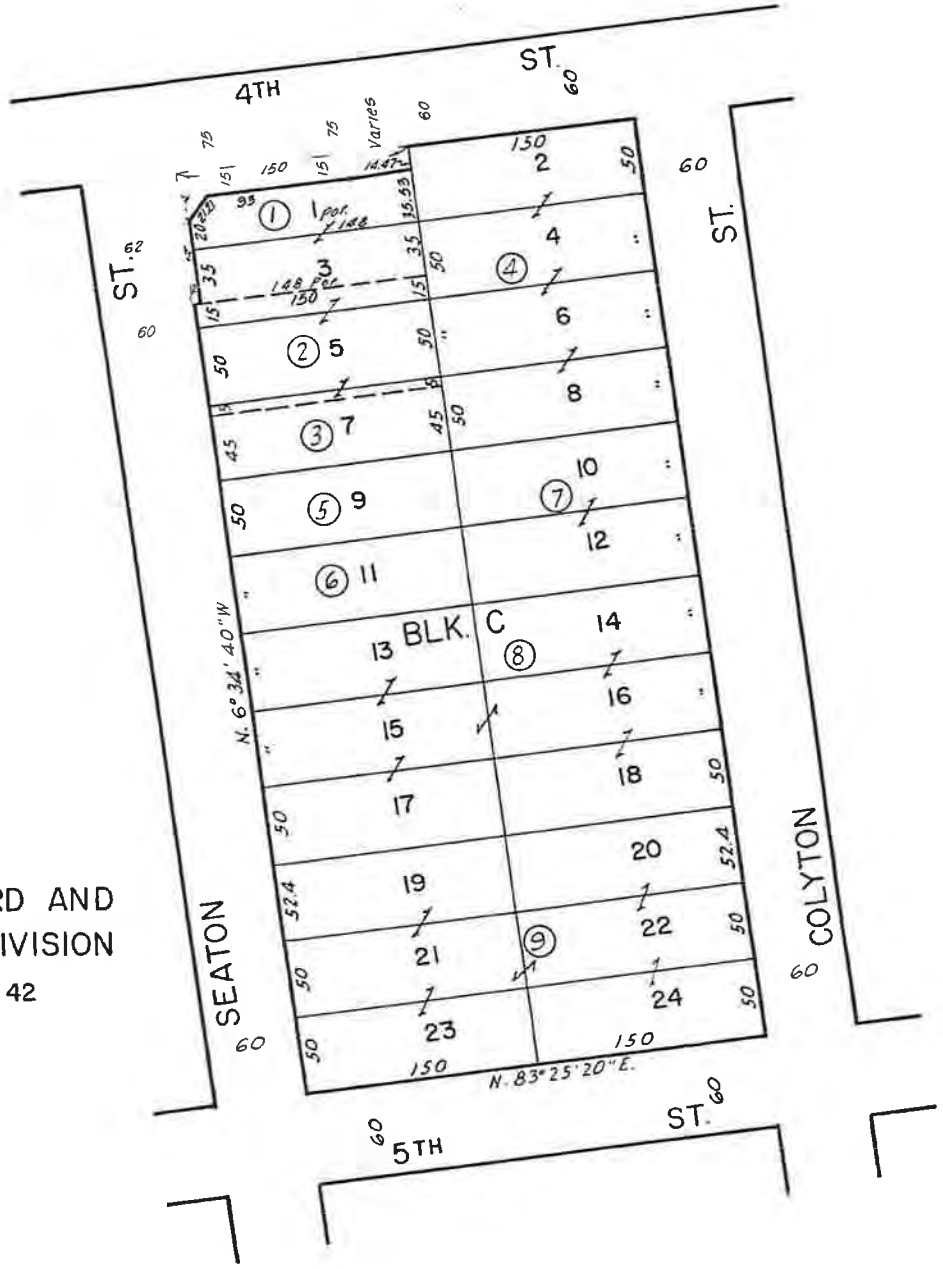
Volume 1, Sheet 25
Volume 1, Sheet 27
Volume 2, Sheet 83

0 Feet 150 300 600

N

5163 | 25

CALE 1" = 80'



F. P. HOWARD AND CO'S. SUBDIVISION

M.R. 12-42

CODE

4

FOR PREV. ASSM'T. SEE: 17-22

ASSESSOR'S MAP

COUNTY OF LOS ANGELES, CALIF.

Records for this property are kept at the Headquarters Office
("How frequently is the information updated on this site?" and other FAQs)

Property Information

Assessor's ID No.	5163-025-009
Site Address	459 COLYTON ST LOS ANGELES CA 90013
Property Type	Commercial / Industrial
Region / Cluster	23 / 23870
Tax Rate Area (TRA)	00004

Click Here to View Assessor's Map

(Click Here to View Index Map)

Recent Sale Information

Latest Sale Date
Indicated Sale Price

Search for Recent Sales

2013 Roll Values

Recording Date	07/01/2008
Land	$6,274,498
Improvements	$627,448
Personal Property	$0
Fixtures	$0
Homeowners' Exemption	$0
Real Estate Exemption	$0
Personal Property Exemption	$0
Fixture Exemption	$0

Click Here for 2013 Annual Taxes

(I have a question regarding my property tax payment)

Estimate Supplemental Taxes

Property Boundary Description

F P HOWARD AND CO'S SUB LOTS 19,20 21,22,23 AND LOT 24 BLK C

Building Description(s)

	Improvement 1
Square Footage	91,200
Year Built / Effective Year Built	0000 / 1908
Bedrooms / Bathrooms	0 / 0
Units	0

Click Here for Another Search

LOS ANGELES FIRE DEPARTMENT
UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS
ADDRESS: 221 NORTH FIGUEROA ST., 15TH FLR. STE. 1500
OFFICE# - 213/482-7115 NEW FAX# - 213/482-6529

PLEASE GIVE US 4 TO 5 BUSINESS DAYS TO HONOR YOUR REQUEST.

ONE ADDRESS ONLY - PER SHEET

COMPLETE THIS BOX. ONE FOR EACH PROPERTY CONCERNED

PHONE NO: (714) 363-4214 FAX NO: (503) 968-3068

NAME OF REQUESTER (PLEASE PRINT): Wayne Lau

REPRESENTING (COMPANY NAME): GeoDesign Inc

SIGNATURE: _____ DATE: 4/29/14

DRIVER LIC NO: D6806307 EXP: 8/7/2016

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 1109 E. 5th Street

REASON FOR REQUEST: Soil boring / drilling

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NAME OF REQUESTER (PLEASE PRINT): Wayne Lau

REPRESENTING (COMPANY NAME): GeoDesign Inc

SIGNATURE: [signature] DATE: 4/29/14

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REPRESENTING (COMPANY NAME): GeoDesign Inc

SIGNATURE: _____ DATE: 4/29/14

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NO FILE FOUND

UNDERGROUND STORAGE TANK UNAUTHORIZED RELEASE (LEAK)/ CONTAMINATION SITE REPORT

EMERGENCY ☐ Yes ☑ No

HAS STATE OFFICE OF EMERGENCY SERVICES REPORT BEEN FILED? ☐ Yes ☑ No

FOR LOCAL AGENCY USE ONLY
I HEREBY CERTIFY THAT I AM A DESIGNATED GOVERNMENT EMPLOYEE AND THAT I HAVE REPORTED THIS INFORMATION TO LOCAL OFFICIALS PERSUANT TO SECTION 25180.7 OF THE HEALTH AND SAFETY CODE.
SIGNED ____ DATE ____

REPORT DATE: JULY 6, 2007

CASE #:

REPORTED BY

NAME OF INDIVIDUAL FILING REPORT: DAVID LESPERANCE
PHONE: 714-662-7614
SIGNATURE:

REPRESENTING: ☐ LOCAL AGENCY ☐ REGIONAL BOARD ☐ OWNER/OPERATOR ☑ OTHER... GEOLOGIC CONSULTANT
COMPANY OR AGENCY NAME: SIGNAL GEOSCIENCE

ADDRESS: 3125 S. MADDOCK STREET (STREET) SANTA ANA (CITY) CA (STATE) 92704 (ZIP)

RESPONSIBLE PARTY

NAME: S.F. HOLDING, LTD ☐ Unknown
PHONE: (213) 626-1359

ADDRESS: 500 S. ALAMEDA STREET (STREET) LOS ANGELES (CITY) CA (STATE) 90013 (ZIP)

SITE LOCATION

FACILITY NAME (IF APPLICABLE): SUPERFINE
OPERATOR: S.F. HOLDING, LTD
PHONE: (213) 626-1359

ADDRESS: 500 S. ALAMEDA STREET (STREET) LOS ANGELES (CITY) LOS ANGELES (COUNTY) 90013 (ZIP)

CROSS STREET: 5th STREET - SOUTHEAST CORNER OF INTERSECTION OF ALAMEDA AND 5TH

IMPLEMENTING AGENCIES

LOCAL AGENCY AGENCY NAME: CITY OF LOS ANGELES FIRE DEPARTMENT
PHONE: (213) 978-3700

REGIONAL BOARD: LOS ANGELES REGION
PHONE: (213) 576-6600

SUBSTANCES INVOLVED

(1) NAME: GASOLINE (WITHOUT MTBE) QUANTITY LOST (GALLONS): ____ ☑ Unknown

(2) DIESEL ____ ☑ Unknown

DISCOVERY/ABATEMENT

DATE DISCOVERED: FEBRUARY 25, 2005

HOW DISCOVERED: ☐ Tank Test ☐ Tank Removal ☐ Nuisance Conditions ☐ Inventory Control ☐ Subsurface Monitoring ☑ Other... PIPELINE AND UDC REPLACEMENT

DATE DISCHARGE BEGAN: ☑ Unknown

HAS DISCHARGE BEEN STOPPED? ☑ Yes ☐ No IF YES, DATE: FEBRUARY 25, 2005

METHOD USED TO STOP DISCHARGE (CHECK ALL THAT APPLY)
☐ Remove Contents ☐ Close Tank
☐ Repair Tank ☐ Change Procedure
☐ Replace Tank ☑ Other... PIPELINE AND UDC REPLACEMENT
☐ Repair Piping

SOURCE/ CAUSE

SOURCE OF DISCHARGE: ☐ Tank Leak ☐ Piping Leak ☑ Unknown ☐ Other...

CAUSE(S): ☐ Overfill ☐ Corrosion ☐ Rupture/Failure ☑ Unknown ☐ Spill ☐ Other...

CASE TYPE

CHECK ONE ONLY
☑ Undetermined ☐ Soil Only ☐ Groundwater ☐ Drinking Water - (CHECK ONLY IF WATER WELLS HAVE ACTUALLY BEEN AFFECTED)

CURRENT STATUS

CHECK ONE ONLY
☑ No Action Taken
☐ Leak Being Confirmed
☐ Remediation Plan
☐ Preliminary Site Assessment Workplan Submitted
☐ Preliminary Site Assessment Underway
☐ Case Closed (Cleanup Completed or Unnecessary)
☐ Pollution Characterization
☐ Post Cleanup Monitoring in Progress
☐ Cleanup Underway

REMEDIAL ACTION

CHECK APPROPRIATE ACTION(S)
☐ Cap Site (CD)
☐ Contamination Barrier (CB)
☐ Vacuum Extract (VE)
☐ Excavate & Dispose (ED)
☐ Excavate & Treat (ET)
☐ No Action Required (NA)
☐ Remove Free Product (FP)
☐ Pump & Treat Groundwater (GT)
☐ Treatment at Hookup (HU)
☐ Enhanced Bio Degradation (IT)
☐ Replace Supply (RS)
☐ Vent Soil (VS)
☐ Other...

RECEIVED
JUL 09 2007
Site Assessment

COMMENTS

City of Los Angeles
Department of City Planning

5/28/2014
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
445 S COLYTON ST

ZIP CODES
90013

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2008-3125-CA
CPC-2007-3036-RIO
CPC-1995-352-CPU
CPC-1986-607-GPC
ORD-164855-SA1920
ZA-2013-362-ZAD
ZA-1982-333-CUZ
ENV-2013-363-EAF
ENV-2013-3392-CE
ENV-2007-3037-MND
ENV-1995-328-MND
AF-90-2030261-CUZ

Address/Legal Information	
PIN Number	127-5A215 367
Lot/Parcel Area (Calculated)	7,863.4 (sq ft)
Thomas Brothers Grid	PAGE 634 - GRID G5
Assessor Parcel No. (APN)	5163025009
Tract	F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT
Map Reference	M R 12-42
Block	C
Lot	20
Arb (Lot Cut Reference)	None
Map Sheet	127-5A215
Jurisdictional Information	
Community Plan Area	Central City North
Area Planning Commission	Central
Neighborhood Council	Historic Cultural
Council District	CD 14 - Jose Huizar
Census Tract #	2060.31
LADBS District Office	Los Angeles Metro
Planning and Zoning Information	
Special Notes	None
Zoning	M3-1
Zoning Information (ZI)	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE
General Plan Land Use	Heavy Manufacturing
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	None
Central City Parking	Yes
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

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Assessor Information	
Assessor Parcel No. (APN)	5163025009
APN Area (Co. Public Works)*	1.047 (ac)
Use Code	Not Available
Assessed Land Val.	$6,302,984
Assessed Improvement Val.	$630,296
Last Owner Change	07/01/08
Last Sale Amount	$6,600,066
Tax Rate Area	4
Deed Ref No. (City Clerk)	9-656
	9-588
	9-178
	759788
	6-702
	1626315
	1516413
	1168201
Building 1	
Year Built	0
Building Class	C5B
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	91,200.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.60877782156264
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000

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Landslide	No
Liquefaction	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	ARTS DISTRICT
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	EAST LOS ANGELES STATE ENTERPRISE ZONE
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Central
Division / Station	Central
Reporting District	159
Fire Information	
Division	1
Batallion	1
District / Fire Station	4
Red Flag Restricted Parking	No

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Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2007-3037-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	Data Not Available
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Case Number:	AF-90-2030261-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-164855-SA1920

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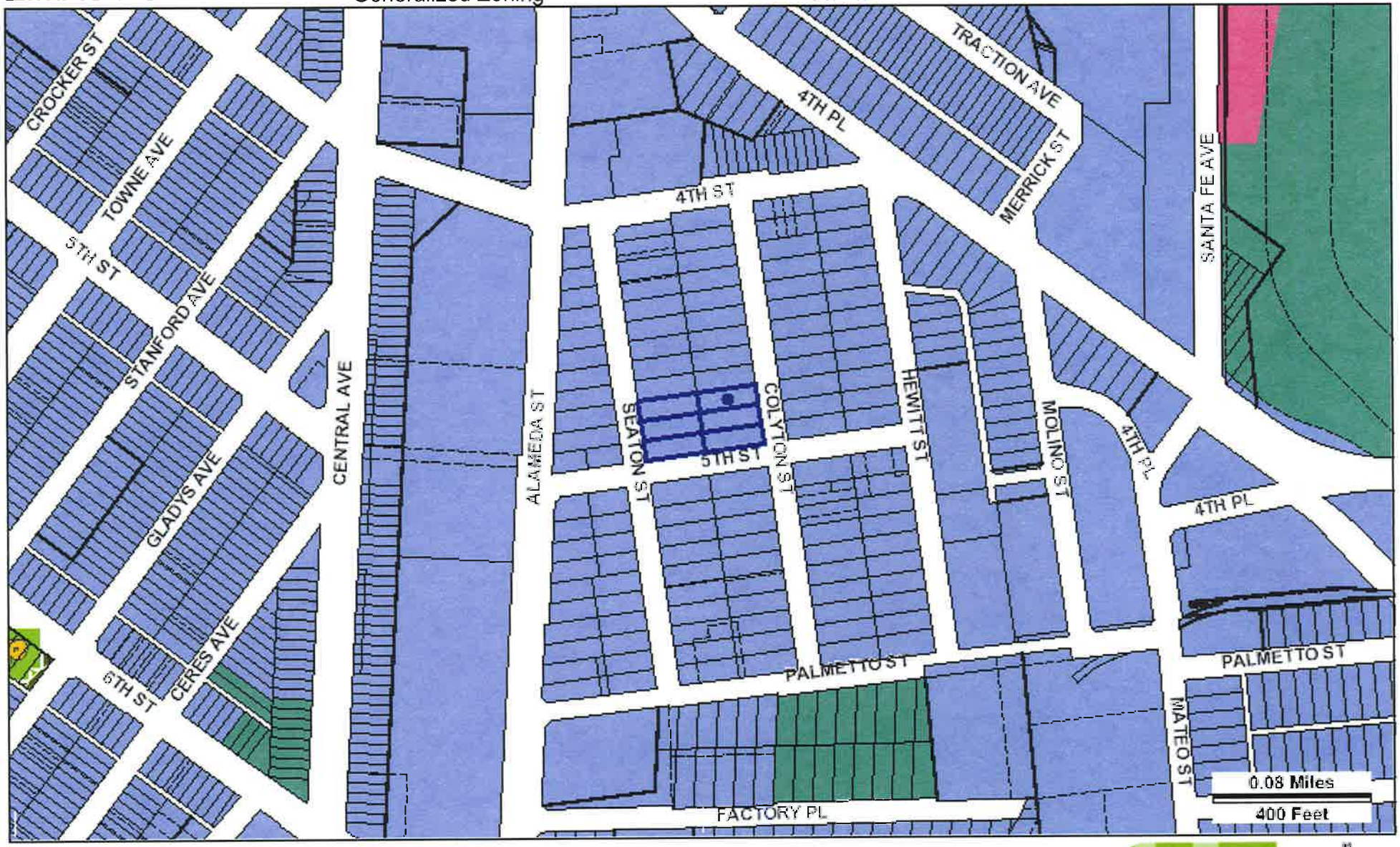
ZIMAS PUBLIC

Generalized Zoning

05/28/2014

City of Los Angeles
Department of City Planning



Address: 445 S COLYTON ST

APN: 5163025009

PIN #: 127-5A215 367

Tract: F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT

Block: C

Lot: 20

Arb: None

Zoning: M3-1

General Plan: Heavy Manufacturing

Streets Copyright (c) Thomas Brothers Maps, Inc.

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF
- HILLSIDE

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside
- Airport Airside
- Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- Important Ecological Area
- Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- MTA / Metrolink Station
- MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- Public Elementary (Proposed Expansion)
- Public Elementary School
- Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- SM Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Charter School
- Child Care Centers
- Elementary School
- Golf Course
- High School
- Historic Sites
- Horticulture/Gardens
- Middle School
- Opportunity School
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Span School
- Special Education School
- Senior Citizen Centers
- Skate Parks

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Tract Map
- Parcel Map
- Lot Ties
- Building Outlines
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Oil Wells

City of Los Angeles
Department of City Planning

5/28/2014
PARCEL PROFILE REPORT

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450 S SEATON ST

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90013

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Case Number:	ENV-1995-328-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
Case Number:	AF-90-2030261-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-164855-SA1920

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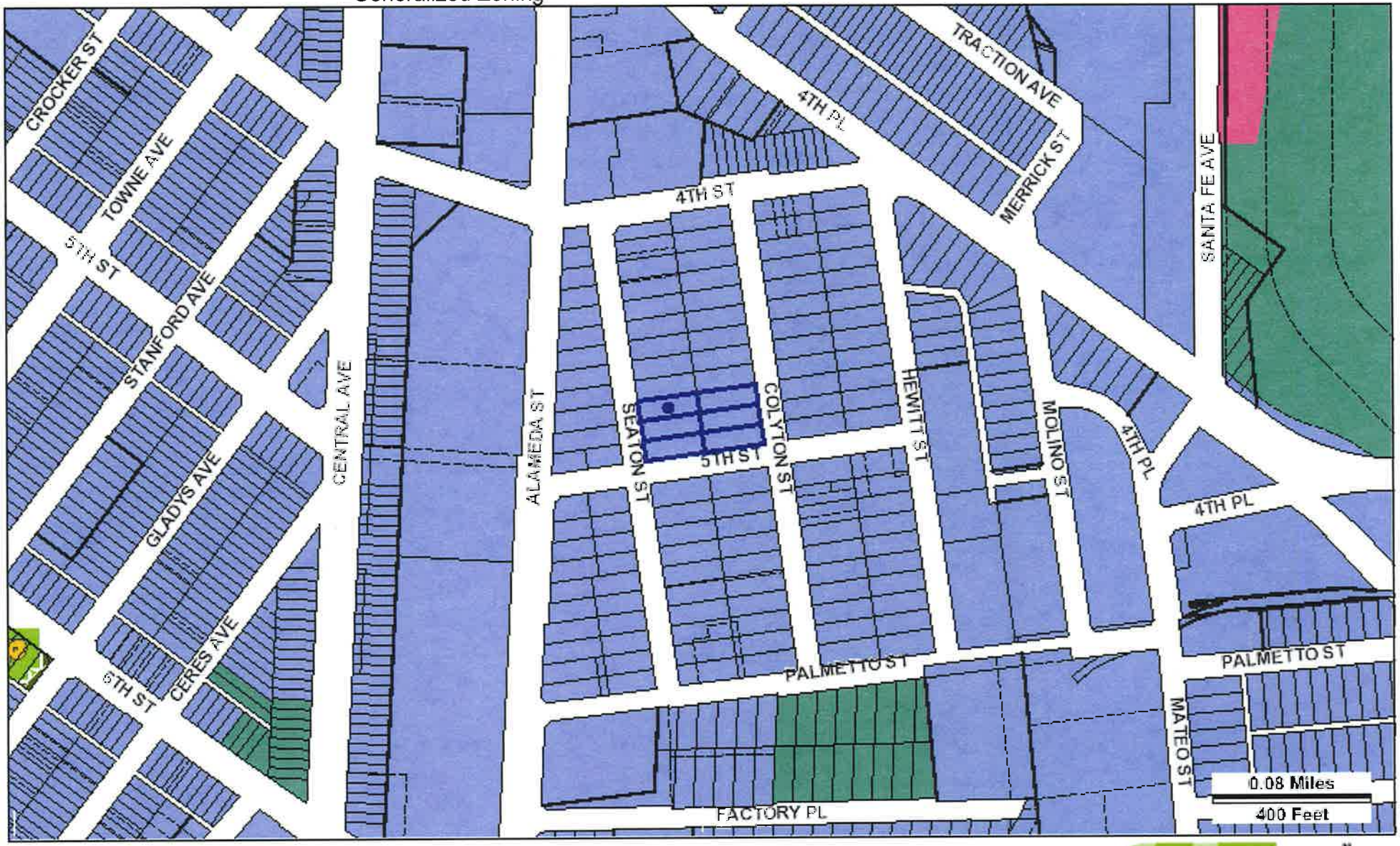
ZIMAS PUBLIC

Generalized Zoning

05/28/2014

City of Los Angeles
Department of City Planning



Address: 450 S SEATON ST

APN: 5163025009

PIN #: 127-5A215 375

Tract: F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT

Block: C

Lot: 19

Arb: None

Zoning: M3-1

General Plan: Heavy Manufacturing

Streets Copyright (c) Thomas Brothers Maps, Inc.

City of Los Angeles
Department of City Planning

5/28/2014
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
451 S COLYTON ST

ZIP CODES
90013

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2008-3125-CA
CPC-2007-3036-RIO
CPC-1995-352-CPU
CPC-1986-607-GPC
ORD-164855-SA1920
ZA-2013-362-ZAD
ZA-1982-333-CUZ
ENV-2013-363-EAF
ENV-2013-3392-CE
ENV-2007-3037-MND
ENV-1995-328-MND
AF-90-2030261-CUZ

Address/Legal Information	
PIN Number	127-5A215 383
Lot/Parcel Area (Calculated)	7,503.3 (sq ft)
Thomas Brothers Grid	PAGE 634 - GRID G5
Assessor Parcel No. (APN)	5163025009
Tract	F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT
Map Reference	M R 12-42
Block	C
Lot	22
Arb (Lot Cut Reference)	None
Map Sheet	127-5A215
Jurisdictional Information	
Community Plan Area	Central City North
Area Planning Commission	Central
Neighborhood Council	Historic Cultural
Council District	CD 14 - Jose Huizar
Census Tract #	2060.31
LADBS District Office	Los Angeles Metro
Planning and Zoning Information	
Special Notes	None
Zoning	M3-1
Zoning Information (ZI)	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE
General Plan Land Use	Heavy Manufacturing
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	None
Central City Parking	Yes
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Assessor Information	
Assessor Parcel No. (APN)	5163025009
APN Area (Co. Public Works)*	1.047 (ac)
Use Code	Not Available
Assessed Land Val.	$6,302,984
Assessed Improvement Val.	$630,296
Last Owner Change	07/01/08
Last Sale Amount	$6,600,066
Tax Rate Area	4
Deed Ref No. (City Clerk)	9-656
	9-588
	9-178
	759788
	6-702
	1626315
	1516413
	1168201
Building 1	
Year Built	0
Building Class	C5B
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	91,200.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.59847102819507
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000

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Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	ARTS DISTRICT
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	EAST LOS ANGELES STATE ENTERPRISE ZONE
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Central
Division / Station	Central
Reporting District	159
Fire Information	
Division	1
Batallion	1
District / Fire Station	4
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2008-3125-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2007-3036-RIO
Required Action(s):	RIO-RIVER IMPROVEMENT OVERLAY DISTRICT
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.
Case Number:	CPC-1995-352-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
Case Number:	CPC-1986-607-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - CENTRAL CITYNORTH NORTH AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT (G/GREEN/BOWMAN)\
Case Number:	ZA-2013-362-ZAD
Required Action(s):	ZAD-ZA DETERMINATION (PER LAMC 12.27)
Project Descriptions(s):	PUSUANT TO LAMC SECTION 12.24 X.13, A DETERMINATION TO ALLOW THE CONVERSION OF AN EXISTING MANUFACTURING BUILDING TO 24 UNITS OF JOING LIVING AND WORK QUARTERS BY UTILIZING TIER 1.
Case Number:	ZA-1982-333-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	
Case Number:	ENV-2013-363-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	PUSUANT TO LAMC SECTION 12.24 X.13, A DETERMINATION TO ALLOW THE CONVERSION OF AN EXISTING MANUFACTURING BUILDING TO 24 UNITS OF JOING LIVING AND WORK QUARTERS BY UTILIZING TIER 1.
Case Number:	ENV-2013-3392-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2007-3037-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	Data Not Available
Case Number:	ENV-1995-328-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
Case Number:	AF-90-2030261-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-164855-SA1920

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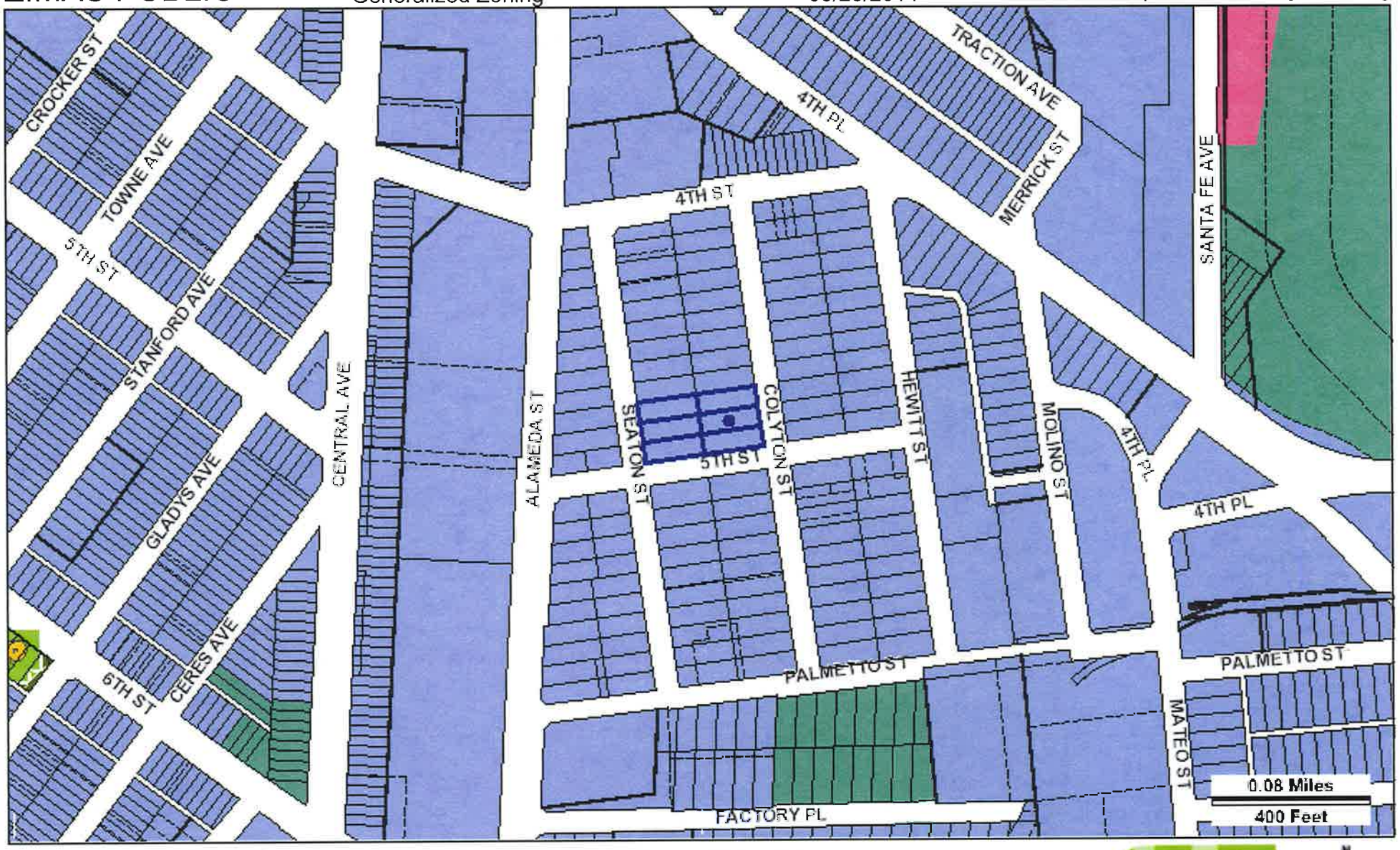
ZIMAS PUBLIC

Generalized Zoning

05/28/2014

City of Los Angeles
Department of City Planning



Address: 451 S COLYTON ST

APN: 5163025009

PIN #: 127-5A215 383

Tract: F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT

Block: C

Lot: 22

Arb: None

Zoning: M3-1

General Plan: Heavy Manufacturing

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City of Los Angeles
Department of City Planning

5/28/2014
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
454 S SEATON ST

ZIP CODES
90013

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2008-3125-CA
CPC-2007-3036-RIO
CPC-1995-352-CPU
CPC-1986-607-GPC
ORD-164855-SA1920
ZA-2013-362-ZAD
ZA-1982-333-CUZ
ENV-2013-363-EAF
ENV-2013-3392-CE
ENV-2007-3037-MND
ENV-1995-328-MND
AF-90-2030261-CUZ

Address/Legal Information	
PIN Number	127-5A215 390
Lot/Parcel Area (Calculated)	7,500.0 (sq ft)
Thomas Brothers Grid	PAGE 634 - GRID G5
Assessor Parcel No. (APN)	5163025009
Tract	F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT
Map Reference	M R 12-42
Block	C
Lot	21
Arb (Lot Cut Reference)	None
Map Sheet	127-5A215
Jurisdictional Information	
Community Plan Area	Central City North
Area Planning Commission	Central
Neighborhood Council	Historic Cultural
Council District	CD 14 - Jose Huizar
Census Tract #	2060.31
LADBS District Office	Los Angeles Metro
Planning and Zoning Information	
Special Notes	None
Zoning	M3-1
Zoning Information (ZI)	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE
General Plan Land Use	Heavy Manufacturing
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	None
Central City Parking	Yes
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

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Assessor Information	
Assessor Parcel No. (APN)	5163025009
APN Area (Co. Public Works)*	1.047 (ac)
Use Code	Not Available
Assessed Land Val.	$6,302,984
Assessed Improvement Val.	$630,296
Last Owner Change	07/01/08
Last Sale Amount	$6,600,066
Tax Rate Area	4
Deed Ref No. (City Clerk)	9-656
	9-588
	9-178
	759788
	6-702
	1626315
	1516413
	1168201
Building 1	
Year Built	0
Building Class	C5B
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	91,200.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.56490715825397
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000

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Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	ARTS DISTRICT
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	EAST LOS ANGELES STATE ENTERPRISE ZONE
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Central
Division / Station	Central
Reporting District	159
Fire Information	
Division	1
Batallion	1
District / Fire Station	4
Red Flag Restricted Parking	No

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Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2007-3036-RIO
Required Action(s):	RIO-RIVER IMPROVEMENT OVERLAY DISTRICT
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.
Case Number:	CPC-1995-352-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
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Case Number:	ZA-2013-362-ZAD
Required Action(s):	ZAD-ZA DETERMINATION (PER LAMC 12.27)
Project Descriptions(s):	PUSUANT TO LAMC SECTION 12.24 X.13, A DETERMINATION TO ALLOW THE CONVERSION OF AN EXISTING MANUFACTURING BUILDING TO 24 UNITS OF JOING LIVING AND WORK QUARTERS BY UTILIZING TIER 1.
Case Number:	ZA-1982-333-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	
Case Number:	ENV-2013-363-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	PUSUANT TO LAMC SECTION 12.24 X.13, A DETERMINATION TO ALLOW THE CONVERSION OF AN EXISTING MANUFACTURING BUILDING TO 24 UNITS OF JOING LIVING AND WORK QUARTERS BY UTILIZING TIER 1.
Case Number:	ENV-2013-3392-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2007-3037-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	Data Not Available
Case Number:	ENV-1995-328-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
Case Number:	AF-90-2030261-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-164855-SA1920

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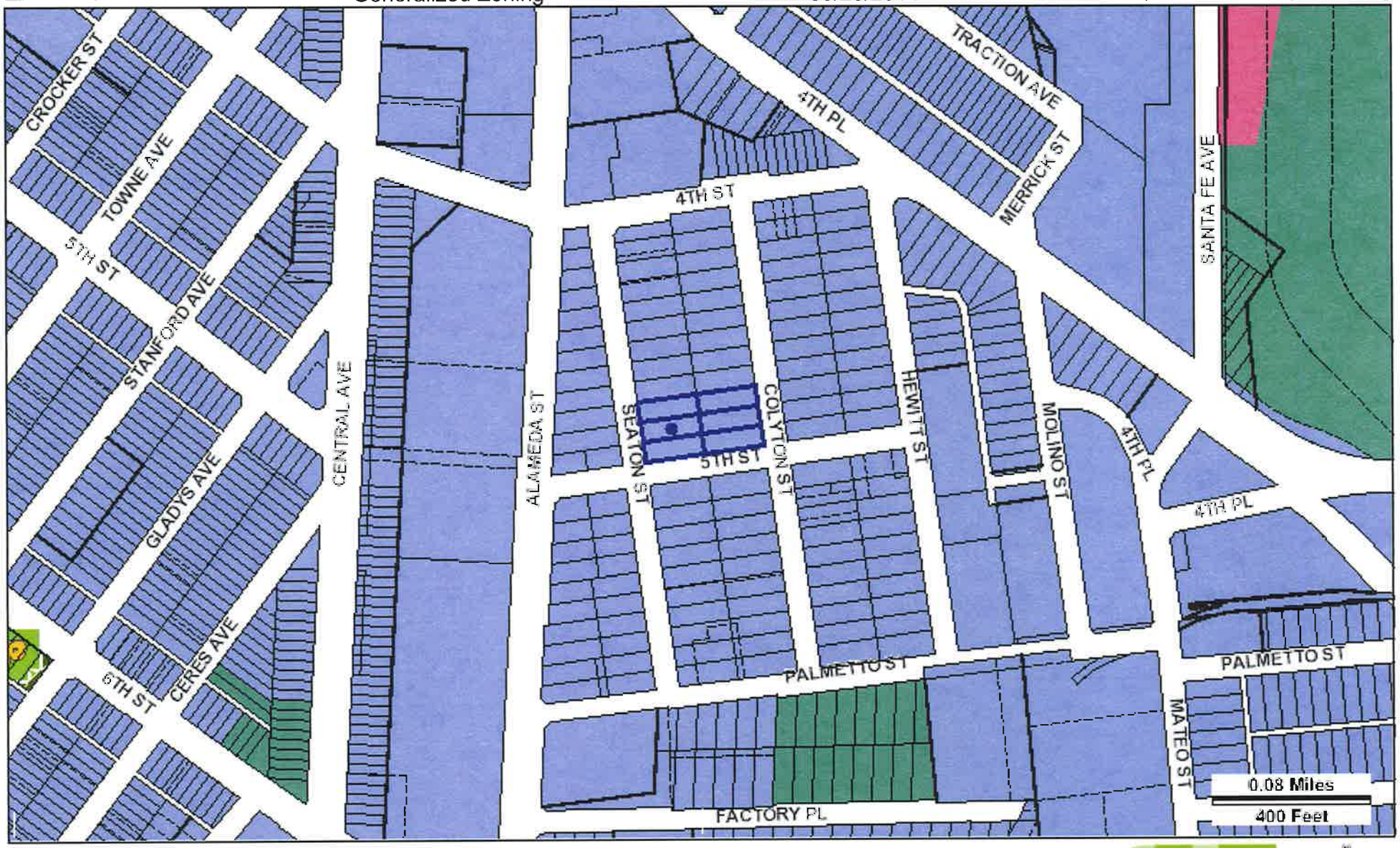
ZIMAS PUBLIC

Generalized Zoning

05/28/2014

City of Los Angeles
Department of City Planning



Address: 454 S SEATON ST

APN: 5163025009

PIN #: 127-5A215 390

Tract: F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT

Block: C

Lot: 21

Arb: None

Zoning: M3-1

General Plan: Heavy Manufacturing

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City of Los Angeles
Department of City Planning

5/28/2014
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
457 S COLYTON ST

ZIP CODES
90013

RECENT ACTIVITY
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CASE NUMBERS
CPC-2008-3125-CA
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CPC-1995-352-CPU
CPC-1986-607-GPC
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ZA-2013-362-ZAD
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ENV-2007-3037-MND
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Address/Legal Information	
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Thomas Brothers Grid	PAGE 634 - GRID G5
Assessor Parcel No. (APN)	5163025009
Tract	F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT
Map Reference	M R 12-42
Block	C
Lot	24
Arb (Lot Cut Reference)	None
Map Sheet	127-5A215
Jurisdictional Information	
Community Plan Area	Central City North
Area Planning Commission	Central
Neighborhood Council	Historic Cultural
Council District	CD 14 - Jose Huizar
Census Tract #	2060.31
LADBS District Office	Los Angeles Metro
Planning and Zoning Information	
Special Notes	None
Zoning	M3-1
Zoning Information (ZI)	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE
General Plan Land Use	Heavy Manufacturing
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	None
Central City Parking	Yes
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

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Assessed Improvement Val.	$630,296
Last Owner Change	07/01/08
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Tax Rate Area	4
Deed Ref No. (City Clerk)	9-656
	9-588
	9-178
	759788
	6-702
	1626315
	1516413
	1168201
Building 1	
Year Built	0
Building Class	C5B
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	91,200.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.58816417582514
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000

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Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	ARTS DISTRICT
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	EAST LOS ANGELES STATE ENTERPRISE ZONE
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Central
Division / Station	Central
Reporting District	159
Fire Information	
Division	1
Batallion	1
District / Fire Station	4
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

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Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2007-3036-RIO
Required Action(s):	RIO-RIVER IMPROVEMENT OVERLAY DISTRICT
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.
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Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	CENTRAL CITY NORTH COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE CENTRAL CITY NORTH COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
Case Number:	CPC-1986-607-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - CENTRAL CITYNORTH NORTH AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT (G/GREEN/BOWMAN)\
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Required Action(s):	ZAD-ZA DETERMINATION (PER LAMC 12.27)
Project Descriptions(s):	PUSUANT TO LAMC SECTION 12.24 X.13, A DETERMINATION TO ALLOW THE CONVERSION OF AN EXISTING MANUFACTURING BUILDING TO 24 UNITS OF JOING LIVING AND WORK QUARTERS BY UTILIZING TIER 1.
Case Number:	ZA-1982-333-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	
Case Number:	ENV-2013-363-EAF
Required Action(s):	EAF-ENVIRONMENTAL ASSESSMENT
Project Descriptions(s):	PUSUANT TO LAMC SECTION 12.24 X.13, A DETERMINATION TO ALLOW THE CONVERSION OF AN EXISTING MANUFACTURING BUILDING TO 24 UNITS OF JOING LIVING AND WORK QUARTERS BY UTILIZING TIER 1.
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Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2007-3037-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	Data Not Available
Case Number:	ENV-1995-328-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
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Case Number:	AF-90-2030261-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-164855-SA1920

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ZIMAS PUBLIC

Generalized Zoning

05/28/2014

City of Los Angeles
Department of City Planning



Address: 457 S COLYTON ST

APN: 5163025009

PIN #: 127-5A215 394

Tract: F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT

Block: C

Lot: 24

Arb: None

Zoning: M3-1

General Plan: Heavy Manufacturing

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City of Los Angeles
Department of City Planning

5/28/2014
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
1101 E 5TH ST
456 S SEATON ST

ZIP CODES
90013

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2008-3125-CA
CPC-2007-3036-RIO
CPC-1995-352-CPU
CPC-1986-607-GPC
ORD-164855-SA1920
ZA-2013-362-ZAD
ZA-1982-333-CUZ
ENV-2013-363-EAF
ENV-2013-3392-CE
ENV-2007-3037-MND
ENV-1995-328-MND
AF-90-2030261-CUZ

Address/Legal Information	
PIN Number	127-5A215 401
Lot/Parcel Area (Calculated)	7,500.1 (sq ft)
Thomas Brothers Grid	PAGE 634 - GRID G5
Assessor Parcel No. (APN)	5163025009
Tract	F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT
Map Reference	M R 12-42
Block	C
Lot	23
Arb (Lot Cut Reference)	None
Map Sheet	127-5A215
Jurisdictional Information	
Community Plan Area	Central City North
Area Planning Commission	Central
Neighborhood Council	Historic Cultural
Council District	CD 14 - Jose Huizar
Census Tract #	2060.31
LADBS District Office	Los Angeles Metro
Planning and Zoning Information	
Special Notes	None
Zoning	M3-1
Zoning Information (ZI)	ZI-2317 Central Industrial Redevelopment Project
	ZI-2129 EAST LOS ANGELES STATE ENTERPRISE ZONE
General Plan Land Use	Heavy Manufacturing
General Plan Footnote(s)	Yes
Hillside Area (Zoning Code)	No
Baseline Hillside Ordinance	No
Baseline Mansionization Ordinance	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
CRA - Community Redevelopment Agency	Central Industrial Redevelopment Project
Central City Parking	Yes
Downtown Parking	No
Building Line	None
500 Ft School Zone	No

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500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5163025009
APN Area (Co. Public Works)*	1.047 (ac)
Use Code	Not Available
Assessed Land Val.	$6,302,984
Assessed Improvement Val.	$630,296
Last Owner Change	07/01/08
Last Sale Amount	$6,600,066
Tax Rate Area	4
Deed Ref No. (City Clerk)	9-656
	9-588
	9-178
	759788
	6-702
	1626315
	1516413
	1168201
Building 1	
Year Built	0
Building Class	C5B
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	91,200.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.55460024689076
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000

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Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	ARTS DISTRICT
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	EAST LOS ANGELES STATE ENTERPRISE ZONE
State Enterprise Zone Adjacency	No
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Central
Division / Station	Central
Reporting District	159
Fire Information	
Division	1
Batallion	1
District / Fire Station	4
Red Flag Restricted Parking	No

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Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-164855-SA1920

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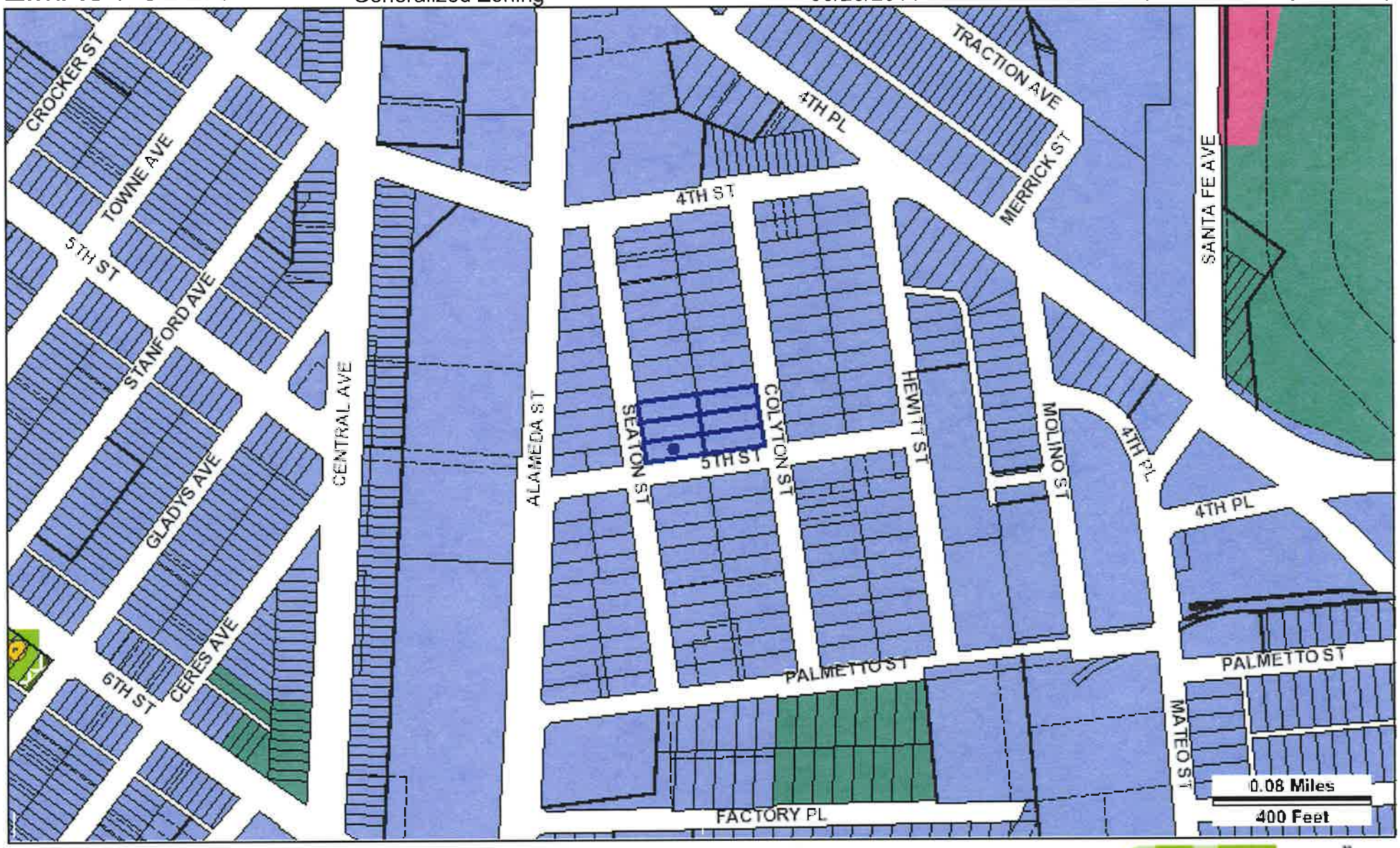
ZIMAS PUBLIC

Generalized Zoning

05/28/2014

City of Los Angeles
Department of City Planning



Address: 1101 E 5TH ST

APN: 5163025009

PIN #: 127-5A215 401

Tract: F. P. HOWARD AND CO'S SUBDIVISION OF THE BLISS TRACT

Block: C

Lot: 23

Arb: None

Zoning: M3-1

General Plan: Heavy Manufacturing

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129A215
126A215
127 - 5A213
127 - 5A217
127 - 5A215
3 RD
4 TH
5 TH
4 TH ST
5 TH ST
AVE 16
AVE 18
AVE 20
TOWNE
WOLFSKILL ORCHARD TRACT
STANFORD
GLADYS AVE
CENTRAL
ALAMEDA
SEATON
COLYTON
HEWITT
AVERY
TRACTION
PL
ST 18
ST 19
ST 20
P M 5683
UNNUMBERED LT
JOSEPH W. WOLFSKILL HOMESTEAD PROPERTY
CITY LANDS OF LOS ANGELES
UNNUMBERED LT
M B 2-50/55
PM 3-64/65
M B A S-11/12
TR 67247 - C
M B 1372-94/97
JOHNSTON TRACT
THOMAS TRACT
MILLS AND WORKS SECOND SUBDIVISION
EXTENSION OF AND ADJOINING
S P R R. CO'S ARCADE DEPOT GROUNDS
TR 63027 - C
M B 1353-72/73
PLOT AS OF 10/30/2013
126 B 213
CITY OF LOS ANGELES
GARY LEE MOORE
CITY ENGINEER
BUREAU OF ENGINEERING
GIS MAPPING DIV
RANDY PRICE, P.E.
DIVISION ENGINEER

STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

CASE SUMMARY

REPORT DATE
12/18/2005

HAZARDOUS MATERIAL INCIDENT REPORT FILED WITH OES?

I. REPORTED BY -
UNKNOWN

CREATED BY
UNKNOWN

II. RESPONSIBLE PARTY -
UNKNOWN

III. SITE LOCATION

FACILITY NAME
Superfine Texaco

FACILITY ID

FACILITY ADDRESS
500 S. Alameda St.
Los Angeles, CA 90013
LOS ANGELES COUNTY

ORIENTATION OF SITE TO STREET

CROSS STREET

V. SUBSTANCES RELEASED / CONTAMINANT(S) OF CONCERN
DIESEL

VI. DISCOVERY/ABATEMENT

DATE DISCHARGE BEGAN

DATE DISCOVERED
2/25/2005

HOW DISCOVERED
UST System Modification

DESCRIPTION

DATE STOPPED

STOP METHOD
Repair Product Piping

DESCRIPTION

VII. SOURCE/CAUSE

SOURCE OF DISCHARGE
Piping
Dispenser

CAUSE OF DISCHARGE
Unknown

DISCHARGE DESCRIPTION

VIII. CASE TYPE

CASE TYPE

IX. REMEDIAL ACTION
NO REMEDIAL ACTIONS ENTERED

X. GENERAL COMMENTS

XI. CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION REPORTED HEREIN IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

XII. REGULATORY USE ONLY

REGIONAL BOARD CASE NUMBER

LOCAL AGENCY CASE NUMBER
TT12131

LOCAL AGENCY

CONTACT NAME	INITIALS	ORGANIZATION NAME	EMAIL ADDRESS
GREG STEVENS		LOS ANGELES, CITY OF	gregory.stevens@lacity.org

ADDRESS
221 N Figueroa St
LOS ANGELES, CA 90012

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
PHONE	(213)-482-6527	

REGIONAL BOARD

CONTACT NAME	INITIALS	ORGANIZATION NAME	EMAIL ADDRESS
MATTHEW COHEN	MC	SWRCB	mcohen@waterboards.ca.gov

ADDRESS
1001 I Street
SACRAMENTO, CA 95814

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
PHONE	(916)-341-5751	

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STATE WATER RESOURCES CONTROL BOARD
GEOTRACKER

SUPERFINE TEXACO (T10000004817) - (MAP)

500 S. ALAMEDA ST.
LOS ANGELES, CA 90013
LOS ANGELES COUNTY
LUST CLEANUP SITE
PRINTABLE CASE SUMMARY

SIGN UP FOR EMAIL ALERTS

CLEANUP OVERSIGHT AGENCIES
LOS ANGELES, CITY OF *(LEAD)* - CASE #: TT12131
CASEWORKER: GREG STEVENS
SWRCB *(LEAD)*
CASEWORKER: MATTHEW COHEN
LOS ANGELES RWQCB (REGION 4)

PATH TO CLOSURE PLAN FY 12/13 AS OF 12/2/2013

BACK TO LTCP CHECKLIST

IMPEDIMENT 1:

General Criteria C: The unauthorized ("primary") release from the UST system has NOT been stopped

Step to Resolve Impediment 1 - Step 1:
Issue letter requesting information regarding diesel dispensers and whether they were upgraded/replaced at the time of the contamination detected in 1998.

COMPLETION DATE	
PROJECTED DATE	ACTUAL DATE
7/1/2014	

IMPEDIMENT 2:

General Criteria E: A conceptual site model that assesses the nature, extent, and mobility of the release has NOT been developed

Step to Resolve Impediment 2 - Step 1:
A workplan shall be submitted to define the vertical and lateral extent of the release(s) at the former waste oil and diesel dispenser locations. Borings should be sufficient and completed to a depth beneath the release plume(s) or groundwater whichever comes first. Boring termination beneath the plume will be determined by collecting a minimum of two ND samples beneath the plume or if groundwater is encountered. If groundwater is encountered a grab groundwater sample shall be collected. All samples shall be analyzed for constituents identified in the LTCP and/or other reasonably anticipated constituents. And implement the workplan.

COMPLETION DATE	
PROJECTED DATE	ACTUAL DATE
7/1/2014	

Step to Resolve Impediment 2 - Step 2:
If significant contamination is encountered and/or groundwater is impacted, a workplan will be required to determine the vertical and lateral extent of the release. And implement the workplan.

COMPLETION DATE	
PROJECTED DATE	ACTUAL DATE
10/1/2014	

Step to Resolve Impediment 2 - Step 3:
If remediation is necessary, a workplan to address the vertical and lateral extent of the plume(s) to protect human health, safety, and environment must be submitted. And implement the workplan.

COMPLETION DATE	
PROJECTED DATE	ACTUAL DATE
4/1/2014	

IMPEDIMENT 3:

General Criteria F: Secondary source has NOT been removed to the extent practicable

Step to Resolve Impediment 3 - Step 1:
See steps to resolve Impediment 2.

COMPLETION DATE	
PROJECTED DATE	ACTUAL DATE
7/1/2014	

IMPEDIMENT 4:

Media Specific Criteria: Direct Contact and Outdoor Air Exposure: The site is NOT considered low-threat for direct contact and outdoor air exposure as it does NOT meet 1, 2, or 3.

Conditions that do not meet the policy criteria:
- Exposure Type: Commercial
- Petroleum Constituents in Soil: Unknown
- Soil Concentrations of PAH: Unknown

Step to Resolve Impediment 4 - Step 1:
See steps to resolve Impediment 2.

COMPLETION DATE	
PROJECTED DATE	ACTUAL DATE
7/1/2014	

REQUIREMENTS ALONG PATH TO CLOSURE

DATE IDENTIFIED FOR CLOSURE	CLOSURE INITIATED BY	RP NOTIFICATION DATE	PUBLIC PARTICIPATION COMPLETION DATE	WELL DESTRUCTION DATE	WASTE DISPOSAL DATE	LAND USE RESTRICTION DATE	SITE CLOSURE DATE

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0.4726563 seconds

STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

SUPERFINE TEXACO (T10000004817) - (MAP)

SIGN UP FOR EMAIL ALERTS

500 S. ALAMEDA ST.
LOS ANGELES, CA 90013
LOS ANGELES COUNTY
LUST CLEANUP SITE
PRINTABLE CASE SUMMARY

CLEANUP OVERSIGHT AGENCIES
LOS ANGELES, CITY OF *(LEAD)* - *CASE #: TT12131*
CASEWORKER: *GREG STEVENS*
SWRCB *(LEAD)*
CASEWORKER: *MATTHEW COHEN*
LOS ANGELES RWQCB (REGION 4)

LTCP CHECKLIST AS OF 12/2/2013

VIEW PATH TO CLOSURE PLAN | BACK TO CASE SUMMARY

General Criteria - *The site satisfies the policy general criteria*	**NO**
a. Is the unauthorized release located within the service area of a public water system? **Name of Water System : Metropolitan Water District of Southern California**	**YES**
b. The unauthorized release consists only of petroleum (info).	**YES**
c. The unauthorized ("primary") release from the UST system has been stopped. **Explanation :** Diesel detected beneath dispensers in 1998, uncle	**NO**
d. Free product has been removed to the maximum extent practicable (info).	**FP Not Encountered**
e. A conceptual site model that assesses the nature, extent, and mobility of the release has been developed (info). **Description:** **- Soil Assessment Incomplete - Areal Extent Not Defined** **- Soil Assessment Incomplete - Depth Unknown**	**NO**
f. Secondary source has been removed to the extent practicable (info). **Impediment to Removing Secondary Source:** - **Other** - SVE performed 1992-1993 to remediate gasoline impacted soil, but no clean up performed for the diesel detectec	**NO**
g. Soil or groundwater has been tested for MTBE and results reported in accordance with Health and Safety Code Section 25296.15.	**YES**
h. Does a nuisance exist, as defined by Water Code section 13050.	**NO**
1. Media-Specific Criteria: Groundwater - *The contaminant plume that exceeds water quality objectives is stable or decreasing in areal extent, and meets all of the additional characteristics of one of the five classes of sites listed below.*	**YES**
EXEMPTION - Soil Only Case (Release has not Affected Groundwater - Info)	**YES**
2. Media Specific Criteria: Petroleum Vapor Intrusion to Indoor Air - *The site is considered low-threat for the vapor-intrusion-to-air pathway if site-specific conditions satisfy items 2a, 2b, or 2c*	**YES**
EXEMPTION - Active Commercial Petroleum Fueling Facility	**YES**
3. Media Specific Criteria: Direct Contact and Outdoor Air Exposure - *The site is considered low-threat for direct contact and outdoor air exposure if it meets 1, 2, or 3 below.*	**NO**
EXEMPTION - The upper 10 feet of soil is free of petroleum contamination	**NO**
Does the site meet any of the Direct Contact and Outdoor Air Exposure criteria scenarios?	**NO**

ADDITIONAL QUESTIONS - The following conditions exist that do not meet the policy criteria:

Exposure Type :
- Commercial

Petroleum Constituents in Soil :
- Unknown

Soil Concentrations of PAH :
- Unknown

Additional Information	
Should this case be closed in spite of NOT meeting policy criteria?	NO

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STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

SUPERFINE TEXACO (T10000004817) - (MAP)

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LOS ANGELES, CA 90013
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LOS ANGELES RWQCB (REGION 4)

Regulatory Profile

CLEANUP STATUS - DEFINITIONS

OPEN - ELIGIBLE FOR CLOSURE AS OF 1/6/2014 - CLEANUP STATUS HISTORY

POTENTIAL CONTAMINANTS OF CONCERN
DIESEL

POTENTIAL MEDIA AFFECTED
NONE SPECIFIED

FILE LOCATION

BENEFICIAL USE
NONE SPECIFIED

DWR GROUNDWATER SUB-BASIN NAME
Coastal Plain Of Los Angeles - Central (4-11.04)

RB WATERSHED NAME
Los Angeles-San Gabriel River - Coastal Plain - Central (Split) (40515)

Site History

No site history available

CASE REVIEWS

TITLE / DESCRIPTION	TYPE	REVIEWED BY	DATE REVIEWED	SUMMARY
Path to Closure Plan	Path to Closure Plan	SWRCB	12/2/2013	
LTCP Checklist	LTCP Checklist	SWRCB	12/2/2013	NEFC

Cleanup Action Report

NO CLEANUP ACTIONS EXIST

Regulatory Activities

* Indicates a revised due date

ACTION TYPE	ACTION	ACTION DATE	RECEIVED / ISSUE DATE
LEAK ACTION	Leak Reported	12/18/2005	
LEAK ACTION	Leak Discovery	2/25/2005	

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STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

CASE SUMMARY

REPORT DATE
7/11/1985

HAZARDOUS MATERIAL INCIDENT REPORT FILED WITH OES?

I. REPORTED BY -
UNKNOWN

CREATED BY
UNKNOWN

II. RESPONSIBLE PARTY -

CONTACT NAME
ALBANESE, BILL

INITIALS

ORGANIZATION NAME
ALBANESE, BILL840

EMAIL ADDRESS

ADDRESS
815 Fairview Ave
South Pasadena, CA 91030

CONTACT DESCRIPTION

III. SITE LOCATION

FACILITY NAME
ARCO

FACILITY ID

FACILITY ADDRESS
500 ALAMEDA ST S
LOS ANGELES, CA 90013
LOS ANGELES COUNTY

ORIENTATION OF SITE TO STREET

CROSS STREET
5TH

V. SUBSTANCES RELEASED / CONTAMINANT(S) OF CONCERN
GASOLINE

VI. DISCOVERY/ABATEMENT

DATE DISCHARGE BEGAN

DATE DISCOVERED
7/5/1985

HOW DISCOVERED

DESCRIPTION

DATE STOPPED
7/5/1985

STOP METHOD

DESCRIPTION

VII. SOURCE/CAUSE

SOURCE OF DISCHARGE
Other

CAUSE OF DISCHARGE
Unknown

DISCHARGE DESCRIPTION

VIII. CASE TYPE

CASE TYPE
Soil

IX. REMEDIAL ACTION
NO REMEDIAL ACTIONS ENTERED

X. GENERAL COMMENTS

XI. CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION REPORTED HEREIN IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

XII. REGULATORY USE ONLY

LOCAL AGENCY CASE NUMBER

REGIONAL BOARD CASE NUMBER
900130016

LOCAL AGENCY

CONTACT NAME	INITIALS	ORGANIZATION NAME	EMAIL ADDRESS
ELOY LUNA	EL	LOS ANGELES, CITY OF	eloy.luna@lacity.org

ADDRESS
200 North Main Street, Suite 1780
LOS ANGELES, CA 90012

CONTACT DESCRIPTION

PHONE TYPE	PHONE NUMBER	EXTENSION
BUSINESS	(213)-482-6520	

REGIONAL BOARD

CONTACT NAME	INITIALS	ORGANIZATION NAME	EMAIL ADDRESS
YUE RONG	YR	LOS ANGELES RWQCB (REGION 4)	yrong@waterboards.ca.gov

ADDRESS
320 W. 4TH ST., SUITE 200
Los Angeles, CA 90013

CONTACT DESCRIPTION

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aqua science engineers inc.
So. California Field Office, 414 - 31st Street, Unit A, Newport Beach, CA 92661
Tel 714-675-5754 • Fax 714-675-5943

SCANNED
SEP 21 2004

May 22, 1989

PROJECT REPORT

SITE CONTAMINATION ASSESSMENT PROJECT AT:

ARCO TRUCK STOP
500 S. ALAMEDA STREET
LOS ANGELES, CA 90013

For Aqua Science Engineers Inc:



Michael Marello
Senior Project Geologist

David M. Schultz
Vice President
Senior Civil Engineer

EXECUTIVE SUMMARY

A site contamination assessment project was conducted by Aqua Science Engineers at Arco Truck Stop, 500 South Alameda Street, Los Angeles, California. During the week of May 1, 1989, Aqua Science Engineers drilled six soil borings at the above site. The purpose of the soil borings was to further investigate soil contamination discovered during a preliminary soil investigation conducted by Jirsa Environmental Services during November 1985.

The Jirsa investigation was conducted at the request of the State of California Regional Water Quality Control Board in response to a reported gasoline product leak. The reported leak source was a 6,000 gallon unleaded gasoline tank. Results of the Jirsa investigation indicated high concentrations of total petroleum hydrocarbons to 70 feet below the ground surface at the reported leak location. TPH concentrations at 70 feet were reported at 1,400 mg/Kg (ppm). TPH concentrations were reported as non-detectable at 90 feet.

The ASE investigation included three soil borings drilled around the underground tank cluster at the site (borings AT-1, AT-2, and AT-3), one boring drilled south of the canopy-covered, twin pump islands (boring AT-4), one boring drilled at the east end of an oil change trench (boring AT-5), and one boring drilled next to a 1,000 gallon waste oil tank (boring AT-6). Boring AT-2 was drilled to 95 feet, boring AT-3 was drilled to 46 feet, borings AT-1 and AT-6 were drilled to 40 feet, and borings AT-4 and AT-5 were drilled to 20 feet below the surface. Groundwater was not encountered during drilling.

Laboratory analysis of the soil collected during the project using modified EPA method 8015 indicate soil directly beneath the suspected leak location (boring AT-2) contains high total petroleum hydrocarbon concentrations (TPH as gasoline) to 80 feet below the ground surface. TPH concentrations at 85 feet ranged to 6,500 ppm. TPH concentrations at 95 feet ranged to 3.4 ppm. High gasoline concentrations were also indicated in soil samples from boring AT-3, located northwest of the underground tank cluster. Gasoline concentrations in this boring ranged to 4,800 ppm at 40 feet. Low to moderate TPH concentrations using EPA method 418.1 were indicated in the five and ten foot soil samples from boring AT-6, located next to the 1,000 gallon waste oil tank. TPH concentrations in these samples ranged to 120 ppm TPH. Analysis of the soil samples from the remaining borings, AT-1, AT-4 and AT-5, indicated insignificant to non-detectable TPH concentrations.

The majority of significant petroleum hydrocarbon contamination at this site is gasoline product. The gasoline product appears to be laterally restricted to the area directly beneath the underground storage tank cluster at this site. Since no significant confining clay layers were encountered during drilling, lateral migration of the contamination in the vadose zone will generally be restricted to capillary forces and vapor-phase migration. The maximum depth of

significant contamination indicated at the time of this investigation, and at the time of the Jirsa investigation conducted in November 1985, is approximately 90 feet below the ground surface. Groundwater was not encountered to 95 feet below the surface. The results of this investigation indicate the petroleum contamination has not impacted groundwater as of the date of this report.

TABLE OF CONTENTS

Section	Page
Executive Summary	ii
Background -Site Description -Site History	1
Hydrogeologic Setting	2
Investigative Methods -Soil Borings -Soil Sampling -Portable GC Contamination Screening	3
Results of the Investigation -Geology and Hydrogeology -Chemical Analysis	4
Conclusions	6
Recommendations	6
List of References	8
Table I: Summary of Soil Sample Analysis	5

List of Figures

Figure 1: Site Location Map	9
Figure 2: Site Map	10
Figure 3: Site Map of Jirsa and ESI Borings	11
Figure 4: Site Map of ASE Borings	12
Figures 5 through 10: Soil Boring Logs	13
Figure 11: Plan View of Estimated Lateral Contamination Extent	27

List of Appendices

Appendix I: Soil Sample Analysis from Jirsa Environmental, 1989 Report	
Appendix II: Soil Sample Analysis from ESI Inc., 1988 Report	
Appendix III: ASE Chain of Custody Documents	

Appendix IV: Photovac GC Chart Print-Outs

Appendix V: EMSI and WCAS Certified Soil Analysis Report

BACKGROUND

-Site Description-

The Arco Truck Stop site is located at the southeast corner of the intersection of Alameda Street and 5th Street in east-central Los Angeles, California (Figure 1). As of March 20, 1989, the property is owned by Mr. Peter Karadgian. The previous site owner, since December 1984, was Forman and Associates. Prior to December 1984, the site was owned and operated by Mr. William Albanese. The property was leased back to Mr. Albanese by Forman and Associates after the December 1984 transfer. The site contains three areas of operation. The areas include a retail fueling facility, an oil change and lube area, and a truck wash area. The fueling facility is currently not in operation.

Five underground fuel storage tanks and one underground waste oil tank are present at this site (Figure 2). The underground fuel tanks consist of one 10,000 gallon diesel tank, one 7,000 gallon regular leaded gasoline tank, one 7,000 gallon supreme unleaded gasoline tank, one 5,000 gallon diesel tank, and one 5,000 gallon regular unleaded gasoline tank.

-Site History-

During July, 1985 a release of 79 gallons of product from the 6,000 gallon fiberglass unleaded gasoline tank was reported to the Los Angeles Fire Department and the Regional Water Quality Control Board. Others have indicated that is likely that more than 79 gallons of product was released. The leak was repaired under supervision of the LAFD five days after the leak report date (Applied Geosciences, 1988)

Subsequent to the leak repair, a preliminary site contamination assessment was conducted by Jirsa Environmental Services during November, 1985. The assessment was conducted at the request of the RWQCB and consisted of one soil boring drilled to 93 feet below the ground surface in the vicinity of the underground tank cluster (Figure 3). The results of the Jirsa assessment indicated high concentrations of total petroleum hydrocarbons to 70 feet below the ground surface (Jirsa, 1985). TPH concentrations at 70 feet ranged to 1,400 ppm by EPA method 418.1. TPH contamination at 90 and 93 feet was below detectable concentrations. The highest concentrations of volatile organics were indicated in the soil sample from 30 feet which ranged to non-detectable benzene, 6.8 ppm toluene, 32 ppm xlyenes, and 6.2 ppm ethylbenzene (Appendix I).

Subsequent integrity tests on the five underground fuel storage tanks by Toxguard Systems during October, 1988 indicated all of the tanks had leak rates above the allowable 0.050 gallons per hour limit (ESI, 1988). On December 6, 1988 the LAFD issued a Fire/Life Safety Violation to the operator and owner of the site prohibiting operation of the fueling facility and requiring an assessment of the extent of contamination. The tanks have remained empty since that date.

During December, 1988 Environmental Solutions, Inc. conducted an additional preliminary assessment which consisted of one soil boring drilled down-gradient of the tank cluster area (boring B-1), and one soil boring drilled in the vicinity of a three stage clarifier located in the truck wash area (boring B-2) (Figure 3). Boring B-1 was drilled to 65 feet and boring B-2 was drilled to 46 feet below the ground surface. Soil samples collected during this investigation indicated non-detectable petroleum hydrocarbon concentrations using modified EPA method 8015 and EPA method 418.1 (ESI, 1988) (Appendix II).

During the week of May 1, 1989 Aqua Science Engineers, Inc. (ASE) conducted an additional contamination assessment to determine the extent of the contamination discovered by the Jirsa assessment, and to confirm the absence of shallow groundwater in the local vicinity of the site. Specifications of the project included drilling six soil borings at the site (Figure 4). Three soil borings were drilled around the underground tank cluster (borings AT-1, AT-2 and AT-3), one soil boring was drilled south of the canopy-covered pump islands (boring AT-4), one soil boring was drilled adjacent to the oil change trench (boring AT-5), and one boring was drilled adjacent to the 1,000 gallon underground waste oil storage tank (boring AT-6). Boring AT-2 was drilled to 95 feet, boring AT-3 was drilled to 46 feet, borings AT-1 and AT-6 were drilled to 40 feet, and borings AT-4 and AT-5 were drilled to 20 feet below the ground surface. Soil samples were collected beginning at five feet, and then at ten foot intervals starting at ten feet in each boring. Soil samples were screened for TPH contamination, as gasoline, using a portable gas chromatograph. Selected soil samples were submitted to a California State Department of Health Services laboratory for chemical analysis. The following report documents the methods and findings of the ASE assessment.

HYDROGEOLOGIC SETTING

The Arco Truck Stop site is located within the Los Angeles Forebay section of the Central Basin Non-pressure area. Water-bearing strata in the area are generally unconsolidated terrigenous and marine sediments of recent to mid-Miocene age. Eight named aquifers underlie the site. In youngest to oldest sequence, the aquifers are 1) Gaspur, 2) Artesia, 3) Gage, 4) Hollydale, 5) Jefferson, 6) Lynwood, 7) Silverado, and 8) Sunnyside (DWR, 1961). Domestic groundwater use is generally restricted to the deeper aquifers starting with the Hollydale aquifer. The California Department of Health Services, Public Water Supply Branch has indicated that no domestic water wells are believed to exist in this part of the central basin (Rizk, 1988: from Applied Geosciences, 1988).

CRWQCB records indicate the depth to first groundwater in a monitoring well located less than one mile east of the site if 62 feet below the ground surface. LACFCD records indicate a groundwater monitoring well existed at the intersection of Alameda and 4th street, approximately 500 feet north of the site. The last groundwater measurement was in March 1979 prior to destruction of the well. The depth to groundwater on that date was 109.1 feet below the ground surface. Groundwater was not encountered to 95 feet below the surface during this and previous

investigations.

Groundwater flow direction is reported as southwest-west in this area of the Central Basin. However, flow direction is not specified for shallow groundwater. The present course of the Los Angeles River is located approximately 0.5 mile east of the site. River flow direction is south.

INVESTIGATIVE METHODS

-Soil Borings-

The drilling at this site was done with a Mobile Drill B-61 truck mounted hydraulic drill. Hollow stem 8-inch O.D. auger was used for the test borings. Six soil borings were drilled at this site as indicated in Figure 4. Boring AT-2 was drilled to 95 feet below the ground surface at the location of the suspected tank leak. Borings AT-3 was drilled to 47 below the surface where refusal due to a large obstruction (boulder) was encountered. Borings AT-1 and At-6 were drilled to 40 feet below the ground surface. Boring AT-4 and AT-5 were drilled to 20 feet below the ground surface. Groundwater was not encountered during drilling. The borings were backfilled with clean soil mixed with bentonite powder between discreet layers of granular bentonite, and capped with concrete, after soil sample collection.

Strong gasoline odors were noted from 15 feet to 80 feet in boring AT-2. Strong gasoline odors were also noted in boring AT-3 from ten feet to 40 feet. Odors described as "oil like" were noted at five and ten feet in boring AT-5. The remaining borings contained very slight to non-existent petroleum odors.

-Soil Sampling-

Soil samples were taken in the borings using a California split spoon sampler. A 140-pound drop hammer supplied the driving force. Samples were collected beginning at five feet in each boring, and subsequently at ten foot intervals starting at ten feet below the surface. A soil sample was also collected at 95 feet in boring AT-2 after no odors were noted in the 90 foot sample from this boring. The California split spoon sampler and all drilling equipment was steam cleaned before use. The sampler was washed with a TSP and water solution between samplings.

The soil samples were collected in pre-cleaned, aluminum liner tubes and secured with double thickness aluminum foil, plastic end-caps and tape. The samples were placed in an ice chest with dry ice, and transported to EMSI Laboratories in Camarillo, California for analysis. Chain-of-Custody forms accompanied the samples to the laboratory (Appendix III).

-Portable GC Contamination Screening-

One set of the duplicate soil samples were screened for gasoline contamination using a PHOTOVAC Portable Gas Chromatograph. Twenty-gram soil amounts were removed from the aluminum sample tubes and placed in 40 ml pre-cleaned glass VOA vials. The vials were then heated in a 90 degree centigrade hot water bath for five minutes. Thirty microliters of head space gas was subsequently removed using a gas-tight syringe and injected into the gas chromatograph. The results were then compared to calibration standards within the chromatograph library. Chromatograph results are given in Appendix IV.

RESULTS OF THE INVESTIGATION

-Site Geology and Hydrogeology-

An examination of the bore hole logs shows that the soil types to 95 feet beneath the site consist of sand and gravelly sand from the surface to 50 feet, Sandy gravel from 50 to 55 feet, sand from 55 to 65 feet, gravel from 65 to 70 feet, sandy silt from 70 to 80 feet, and sand from 80 to 95 feet (bottom of boring AT-2). Soil types were classified by a geologist using the Unified Soil Classification System (Pipken, 1982). No significant confining (clay) layers were encountered during drilling. Groundwater was not encountered to 95 feet below the surface.

-Chemical Analysis-

EMSI Laboratories and West Coast Analytical Services, Santa Fe Springs, California, conducted the chemical analysis of the soil samples collected during this investigation. Selected soil samples were analyzed using modified EPA method 8015 for total fuel petroleum hydrocarbons for borings AT-1, AT-2, AT-3 and AT-4, and EPA method 418.1 for total petroleum hydrocarbons for borings AT-5 and AT-6. The sample selection and analysis method was based on gas chromatograph screening values, boring location, and sample collection depth. Soil samples having very low to non-detected screening values were composited for single analysis by boring. The certified laboratory report is given in Appendix V. A summary of the laboratory data is given in Table I.

Very high TPH concentrations (as gasoline) were indicated in boring AT-2 from 20 feet to 80 feet below the ground surface. Gasoline concentrations at 20 feet in this boring ranged to 27,000 ppm. Concentrations at 80 feet were reported at 6,500 ppm. Gasoline concentrations in the 95 foot sample from boring AT-2 were reported at 3.4 ppm. High gasoline concentrations were also indicated in soil samples from boring AT-3 from ten feet to 40 feet below the surface. Gasoline concentrations in the ten foot sample from this boring ranged to 4,300 ppm. Gasoline concentrations in the 40 foot sample were reported at 4,800 ppm. TPH concentrations in the composite soil

TABLE I

Summary of Soil Sample Analysis Using Modified EPA Method 8015
Concentrations Reported in mg/Kg (parts per million)

Boring Number		Sample Number	TPH Conc. (as Gasoline)
AT-1		AT1-5'	ND
	Composite	AT1-10'	
		AT1-20'	
		AT1-30'	
		AT1-40'	
AT-2		AT2-10'	20
		AT2-20'	27,000
		AT2-50'	2.0
		AT2-60'	7,000
		AT2-80'	6,500
		AT2-95'	3.4
AT-3		AT3-10'	4,300
		AT3-20'	1,700
		AT3-40'	4,800
AT-4		AT4-5'	ND
	Composite	AT4-10'	
		AT4-20'	

Summary of Soil Samples Analysis Using EPA Method 418.1
Concentrations Reported in mg/Kg (parts per million)

Boring Number		Sample Number	TPH Concentration
AT-5	Composite	AT5-5'	ND
		AT5-10'	
	Composite	AT5-15'	ND
		AT5-20'	
AT-6	Composite	AT6-5'	120
		AT6-10'	
		AT6-20'	ND
	Composite	AT6-30'	
		AT6-40'	

ND = Nondetectable

samples from borings AT-1 and AT-4 were recorded at non-detectable and ten ppm gasoline respectively by modified EPA method 8015.

Soil samples from borings AT-5 ad AT-6 were analyzed using EPA method 418.1 because of their close proximity to motor oil transfer and storage areas. Analysis of composite soil samples from boring AT-5 indicated non-detectable TPH concentrations. The five and ten foot composite sample from boring AT-6 contained 120 ppm TPH. Analysis of the 20, 30 and 40 foot composite sample from boring AT-6 indicated non-detectable TPH concentrations.

CONCLUSIONS

The laboratory results of the soil samples collected during this investigation confirm the high levels of petroleum hydrocarbon contamination at this site described in the Jirsa Environmental Services, 1985 report. Based on field interpretation and laboratory confirmation from the Aqua Science Engineers' assessment, we conclude that the petroleum hydrocarbon contamination at this site is primarily gasoline product. The contamination concentrations discovered in this investigation are well above the "action level" established by the City of Los Angeles.

At this time, the maximum vertical depth of the contamination is approximately 80-90 feet below the ground surface. The horizontal extent of contamination appears restricted to the area beneath the underground fuel storage tank cluster. Since no significant confining layers were noted in the 95 foot soil boring, horizontal contamination migration in soil will generally be restricted to capillary forces and vapor phase migration. Groundwater was not encountered to 95 feet below the ground surface. Soil sample screening and laboratory analysis indicate the contamination has not, as of the date of the assessment, impacted groundwater. However, since groundwater samples could not be collected, the actual impact on groundwater could not be documented in this report.

RECOMMENDATIONS

The depth of significant levels of petroleum hydrocarbon contamination at this site makes conventional excavation of contaminated soil impractical if not impossible. Therefore, an alternative method of remediation will need to be developed.

The native soil types underlying this site are primarily composed of sand and gravel having high permeabilities. Soils of this type respond very well to vapor extraction techniques in removing volatile petroleum products like gasoline and gasoline constituents. The extent of the gasoline contamination suggests remediation through vapor extraction can be accomplished with a minimal number of extraction wells (possibly less than five). It is the opinion of Aqua Science Engineers that insitu vapor extraction and oxidation of gasoline from soil will be the most cost effective and efficient

method of remediation for this site. Any remediation system will require prior approval from the California Regional Water Quality Control Los Angeles Region, City of Los Angeles Fire Department, and the South Coast Air Quality Management District.

The results of this investigation represent conditions at the time and location at which samples were collected and for the parameters analyzed in the laboratory. It does not fully characterize the site for contamination resulting from other sources or parameters not analyzed.

List of References

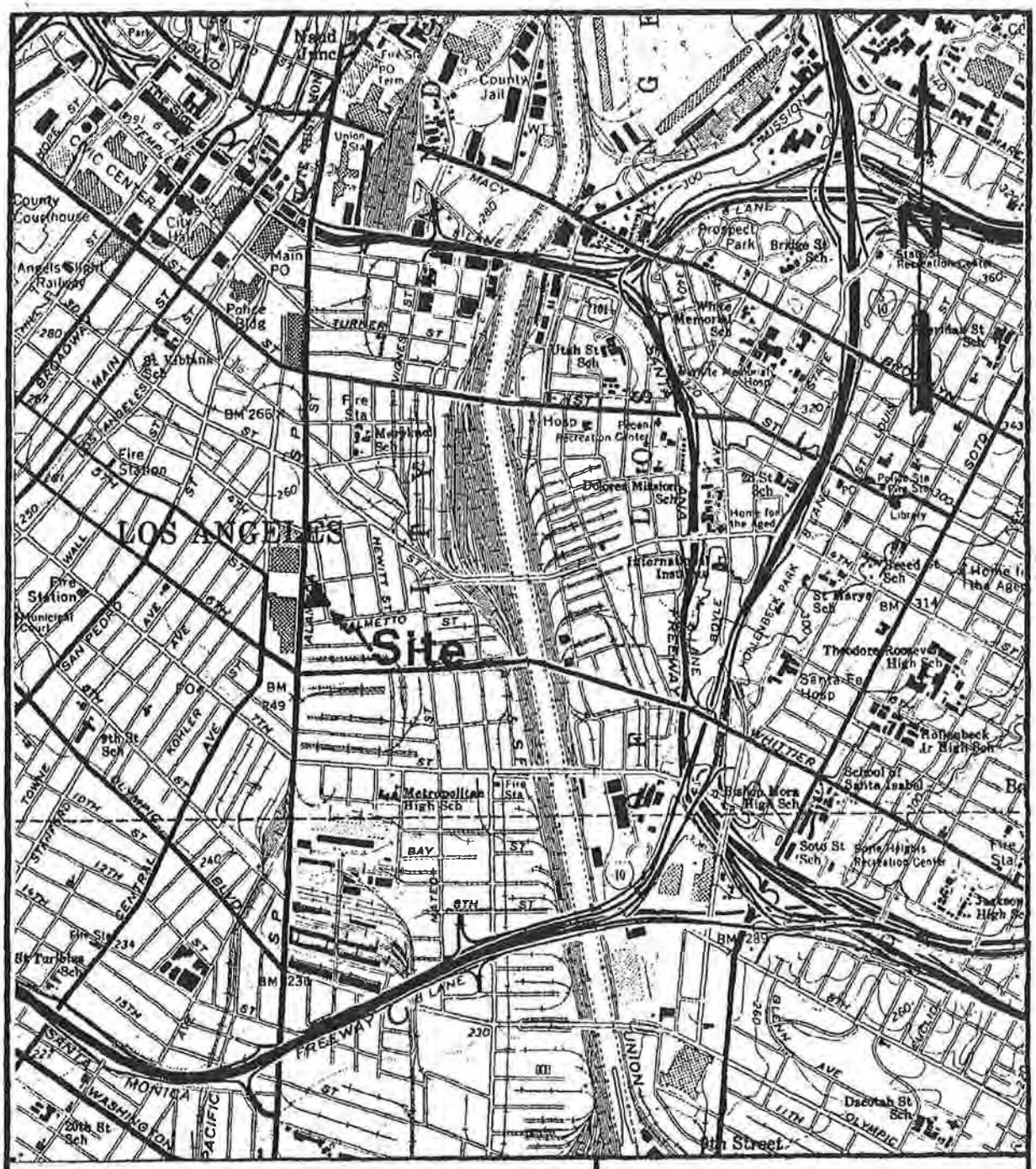
Applied Geosciences, Inc., September, 1988, "Preliminary Environmental Assessment Conducted at 500 South Alameda Street, Los Angeles, California," unpublished report.

DWR, 1961, State of California Water Resources, "Planned Utilization of the Groundwater Basins of the Coastal Plain of Los Angeles County," Appendix A, Groundwater Geology Bulletin No. 104.

Environmental Solutions, Inc. (ESI), February, 1989, "Subsurface Investigation Work Plan," unpublished draft report.

Jirsa Environmental Services, April, 1986, "Soil Boring at the Arco Truck Stop 500 South Alameda Street, Los Angeles, California," unpublished report.

Rizk, F.M., 1988, Sanitary Engineer, California Department of Health Services, Public Water Supply Branch; oral communication, in Applied Geosciences, September, 1988.



Taken from USGS 15 min. Series Topographic Map
Los Angeles Quadrangle

Scale 1:24,000

Figure 1

Site Location Map

Arco Truck Stop
500 S. Alameda Street
Los Angeles, California

Aqua Science Engineers Inc.

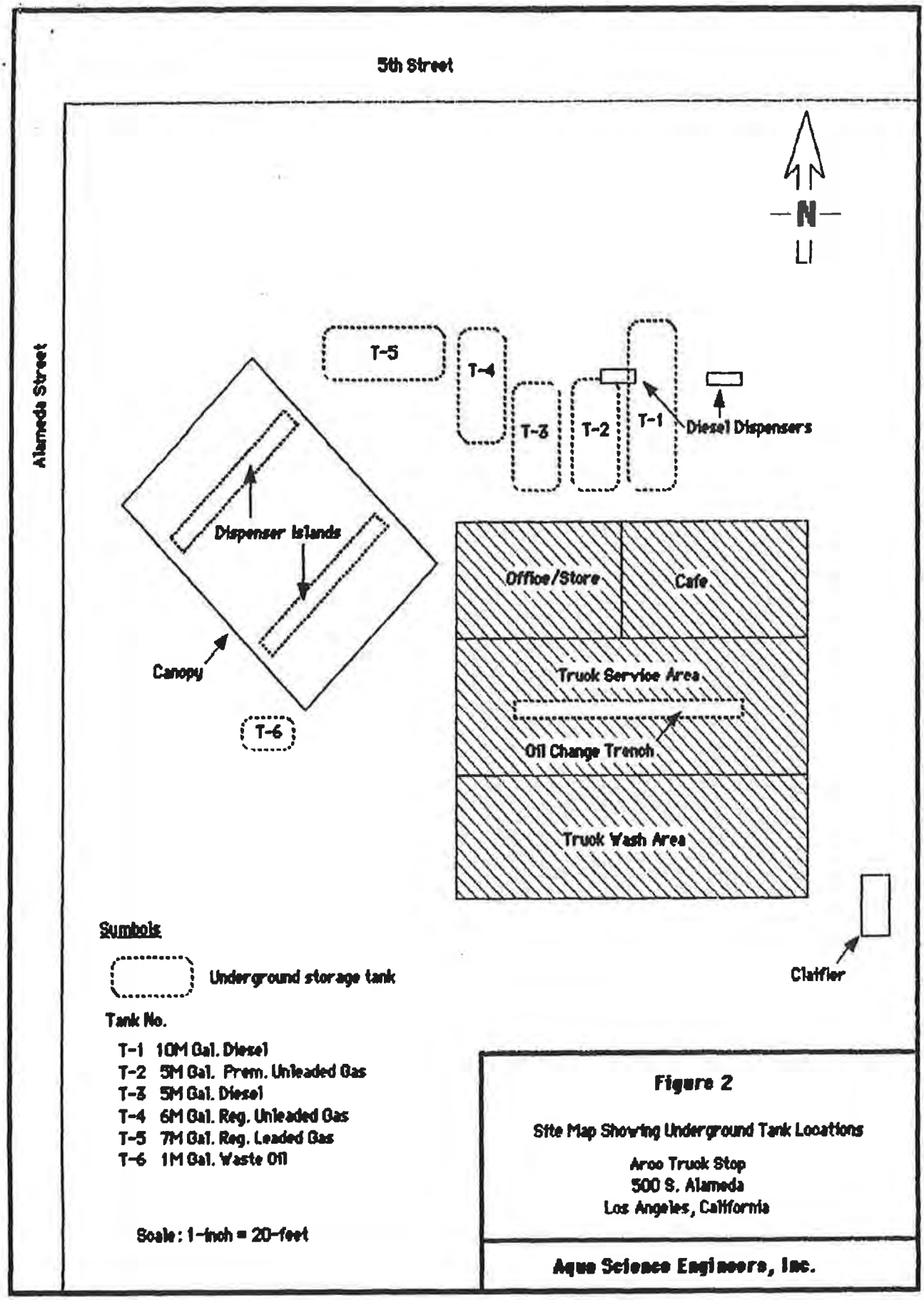


Figure 2

Site Map Showing Underground Tank Locations

Arco Truck Stop
500 S. Alameda
Los Angeles, California

Aqua Science Engineers, Inc.

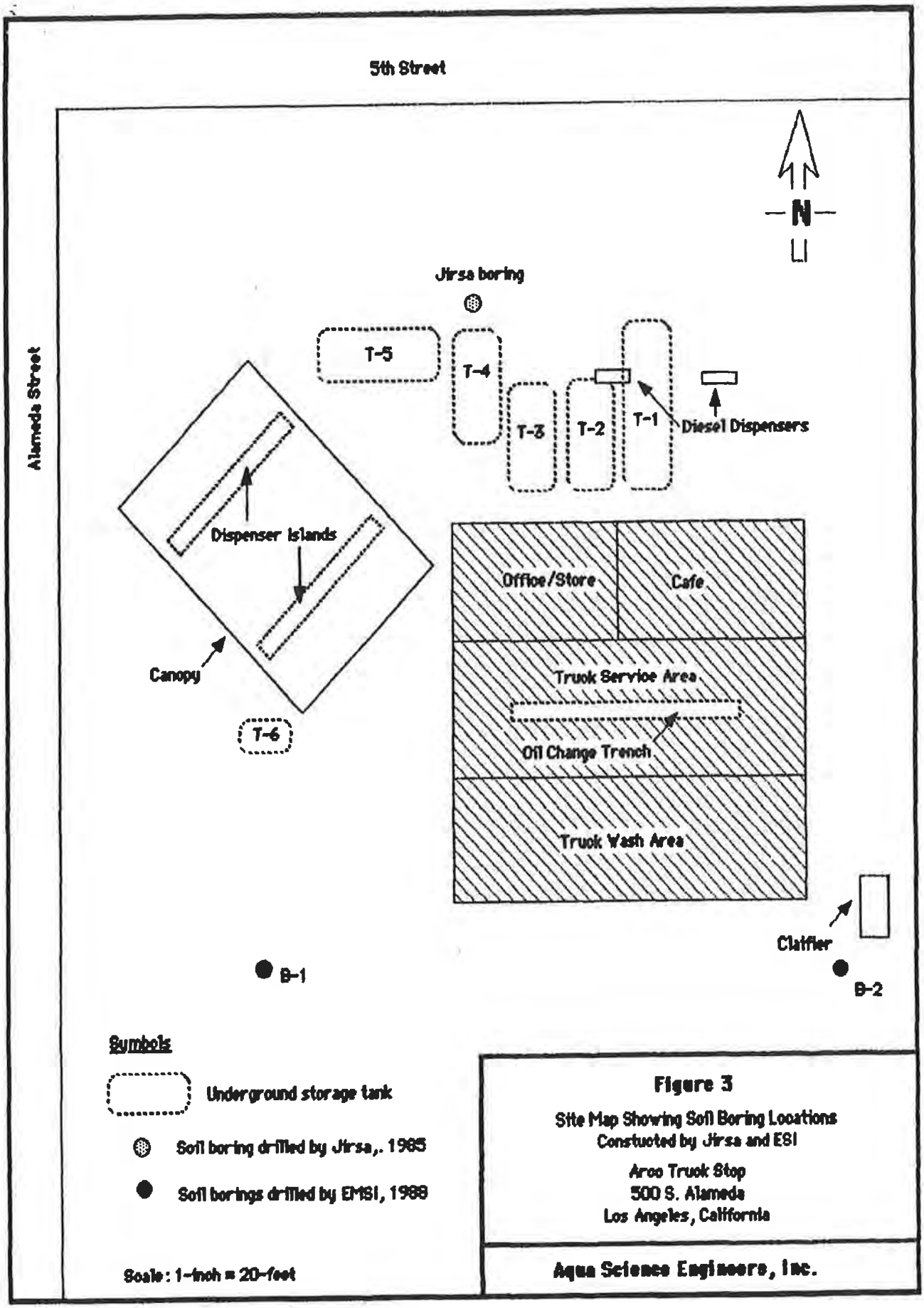


Figure 3

Site Map Showing Soil Boring Locations
Constucted by Jirsa and ESI

Arco Truck Stop
500 S. Alameda
Los Angeles, California

Aqua Science Engineers, Inc.

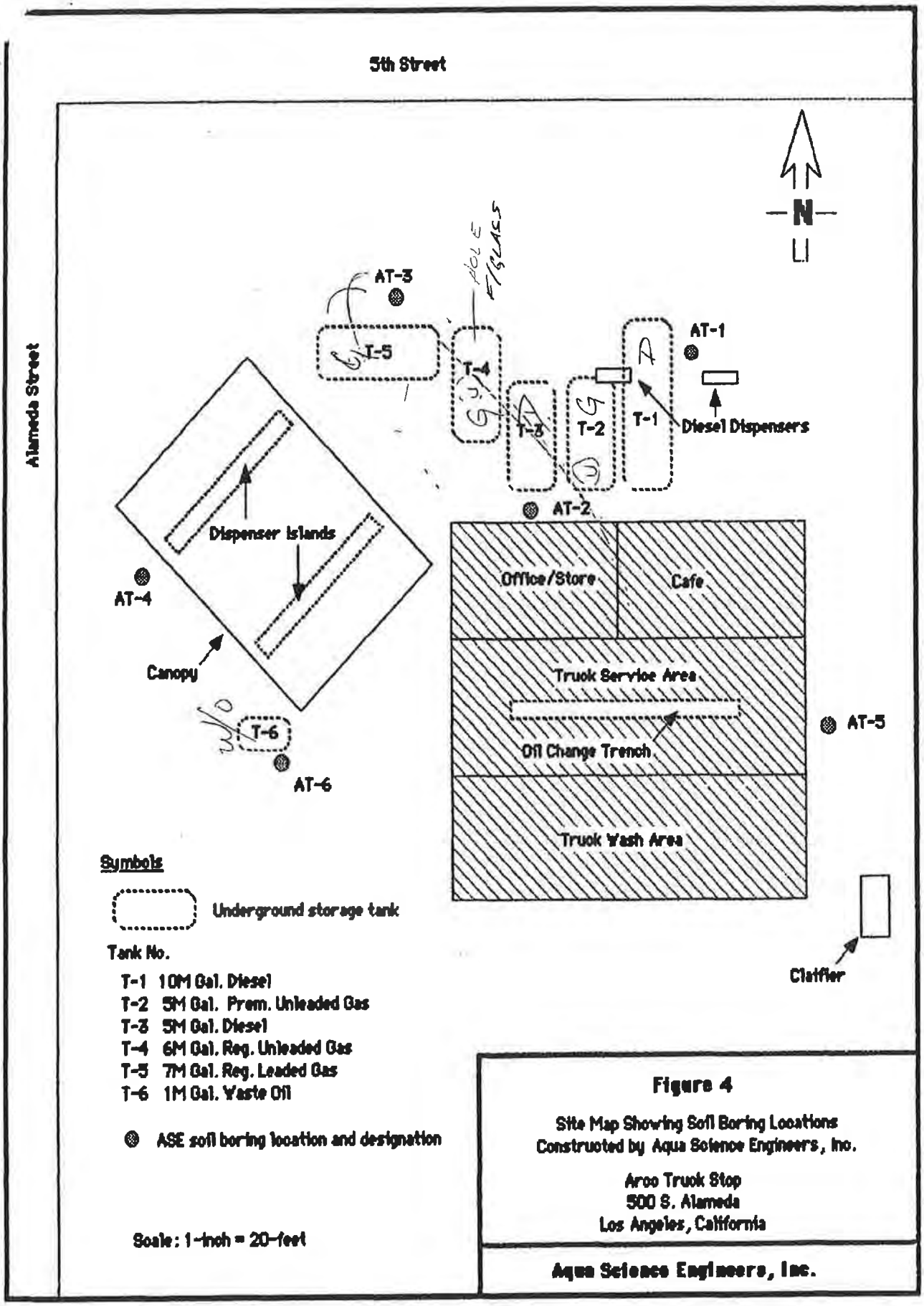


Figure 4

Site Map Showing Soil Boring Locations
Constructed by Aqua Science Engineers, Inc.

Arco Truck Stop
500 S. Alameda
Los Angeles, California

Aqua Science Engineers, Inc.

aqua science engineers inc.

So. California Field Office, 414 - 31st Street, Unit A, Newport Beach, CA 92661
Tel 714-675-5754 • Fax 714-675-5943
714-833-2667

July 28, 1989

SCANNED
SEP 21 2004

Inspector Ralph Rogers
Los Angeles City Fire Department
200 North Main Street
Los Angeles, CA 90012

RE: SOIL REMEDIATION PLAN
ARCO TRUCK STOP
500 SOUTH ALEMEDA STREET
LOS ANGELES

Dear Inspector Rogers:

Aqua Science Engineers is planning to install an internal combustion vapor extraction (IC-engine) system at the Arco Truck Stop, 500 S. Alameda Street (Figure 1). The system will be manifolded to six vapor extraction wells on the site (Figure 2). The IC-engine uses the extracted gasoline vapors as fuel. The IC-engine is co-fired with propane when the level of extracted gasoline vapors is inadequate to fuel the engine.

We are planning to use the Remediation Services, International's (RSI) IC-engine system, Oxnard, California. We plan to place a leased 50 gallon Department of Transportation propane tank on the Site, to provide auxilary fuel for the engine.

Piping material from the extraction wells to the IC-engine will be 1-1/2 inch scheldule 40 PVC pipe (below ground) and 1-1/2 inch scheldule 40 galvanized steel pipe (below ground). The PVC piping will be buried 24 inches under the concrete.

We have applied to the South Coast Air Quality Management District for a permit to construct the gasoline extraction and IC engine system on the Site under the SCAQMD Rule 1166. I have enclosed the Site location map (Figure: 1), the Site plot plan (Figure: 2), and the vapor extraction diagram (Figure: 3). The Site plot plan shows the locations of proposed vapor extraction wells, the proposed vapor extraction piping, and proposed location of the IC-engine. Also enclosed are the IC-engine specifications from Ford Power Products.

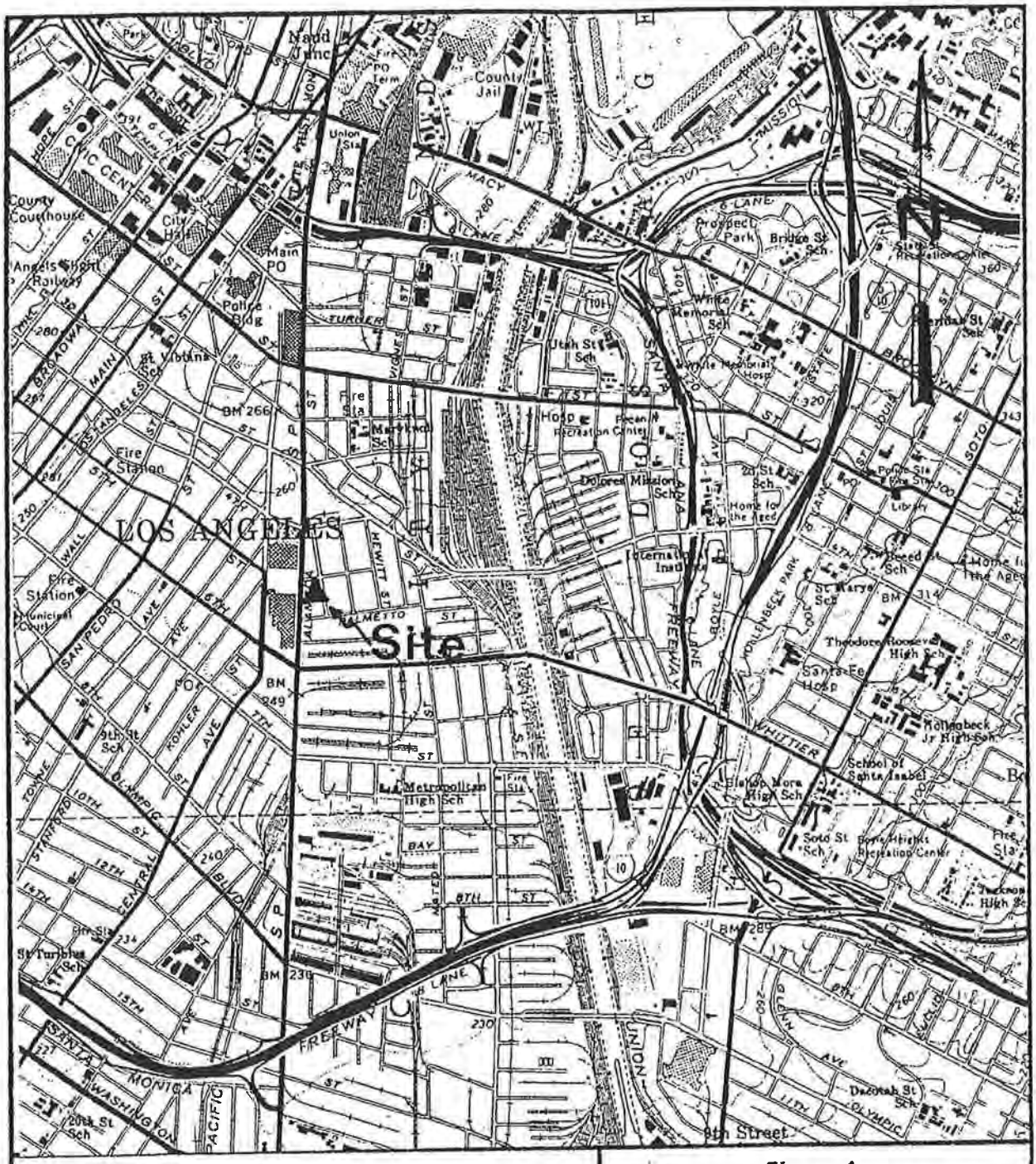
The IC-engine system will be enclosed in a cinder block wall enclosure. The enclosure will have a chain link top and locked gate. No smoking signs will be posted and a fire extinguisher will be within easy reach in inside the enclosure. A key to the gate lock will be on the premises at all times to allow for official inspection.

If you have any questions, please contact me at (714) ~~675-5754.~~ 833-3567
Thank you for your response.

Sincerely,

David M. Schultz

David M. Schultz, P.E.
Vice President



Taken from USGS 15 min. Series Topographic Map
Los Angeles Quadrangle

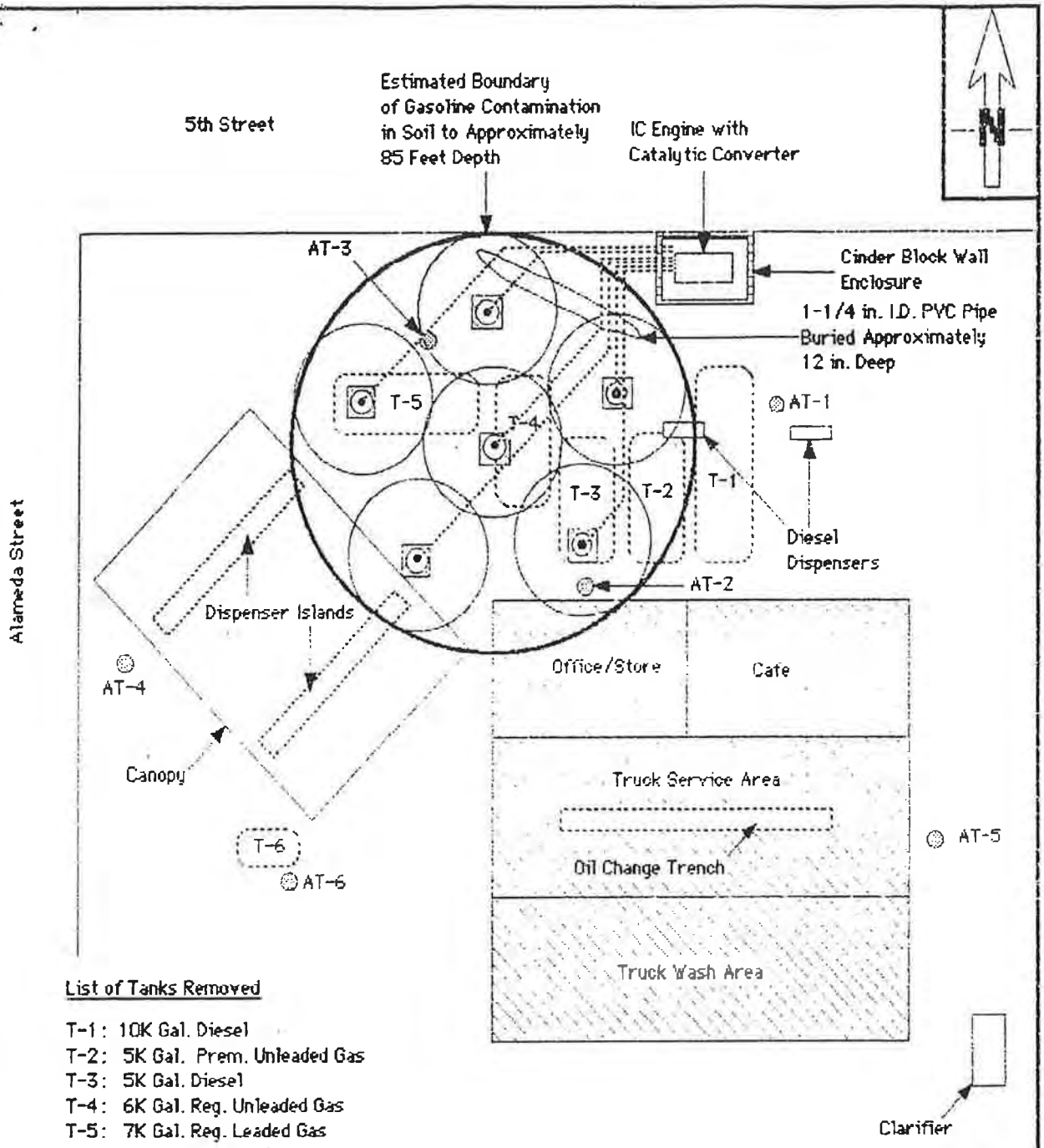
Scale 1:24,000

Figure 1

Site Location Map

Arco Truck Stop
500 S. Alameda Street
Los Angeles, California

Aqua Science Engineers Inc.



List of Tanks Removed

T-1: 10K Gal. Diesel
T-2: 5K Gal. Prem. Unleaded Gas
T-3: 5K Gal. Diesel
T-4: 6K Gal. Reg. Unleaded Gas
T-5: 7K Gal. Reg. Leaded Gas
T-6: 1K Gal. Waste Oil

Symbols

- 1-1/4 in. I.D. Schedule 40 PCV Pipe
- 24 in. by 24 in. Well Box
- Cinder Block Wall
- Underground storage tank
- ASE Soil Boring Location
- ASE Proposed Vapor Extraction Well Location to 90 Feet Depth

Scale 1 : 240

Figure: 2

Site Map of
Estimated Boundary of Gasoline Contamination in Soil,
Proposed Vapor Extraction Wells,
and Soil Boring Locations

Arco Truck Stop
500 S. Alameda
Los Angeles, California

Aqua Science Engineers, Inc.

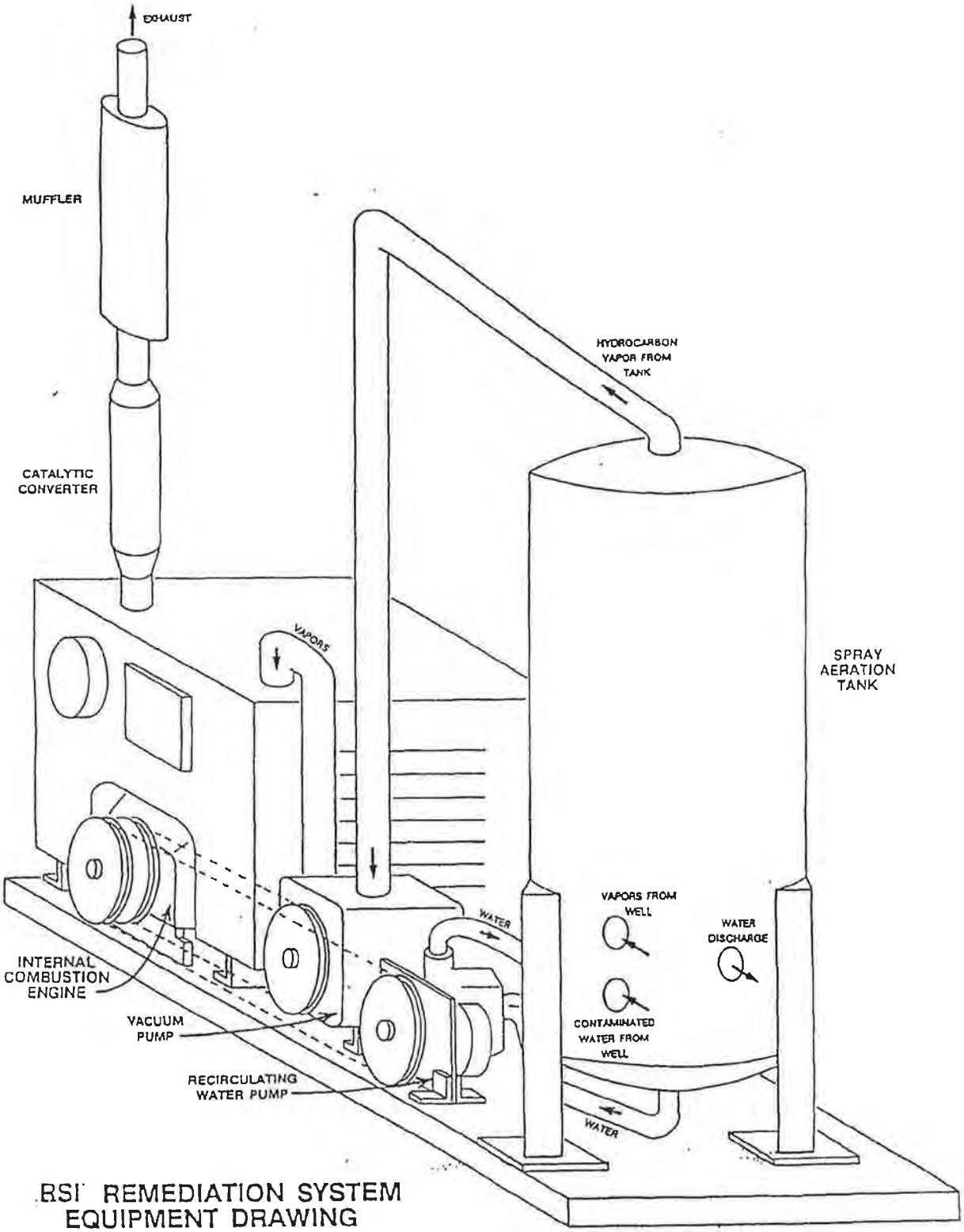


Diagram of IC-Engine
Figure: 3

LSG-423 & LSG-423P
Lima Series Gas & Power Unit
4 Cylinder 2.3 Litre (140 CID)

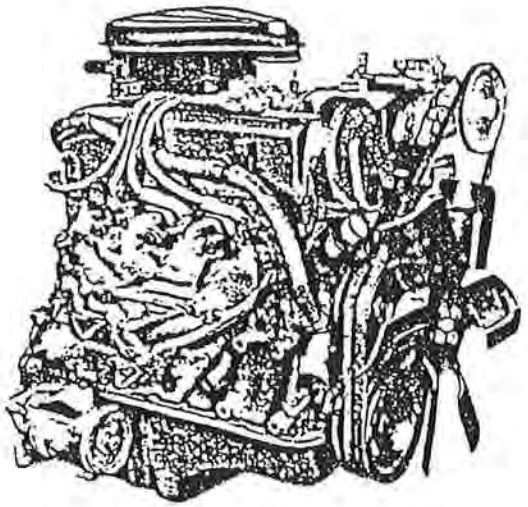
Ford Power Products

Ford Power Products

INDUSTRIAL ENGINE

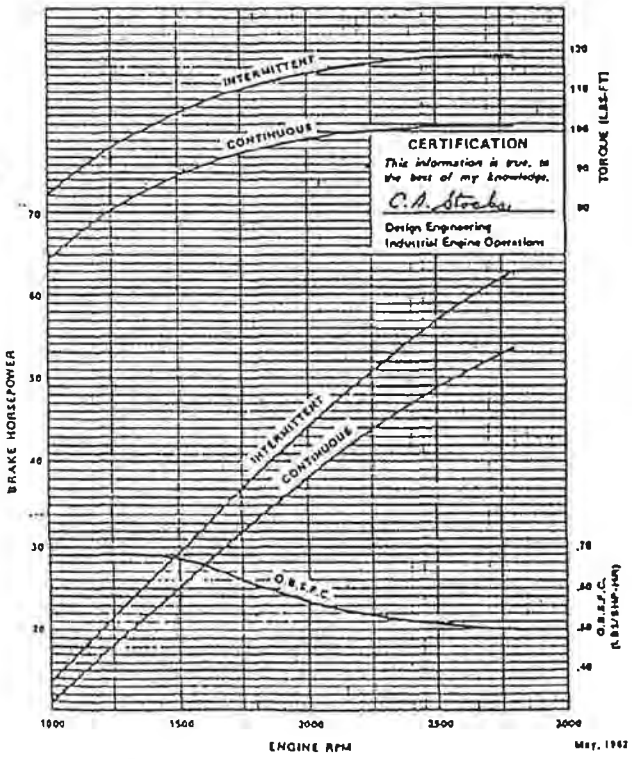
SPECIFICATIONS

Fuel	Propane or Gasoline
Intermittent Gross Horsepower	63 @ 2800 rpm
Intermittent Gross Torque	119 @ 2800 rpm
Engine Type	In-Line, 4-Cylinder
Bore and Stroke	3.781 x 3.126
Operating Cycle	4
Displacement	(140 CID) 2.3 Litre
Compression Ratio	9:1
Firing Order	1-3-4-2
Oil Capacity (Including Filter)	4.5 Qts.
Net Weight, Dry (With Accessories)	319 lbs.



*Engine shown equipped with offset air cleaner and mechanical governor.

PERFORMANCE



STANDARD FEATURES

CYLINDER HEAD — Cast iron cross flow-type offering excellent breathing characteristics, increased performance and fuel economy.

CYLINDER BLOCK — Cast Iron with full length water jackets resulting in reduced noise.

CAMSHAFT — Overhead camshaft.

CRANKSHAFT — Extremely rigid nodular cast iron. Incorporates large crankshaft flange to accommodate extra strong flywheel bolts and provide a substantial safety and reliability factor.

LUBRICATION — Pressurized lubrication to all bearings and tappets. Oil mist and splash to cylinder walls and piston pins.

COOLING SYSTEM — Pressure type —14-18 PSI. By-pass circulation system.

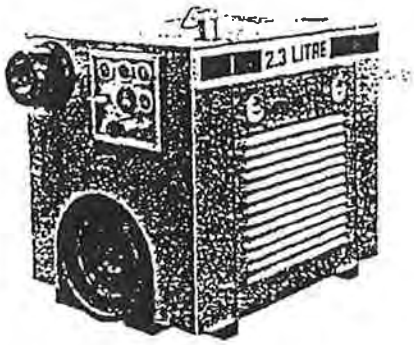
WATER PUMP DELIVERY — 13.1 gals. per min @ pump RPM of 1000.

FUEL SYSTEM — Carburetor downdraft, 1V.

2.3 Litre (140 CID) Standard Models

STANDARD OPTIONS

- Mechanical governor
- Hat type air cleaner
- Pusher fan
- Side panels
- Hood top muffler
- Safety switches
- High fan
- Remote air cleaner



POWER UNITS

6006-A	Complete closed power unit, less housing.
6004-C	Complete closed power unit including clutch and clutch housing.
6002-CF	Complete closed power unit including clutch, clutch housing and 4-speed center shift transmission.
6006-F	Complete closed power unit including SAE #4 housing.
6006-G	Complete closed power unit including SAE #5 housing.
6002-GR	Complete closed power unit including SAE #5 housing and heavy duty over center clutch PTO.

ENGINES

6005-A	Fan through flywheel including electrics — less flywheel.
6003-C	Fan through flywheel including electrics, clutch and clutch housing.
6001-CF	Fan through flywheel including electrics, clutch, clutch housing and 4-speed center shift transmission.
6005-F	Fan through flywheel including electrics and SAE #4 housing.
6005-G	Fan through flywheel including electrics and SAE #5 housing.
6001-GR	Fan through flywheel including electrics, SAE #5 housing and heavy duty over center clutch PTO.

Specifications subject to change without notice.
Some Ford Engines are produced for Ford by other companies.

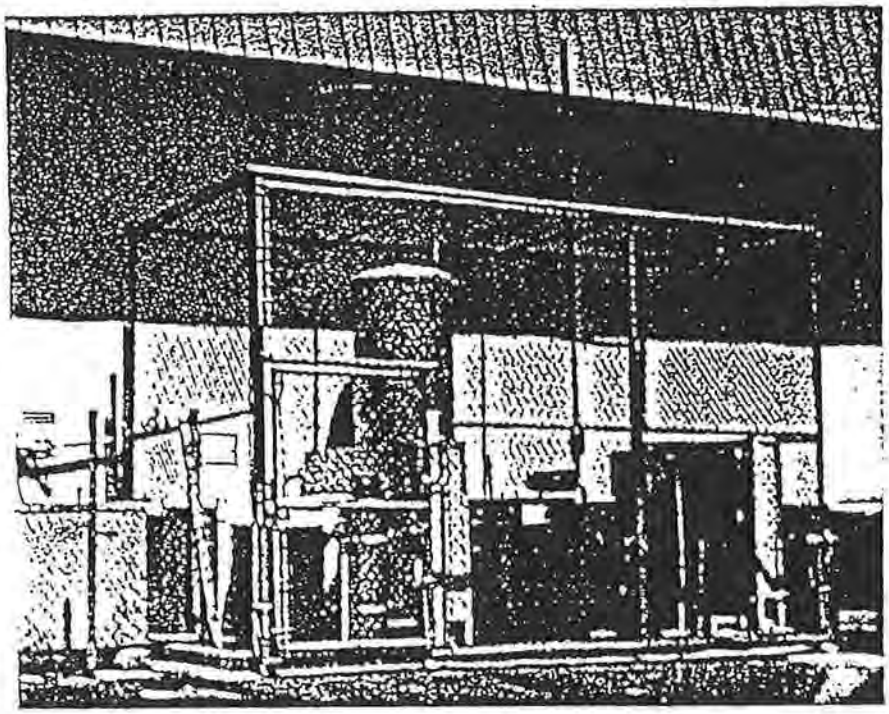
Ford Power Products
Industrial Engine Operations
Ford Parts and Service Division
3000 Schaefer Rd.
P.O. Box 6011
Dearborn, Michigan 48121
Phone: (313) 323-2123

For further information see your Ford Power Products Distributor.

REMEDIATION SERVICE, INT'L.

P.O. BOX 1601, OXNARD, CALIFORNIA 93032
(805) 644-5892 • FAX (805) 654-0720

S.A.V.E. SYSTEM



This system is designed to extract gasoline contaminated vapors from soil and ground water. The vapors are used as fuel for this industrial internal combustion engine. The engine may be co-fired with propane if the concentrations of contamination are insufficient to power the engine.

aqua science engineers inc.

RECEIVED
OCT 13 1993
UNDERGROUND TANK
PLAN CHECK/ENVIRO

SCANNED
SEP 21 2004

OCTOBER 7, 1993

PROJECT CLOSURE REPORT

REMEDIATION OF GASOLINE IMPACTED SOIL

AT:

TEXACO TRUCK STOP
500 SOUTH ALAMEDA STREET
LOS ANGELES, CALIFORNIA 90013

Prepared by:

Aqua Science Engineers, Inc.
17895 Sky Park Circle, Suite E
Irvine, California 92714

EXECUTIVE SUMMARY

Remediation of gasoline contaminated soil associated with leakage of underground storage tanks and piping (removed) has been conducted at the Texaco Truck Stop site located at 500 S. Alameda Street, Los Angeles, California. The vertical extent of hydrocarbon contaminated soil was determined to be less than 85 feet bgs. The total volume of soil impacted with hydrocarbons was estimated at approximately 7,000 cubic yards with an average gasoline concentration of 6,500 mg/kg. The soil remediation method conducted by Aqua Science Engineers at the subject site consisted of insitu soil vapor extraction and thermal oxidation (VE/TO). The vapor extraction/thermal oxidation system began operation on November 24, 1992.

An application for construction and operation of the VE/TO system for cleanup of gasoline contaminated soil at the subject site was developed by ASE and submitted to the South Coast Air Quality Management District (SCAQMD) and the City of Los Angeles Fire Department (LAFD). The SCAQMD approved the application and the LAFD approved, in concept, the proposed method for remediation at the subject site. The total amount of gasoline extracted from soil for the period of November 24, 1992 to September 27, 1993 of the project was estimated to be approximately 42,000 pounds (7,000 gallons).

The results of the chemical analyses conducted on the soil samples collected from remediation confirmation borings drilled on September 27, 1993 indicated non-detectable concentrations of TPH-gasoline by EPA method 8015M and non-detectable volatile aromatic hydrocarbons (BTEX) by EPA method 8020. These results confirm that the insitu soil vapor extraction project has been successful in cleanup of gasoline contaminated soil at the subject site.

TABLE OF CONTENTS

SECTION		PAGE
1.0	INTRODUCTION	1
2.0	PROJECT BACKGROUND	1
	2.1 Assessments by Jirsa Environmental and Environmental Solutions	1
	2.2 Assessment by Aqua Science Engineers	2
	2.3 UST Closure and Replacement	2
	2.4 Conclusions of Soil Assessments	2
	2.5 Recommendations for Remediation	3
3.0	SUMMARY OF REMEDIATION SYSTEM OPERATION	3
	3.1 Operation	3
	3.2 System Monitoring/Vapor Readings	4
	3.3 Estimated VOC Extraction	4
4.0	SAMPLING AND ANALYSIS FOR PROJECT CLOSURE	4
	4.1 Scope of Work	4
	4.2 Drilling and Soil Sample Collection	5
	4.3 Chemical Analysis of Soil Samples	5
5.0	CONCLUSIONS	6
6.0	RECOMMENDATIONS	6
7.0	PROJECT LIMITATIONS	7

LIST OF TABLES

TABLE 1: Summary of Chemical Analysis Data for Soil Samples Collected for Remediation Project Closure 8

LIST OF FIGURES

FIGURE 1: Site Location Map 9

FIGURE 2: Plot Plan Showing Locations of Soil Borings Drilled by Jirsa, ECS and ASE for Soil Assessment Phase 10

FIGURE 3: Plot Plan Showing Estimated Lateral Extent of Contamination 11

FIGURE 4: Plot Plan of Vapor Extraction Wells and VE System 12

FIGURE 5: Plot Plan Showing Locations of Remediation Confirmation Borings 13

LIST OF APPENDICES

APPENDIX I: SCAQMD Permit to Construct/Operate VE/TO System

APPENDIX II: LAFD Remediation Plan Review Letter

APPENDIX III: LAFD General Approval Permit for VE/TO System

APPENDIX IV: SCAQMD Rule 1166 VOC Monitoring Record

APPENDIX V: Total VOC Extraction Calculation

APPENDIX VI: LAFD Remediation Confirmation Workplan Approval Letter

APPENDIX VII: Soil Logs for Remediation Confirmation Borings B-1 through B-4

APPENDIX VIII: Certified Laboratory Report for Soil Samples Collected from Remediation Confirmation Borings B-1 through B-4

1.0 INTRODUCTION

Remediation of gasoline contaminated soil associated with leakage of underground storage tanks and piping (removed) has been conducted at the Texaco Truck Stop site located at 500 S. Alameda Street, Los Angeles, California (Figure 1). The remediation project was conducted pursuant to investigation and cleanup orders issued by the City of Los Angeles Fire Department. The soil remediation method conducted by Aqua Science Engineers at the subject site consisted of insitu soil vapor extraction and thermal oxidation. The vapor extraction/thermal oxidation system began operation on November 24, 1992.

This report provides the final quarterly report of the remediation project, documentation of sample collection and chemical analysis for project closure, and justification for closure of the remediation project. The report will also discusses the following topics:

- Project background.
- Operation of the remediation system.
- Remediation progress monitoring.
- Confirmation sampling for project closure.

2.0 PROJECT BACKGROUND

2.1 Soils Assessments by Jirsa Environmental Services and Environmental Solutions

Jirsa Environmental Services conducted a subsurface soil assessment at the locations of UST farm during November of 1985 (Figure 2). One soil boring was drilled by Jirsa to 93 feet below the ground surface (bgs). Chemical analysis of soil samples collected by Jirsa indicated high concentrations of total petroleum hydrocarbons (TPH) by EPA method 418.1 were present in soil to 70 feet bgs. Concentrations of TPH at 90 and 93 feet bgs were non-detectable. The highest concentrations of volatile aromatics by EPA method 8020 (BTEX) were detected in the 30 foot depth sample at non-detectable benzene, 6.8 mg/kg toluene, 6.2 mg/kg ethylbenzene, and 32 mg/kg total xylenes.

During December 1988, Environmental Solutions, Inc., conducted an additional subsurface investigation that consisted of drilling one 65 foot depth boring down-gradient of the UST farm, and one 46 foot depth boring adjacent to the three stage clarifier in the truck wash area (Figure 2). Chemical analysis of soil samples collected for this investigation indicated non-detectable

concentrations of gasoline by EPA method 8015, and non-detectable total recoverable petroleum hydrocarbons by EPA method 418.1.

2.2 Soil Assessment by Aqua Science Engineers

During May, 1989 Aqua Science Engineers conducted an additional investigation to determine the extent of gasoline contamination discovered by Jirsa Environmental Services, and confirm the absence of shallow groundwater beneath the site. Six soil borings were drilled for this investigation; three borings around the UST farm (borings AT-1, AT-2 and AT-3, Figure 2), one boring south of the pump islands (boring AT-4), one boring adjacent to the oil change trench (AT-5), and one boring adjacent to the 1,000 gallon waste oil storage tank (AT-6). Borings AT-1 and AT-6 were drilled to 40 feet bgs, boring AT-2 was drilled to 95 feet bgs, AT-3 was drilled to 46 feet bgs, and borings AT-4 and AT-5 were drilled to 20 feet bgs.

Chemical analysis of soil samples collected for this investigation confirmed the presence of high concentrations of gasoline contamination in soil to a depth of 80 feet bgs directly beneath the UST farm. The highest gasoline concentrations were detected at 27,000 mg/kg in the 20 foot sample from boring AT-2. Gasoline concentrations in the 80 foot sample from boring AT-2 were detected at 6,500 mg/kg. Gasoline concentrations in the 95 foot sample from boring AT-2 were detected at 3.4 mg/kg. A detailed description of the May 1989 assessment in provided in the Aqua Science Engineers May 22, 1989 project report.

2.3 UST Closure and Replacement

Tank integrity tests conducted at the site during October 1988 indicated all five of the UST at the site had leak rates above the allowable 0.050 gallon per hour maximum. On December 6, 1988, the City of Los Angeles Fire Department issued a Fire/Life Safety Violation prohibiting operation of fueling facility. The five USTs and underground piping were removed by Aqua Science Engineers during June, 1989. Two new 20,000 gallon double-wall compartmentalized tanks and new double-walled underground piping were installed at the site during July, 1992 by Allied Environmental Services.

2.4 Conclusions of Soils Assessments

ASE incorporated the soils assessments data produced by Jirsa Environmental Services, Environmental Solutions, and Aqua Science Engineers to estimate the vertical and lateral extent and total volume of soil contamination. ASE concluded that the lateral extent of hydrocarbon contamination was restricted to within a 30 foot radius of the former UST farm (Figure 3). The vertical extent of hydrocarbon contaminated soil was determined to be less than 85 feet bgs. The

total volume of soil impacted with hydrocarbons was estimated at approximately 7,000 cubic yards with an average gasoline concentration of 6,500 mg/kg.

2.5 Recommendations for Remediation

Options investigated for soil remediation included excavation and off-site recycling or disposal excavation and on-site incineration, excavation and on-site chemical fixation, excavation and on-site vapor extraction, insitu steam stripping, insitu vitrification, and insitu vapor extraction. The vertical extent of significant contamination (80 feet) made any option requiring excavation impossible. The contaminated soil types beneath the subject site primarily consisted of and gravel which respond very well to insitu vapor extraction technology.. Since the target contaminant consisted of volatile fuel hydrocarbons (gasoline) ASE concluded that insitu vapor extraction followed by thermal oxidation of extracted vapors was the least intrusive and most economical method of remediation.

An application for construction and operation of an insitu vapor extraction and thermal oxidation (VE/TO) system for cleanup of gasoline contaminated soil at the subject site dated September 5, 1991, was developed by ASE and submitted to the South Coast Air Quality Management District (SCAQMD) and the City of Los Angeles Fire Department (LAFD). The SCAQMD approved the application and the LAFD approved, in concept, the proposed method for remediation at the subject site (SCAQMD Rule 1166 permit, Appendix I; LAFD March 29, 1991 letter, Appendix II).

3.0 SUMMARY OF REMEDIATION SYSTEM OPERATION

3.1 Operation

The vapor extraction/thermal oxidation system began operation starting November 24, 1992, and continues to operate as of the date of this report. During the period of November 24, 1992 to September 27, 1993, the system operated for 2,980 hours. A total of six 90-foot depth, two inch diameter PVC vapor extraction wells were used for this project. The wells were installed during August of 1990. The locations of the vapor extraction wells and remediation system layout are provided on Figure 4.

An Environmental Combustion Systems (ECS) model THH-250 thermal oxidizer was used to combust gasoline vapors extracted from soil. A "General Approval" permit was issued for operation of the THH-250 thermal oxidizer by the City of Los Angeles by the City of Los Angeles Fire Department (Appendix III). A complete description of the vapor extraction system is provided

in the Aqua Science Engineers' September 5, 1991, South Coast Air Quality Management (SCAQMD) Rule 1166 permit application package.

3.2 System Monitoring/Vapor Readings

The system flow rate was monitored using a Kurtz model 505 electronic flow meter and chart recorder. The flow meter continuously measured and recorded the flume stream flow rate in standard cubic feet per minute. The flow rate record for the period of November 24, 1992 to September 27, 1993 is included as Appendix IV.

The influent and effluent air streams were monitored weekly for volatile organic carbon (VOC) throughout the duration of the project in accordance with the SCAQMD Rule 1166 Permit to Operate. The influent and effluent air streams were monitored using a Gastechtor model 1314 organic vapor analyzer. A sample port prior to the thermal oxidizer was used to monitor the influent. The effluent was monitored at the thermal oxidizer stack. The VOC concentrations in parts per million by volume (ppmv) and lower explosion limit (LEL) records from the VE system for the period of November 24, 1991 to September 27, 1993 are provided in Appendix IV.

3.3 Estimated VOC Extraction

Using the influent VOC concentration levels and the system flow rate, the estimated amount of VOC extracted was calculated. Appendix V indicates the concentrations and time periods used for the calculation. The average VOC concentrations for the given time periods were used for the calculation. The total amount of VOC extracted from soil for the period of November 24, 1992 to September 27, 1993 of the project was estimated to be approximately 42,000 pounds (7,000 gallons).

4.0 SAMPLING AND CHEMICAL ANALYSIS FOR PROJECT CLOSURE

4.1 Scope of Work

Aqua Science Engineers submitted a workplan dated July 22, 1993 for a project closure assessment to the City of Los Angeles Fire Department. The City of Los Angeles fire Department workplan review and approval letter dated September 16, 1993 is provided as Appendix VI. The scope of work that Aqua Science Engineers performed for the assessment included the following tasks:

- Drill one 90 ft. soil boring, one 70 ft. boring, and two 40 ft. borings at the locations indicated on Figure 5. Collect split sets of soil samples at ten foot intervals beginning at 10 ft. below

the ground surface to total depth of borings.

- Screen one set of soil samples in the field for volatile organic carbon using a Gastech OVA.
- Submit a total of 24 soil samples to a Cal-EPA Certified Laboratory for chemical analysis using the DHS (LUFT) method for gasoline (EPA 8015M), and EPA method 8020 for BTEX.

4.2 Drilling and Soil Sample Collection

On September 27, 1993, ASE drilled the four soil borings for collection of project closure samples according the September 22, 1993 workplan. The locations of the soil borings are indicated on Figure 5. The borings were drilled using a CME-75 truck-mounted drill rig equipped with 8.25 inch O.D. hollow stem auger. The 90 ft. depth borings was designated B-1. The 70 ft. boring was designated B-2. The two 40 ft. borings were designated B-2 and B-3. The soil boring logs are provided as Appendix VII.

Split sets of soil samples were collected in the borings at 10 ft. intervals starting at 10 ft. bgs. The samples were collected in advance of the hollow stem auger using a 1.5 inch ID split spoon sample loaded with pre-cleaned three inch length thin-wall brass sample rings. The split-spoon sampler was washed with a detergent and water solution followed by a tap water rinse between sample collection intervals. The ends of the bottom sample tube from each collection interval were secured using double-thickness aluminum foil, plastic end-caps and tape. The secured samples were immediately placed in an ice chest with bagged ice for temporary cold storage. Soil from the second tube was screened in the field for volatile organic carbon using a Gastech organic vapor analyzer (OVA). The OVA readings in parts per million per volume (ppmv) are provided on the soil boring logs (Appendix VII).

4.3 Chemical Analysis of Soil Samples

The secured samples were transported under chain-of-custody documentation to Geochem Environmental Laboratories located in Irvine, California, for chemical analysis. The samples were analyzed for TPH- gasoline by EPA method 8015M, and for volatile aromatics (BTEX) using EPA method 8020.

The results of the chemical analyses conducted on the remediation confirmation soil samples indicated non-detectable (<1 mg/kg) TPH-gasoline and non-detectable BTEX (<5 μg/kg). A summary of the chemical analysis data is provided in Table I. The chain-of-custody documents and the certified laboratory reports are provided as Appendix VIII.

5.0 CONCLUSIONS

Based on compilation and interpretation of data collected during the assessment and remediation phases of this project, Aqua Science Engineers, Inc., concludes the following regarding the gasoline contamination that was present in soil beneath, and associated with, former underground fuel storage tanks and product piping that were removed from the subject site during June of 1989:

Assessment data collected by ASE and others indicated that the extent of gasoline contamination was restricted to within a 30 foot radius of the former UST farm. The vertical extent of gasoline contaminated soil was determined to be less than 85 feet bgs. The total volume of soil impacted with gasoline was estimated at approximately 7,000 cubic yards with an average gasoline concentration of 6,500 mg/kg.

The soil remediation method conducted at the subject site to cleanup the gasoline contaminated soil consisted of insitu soil vapor extraction and thermal oxidation. The vapor extraction/thermal oxidation system began operation on November 24, 1992, and continues to operate as of the date of this report. The total amount of VOC extracted from soil for the duration of the project was estimated to be approximately 42,000 pounds (7,000 gallons).

The results of the chemical analyses conducted on the soil samples collected from remediation confirmation borings drilled on September 27, 1993 indicated non-detectable concentrations of TPH-gasoline by EPA method 8015M and non-detectable volatile aromatic hydrocarbons (BTEX) by EPA method 8020. These results confirm that the insitu soil vapor extraction project has been successful in cleanup of gasoline contaminated soil at the subject site.

6.0 RECOMMENDATIONS

The chemical analyses conducted on soil samples collected for remediation confirmation indicate that the insitu vapor extraction system has been successful in the cleanup of gasoline contaminated soil located beneath the former UST farm at the subject site to non-detectable levels for TPH-gasoline and BTEX. Therefore, Aqua Science Engineers, Inc., recommends the remediation project be discontinued at this time.

7.0 PROJECT LIMITATIONS

The remediation project described in this report was intended to address gasoline contaminated soil that was associated with the former underground storage tank farm at the subject site. The results of the chemical analyses conducted for this project represent conditions at the time and locations/depths at which the soil/water samples were collected, for the chemical parameters specified in the analytical methods employed. The chemical analyses conducted during this project were performed by independent Cal-EPA certified laboratories. The independent laboratories are solely responsible for the contents and conclusions of their respective reports. This report is intended for the sole use of the current property owners of the Texaco Truck Stop site.

Aqua Science Engineers, Inc.





David M. Schultz, P.E., R.E.A.
President

TABLES

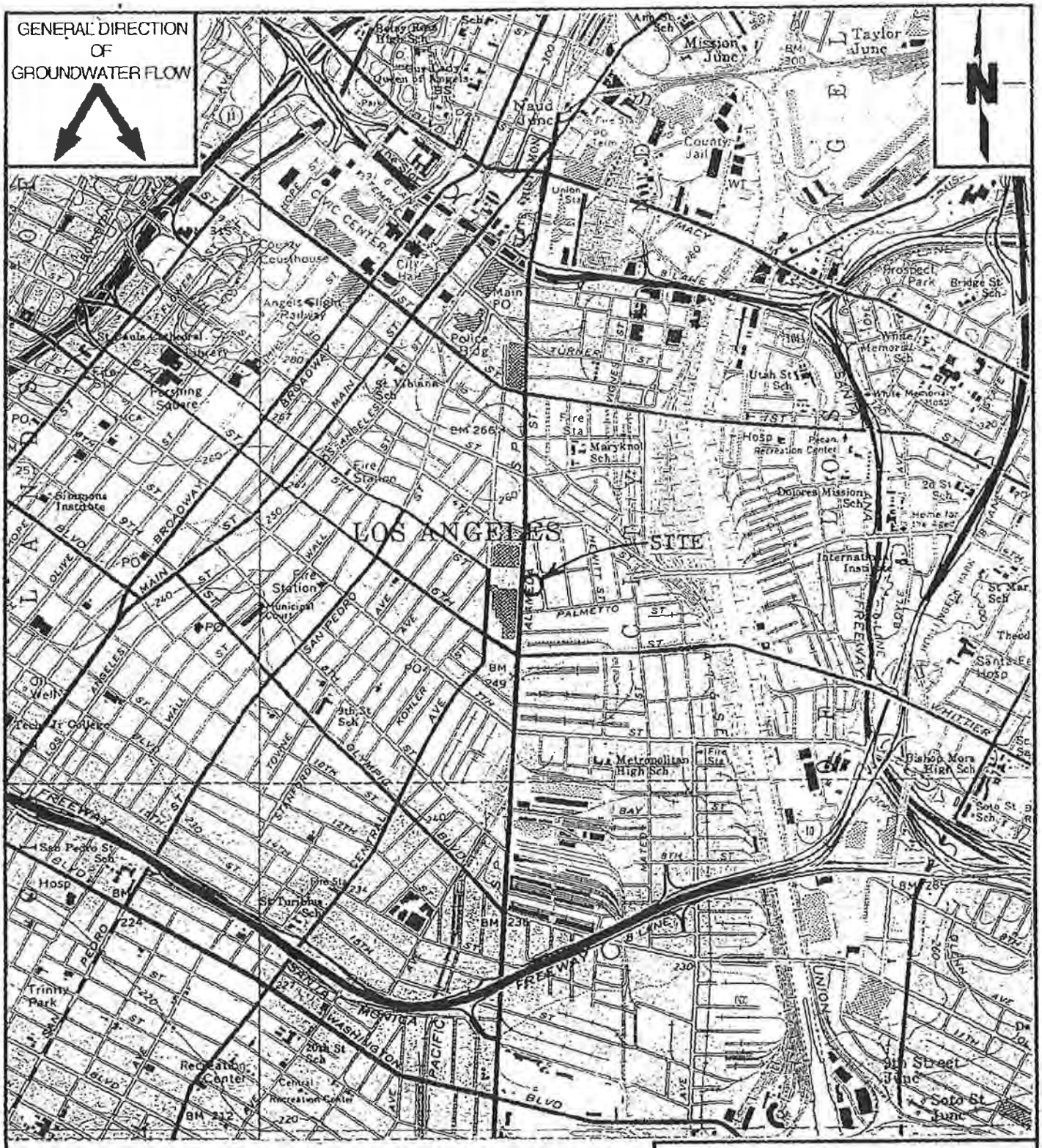
TABLE 1

SUMMARY OF CHEMICAL ANALYSIS OF SOIL SAMPLES COLLECTED FROM REMEDIATION CONFIRMATION BORINGS ON SEPTEMBER 27,1993

Boring Number	Sample Number	TPH-G (mg/kg)	Benene (μg/kg)	Toluene (μg/kg)	Eth.Benzene (μg/kg)	Xylene (μg/kg)
B-1	B-1,10'	ND	ND	ND	ND	ND
	B-1,20'	ND	ND	ND	ND	ND
	B-1,30'	ND	ND	ND	ND	ND
	B-1,40'	ND	ND	ND	ND	ND
	B-1,50'	ND	ND	ND	ND	ND
	B-1,60'	ND	ND	ND	ND	ND
	B-1,70'	ND	ND	ND	ND	ND
	B-1,80'	ND	ND	ND	ND	ND
	B-1,90'	ND	ND	ND	ND	ND
B-2	B-2,10'	ND	ND	ND	ND	ND
	B-2,20'	ND	ND	ND	ND	ND
	B-2,30'	ND	ND	ND	ND	ND
	B-2,40'	ND	ND	ND	ND	ND
	B-2,50'	ND	ND	ND	ND	ND
	B-2,60'	ND	ND	ND	ND	ND
	B-2,70'	ND	ND	ND	ND	ND
B-3	B-3,10'	ND	ND	ND	ND	ND
	B-3,20'	ND	ND	ND	ND	ND
	B-3,30'	ND	ND	ND	ND	ND
	B-3,40'	ND	ND	ND	ND	ND
B-4	B-4,10'	ND	ND	ND	ND	ND
	B-4,20'	ND	ND	ND	ND	ND
	B-4,30'	ND	ND	ND	ND	ND
	B-4,40'	ND	ND	ND	ND	ND

TPH-G = Total petreolum hydrocarbons as gasoline by EPA method 8015M
BTEX by EPA method 8020
mg/kg = parts per million
μg/kg = parts per billion
ND = not detected, <1 mg/kg for TPH-G, <5 Mg/kg for BTEX

FIGURES



SCALE 1: 24,000 (1-Inch = 2000-Feet)

0 1000 2000 3000 4000 5000 6000 7000 8000 FEET

Ref: Los Angeles/Hollywood Quadrangles, Los Angeles County
USGS 7.5 Minute Series (Topographic)
1965, Photorevised 1981

FIGURE:1
USGS TOPOGRAPHIC SITE LOCATION MAP
FOR
ARCO/TEXACO TRUCK STOP
500 SOUTH ALAMEDA STREET
LOS ANGELES, CALIFORNIA
AQUA SCIENCE ENGINEERS, INC.

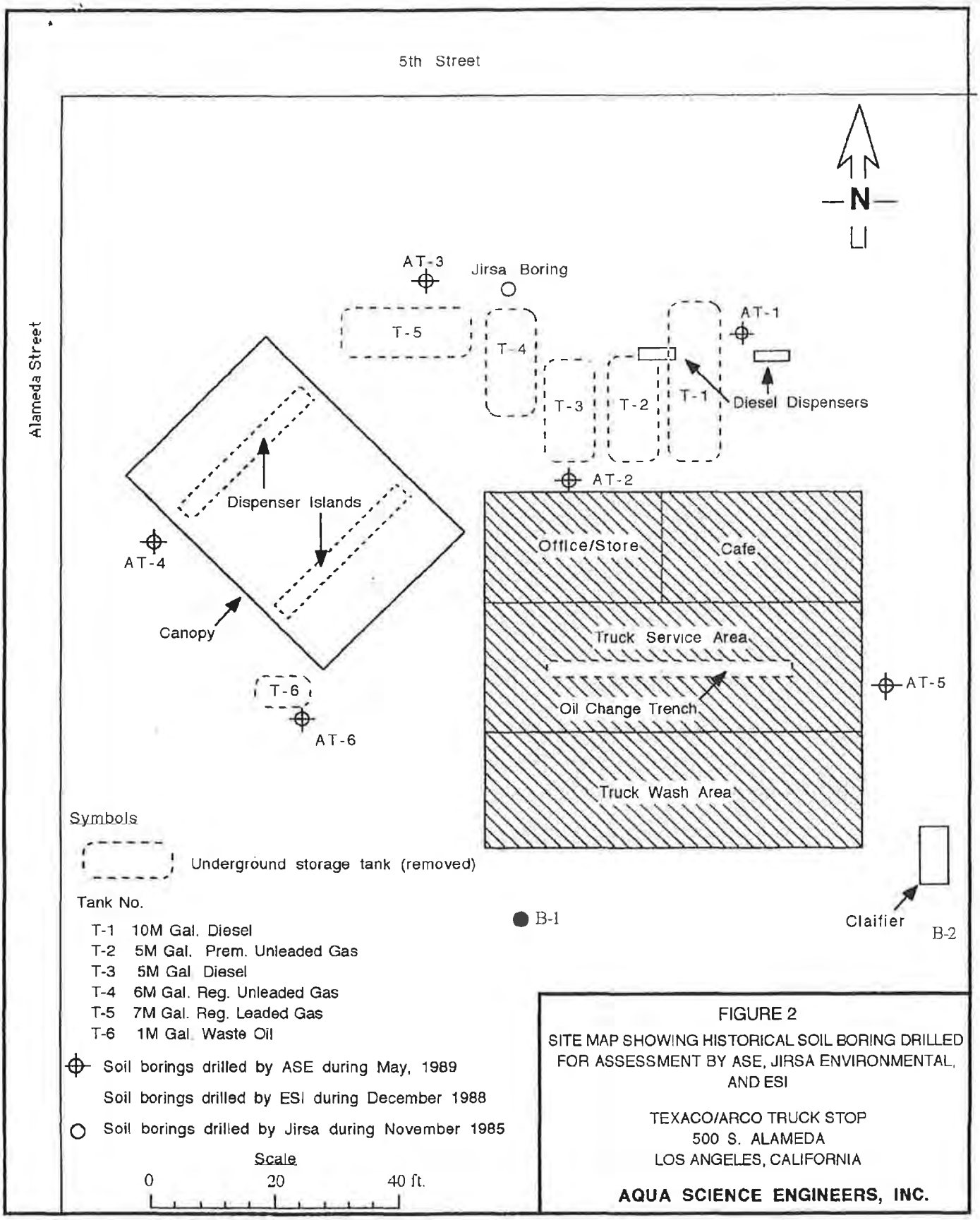


FIGURE 2

SITE MAP SHOWING HISTORICAL SOIL BORING DRILLED FOR ASSESSMENT BY ASE, JIRSA ENVIRONMENTAL, AND ESI

TEXACO/ARCO TRUCK STOP
500 S. ALAMEDA
LOS ANGELES, CALIFORNIA

AQUA SCIENCE ENGINEERS, INC.

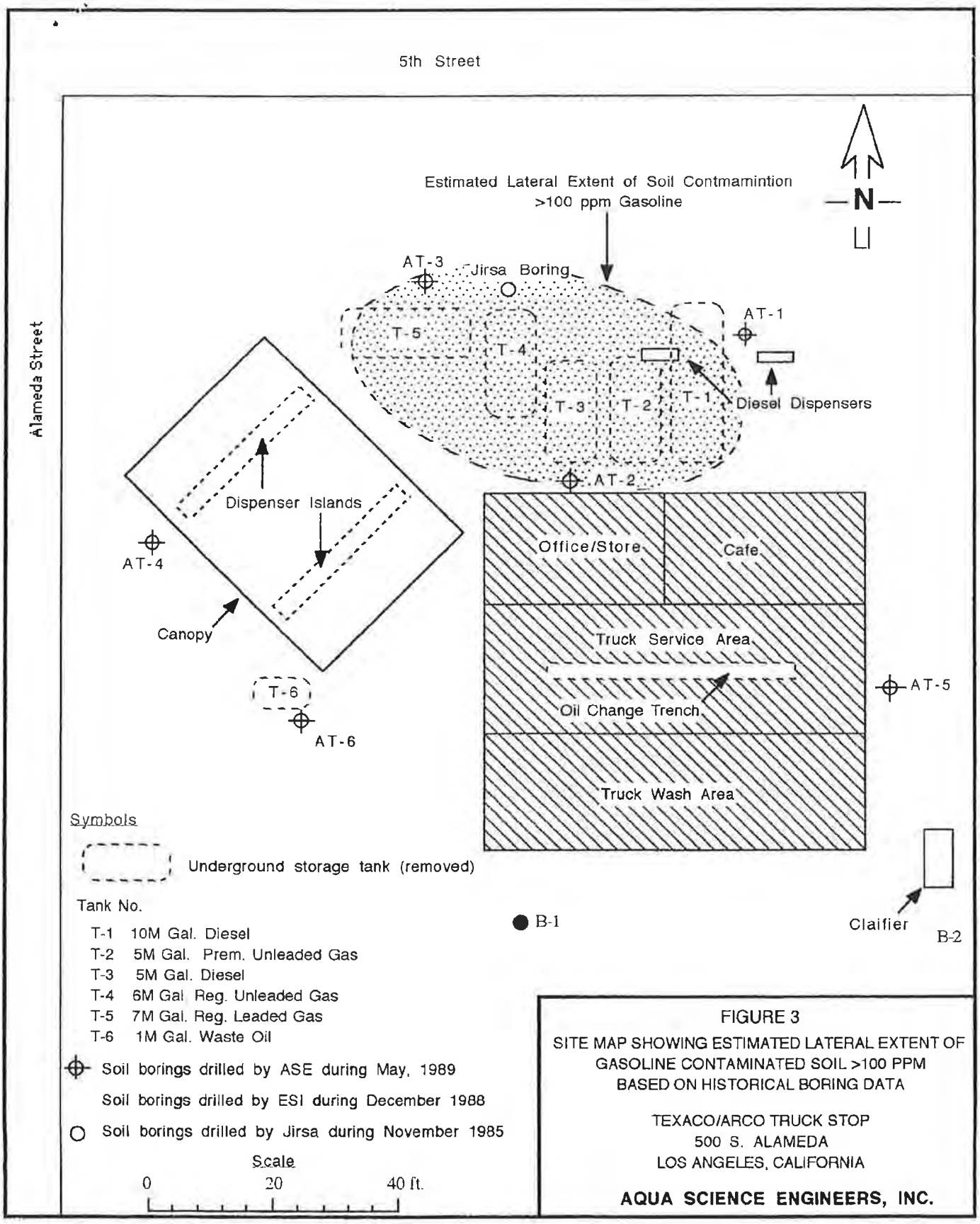


FIGURE 3

SITE MAP SHOWING ESTIMATED LATERAL EXTENT OF GASOLINE CONTAMINATED SOIL >100 PPM BASED ON HISTORICAL BORING DATA

TEXACO/ARCO TRUCK STOP
500 S. ALAMEDA
LOS ANGELES, CALIFORNIA

AQUA SCIENCE ENGINEERS, INC.

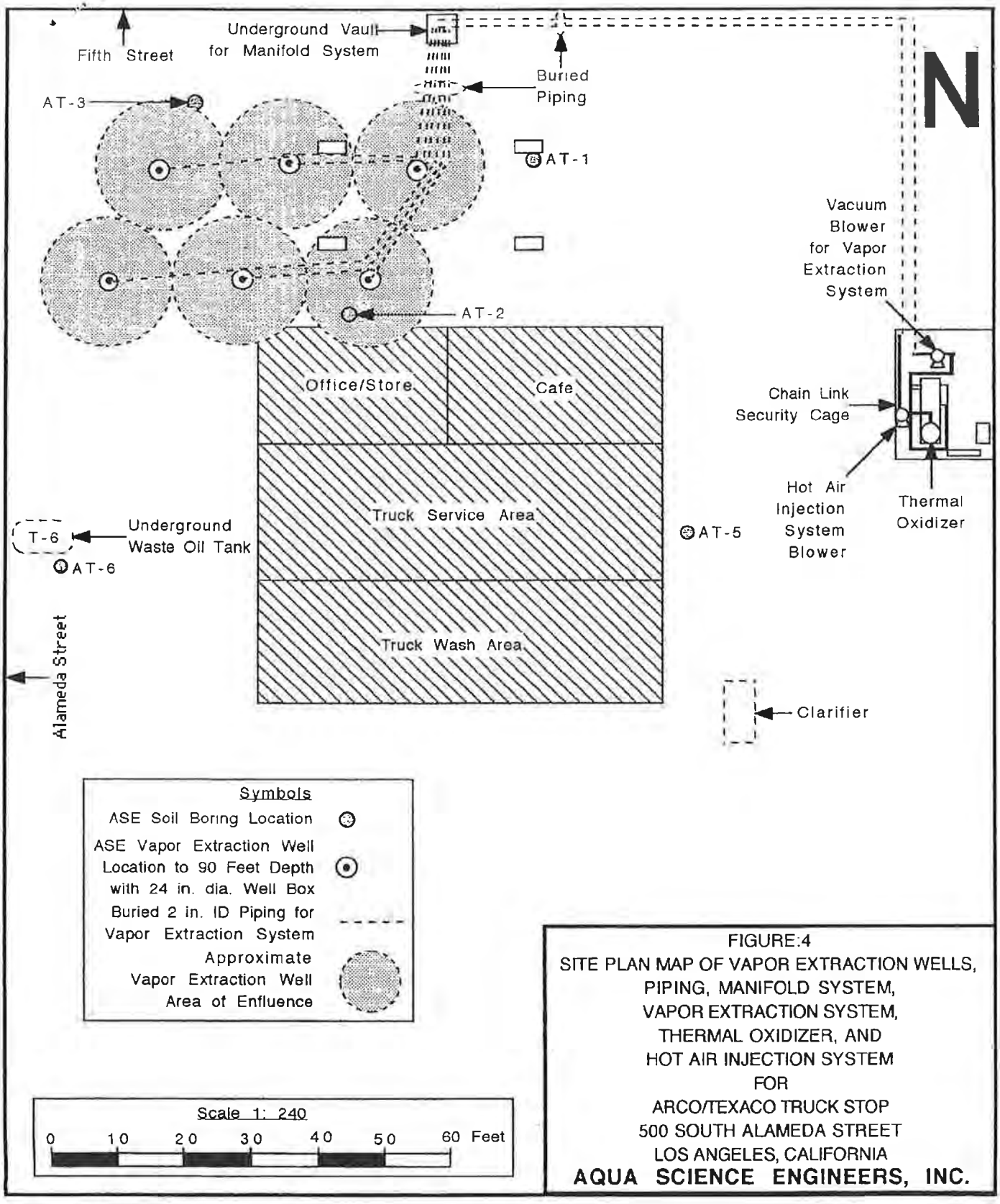
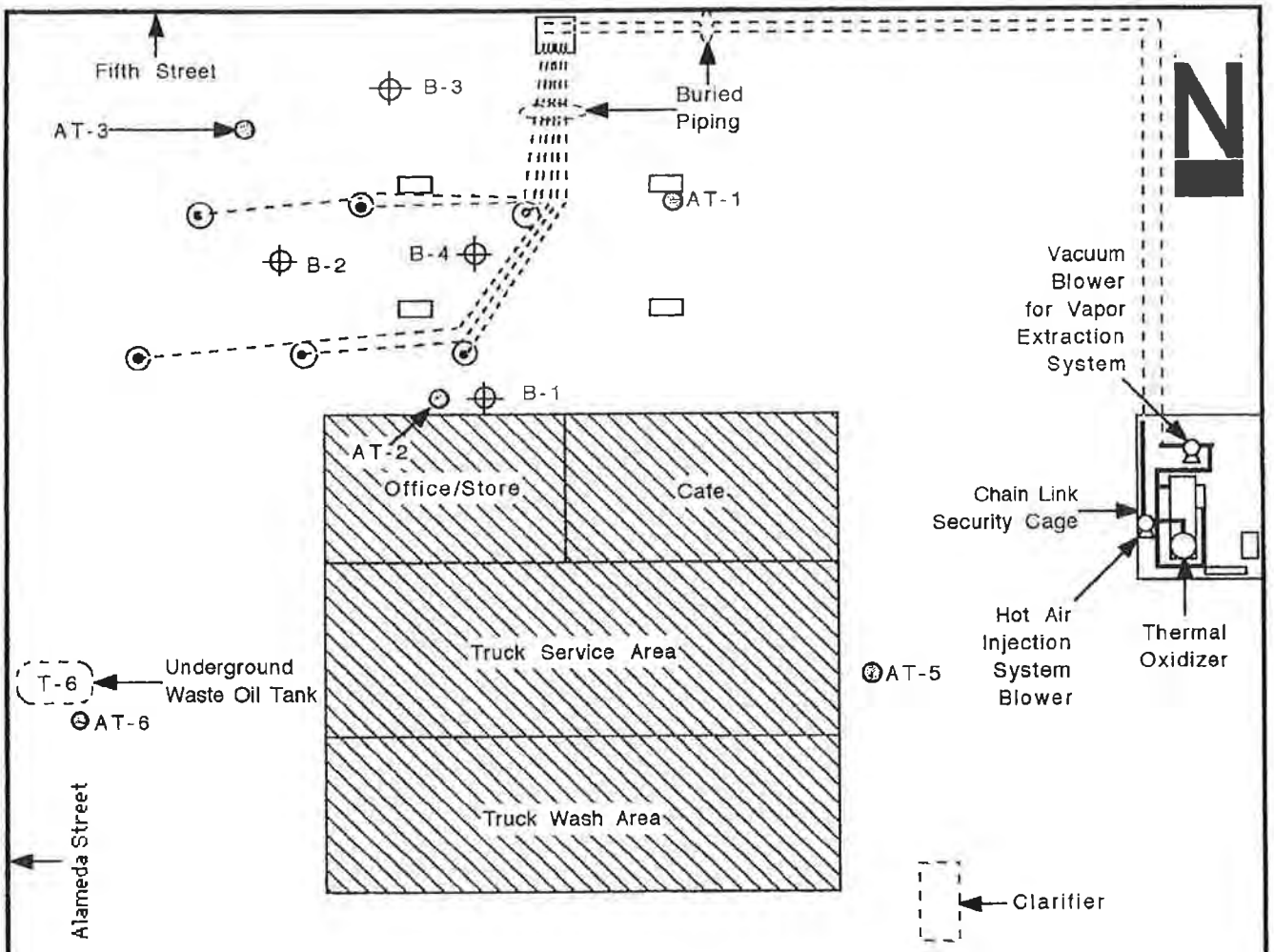


FIGURE:4
SITE PLAN MAP OF VAPOR EXTRACTION WELLS, PIPING, MANIFOLD SYSTEM, VAPOR EXTRACTION SYSTEM, THERMAL OXIDIZER, AND HOT AIR INJECTION SYSTEM
FOR
ARCO/TEXACO TRUCK STOP
500 SOUTH ALAMEDA STREET
LOS ANGELES, CALIFORNIA
AQUA SCIENCE ENGINEERS, INC.



Symbols

- ASE Historical Soil Boring Location
- ASE 90 ft. Vapor Extraction Well
- ASE Soil Boring Drilled For Remediation Confirmation on September 27, 1993

Scale 1: 240

0 10 20 30 40 50 60 Feet

FIGURE:5
SITE PLAN MAP SHOWING LOCATION OF SOIL BORINGS DRILLED FOR REMEDIATION CONFIRMATION 9/27/93
AT:
ARCO/TEXACO TRUCK STOP
500 SOUTH ALAMEDA STREET
LOS ANGELES, CALIFORNIA

AQUA SCIENCE ENGINEERS, INC.

ENVIRONMENTAL ASSESSMENT AND REMEDIATION MANAGEMENT, INC.

FACSIMILE

DATE: Oct. 27, 2000 TIME: 9:00 a.m.

TO: Mr. Dean Stivason

COMPANY: L,A. County Fire Dept

PHONE : (310) 732-4580 FAX : (310) 732-4579

FROM: EAR Management Inc.

PHONE: (909) 735-5575 FAX: (909) 735-8775

NUMBER OF PAGES: 8 (Including cover sheet)

SITE: 500 South Alameda Stre

SUBJECT: Analytical Report

COMMENTS:

Thank you,

SCANNED
SEP 21 2004

CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

January 6, 1999 Certificate No.: 2268

Mr. Venkat D. Reddy
Environmental Assessment &
Remediation Management, Inc.
2175 Sampson Ave., Suite 118
Corona, CA 91719

Project: 704881/Superfine Textile Co-L.A.

Dear Mr. Reddy:

Enclosed please find the report for the sample(s) received by Chemical & Environmental Laboratories and analyzed as indicated in the chain-of-custody attached.

We appreciate the opportunity to service the needs of your company. Please call me at (562) 921-8123 if you have any questions.

Sincerely,

Larry Zhang

Larry Zhang, Ph.D.
Laboratory Director

CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

ANALYTICAL REPORT

--- M 015(Gasoline)/8020(BTEX,MTBE) ---

Client Name: EAR Management, Ir
Project Manager: Venkat D. Reddy
Project Name: 704881/Superfine Te co-L.A.

Date Sampled: 12/29/98
Date Analyzed: 12/30/98
Date Reported: 01/05/99

SAMPLE IDENTIFICATION		RESULT (mg/kg or ppm)					
C&E ID	Sample ID	8015 Gasoline	8020 Benzene	8020 Toluene	8020 Ethylbenz	8020 Xylenes	8020 MTBE
81230C-1	Gas Pump #1	ND	ND	ND	ND	ND	ND
81230C-2	Gas Pump #2	ND	ND	ND	ND	ND	ND
81230C-3	Gas Pump #3	ND	ND	ND	ND	ND	ND
81230C-4	Gas Pump #4	ND	ND	ND	ND	ND	ND
81230C-5	Gas Pump #5	ND	ND	ND	ND	ND	ND
81230C-6	Gas Pump #6	ND	ND	ND	ND	ND	ND
81230C-7	Gas Pump #7	ND	ND	ND	ND	ND	ND
81230C-8	Gas Pump #8	ND	ND	ND	ND	ND	ND
81230C-9	Diesel Pump #9		ND	ND	ND	0.651	ND
81230C-10	Diesel Pump #10		ND	ND	ND	0.763	ND
81230C-11	Diesel Pump #11		ND	ND	ND	0.207	ND
81230C-12	Diesel Pump #12		ND	ND	0.035	0.707	ND
Detection Limit:		10	0.005	0.005	0.005	0.015	0.05

ND = Not detected at the indicated detect limit.

14148 E. Firestone Blvd., Santa Fe Springs, CA 90670 Tel: 562 921-8123, Fax: 562 921-7974

CHEMICAL & ENVI ONMENTAL LABORATORIES, INC.

NALYTICAL REPORT
--- M8015(Diesel) ---

Client Name: EAR Manage ent
Project Manager: Venkat D. Re ly
Project Name: 704881/Supe ne Texaco-L.A

Date Sampled: 12/29/98
Date Analyzed: 12/30/98
Date Reported: 01/05/99

SAMPLE IDENTIF ATION		RESULT
C&E ID	Sample ID	(mg/kg or ppm)
81230C-9	Diesel Pump #9	3884
81230C-10	Diesel Pump #10	1079
81230C-11	Diesel Pump #11	2352
81230C-12	Diesel Pump #12	4234

CHEMICAL & ENVI ONMENTAL LABORATORIES, INC.

ANALYTICAL REPORT

--- EPA 7420 ---

Client Name: EAR Manager nt
Project Manager: Venkat Reddy
Project Name: 704681/Super e Texaco-L.A.

Date Sampled: 12/29/98
Date Analyzed: 01/05/99
Date Reported: 01/05/99

SAMPLE IDENTIFIC ION		RESULT
C&E ID	Sample ID	(mg/kg or ppm)
81230C-1	as Pump #1	ND
81230C-2	as Pump #2	ND
81230C-3	as Pump #3	ND
81230C-4	as Pump #4	ND
81230C-5	as Pump #5	ND
81230C-6	as Pump #6	ND
81230C-7	as Pump #7	ND
81230C-8	as Pump #8	ND
81230C-9	Diesel Pump #9	ND
81230C-10	Diesel Pump #10	ND
81230C-11	Diesel Pump #11	ND
81230C-12	Diesel Pump #12	ND
Detection Limit		5

ND = Not detected at the indicated detection limit.

14148 E. Firestone Blvd., Santa Fe Springs, CA 90670 Tel: 562 921-8123, Fax: 562 921-7974

CHEMICAL & ENVI..ONMENTAL LABORATORIES, INC.

QA/QC REPORT

--- M8015(D,G)/M8020 ---

I. Matrix Spike (MS)/Matrix S ..ike Duplicate(MSD)

Date Performed: 12/30/98
Lab Sample I.D.. 81230C

Unit: mg/kg

ANALYTE	SPK CONC	MS (mg/k	MS %	MSD (mg/kg)	MSD %	RPD	ACP %MS	ACP RPD
Benzene	0.0200	0.01	93	0.0192	96	3.7	80-120	20
Toluene	0.0200	0.01	92	0.0188	94	2.2	80-120	20
Ethylbenzene	0.0200	0.01	86	0.0186	93	7.8	80-120	20
Xylenes	0.0200	0.01	91	0.0191	96	4.8	80-120	20
Gasoline	1	0.	96	1.02	102	6.1	80-120	20
Diesel	500	4	90	436	87	2.9	80-120	20

II. Laboratory Quality Contro Check Sample

ANALYTE	SPK CONC	RESULT	%RECOVERY	ACP %
Benzene	0.0200	0.0176	88	80-120
Toluene	0.0200	0.0171	86	80-120
Ethylbenzene	0.0200	0.0167	84	80-120
Xylenes	0.0200	0.0172	86	80-120
Gasoline	1	0.94	94	80-120
Diesel	500	414	83	80-120

CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

QA/QC REPORT

--- EPA 7420 ---

I. Matrix Spike (MS)/Matrix Spike Duplicate(MSD)

Date Performed: 01/05/99
Lab Sample I.D.: 81230C

Unit: mg/kg

ANALYTE	Sample CONC	SPK CONC	(mg/kg)	MS %	MSD (mg/kg)	MSD %	RPD	ACP %MS	ACP RPD
Lead	ND	250	122	88.8	237	94.8	6.5	75-125	20

CHEMICAL & ENVIRONMENTAL LABORATORIES, INC.

8/2320 C

CHAIN OF CUSTODY RECORD

№ 34992

Client: EAR MANAGEMENT, INC.		Site Address: 500 SOUTH ALAMEDA ST.	
Project No/Name: 704881 / SUPERFUND-LA		LOS ANGELES, CA 90013	
Project Manager: VERNICAT D. [illegible] DEO		Sampled By: Richard W. Wyman	
Tel: (909) 735-5575 Fax: (909) [illegible] 8575		Date 12/30/98	Page 1 of 1

	SAMPLE ID	DATE	TIME	TYPE	CONTAINER TYPE	ANALYSES REQUIRED
1	Gas Pump #1	12-29-98	1200 pm	Soil	Brass Sleeves	8015 M-GRO, 8020 BTX+E, MTBE, 7420 TOTAL LEAD
2	Gas Pump #2	12-29-98	12:10 pm	"	"	"
3	Gas Pump #3	12-29-98	12:20 pm	"	"	"
4	Gas Pump #4	12-29-98	12:30 pm	"	"	"
5	Gas Pump #5	12-29-98	12:40 pm	"	"	"
6	Gas Pump #6	12-29-98	12:50 pm	"	"	"
7	Gas Pump #7	12-29-98	1:00 pm	"	"	"
8	Gas Pump #8	12-29-98	1:10 pm	"	"	"
9	Diesel Pump #9	12-29-98	1:20 pm	"	"	8015-M-DIESEL, 8020 BTX+E, MTBE, 7420 TOTAL LEAD
10	Diesel Pump #10	12-29-98	1:30 pm	"	"	"
11	Diesel Pump #11	12-29-98	1:40 pm	"	"	"
12	Diesel Pump #12	12-29-98	1:50 pm	"	"	"

Remarks: samples refrigerated until delivery to LAB.

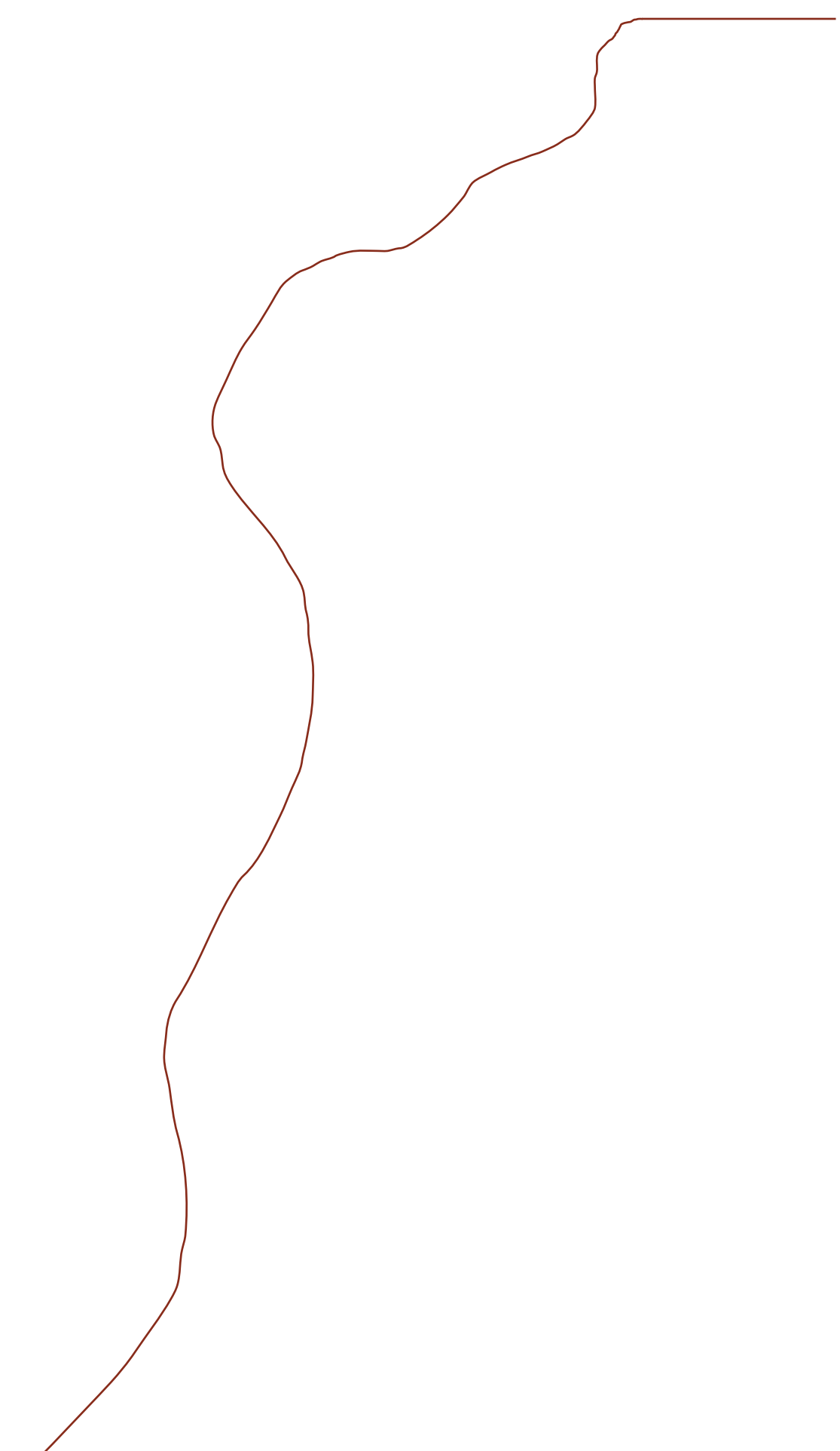
Relinquished By:	Date	Time	Received By:	Date	Time
R. Wyman	12-30-98	11:35 AM	[signature]	12-30-98	11:35 AM
Relinquished By:	Date	Time	Received By:	Date	Time

14148 E. Firestone Blvd., Santa Fe Springs, CA 90670 Tel: 310 921-8123, Fax: 310 921-7974

ACRONYMS

ACRONYMS

AST	aboveground storage tank
ASTM	American Society for Testing and Materials
BGS	below ground surface
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CORTESE	"Cortese" Hazardous Waste & Substances Sites List
DTSC	Department of Toxics Substances Control
EDR	Environmental Data Resources, Inc.
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FID	flame ionization detector
LAFD	Los Angeles Fire Department
LUST	Leaking Underground Storage Tank
MSL	mean sea level
PCB	polychlorinated biphenyl
RWQCB	Regional Water Quality Control Board
SWEEPS	Statewide Environmental Evaluation and Planning System
SWRCB	State Water Resources Control Board
USGS	U.S. Geological Survey
UST	underground storage tank
VOC	volatile organic compound





DKA Planning

NOISE RECEPTOR AND MONITORING LOCATION MAP

1101 E. 5th Street Project

Imagery via Google

1. Beacon Lofts
Noise Report

12/11/2017

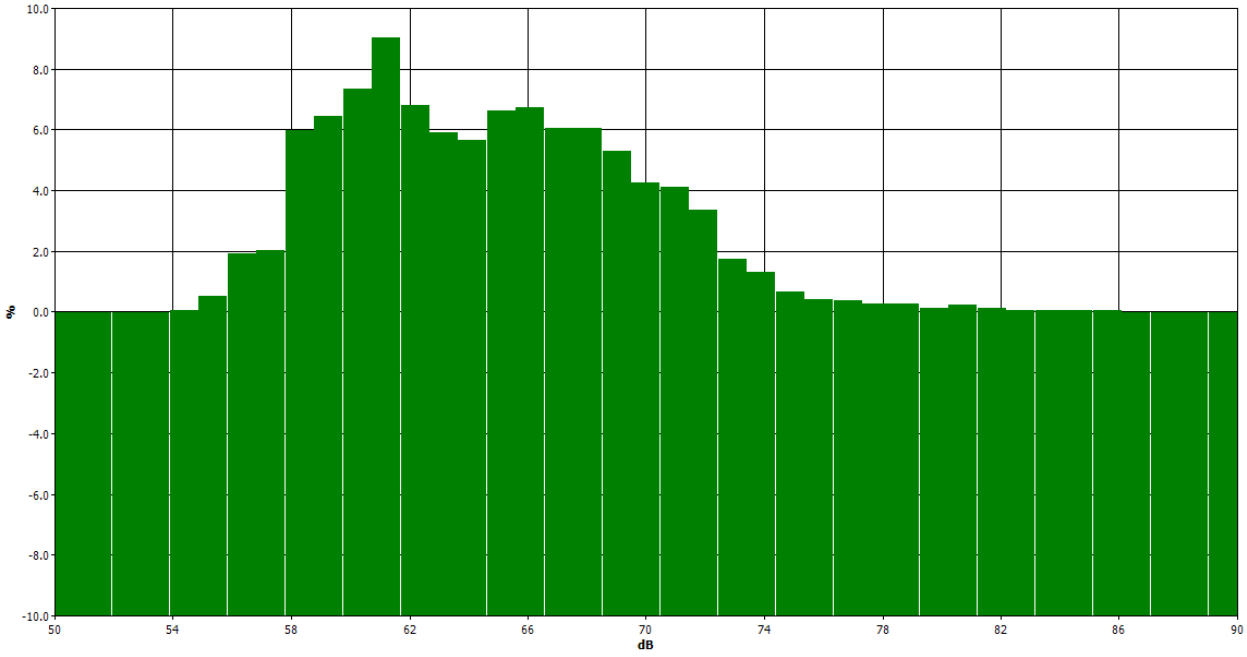
Information Panel

Name	S515_BIJ050019_12122017_121639
Start Time	Monday, December 11, 2017, 2:28pm
Stop Time	Monday, December 11, 2017, 2:40pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	68.6dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

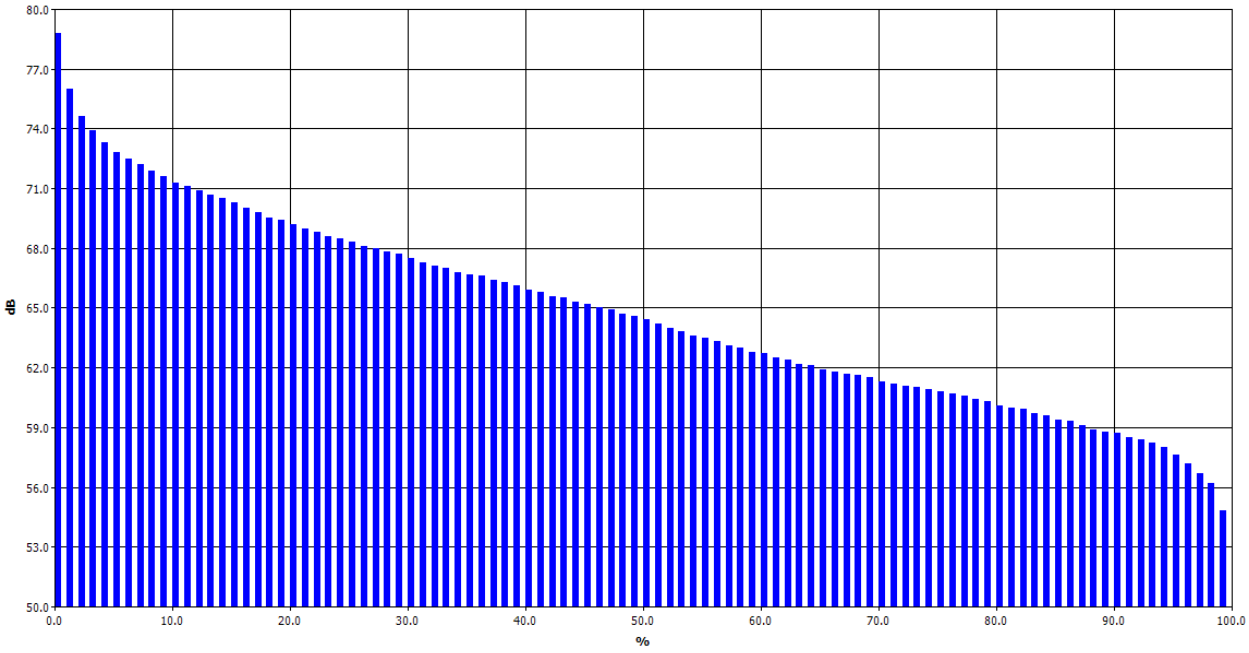
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06
55	0.08	0.06	0.04	0.03	0.03	0.05	0.04	0.05	0.11	0.06	0.53
56	0.04	0.08	0.11	0.21	0.25	0.22	0.24	0.25	0.33	0.20	1.94
57	0.17	0.15	0.12	0.12	0.28	0.19	0.27	0.26	0.20	0.26	2.02
58	0.30	0.43	0.61	0.46	0.58	0.64	0.57	0.81	0.87	0.69	5.96
59	0.61	0.76	0.60	0.50	0.59	0.67	0.60	0.61	0.71	0.81	6.46
60	0.78	0.68	0.69	0.77	0.62	0.58	0.65	0.87	0.84	0.89	7.36
61	0.92	0.95	0.86	1.01	0.97	0.81	1.07	0.85	0.80	0.80	9.05
62	0.83	0.71	0.65	0.46	0.72	0.63	0.63	0.76	0.74	0.69	6.82
63	0.72	0.58	0.58	0.57	0.62	0.59	0.59	0.63	0.55	0.47	5.90
64	0.50	0.55	0.56	0.53	0.52	0.52	0.55	0.55	0.65	0.74	5.66
65	0.78	0.68	0.72	0.48	0.62	0.60	0.73	0.74	0.68	0.60	6.63
66	0.65	0.62	0.68	0.57	0.66	0.70	0.75	0.78	0.68	0.64	6.72
67	0.78	0.64	0.54	0.47	0.54	0.62	0.59	0.67	0.60	0.58	6.04
68	0.61	0.61	0.68	0.38	0.63	0.75	0.61	0.62	0.60	0.56	6.06
69	0.55	0.54	0.57	0.59	0.55	0.56	0.48	0.48	0.48	0.49	5.28
70	0.33	0.39	0.37	0.41	0.40	0.45	0.54	0.45	0.39	0.53	4.25
71	0.49	0.46	0.65	0.36	0.38	0.33	0.33	0.40	0.32	0.41	4.12
72	0.35	0.33	0.36	0.30	0.33	0.32	0.29	0.35	0.35	0.37	3.37
73	0.24	0.14	0.12	0.15	0.17	0.15	0.17	0.18	0.18	0.24	1.74
74	0.16	0.19	0.16	0.12	0.15	0.13	0.10	0.15	0.10	0.06	1.31
75	0.10	0.13	0.10	0.07	0.10	0.04	0.03	0.03	0.04	0.03	0.67
76	0.03	0.03	0.03	0.04	0.04	0.05	0.07	0.07	0.03	0.02	0.41
77	0.03	0.04	0.05	0.04	0.04	0.05	0.04	0.02	0.03	0.04	0.38
78	0.05	0.04	0.04	0.04	0.02	0.02	0.02	0.02	0.02	0.02	0.28
79	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.04	0.03	0.27
80	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.02	0.02	0.14
81	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.05	0.02	0.01	0.23
82	0.01	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.13
83	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.05
84	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.00	0.01	0.06
85	0.00	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.07
86	0.01	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

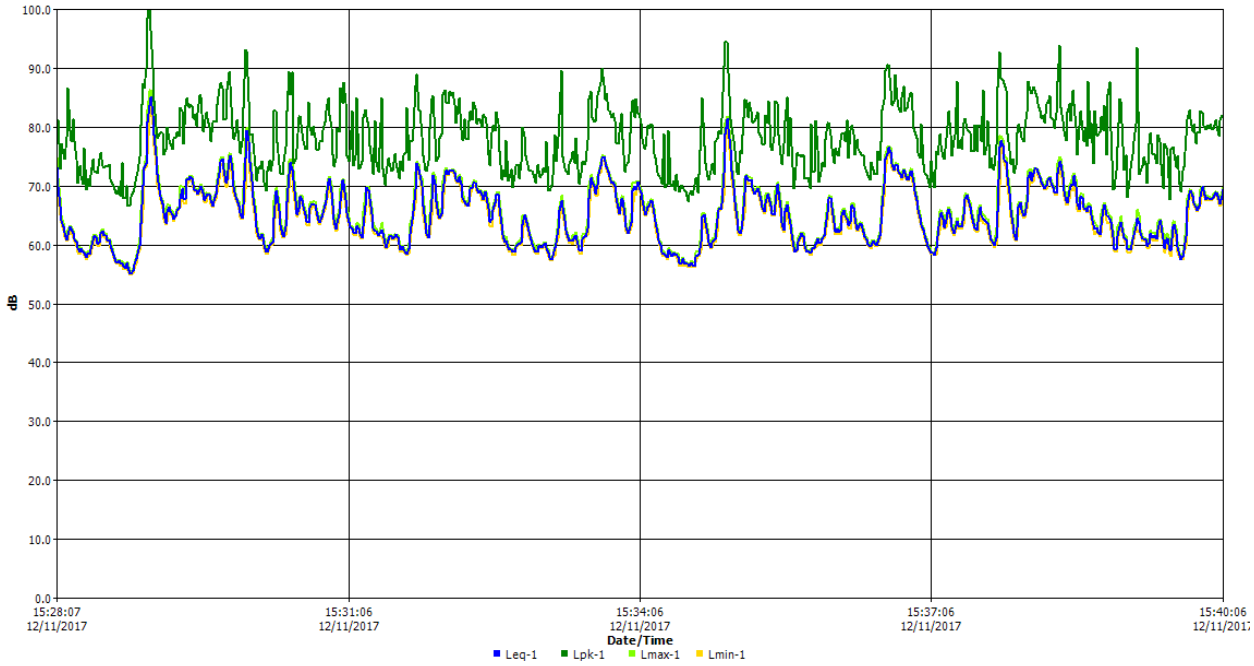
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		78.8	76	74.6	73.9	73.3	72.8	72.5	72.2	71.9
10%	71.6	71.3	71.1	70.9	70.7	70.5	70.3	70	69.8	69.5
20%	69.4	69.2	69	68.8	68.6	68.5	68.3	68.1	68	67.8
30%	67.7	67.5	67.3	67.1	67	66.8	66.7	66.6	66.4	66.3
40%	66.1	65.9	65.8	65.6	65.5	65.3	65.2	65	64.9	64.7
50%	64.6	64.4	64.2	64	63.8	63.6	63.5	63.3	63.1	63
60%	62.8	62.7	62.5	62.4	62.2	62.1	61.9	61.8	61.7	61.6
70%	61.5	61.3	61.2	61.1	61	60.9	60.8	60.7	60.6	60.4
80%	60.3	60.1	60	59.9	59.7	59.6	59.4	59.3	59.1	58.9
90%	58.8	58.7	58.5	58.4	58.2	58	57.6	57.2	56.7	56.2
100%	54.8									

Logged Data Chart



2. Barker Block Lofts
Noise Report

12/11/2017

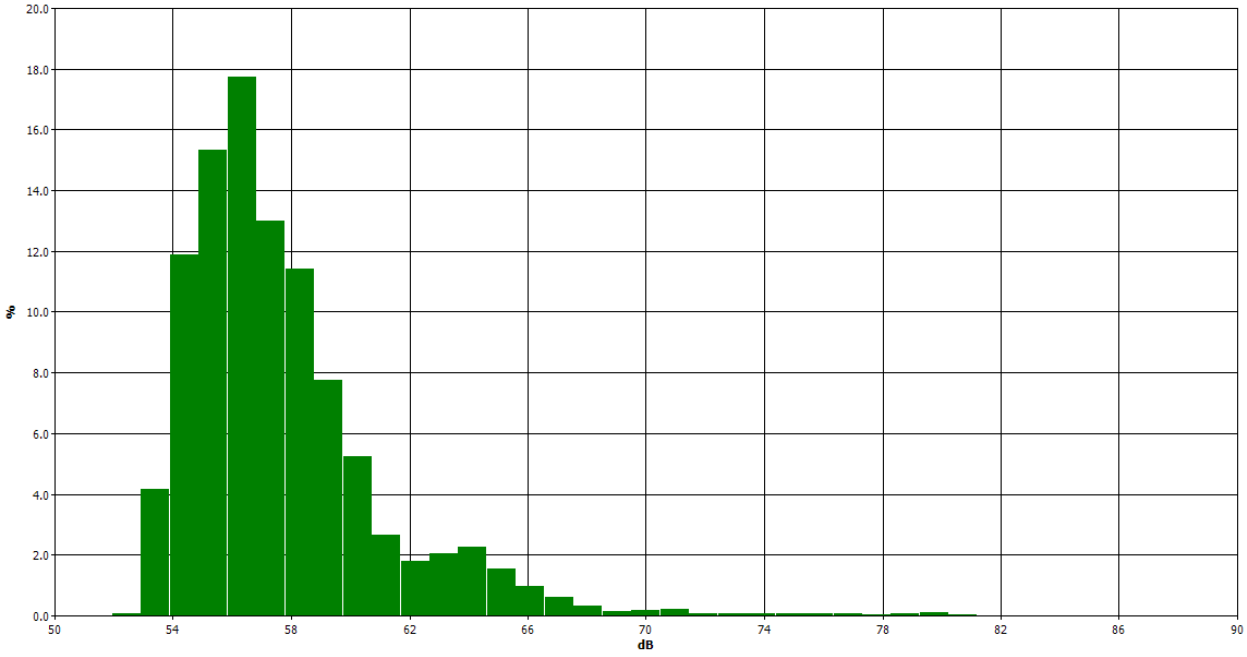
Information Panel

Name	S516_BIJ050019_12122017_121639
Start Time	Monday, December 11, 2017, 2:45pm
Stop Time	Monday, December 11, 2017, 3:00pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.7dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

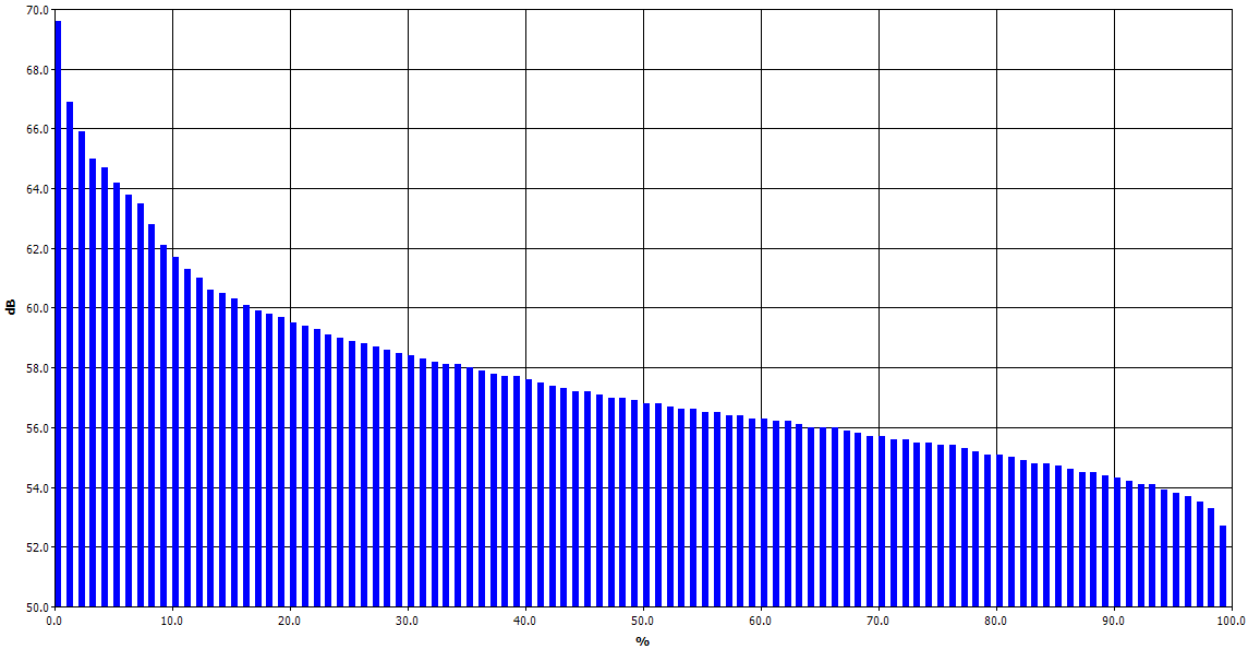
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.08
53	0.18	0.18	0.15	0.34	0.31	0.40	0.43	0.61	0.82	0.76	4.18
54	0.74	0.82	1.51	1.25	1.13	1.06	1.31	1.43	1.26	1.35	11.87
55	1.14	1.28	1.49	1.39	1.38	1.52	2.00	1.88	1.79	1.47	15.34
56	1.51	2.09	1.54	1.84	1.76	2.17	1.75	1.88	1.58	1.61	17.74
57	1.76	1.43	1.31	1.56	1.23	0.96	1.20	1.17	1.23	1.16	13.01
58	1.17	1.38	1.62	1.33	0.96	1.05	1.16	1.03	0.83	0.88	11.42
59	0.93	0.93	0.59	0.83	0.86	0.71	0.76	0.71	0.79	0.64	7.75
60	0.65	0.59	0.67	0.58	0.55	0.55	0.54	0.48	0.31	0.31	5.25
61	0.35	0.29	0.35	0.30	0.23	0.24	0.18	0.24	0.24	0.23	2.66
62	0.25	0.24	0.22	0.10	0.17	0.23	0.14	0.15	0.13	0.15	1.79
63	0.14	0.15	0.15	0.14	0.12	0.21	0.30	0.27	0.31	0.27	2.05
64	0.28	0.28	0.28	0.26	0.19	0.18	0.14	0.19	0.23	0.22	2.26
65	0.40	0.23	0.20	0.07	0.11	0.12	0.13	0.11	0.10	0.10	1.55
66	0.09	0.10	0.13	0.12	0.08	0.08	0.13	0.08	0.06	0.10	0.97
67	0.11	0.07	0.06	0.05	0.06	0.05	0.07	0.03	0.07	0.06	0.63
68	0.05	0.05	0.03	0.03	0.03	0.03	0.03	0.04	0.03	0.02	0.34
69	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.01	0.01	0.01	0.15
70	0.01	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.18
71	0.02	0.02	0.02	0.03	0.03	0.04	0.03	0.01	0.01	0.01	0.20
72	0.01	0.00	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.06
73	0.01	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.06
74	0.01	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.01	0.06
75	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.06
76	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
77	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.06
78	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.05
79	0.00	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.06
80	0.01	0.01	0.01	0.01	0.01	0.03	0.01	0.01	0.01	0.01	0.10
81	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

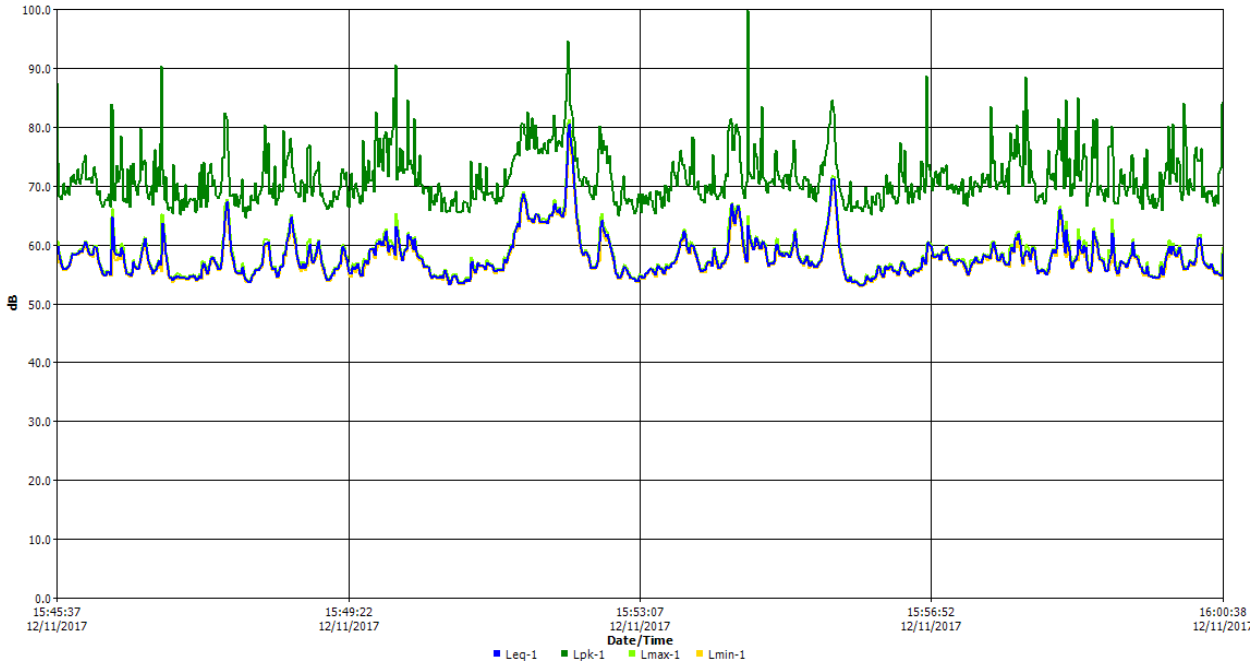
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		69.6	66.9	65.9	65	64.7	64.2	63.8	63.5	62.8
10%	62.1	61.7	61.3	61	60.6	60.5	60.3	60.1	59.9	59.8
20%	59.7	59.5	59.4	59.3	59.1	59	58.9	58.8	58.7	58.6
30%	58.5	58.4	58.3	58.2	58.1	58.1	58	57.9	57.8	57.7
40%	57.7	57.6	57.5	57.4	57.3	57.2	57.2	57.1	57	57
50%	56.9	56.8	56.8	56.7	56.6	56.6	56.5	56.5	56.4	56.4
60%	56.3	56.3	56.2	56.2	56.1	56	56	56	55.9	55.8
70%	55.7	55.7	55.6	55.6	55.5	55.5	55.4	55.4	55.3	55.2
80%	55.1	55.1	55	54.9	54.8	54.8	54.7	54.6	54.5	54.5
90%	54.4	54.3	54.2	54.1	54.1	53.9	53.8	53.7	53.5	53.3
100%	52.7									

Logged Data Chart



3. 1201 E. 5th Street Residence
Noise Report

12/11/2017

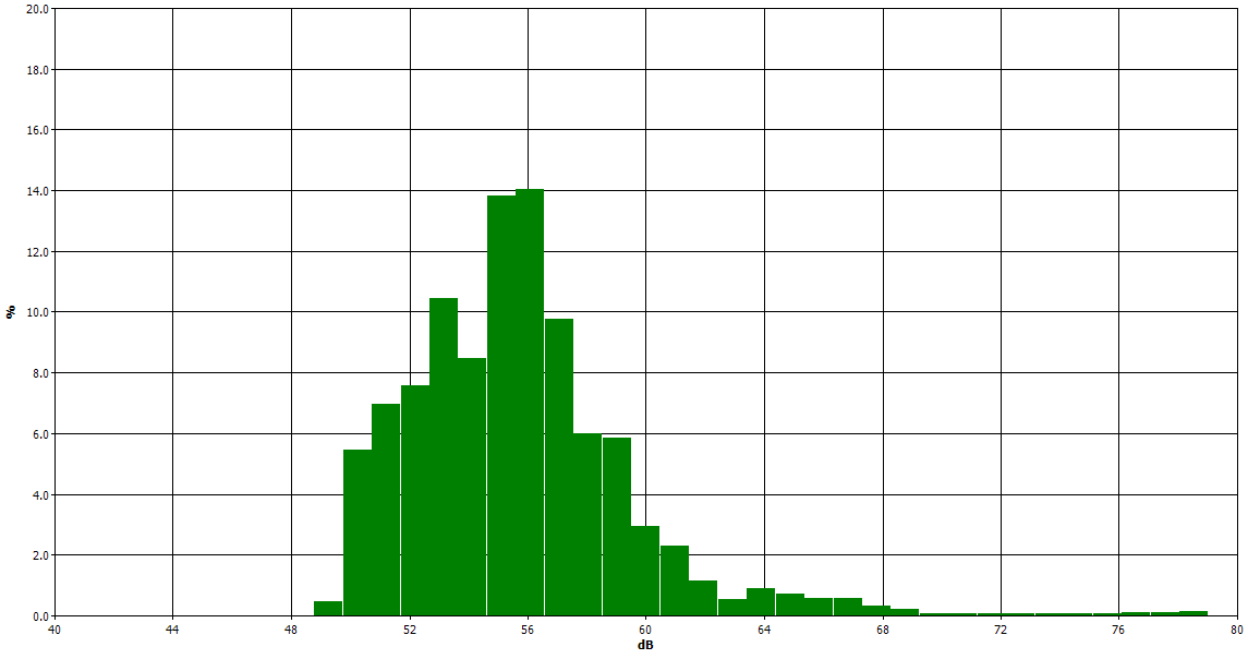
Information Panel

Name	S517_BIJ050019_12122017_121640
Start Time	Monday, December 11, 2017, 3:03pm
Stop Time	Monday, December 11, 2017, 3:15pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	59.8dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

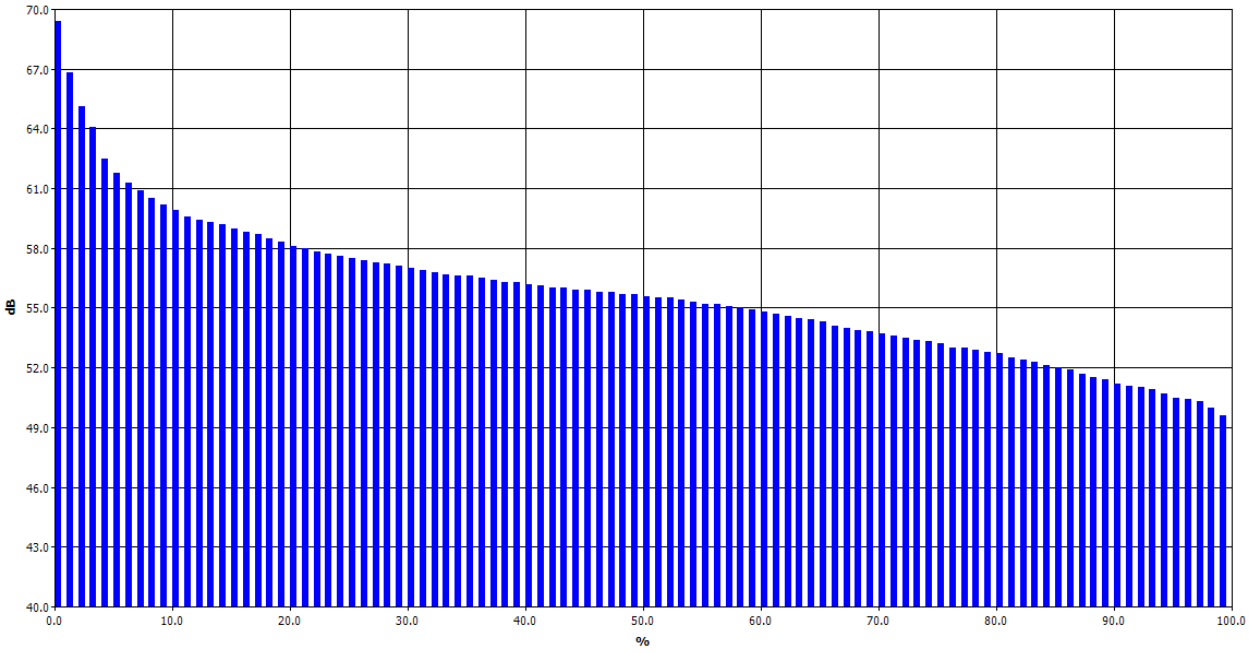
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.25	0.18	0.48
50	0.51	0.28	0.22	0.51	0.66	0.73	0.74	0.59	0.49	0.72	5.46
51	0.72	0.96	0.77	0.79	0.75	0.68	0.59	0.47	0.68	0.56	6.96
52	0.73	0.67	0.81	0.81	0.87	0.70	0.67	0.68	0.74	0.90	7.58
53	1.24	1.36	0.76	0.93	0.93	0.87	0.95	1.13	1.27	1.00	10.44
54	0.97	0.68	0.61	0.75	0.56	0.69	0.82	1.06	1.05	1.28	8.48
55	1.13	1.09	1.31	1.24	1.19	1.22	1.48	1.70	1.57	1.88	13.82
56	1.92	2.03	1.25	1.57	1.47	1.42	1.06	1.15	1.11	1.05	14.05
57	1.23	1.05	1.00	0.86	0.81	0.89	1.08	0.98	0.88	0.97	9.76
58	0.73	0.80	0.70	0.50	0.68	0.53	0.47	0.42	0.55	0.62	6.01
59	0.47	0.76	0.70	0.71	0.76	0.66	0.47	0.44	0.47	0.42	5.87
60	0.33	0.27	0.40	0.31	0.31	0.32	0.30	0.28	0.22	0.20	2.95
61	0.27	0.25	0.23	0.23	0.23	0.19	0.31	0.21	0.18	0.21	2.31
62	0.16	0.15	0.10	0.09	0.11	0.18	0.12	0.16	0.05	0.05	1.16
63	0.06	0.06	0.04	0.04	0.04	0.05	0.05	0.07	0.07	0.06	0.54
64	0.06	0.04	0.05	0.15	0.11	0.10	0.08	0.13	0.08	0.08	0.90
65	0.14	0.10	0.09	0.07	0.08	0.07	0.05	0.04	0.04	0.03	0.71
66	0.04	0.04	0.04	0.06	0.03	0.03	0.02	0.18	0.07	0.08	0.58
67	0.07	0.10	0.05	0.04	0.07	0.06	0.04	0.03	0.05	0.05	0.56
68	0.05	0.07	0.07	0.02	0.01	0.02	0.01	0.02	0.03	0.02	0.31
69	0.01	0.01	0.02	0.02	0.03	0.04	0.03	0.03	0.03	0.01	0.21
70	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
71	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.00	0.07
72	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
73	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.08
74	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.08
75	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
76	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
77	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
78	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.11
79	0.01	0.01	0.02	0.02	0.02	0.03	0.04	0.02	0.00	0.00	0.15
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

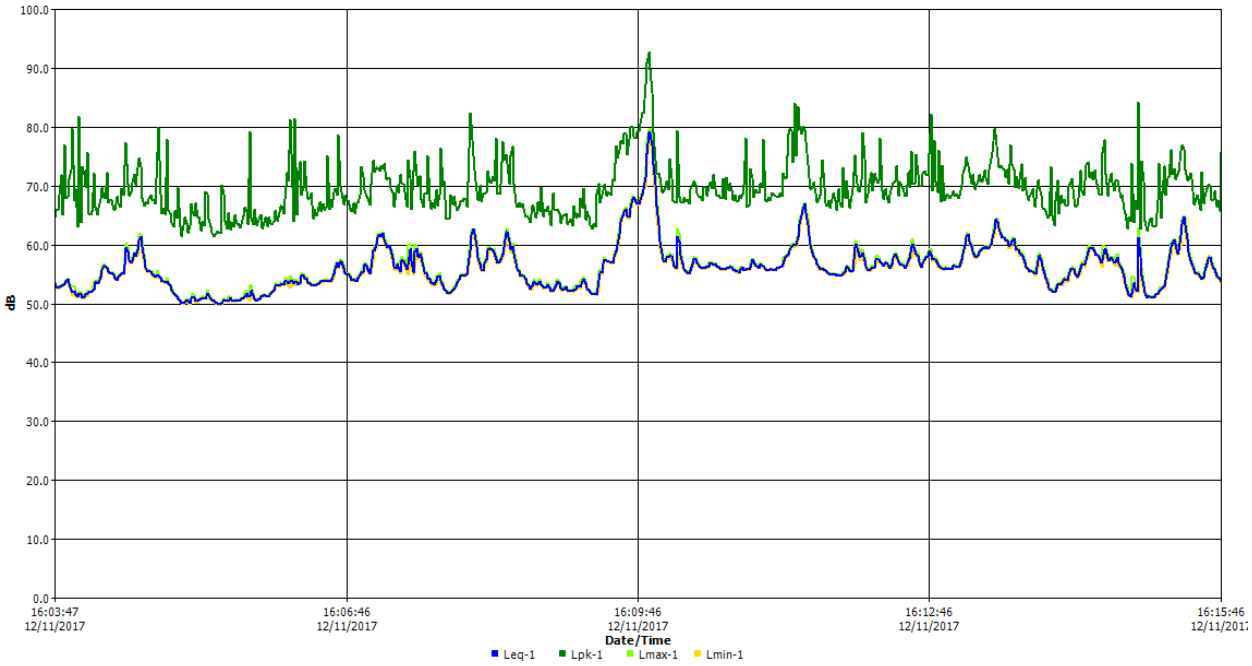
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		69.4	66.8	65.1	64.1	62.5	61.8	61.3	60.9	60.5
10%	60.2	59.9	59.6	59.4	59.3	59.2	59	58.8	58.7	58.5
20%	58.3	58.1	58	57.8	57.7	57.6	57.5	57.4	57.3	57.2
30%	57.1	57	56.9	56.8	56.7	56.6	56.6	56.5	56.4	56.3
40%	56.3	56.2	56.1	56	56	55.9	55.9	55.8	55.8	55.7
50%	55.7	55.6	55.5	55.5	55.4	55.3	55.2	55.2	55.1	55
60%	54.9	54.8	54.7	54.6	54.5	54.4	54.3	54.1	54	53.9
70%	53.8	53.7	53.6	53.5	53.4	53.3	53.2	53	53	52.9
80%	52.8	52.7	52.5	52.4	52.3	52.1	52	51.9	51.7	51.5
90%	51.4	51.2	51.1	51	50.9	50.7	50.5	50.4	50.3	50
100%	49.6									

Logged Data Chart



1201 5th Street Residence: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	80.7	0.4	76.7
Loader	79.1	0.4	75.1
		Combined dBA	**79.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

1201 5th Street Residence: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	0
G	0
Distance	60
Unmitigated Construction Noise	**77.4**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	77.4
Existing Ambient Noise	59.8
Unmitigated Ambient Noise	77.5
Unmitigated Increase	**17.7**

1201 5th Street Residence: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	80.7	0.4	3	73.7
Loader	79.1	0.4	3	72.1
		Combined dBA, Mitigated		**76.0**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.0
Cumulative Shielding (A)	0
Sound Barrier Shielding	15.0
G	0.0
Distance	60
Mitigated Construction Noise	**59.4**

Mitigated Receptor Noise Level

Mitigated Construction Noise	59.4
Existing Ambient Noise	59.8
Mitigated Ambient Noise	62.6
Mitigated Increase	**2.8**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Arts District Park: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	80.7	0.4	76.7
Loader	79.1	0.4	75.1
		Combined dBA	**79.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Arts District Park: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	0
G	0
Distance	210
Unmitigated Construction Noise	**66.5**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	66.5
Existing Ambient Noise	60.7
Unmitigated Ambient Noise	67.5
Unmitigated Increase	**6.8**

Arts District Park: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	80.7	0.4	3	73.7
Loader	79.1	0.4	3	72.1
		Combined dBA, Mitigated		**76.0**

Mitigated Construction Noise Level

Total Equipment Noise Level	76.0
Cumulative Shielding (A)	0
Sound Barrier Shielding	10.0
G	0.0
Distance	210
Mitigated Construction Noise	**53.5**

Mitigated Receptor Noise Level

Mitigated Construction Noise	53.5
Existing Ambient Noise	60.7
Mitigated Ambient Noise	61.5
Mitigated Increase	**0.8**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Barker Block Lofts - 530 Hewitt Street: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	80.7	0.4	76.7
Loader	79.1	0.4	75.1
		Combined dBA	**79.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Barker Block Lofts - 530 Hewitt Street: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	0
G	0
Distance	400
Unmitigated Construction Noise	**60.9**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	60.9
Existing Ambient Noise	60.7
Unmitigated Ambient Noise	63.8
Unmitigated Increase	**3.1**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Beacon Lofts - 825 E. 4th Street: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	80.7	0.4	76.7
Loader	79.1	0.4	75.1
		Combined dBA	**79.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	2	*number of rows of houses between source and receiver
A(rows1)	**6.5**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(rows1)	6.5
A(rows2)	0
A(trees)	0
A(cumulative)	**6.5**

Beacon Lofts - 825 E. 4th Street: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	6.5
G	0
Distance	500
Unmitigated Construction Noise	**52.5**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	52.5
Existing Ambient Noise	68.6
Unmitigated Ambient Noise	68.7
Unmitigated Increase	**0.1**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

1101 E 5th Street Project

Unmitigated Construction Vibration - VdB

Receptor: 1201 E 5th Street Residence
Equipment: Large Dozer, Auger Drill

Source VdB	87
Reference Distance (ft)	25
Ground Factor (N)	N/A
Distance (ft)	60
Unmitigated Vibration Level (VdB)	**75.6**

Receptor: 1201 E 5th Street Residence
Equipment: Loaded Trucks

Source VdB	86
Reference Distance (ft)	25
Ground Factor (N)	N/A
Distance (ft)	10
Unmitigated Vibration Level (VdB)	**97.9**

Receptor: 1201 E 5th Street Residence
Equipment: Small Dozer

Source VdB	58
Reference Distance (ft)	25
Ground Factor (N)	N/A
Distance (ft)	60
Unmitigated Vibration Level (VdB)	**46.6**

Receptor: Beacon Lofts
Equipment: Loaded Trucks

Source VdB	86
Reference Distance (ft)	25
Ground Factor (N)	N/A
Distance (ft)	35
Unmitigated Vibration Level (VdB)	**81.6**

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: AM Existing
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	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 4th St from Alameda	1	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	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

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: AM Existing + Project
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	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 4th St from Alameda	1	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	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

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: AM Future + Project
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
EB 4th St from Alameda	1	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	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

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: AM Future
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	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
EB 4th St from Alameda	1	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	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

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: PM Existing
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	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 4th St from Alameda	1	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	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

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: PM Existing + Project
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	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB 4th St from Alameda	1	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	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

DKA Planning
Noah Tanski

13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: PM Future + Project
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
EB 4th St from Alameda	1	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	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

DKA Planning
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13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: X9: PM Future
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	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
EB 4th St from Alameda	1	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	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

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13 December 2017
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: XA: AM Existing + Project
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
NB Seaton N of 5th	1	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
SB Seaton N of 5th	2	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
RUN: XA: AM Existing
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	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Seaton N of 5th	1	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
SB Seaton N of 5th	2	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	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

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RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 1101 E 5th St Project
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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
NB Seaton N of 5th	1	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
SB Seaton N of 5th	2	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	2	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

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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
NB Seaton N of 5th	1	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
SB Seaton N of 5th	2	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	2	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

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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
NB Seaton N of 5th	1	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
SB Seaton N of 5th	2	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	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

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RUN: XA: PM Existing
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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
NB Seaton N of 5th	1	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
SB Seaton N of 5th	2	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	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

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BARRIER DESIGN: INPUT HEIGHTS
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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	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Seaton N of 5th	1	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
SB Seaton N of 5th	2	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	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Seaton N of 5th	1	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
SB Seaton N of 5th	2	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Colyton N of 5th	1	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Colyton N of 5th	1	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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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
NB Colyton N of 5th	1	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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BARRIER DESIGN: INPUT HEIGHTS
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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
NB Colyton N of 5th	1	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Colyton N of 5th	1	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Colyton N of 5th	1	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Colyton N of 5th	1	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

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			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Colyton N of 5th	1	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
SB Colyton N of 5th	2	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	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

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

November 7, 2017

To: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: William Lamborn

From: Fire Department

Subject: **Notice of Preparation of an Environmental Impact Report**

CASE NO.: **ENV-2016-4476-EIR (Corrected Letter)**
PROJECT NAME: **Arts District Center**
PROJECT APPLICANT: **Arts District Development, LLC**
PROJECT LOCATION: **1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles, CA 90013**

PROJECT DESCRIPTION:

The Project site is located on the north side of 5th Street between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similar zoned industrial land structures.

The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

The Project would demolish and remove all existing lot uses. The Applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The Project would be 12 stories (148 feet) in height. 539 automobile parking spaces will be provided in four of five subterranean levels. 164 long term and 48 short term bicycle parking spaces will be provided at the Site.

The Project will have a maximum Floor Aria Ratio (FAR) of 8:1:1 in conformance with the Vesting Zone Change request to the C2-2 zone and with the approval of the General Plan Amendment to the “Regional Center Commercial” land use.

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 4,000 G.P.M. from four adjacent fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 4,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 4,000 G.P.M., the first-due Engine Company should be within 1.5 mile(s), the first-due Truck Company within 2.0 mile(s).

FIRE STATIONS:

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

DISTANCE		EQUIPMENT & SERVICES	STAFF
1.1	**Fire Station No. 4** 800 N. Main Street Los Angeles, CA 90012	Task Force Truck and Engine Company Hazardous Materials Unit	**14**
1.2	**Fire Station No. 9** 430 E. 7th Street Los Angeles, CA 90014	Task Force Truck and Engine Company Paramedic Rescue Ambulance Battalion 1 Headquarters	**13**
1.6	**Fire Station No. 17** 1601 S. Santa Fe Avenue Los Angeles, CA 90021	Task Force Truck and Engine Company Paramedic Supervisor	**11**
1.8	**Fire Station No. 3** 108 N. Fremont Avenue Los Angeles, CA 90012	Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance - Division Headquarters	**16**

1.9	**Fire Station No. 2** 1962 Cesar Chavez Ave. Los Angeles, CA 90033	Task Force Truck and Engine Company Paramedic Rescue Ambulance	**12**

Based on these criteria (response distance from existing fire stations), fire protection would be considered **adequate**.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:

During demolition, the Fire Department access will remain clear and unobstructed.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector (Refer to FPB Req # 75).

The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

- This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Submit plot plans indicating access road and turning area for Fire Department approval.

Standard cut-corners will be used on all turns.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstruction block aerial ladder access.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB’s Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

City of Los Angeles Fire Department Hydrants and Access design requirements for the outdoor and indoor use of dependent access (attended parking) Mechanical Car Stackers – 2, 3, & 4 by levels high. The provisions of this document shall regulate the use of Mechanical Car Stackers by addressing the arrangement, location and size of areas, height, separations, housekeeping, and fire protection.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB’s Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

Each standpipe in a new high-rise building shall be provided with two remotely located FDC’s for each zone in compliance with NFPA 14-2013, Section 7.12.2.

The inclusion of the above recommendations, along with any additional recommendations made during later reviews of the proposed project. Will reduce the impacts to an acceptable level.

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 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. (I.E., Paramedic Rescue Ambulance and EMT Rescue Ambulance resources.)
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6543.**

RALPH M. TERRAZAS,
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RD:yw

LOS ANGELES POLICE DEPARTMENT

CHARLIE BECK
Chief of Police

ERIC GARCETTI
Mayor

P. O. Box 30158
Los Angeles, Calif. 90030
Telephone: (213) 486-6000
TDD: (877) 275-5273
Ref #:14.7

January 24, 2018

Ms. Rachel Zacuto
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, California 91406

Dear Ms. Zacuto:

The proposed Arts District Center Project falls within the geographical boundaries of the Los Angeles Police Department's Central Area. A project of this size could have a minor impact on police services in the Central Area. The Department is available to advise you on crime prevention features appropriate for the design of the property in this project. The Department strongly recommends that the developers contact Community Relationship Division, Crime Prevention Through Environmental Design, Officer Christopher Gibson, at (213) 486-6000.

Upon completion of the project, you are encouraged to provide the Central Area Commanding Officer with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions regarding this response, please contact Sergeant David Tango, Community Relationship Division, at (213) 486-6000.

Very truly yours,

CHARLIE BECK
Chief of Police

AL NEAL, Captain
Commanding Officer
Community Relationship Division

Enclosure

The proposed Arts District Center Project will be under the jurisdiction of Central Community Police Station, located at 251 East 6th Street, Los Angeles, CA 90014. Telephone Number (213) 833-3707.

The project site is approximately 1.0 miles and 5 minutes without traffic from the Police Station in Reporting District (RD) 0159.

Central Geographic Area is approximately 4.5 square miles and consists of 52 Reporting Districts. The service boundaries for Central Area are as follows: Stadium Way, Pasadena Freeway to the North, Washington Boulevard, 7th Street to the South, Los Angeles River to the East, and the Harbor Freeway to the West.

It has approximately 370 sworn personnel and 30 civilian support staff assigned. It is a culturally diverse community with a population of approximately 40,000 people. The officer to resident ratio is; 1 officer to 108 residents in Central Area. Additionally, there are special service teams available within the LAPD to service Central Area.

Central Station's emergency response system is directly linked to the Los Angeles Police Department Communications Division's Dispatch Centers. Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which calls for service are received. This includes 911 emergency calls (police, fire, and paramedic). Communication Division handles only police related calls for the City.

The average response time to emergency calls for service in Central Area during 2016 was 2.7 minutes. The average response time for non-emergency calls for service in Central Area during 2016 was 13.7 minutes.

Crime Statistics for all Central Area through January 24, 2018:

CRIMES	YTD 2017	YTD 2016	YDT 2015
HOMICIDE	21	11	11
RAPE	104	90	96
ROBBERY	718	682	688
AGGRAVATED ASSAULT	1180	909	952
BURGLARY	375	324	350
MOTOR VEHICLE TEFT	391	399	430
BURGLARTY FROM MOTOR VEHICLE	1360	1100	913
PERSONAL/OTHER THEFT	2680	2629	2569

Prepared by:

Officer Christopher Gibson
Community Relationship Division
213 486-6000

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

DATE: October 6, 2017

TO: Rachel Zacuto
Assistant Environmental Planner
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***ARTS DISTRICT CENTER PROJECT,*** *1129 E. 5th Street (with additional addresses of 1101 E. 5th Street, 445-457 South Colyton Street, and 450-456 South Seaton Street) within the Central City North Community Plan Area of the City of Los Angeles. This Project proposes the construction of 129 live/work condominium units, with a set aside for affordable (Very Low) units, a hotel, and commercial space.*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that *no new school construction is planned* and the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools.

Additional information on LAUSD's Capital Improvement programs can be found on LAUSD's Facilities Services Division main webpage at www.laschools.org.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1 & 2 (The project is located in a **HIGH SCHOOL** attendance choice/option area.) Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Rena Perez, Director

Los Angeles Unified School District - Facilities Services Division: School Management Services, Master Planning and Demographics
333 S. Beaudry Ave., 23rd Floor, Los Angeles, CA 90017
Telephone (213) 241-8044 • Fax (213) 241-2077

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: ARTS DISTRICT CENTER PROJECT, 1129 E. 5th Street (with additional addresses of 1101 E. 5th Street, 445-457 South Colyton Street, and 450-456 South Seaton Street) within the Central City North Community Plan Area of the City of Los Angeles. This Project proposes the construction of 129 live/work condominium units, with a set aside for affordable (Very Low) units, a hotel, and commercial space.

SCHOOL YEAR: 2016-2017

(Current and projected enrollments/capacities reflect data from School Year (SY) 2016-17.)

1	2	3	4	5	6	7	8	9	10	11	12
Cost Center Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1550501	9th St El	1 TRK	360	287	342	73	**No**	324	381	(57)	**Yes**
1817901	Hollenbeck MS	1 TRK	1453	1370	1073	83	**No**	1351	1270	81	**No**
a	**SCHOOL CHOICE AREA TOTALS (schools listed below)**	**-**	**3300**	**3688**	**2682**	**(388)**	**Yes**	**3102**	**3498**	**(396)**	**Yes**
	BOYLE HEIGHTS ZONE OF CHOICE										
1761501	Boyle Heights STEM	1 TRK	344	-	200	-	-	323	-	-	-
1774901	Roosevelt SH	1 TRK	1817	-	1485	-	-	1708	-	-	-
1861101	Mendez SH	1 TRK	1139	-	997	-	-	1071	-	-	-

[a] Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

The individual school and calculated total capacities and enrollments for school choice areas are reported to show current and projected seating overage/shortage and overcrowding (shaded green color).

If any of the school choice area schools is multi-track, then the service area is considered overcrowded.

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] The reported school year school calendar. Schools operate on a 'multi-track' calendar (listed as 4 TRK), because of overcrowded conditions.

[4] School's operating capacity for the reported school year. The maximum number of students the school can serve during the reported school year, with the school's classroom utilization, and while operating on its reported calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet programs.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school at the start of the reported school year, plus students enrolled at any on-site magnet centers.

-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.

-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK) (SY 17-18).

[6] The number of students actually attending the school at the start of the reported school year, including magnet students.

[7] Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

[8] Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:

-School is on a multi-track calendar.

-There is a seating shortage.

-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 20 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms and classroom utilization after implementing LAUSD operational goals, which include operating on a 2-semester (1 TRK) calendar and assumed budget resources which allow for reductions in class size. Includes capacity allocated to charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school as of the start of the school year. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-School remains on a multi-track calendar.

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 20 seats in the future.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 5505 **COST CENTER:** 1550501

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR NINTH STREET SCHOOL EFFECTIVE JULY 1, 2013.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 1984 (updated 7-1-1994, 7-1-2009).

This is an official copy for your file.

(GRADES K - 5)

FIRST STREET * ALAMEDA STREET * FOURTH STREET * LOS ANGELES RIVER * 15TH STREET AND EXTENSION * CENTRAL AVENUE * 14TH PLACE * SAN PEDRO STREET * 14TH STREET AND EXTENSION * MAIN STREET * 14TH STREET * HILL STREET * VENICE BOULEVARD * HOPE STREET AND EXTENSION * FOURTH STREET * OLIVE STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8179 **COST CENTER:** 1817901

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HOLLENBECK MIDDLE SCHOOL EFFECTIVE JULY 1, 2011 (UPDATED 7-1-2013).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2011. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

AREA I

FIRST STREET * ALAMEDA STREET * FOURTH STREET * LOS ANGELES RIVER * SANTA MONICA FREEWAY * ALAMEDA STREET * SEVENTH STREET * MAIN STREET.

AREA II

CESAR E. CHAVEZ AVENUE * MISSION ROAD * MARENGO STREET * STATE STREET (BOTH SIDES EXCLUDED) * SAN BERNARDINO FREEWAY * BRITTANIA STREET AND EXTENSIONS * CESAR E. CHAVEZ AVENUE * GOLDEN STATE FREEWAY * MICHIGAN AVENUE AND EXTENSION * ECHANDIA STREET * SANTA ANA FREEWAY * LOS ANGELES RIVER.

AREA III

FOURTH STREET * EUCLID AVENUE * WHITTIER BOULEVARD * FICKETT STREET * SIXTH STREET * MOTT STREET * LANFRANCO STREET (BOTH SIDES) * SAVANNAH STREET (BOTH SIDES EXCLUDED).

(GRADES 7 - 8)

MARENGO STREET * SOTO STREET * FAIRMOUNT STREET * FICKETT STREET * MALABAR STREET * MOTT STREET * CESAR E. CHAVEZ AVENUE * EVERGREEN AVENUE * FOURTH STREET * SAVANNAH STREET (BOTH SIDES) * LANFRANCO STREET (BOTH SIDES EXCLUDED) * MOTT STREET * SIXTH STREET * FICKETT STREET * WHITTIER BOULEVARD * EUCLID AVENUE * EIGHTH STREET AND EXTENSION * POMONA FREEWAY * SANTA MONICA FREEWAY * LOS ANGELES RIVER * THIRD STREET AND EXTENSION * PECAN STREET * FIRST STREET * SANTA ANA FREEWAY * ECHANDIA STREET AND EXTENSION * MICHIGAN AVENUE AND EXTENSION * GOLDEN STATE FREEWAY * CESAR E. CHAVEZ AVENUE * BRITTANIA STREET AND EXTENSIONS * SAN BERNARDINO FREEWAY * STATE STREET (BOTH SIDES EXCLUDED).

OPTIONAL: STEVENSON AND HOLLENBECK MIDDLE SCHOOLS

(GRADES 7 - 8)

SANTA MONICA FREEWAY * POMONA FREEWAY * EIGHTH STREET AND EXTENSION * GRANDE VISTA AVENUE * LOS ANGELES CITY BOUNDARY * LOS ANGELES RIVER.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8611 **COST CENTER:** 1861101

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR FELICITAS and GONZALO MENDEZ HIGH SCHOOL EFFECTIVE JULY 1, 2014 (CLARIFIED 7-1-2015) (UPDATE 7-1-2016).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2014 (clarified 7-1-2015). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

BOYLE HEIGHTS ACADEMIC ZONE of CHOICE

(GRADES 9 - 12)

CESAR E. CHAVEZ AVENUE * MISSION ROAD * MARENGO STREET * SAN BERNARDINO FREEWAY * FICKETT STREET AND EXTENSION * MALABAR STREET * MOTT STREET * BOULDER STREET * EVERGREEN AVENUE * MALABAR STREET * INDIANA STREET * UNION PACIFIC RAILROAD * LOS ANGELES CITY BOUNDARY * ALAMEDA STREET.

Boyle Heights Academic Zone of Choice: three schools or educational programs that students will be able to make application to when resident to this attendance boundary area. For the current school year students in grades 9 - 12 have three choices: Theodore Roosevelt High School, Felicitas & Gonzalo Mendez High School, and Science Technology Engineering Math (STEM) Academy of Boyle Heights. Additionally, Roosevelt High School hosts a by-application magnet center, Theodore Roosevelt Senior High Math, Science and Technology Magnet Academy.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 7749 **COST CENTER:** 1774901

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR THEODORE ROOSEVELT HIGH SCHOOL EFFECTIVE JULY 1, 2014 (CLARIFIED 7-1-2015) (UPDATE 7-1-2016).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2014 (clarified 7-1-2015). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

BOYLE HEIGHTS ACADEMIC ZONE of CHOICE

(GRADES 9 - 12)

CESAR E. CHAVEZ AVENUE * MISSION ROAD * MARENGO STREET * SAN BERNARDINO FREEWAY * FICKETT STREET AND EXTENSION * MALABAR STREET * MOTT STREET * BOULDER STREET * EVERGREEN AVENUE * MALABAR STREET * INDIANA STREET * UNION PACIFIC RAILROAD * LOS ANGELES CITY BOUNDARY * ALAMEDA STREET.

Boyle Heights Academic Zone of Choice: three schools or educational programs that students will be able to make application to when resident to this attendance boundary area. For the current school year students in grades 9 - 12 have three choices: Theodore Roosevelt High School, Felicitas & Gonzalo Mendez High School, and Science Technology Engineering Math (STEM) Academy of Boyle Heights. Additionally, Roosevelt High School hosts a by-application magnet center, Theodore Roosevelt Senior High Math, Science and Technology Magnet Academy.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

DEPARTMENT OF RECREATION AND PARKS

BOARD OF COMMISSIONERS

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ANTHONY-PAUL (AP) DIAZ, ESQ.
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CHIEF OF STAFF

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ASSISTANT GENERAL MANAGER

VICKI ISRAEL
ASSISTANT GENERAL MANAGER

SOPHIA PIÑA-CORTEZ
ASSISTANT GENERAL MANAGER

(213) 202-2633, FAX (213) 202-2614

September 29, 2017

CAJA Environmental Services, LLC
Rachel Zacuto, Assistant Environmental Planner
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE ARTS DISTRICT CENTER PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Zacuto:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed Arts District Center Project. This project proposes the development of 129 residential live-work units, a 113-room hotel and 72,469 square feet of commercial space, and associated parking, on a site located at 1129 E. 5th Street, in the Central City North Community Plan Area of the City of Los Angeles.

1. Which parks and recreational facilities would serve the proposed project?

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- 6th and Gladys Street Park, located at 824 E. 6th Street.
- Prospect Park, located at 612 N. Echandia Street.
- Spring Street Park, located at 428 S. Spring Street.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- Aliso-Pico Recreation Center, located at 370 S. Clarence Street.
- Alpine Recreation Center, located at 817 Yale Street.
- Bellevue Recreation Center, located at 826 Lucille Avenue.
- Boyle Heights Sports Center, located at 933 S. Mott Street.
- Central Recreation Center, located at 1357 E. 22nd Street.
- Cypress Recreation Center, located at 2630 Pepper Avenue.
- Denker Recreation Center, located at 1550 W. 35th Place.
- Downey Pool, located at 1775 N. Spring Street.
- Downey Recreation Center, located at 1772 N. Spring Street.
- Echo Park, located at 751 Echo Park Boulevard.
- Echo Park Boys and Girls, located at 303 Patton Street.
- Echo Park Deep Pool, located at 1419 Colton Street.
- El Sereno North Park, located at 4410 Garden Homes Avenue.

- El Sereno Recreation Center, located at 4721 Klamath Street.
- El Sereno Senior Citizens Center, located at 4818 Klamath Place.
- Elysian Valley Recreation Center, located at 1811 Ripple Street.
- Evergreen Recreation Center, located at 2839 E. 4th Street.
- EXPO Center, located at 3980 S. Menlo Avenue.
- Fred Roberts Recreation Center, located at 4700 Honduras Street.
- Gilbert W. Lindsay Community Center, located at 429 E. 42nd Place.
- Hazard Park, located at 2230 Norfolk Street.
- Hollenbeck Park, located at 415 S. St. Louis Street.
- Hoover Recreation Center, located at 1010 W. 25th Street.
- Hostetter Park, located at 3141 E. Olympic Boulevard.
- James Slauson Recreation Center, located at 5306 S. Compton Avenue.
- Lafayette Park, located at 2830 W. 6th Street.
- Lake Street Park, located at 227 N. Lake Street.
- Lemon Grove Recreation Center, located at 4959 Lemon Grove Avenue.
- Lincoln Heights Recreation Center, located at 2303 Workman Avenue.
- Lincoln Heights Youth Center, located at 2500 Griffin Avenue.
- Lincoln Park, located at 3501 Valley Boulevard.
- Loren Miller Recreation Center, located at 2717 Halldale Avenue.
- MacArthur Park, located at 2230 W. 6th Street.
- Martin Luther King Jr. Park, located at 3934 S. Western Avenue.
- Miguel Contreras Learning Center Pool, located at 322 S. Lucas Avenue.
- Montecito Heights Recreation Center, located at 4545 Homer Street.
- Msgr. Ramon D. Garcia Recreation Center, located at 1016 S. Fresno Avenue.
- Normandie Recreation Center, located at 1550 S. Normandie Avenue.
- Parkview Photo Center, located at 2332 W. 4th Street.
- Pecan Recreation Center, located at 127 S. Pecan Street.
- Pershing Square, located at 525 S. Olive Street.
- Pueblo del Rio Recreation Center, located at 5350 Alba Street.
- Ramona Gardens Park, located at 2830 Lancaster Avenue.
- Ramona Gardens Recreation Center, located at 2830 Lancaster Avenue.
- Ramona Hall Community Center, located at 4580 N. Figueroa Street.
- Rio de Los Angeles State Park, located at 1900 N. San Fernando Road.
- Roosevelt High School Pool, located at 456 S. Mathews Street.
- Rose Hill Park, located at 3606 Boundary Avenue.
- Rose Hill Recreation Center, located at 4530 Mercury Avenue.
- Seoul International Park, located at 3250 San Marino Street.
- Shatto Recreation Center, located at 3191 W. 4th Street.
- Silverlake Recreation Center and Dog Park, located at 1850 W. Silverlake Boulevard.
- South Park Recreation Center, located at 345 E. 51st Street.
- South Seas House Park, located at 2301 W. 24th Street.
- State Street Recreation Center, located at 716 N. State Street.
- Sycamore Grove Park, located at 4702 N. Figueroa Street.
- Toberman Recreation Center, located at 1725 Toberman Street.
- Trinity Recreation Center, located at 2415 Trinity Street.

- Vista Hermosa Soccer Field, located at 1301 W. 1st Street.
- Wabash Recreation Center, located at 2765 Wabash Avenue.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Arroyo Seco Park, located at 5568 Via Marisol.
- Ascot Hills Park, located at 4371 Multnomah Street.
- Barnsdall Park, located at 4800 Hollywood Boulevard.
- Cahuenga Peak Phase I, located at 3698 W. Wonderview Road (in Griffith Park).
- Cahuenga Peak Phase II, located at 3698 W. Wonderview Road (in Griffith Park).
- Campo de Cahuenga, located at 3919 Lankershim Boulevard.
- Charles F. Lummis Home, located at 200 E. Avenue 43.
- Cheviot Hills Park, located at 2551 Motor Avenue.
- Elysian Park, located at 929 Academy Road.
- Ernest E. Debs Regional Park, located at 4235 Monterey Road.
- Exposition Park Rose Garden, located at 701 State Drive.
- Griffith Park, located at 4730 Crystal Springs Drive.
- Griffith Park Boys Camp, located at 4730 Crystal Springs Drive (in Griffith Park).
- Harding Golf Course, located at 4730 Crystal Springs Drive (in Griffith Park).
- Heritage Square, located at 3800 Homer Street.
- Hollywoodland Girl's Camp, located at 3200 Canyon Drive (in Griffith Park).
- L.A. Equestrian Center, located at 500 Riverside Drive (in Griffith Park).
- L.A. Live Steamers, located at 5202 Zoo Drive (in Griffith Park).
- Los Feliz Golf Course, located at 3207 Los Feliz Boulevard.
- Rancho Park Golf Course, located at 10460 Pico Boulevard.
- Roosevelt Golf Course, located at 2650 N. Vermont Avenue (in Griffith Park).
- Runyon Canyon Park, located at 2000 N. Fuller Avenue.
- South L.A. Wetlands Park, located at 5413 S. Avalon Boulevard.
- Wattles Garden Park, located at 1824 N. Curson Avenue.
- Wilson Golf Course, located at 4730 Crystal Springs Drive (in Griffith Park).

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?

The Department is currently in the process of developing a park at 1st and Broadway.

3. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?

The Central City North Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 0.84 acres per 1,000 residents. The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. This project is likely to trigger the requirement for an early consultation with the Department prior to the filing. Options for land dedication, recreation credits and fees will be discussed at that time. If you have any questions or comments regarding this information please contact Melinda Gejer, of my staff, at (213) 202-2657 or melinda.gejer@lacity.org.

Sincerely,

MICHAEL A. SHULL
General Manager

DARRYL FORD
Senior Management Analyst I
Planning, Maintenance, and Construction Branch

DF/MG:ar

cc: Reading File

Re: Arts District Center Project

The following is our response to your questions:

I. Which libraries would serve the proposed project?

- Benjamin Franklin Branch Library
- Central Library
- Chinatown Branch Library
- Little Tokyo Branch Library

Benjamin Franklin Branch Library

a) Location:
2200 E. 1st Street
Los Angeles, CA 90033

b) Size (Square Feet):
9,656 square feet

c) Number of volumes and circulation:
35,545 volumes/ 98,218 annual circulation

d) Staffing Levels:
11 Full-time employees

e) Current service population and future service population:
40,319 estimated from LA Times Mapping L.A. database and branch library community boundaries.

The Los Angeles Public Library (LAPL) does not make future population projections.

f) Whether there are planned improvement to add capacity through expansion:
There are no planned improvements to add capacity through expansion.

g) What are the current desired standards of service (i.e. facility size, number of volumes, etc.) for the service population?
On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Benjamin Franklin branch does not meet the standard of 12,500 square feet for a service population of less than 45,000. Any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and

information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

h) Are there plans to build any new libraries that would serve the project area?
There are no plans for the development of any other new libraries to serve this project area.

Central Library

a) Location:
630 W. 5th Street
Los Angeles, CA 90071

b) Size (Square Feet):
538,000 square feet

c) Number of volumes and circulation:
2.6 million volumes /circulation – 1.2 million

d) Staffing Levels:
390 Full Time employees

e) Current service population and future service population:
3,792,662 per Census 2010 est. City of Los Angeles
9,818,605 per Census 2010 est. County of Los Angeles

The Los Angeles Public Library (LAPL) does not make future population projections.

f) Whether there are planned improvement to add capacity through expansion:
There are no planned improvements to add capacity through expansion.

g) What are the current desired standards of service (i.e. facility size, number of volumes, etc.) for the service population?

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Central Library attracts over 2 million visitors every year who check out over 1.2 million of its books and other items. In addition, Library staff answer over 2 million reference questions and present 2,100 programs that attract nearly 46,000 people each year. Furthermore, nearly 600,000 hours of computer access are provided to Central Library users annually. Therefore, any increase in the residential/business/commercial population that is in close proximity to the Central Library has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures are necessary in order to lessen the impact to these services. These numbers place a stress on library services with increased demands for library staffing, materials, computers and information services.

The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

h) Are there plans to build any new libraries that would serve the project area?
There are no plans for the development of any other new libraries to serve this project area.

Chinatown Branch Library

a) Location:
639 N. Hill Street
Los Angeles, CA 90012

b) Size (Square Feet):
14,500 square feet

c) Number of volumes and circulation:
74,709 volumes /annual circulation – 193,627

d) Staffing Levels:
13.5 Full Time employees

e) Current service population and future service population:
11,225 estimated from LA Times Mapping L.A. database and branch library community boundaries.

The Los Angeles Public Library (LAPL) does not make future population projections.

f) Whether there are planned improvement to add capacity through expansion:
There are no planned improvements to add capacity through expansion.

g) What are the current desired standards of service (i.e. facility size, number of volumes, etc.) for the service population?

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new

size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Chinatown branch meets the standard of 12,500 square feet for a service population of less than 45,000. However, any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

h) Are there plans to build any new libraries that would serve the project area?
There are no plans for the development of any other new libraries to serve this project area.

Little Tokyo Branch Library

a) Location:
203 S. Los Angeles Street
Los Angeles, CA 90012

b) Size (Square Feet):
12,500 square feet

c) Number of volumes and circulation:
66,634 volumes /annual circulation – 142,247

d) Staffing Levels:
10 Full Time employees

e) Current service population and future service population:
45,796 estimated from LA Times Mapping L.A. database and branch library community boundaries.

The Los Angeles Public Library (LAPL) does not make future population projections.

f) Whether there are planned improvement to add capacity through expansion:
There are no planned improvements to add capacity through expansion.

g) What are the current desired standards of service (i.e. facility size, number of volumes, etc.) for the service population?

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

As it currently stands, the Little Tokyo Branch does not meet the standard of 14,500 square feet for a service population of over 45,000. Any increase in the residential/project population that is in close proximity to this branch has a direct impact on library services with increased demands for library staffing, materials, computers and information services. Therefore, mitigation measures may be necessary in order to lessen the impact to these services to a level that is appropriate for a given service population in accordance to the February 8, 2007 Board of Library Commissioners approved Branch Facilities Plan.

The Los Angeles Public Library recommends a mitigation fee of $200 per capita based upon the projected population of the development. The funds will be used for staff, books, computers and other library materials. It is recommended that mitigation fees be paid for by the developer.

h) Are there plans to build any new libraries that would serve the project area?

There are no plans for the development of any other new libraries to serve this project area.



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May 2018

Arts District Center Project

Draft Traffic Impact Analysis

TABLE OF CONTENTS

1. Introduction 1
Project Description 1
Study Scope 4
Organization of Report 6

2. Existing Conditions 7
Study Area 7
Existing Street System 7
Existing Public Transit Service 11
Existing Bicycle and Pedestrian Facilities 11
Existing Traffic Volumes and Level of Service 16

3. Traffic Projections 20
Project Traffic 20
Baseline Traffic Conditions 22
Baseline plus Project Traffic Conditions 22
Future Year 2021 Traffic Conditions 22
Future Year 2021 plus Project Traffic Projections 33

4. Intersection Traffic Impact Analysis 34
Criteria for Determination of Significant Traffic Impact 34
Baseline plus Project Impact Analysis 34
Future Year 2021 plus Project Impact Analysis 36
Mitigation Measures 41

5. Regional Transportation System Impact Analysis 45
Regional Traffic Impact Analysis 45
Significant Traffic Impact Criteria 45
Arterial Monitoring Stations 45
Freeway Analysis 46
Regional Transit Impact Analysis 46

6. Site Access 48

7. Parking 49

8. Construction Period Impact Analysis 51
Construction Impact Criteria 51
Construction Traffic Impacts 52
Construction Activity 55
Construction Period Trip Generation 56
Construction Mitigation Measures 59

9. Project Alternatives 60
Alternative 1: No Project Alternative 60
Alternative 2: Existing Zoning Alternative 61
Alternative 3: Reduced Density Alternative 65

10. Summary and Conclusions 70

APPENDICES

Appendix A: LADOT MOU

Appendix B: Lane Configurations and Traffic Volumes

Appendix C: Count Sheets

Appendix D: LOS Analysis Sheets

Appendix E: Internalization Discussion

Appendix F: Signal Warrant Analysis

LIST OF FIGURES

Figure 1 – Location of Proposed Project and Study Intersections 2

Figure 2 – Site Plan 3

Figure 3 – Existing Transit 14

Figure 4 – Existing Bicycle Facilities 15

Figure 5A – Residential Trip Distribution 24

Figure 5B – Commercial Trip Distribution 25

Figure 6 – Related Projects 32

LIST OF TABLES

Table 1 – Existing Transit Service 13
Table 2A – Level of Service Definitions for Signalized Intersections 17
Table 2B – Level of Service Definitions for Stop-Controlled Intersections 18
Table 3 – Existing Conditions Intersection Levels of Service 19
Table 4 – Arts District Center Trip Generation 21
Table 5 – Related Projects 27
Table 6 – Baseline plus Project Intersection Levels of Service and Impact Analysis 35
Table 7 – Future Year (2021) Intersection Levels of Service and Impact Analysis 38
Table 8 – Peak Hour Signal Warrant Analysis 40
Table 9 – Future Year (2021) Plus Project Mitigations 44
Table 10A – Vehicle Parking Spaces Required by City Code – Residential Units as Apartment 50
Table 10B – Bicycle Parking Spaces Required by City Code 50
Table 11 – Construction Impact Significance Factors 54
Table 12 – Construction Period Trip Generation 58
Table 13 – Alternative 2: Existing Zoning Alternative Trip Generation 62
Table 14 – Alternative 2: Baseline plus Project Intersection Levels of Service and Impact Analysis 63
Table 15 – Alternative 2: Future Year (2021) Intersection Levels of Service and Impact Analysis 64
Table 16 – Alternative 3: Reduced Density Alternative Trip Generation 66
Table 17 – Alternative 3: Baseline plus Project Intersection Levels of Service and Impact Analysis 67
Table 18 – Alternative 3: Future Year (2021) Intersection Levels of Service and Impact Analysis 68
Table 19 – Alternative 3: Future Year (2021) Intersection Mitigation Analysis 69

1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed Arts District Center project (Project), at 1129 East 5th Street, east of Alameda Street and south of 4th Street in the City of Los Angeles. This study was conducted as part of an environmental impact report (EIR) being prepared for the proposed Project.

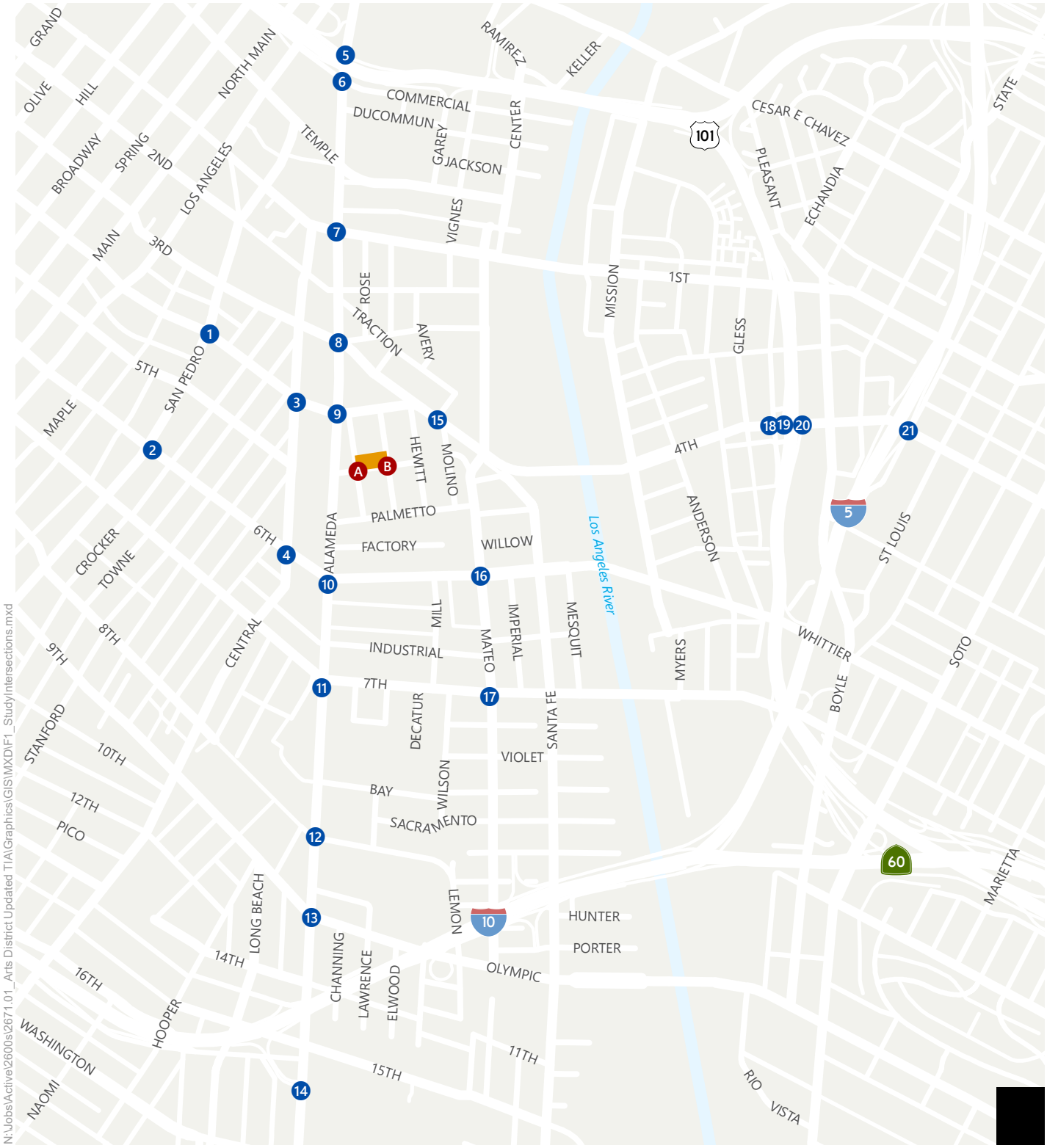
PROJECT DESCRIPTION

The proposed Project is bounded by an industrial development to the north, Colyton Street to the east, East 5th Street to the south, and Seaton Street to the west. The adjacent land uses are predominantly industrial and mixed-use with commercial and residential uses. Figure 1 illustrates the location of the proposed Project in relation to the surrounding street system. Regional access to the Project Site is provided by I-10 (Santa Monica Freeway) approximately 1.1 miles to the south, US-101 and I-5 approximately one mile to the east, and US-101 approximately 0.9 miles to the north.

The Project Site is currently actively used by a mix of uses including retail, creative office space, warehousing, and residential space with street surface parking. The total existing building area is approximately 91,200 square feet. The existing active land use will be removed as part of the Project.

The Project as analyzed in this study involves the construction of 129 dwelling units, 113 hotel rooms, 26,979 square feet of retail floor area, 31,719 square feet of restaurant uses, including rooftop dining, 3,430 square feet for a design incubator, and 10,341 square feet of art gallery space. The proposed dwelling unit breakdown is 50 studio units, 45 1-bedroom units, 6 2-bedroom units, and 28 3-bedroom units.

Vehicular access to the Project Site is proposed to be provided by two driveways. These include driveways along 5th Street and Colyton Street. The loading entrance for truck deliveries will be located on Seaton Street. A site plan of the Project Site is presented in Figure 2.



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Signalized Intersection

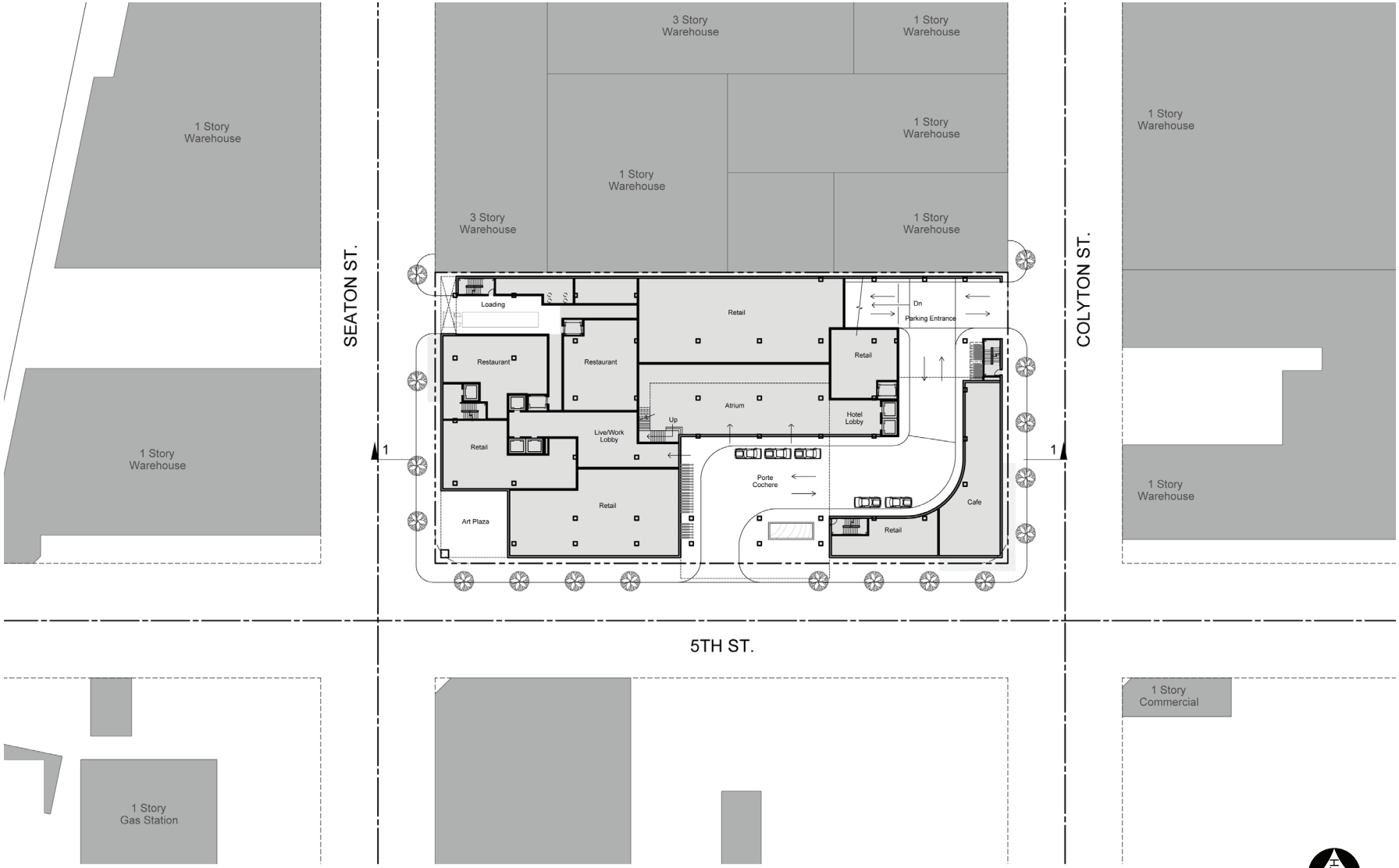
Signal Warrant Analysis

Project Site

[redacted]

Figure 1

Project Site and Study Intersections



Source: Togawa Smith Martin Architects, 2016.

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Figure 2

Site Plan

STUDY SCOPE

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a memorandum of understanding dated January 18, 2018. The MOU is included in Appendix A to this document.

Traffic Scenarios

The study assumes that the Project would be completed by year 2021 and is directed at analyzing the potential Project generated traffic impact on local street system under both existing and future year traffic conditions. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing (2017) Conditions – The analysis of existing traffic conditions is intended to provide an evaluation of the existing transportation network surrounding the Project Site. The existing conditions analysis includes a description of the transportation system serving the Project Site, existing 2017 traffic volumes, and an assessment of the operating conditions at the study analysis locations. The existing 2017 traffic volumes were conducted when the Sixth Street Bridge Viaduct was under construction and 6th Street was closed between Mateo Street and the US-101 Freeway. With the closure of 6th Street, the existing 2017 traffic counts reflect travel patterns with vehicles diverted to parallel routes resulting in higher travel volumes on 1st Street, 4th Street, and 7th Street and lower volumes on 6th Street.

- Baseline Conditions – The Project is planned to be completed and opened in 2021, after the completion of the Sixth Street Bridge Viaduct. Therefore, a baseline traffic scenario was developed to provide a basis for the remainder of the study which represents traffic conditions without the effect of the Sixth Street Bridge Viaduct construction on study intersections. The baseline analysis utilizes counts collected in 2014, prior to the start of the Sixth Street Viaduct Bridge construction, and includes regional growth from 2014 to reflect baseline 2017 conditions.

- Baseline plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under baseline conditions with the addition of project-generated traffic. The impacts of the proposed Project on baseline traffic operating conditions were then identified.

- Future Base (Year 2021) Conditions – Future traffic projections without the proposed Project were developed for the year 2021. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the Project Site by the year 2021.

- Future (Year 2021) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed Project on future traffic operating conditions were then identified.

Study Locations

Twenty-one intersections were selected for analysis in consultation with LADOT. In addition, two unsignalized intersections were selected and, in accordance with LADOT's *Transportation Impact Study Guidelines* (December 2016), these intersections were analyzed to determine whether they meet traffic signal warrants.

Signalized Intersections

The following 21 signalized intersections, illustrated in Figure 1, were identified in conjunction with LADOT to be analyzed as part of the scope of work for this Project:

1. San Pedro Street & East 4th Street
2. San Pedro Street & East 6th Street
3. Central Avenue & East 4th Street
4. Central Avenue & East 6th Street
5. North Alameda Street & Arcadia Street
6. North Alameda Street & East Commercial Street
7. North Alameda Street & East 1st Street
8. South Alameda Street & East 4th Place/3rd Street
9. South Alameda Street & East 4th Street
10. South Alameda Street & East 6th Street
11. South Alameda Street & East 7th Street
12. South Alameda Street & East 8th Street
13. South Alameda Street & Olympic Boulevard
14. South Alameda Street & I-10 Eastbound On-Ramp
15. Merrick Street/Molino Street & East 4th Street
16. Mateo Street & East 6th Street
17. Mateo Street & East 7th Street
18. Pecan Street & East 4th Street
19. US-101 Southbound Ramp & East 4th Street
20. US-101 Northbound Ramp & East 4th Street
21. I-5 Northbound Ramp & East 4th Street

Unsignalized Intersections

Provided below are two unsignalized intersections that were selected for traffic signal warrant analysis. Per *Transportation Impact Study Guidelines* (LADOT, December 2016), a significant impact analysis was not conducted for the following unsignalized intersections:

A. Seaton Street & East 5th Street
B. Colyton Street & East 5th Street

Freeway Analysis

The Congestion Management Program for Los Angeles County (CMP) (Metro, 2010) requires that all CMP mainline freeway monitoring locations where a proposed project will add 150 or more trips, in either

direction, during either the AM or PM peak hours be analyzed. The proposed Project is not expected to add 150 or more vehicle trips during the AM or PM peak hours on nearby freeways (see Chapter 5). Therefore, no analysis of freeway segments is required for CMP purposes.

In addition, the *"Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures*" (October 2013, as amended in December 2015), sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the traffic study memorandum of understanding for this Project that the Project would not meet the criteria requiring a freeway impact analysis (see Appendix A). Accordingly, no further analysis under the City's agreement with California Department of Transportation (Caltrans) was required.

ORGANIZATION OF REPORT

This report is divided into ten chapters, including this introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area, a summary of existing traffic volumes, and an assessment of existing operating conditions. The methodologies used to develop traffic forecasts for the Baseline, Baseline plus Project, Future Base and Future plus Project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts of the proposed Project under both existing and future conditions. The results of the regional transportation system analysis are provided in Chapter 5. Chapter 6 provides an assessment of the proposed Project access scheme, and Chapter 7 an analysis of parking for the Project. Chapter 8 summarizes the construction impact analysis. Chapter 9 presents an assessment of the Project Alternatives. Chapter 10 provides the summary and conclusions. Appendices to this report include details of the technical analysis.

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the Project Site, a review of traffic volumes on these facilities, an assessment of the resulting operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The Project Site is within the Central City North Community Plan area of the City of Los Angeles. The Project Site is also within the Central City North Transportation Improvement and Mitigation (TIMP) Specific Plan area. The study area selected for analysis extends to San Pedro Street to the west, 16th Street to the south, I-5 to the east, and US-101 to the north. All of the streets in the study area are under the jurisdiction of the City of Los Angeles. Freeways are under the jurisdiction of Caltrans.

EXISTING STREET SYSTEM

Major arterials serving the study area include 1st, 3rd, 4th, 6th, and 7th Streets and Olympic Boulevard in the east-west direction and San Pedro, Central, and Alameda Streets in the north-south direction. Regional access to the Project Site is provided by Interstate 10 (Santa Monica Freeway) approximately 1.1 miles to the south, US-101 and Interstate 5 approximately one mile to the east, US-101 approximately 0.9 miles to the north, and California Route 110/I-110 approximately 1.7 miles to the west.

Street classifications/standards are designated in the City of Los Angeles General Plan Mobility Plan 2035 Element (Mobility Plan 2035). Mobility Plan 2035 modified the City's street standards originally included in the City's Transportation Element to create a better balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access. The roadways in the study area are defined as follows in the Mobility Plan 2035.

- Freeways—High-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets—Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:

    - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph.
        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph.

    - Avenues pass through both residential and commercial areas and include three categories:

  - Avenue I provide up to two travel lanes in each direction with a target operating speed of 35 mph.
  - Avenue II provide up to two travel lanes in each direction with a target operating speed of 30 mph.
  - Avenue III provide up to two travel lanes in each direction with a target operating speed of 25 mph.

- Collector Streets—Generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut- through traffic. Collector Streets provide one travel lane in each direction with a target operating speed of 25 mph.

- Local Streets—Intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. Local Streets provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local Streets can be:
  - Continuous local streets that connect to other streets at both ends
  - Non-Continuous local streets that lead to a dead-end

In addition, the Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian, transit and vehicle infrastructure improvements. Each of the networks are defined as the following:

- The Neighborhood-Enhanced Network (NEN) a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel.

- The Transit-Enhanced Network (TEN) is the network of arterial streets prioritized to improve existing and future bus service for transit riders.

- The Bicycle-Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.

- The Vehicle-Enhanced Network (VEN) identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.

- The Pedestrian-Enhanced Districts (PEDs) identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Listed below are the primary freeway and streets that provide regional and local access to the study area.

Freeways

- **Interstate 10** runs in an east-west direction and extends from the Pacific Ocean eastward through Los Angeles County and beyond. In the vicinity of the study area, I-10 lies to the south of the

Project Site and provides five lanes in each direction. Interchanges are provided at Alameda Street, Santa Fe Avenue, Boyle Avenue and 4th Street in the study area.

- **US-101** runs in a southeast-northwest direction and extends from Downtown Los Angeles to Ventura County and beyond. In the vicinity of the study area, US-101 lies north and east of the Project Site and provides three to four lanes in each direction. Freeway ramps closest to the Project Site are located at Alameda Street, 4th Street and 1st Street.

- **Interstate-110/California Route 110** runs in a north-south direction and extends from Pasadena to the Port of Long Beach. In the vicinity of the study area, the freeway lies west of the Project Site and provides four lanes in each direction. Freeway ramps closest to the Project Site are located at 4th Street, 6th Street, 8th Street and 9th Street.

- **Interstate-5** runs in a north-south direction and extends from San Diego County to the Oregon border and beyond. In the vicinity of the study area, the freeway lies east of the Project Site and provides five lanes in each direction. Freeway ramps closest to the Project Site are located at 4th Street, Boyle Avenue and Soto Street.

East-West Streets

- **Commercial Street/Aliso Street** is designated as Avenue II east of Alameda Street and Avenue I west of Alameda Street. Commercial Street has two through lanes in each direction and provides access to eastbound vehicles on US-101. Parking is only permitted east of the US-101 ramps. Aliso Street is a 1-way street that serves as a frontage road for US-101 with access to the freeway for eastbound vehicles. Parking is not permitted on Aliso Street.

- **1st Street** is designated as a Boulevard II west of San Pedro Street and is designated an Avenue II east of San Pedro Street. 1st Street is part of the Transit Enhanced Network east of Alameda Street and carries the Metro Gold Line in the median with no parking. 1st Street also has bike lanes between San Pedro Street and Figueroa Street. Parking is permitted between Main Street and Alameda Street. 1st Street east of San Pedro Street is also part of the Bicycle Enhanced Network.

- **3rd Street** is designated as an Avenue III west of Alameda Street and a collector street east of Alameda Street. 3rd Street is one-way west of Alameda Street with four westbound lanes, and is two-way east of Alameda Street with one lane in each direction. Parking is permitted along most portions of the roadway on both sides of the street. 3rd Street also has a bike lane between Alameda Street and Santa Fe Avenue and is part of the Bicycle Enhanced Network.

- **4th Street** is designated as Avenue II west of Alameda Street and Avenue III east of Alameda Street. 4th Street has three to four travel lanes all in the eastbound direction running north of the Project Site up to Hewitt Street. Parking is permitted along most portions of the roadway on both sides of the street, with peak hour restrictions west of San Pedro Street. A center running reversible lane exists along 4th Street east of Hewitt Street to the I-5 interchange. The reversible lane runs westbound during the AM peak period and eastbound during the PM peak period. The lane functions as a two-way left-turn lane outside the peak periods.

- **5th Street** is classified as a as a collector street east of Alameda Street and has one lane of travel in each direction. 5th Street is directly south of the Project Site. Parking is permitted on both sides of the street, with parallel parking on the south side and perpendicular parking on the north side. A Project driveway is located on 5th Street.

- **6th Street** is designated as Avenue II near the Project Site. 6th Street is part of the Transit Enhanced Network and part of the Bicycle Lane Network. West of Central Avenue, 6th Street has four travel lanes in the eastbound direction. 6th Street is currently under construction between Mateo Street and the US-101 freeway. When construction is completed in 2021, 6th Street east of Mateo Street will provide two travel lanes in each direction with left-turn pockets at major intersections. East of Central Avenue, 6th Street has two travel lanes in each direction with left-turn pockets at major intersections. Parking is generally permitted on both sides of the street east of Mateo Street, with peak hour restrictions west of Maple Avenue.

- **7th Street** is designated as an Avenue II and is part of the Transit Enhanced and Bicycle Enhanced Networks. East of Main Street, 7th Street has two travel lanes in each direction, which is reduced to one travel lane in each direction west of Main Street. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street. There are bike lanes in each direction west of Main Street.

- **8th Street** is designated as a collector street east of Alameda Street and an Avenue II west of Central Avenue. Between Santee Street and Central Avenue, 8th Street has two travel lanes in each direction. West of Santee Street, there are four travel lanes all in the westbound direction. Parking is generally permitted on both sides of the street. 8th Street between Central Avenue and Alameda Street runs through the Los Angeles Wholesale Produce Market and is a private street with no through traffic allowed.

- **Olympic Boulevard** is designated as an Avenue I two travel lanes in each direction with left-turn pockets at intersections. Olympic Boulevard runs south of the Project Site in an east-west direction. Parking is permitted on both sides of the street.

North-South Streets

- **San Pedro Street** is a designated as an Avenue I to the south of 5th Street and an Avenue II to the north of 5th Street. San Pedro Street is part of the Transit Enhanced Network and Neighborhood Enhanced Network. San Pedro Street has two travel lanes running in each direction and turn pockets are major intersections. Parking is generally permitted on both sides of the street in the study area.

- **Central Avenue** is designated as an Avenue I in the study area and part of the Transit Enhanced Network and Bicycle Enhanced Network. Central Avenue has two travel lanes running in each direction with turn pockets at most intersections. Central Avenue runs to the west of the Project Site. Parking is generally permitted on both sides of the street in the study area.

- **Alameda Street** is designated as an Avenue I in the study area and is part of the Vehicle Enhanced Network. Alameda Street has two travel lanes running in each direction and turn pockets at most

intersections. Parking is permitted between 7th Street and Olympic Boulevard on the west side of the street and between 7th Street and Bay Street on the east side of the street. Alameda Street is part of the Bicycle Enhanced Network and the Goods Movement network as the Alameda Corridor runs parallel to the roadway below grade.

- **Mateo Street** is designated as an Avenue III with one travel lane in each direction and parking on both sides of the street. Mateo Street is part of the Bicycle Lane Network and the Neighborhood Enhanced Network.

- **Colyton Street** is a collector street with one through lane in each direction. Parking is permitted on both sides of the street, with both parallel and front-in parking. A Project driveway is located on Colyton Street.

- **Seaton Street** is a collector street with one through lane in each direction. Parking is permitted on both sides of the street, with both parallel and front-in parking.

- **Santa Fe Avenue** is designated as a Modified Avenue III north of the 4th Street Bridge and an Avenue II south of the 4th Street Bridge. Santa Fe Avenue has one travel lane running in each direction north of 7th Street, and two travel lanes in each direction south of 7th Street. Santa Fe Avenue is part of the Neighborhood Enhanced Network.

Lane configurations of the study intersections are provided in Appendix B.

EXISTING PUBLIC TRANSIT SERVICE

Figure 3 shows the various local and express bus routes providing service in the study area. Due to its proximity to the transit hubs in downtown Los Angeles, the Project Site is served by several transit lines. The Project is located within a ½-mile walking distance to the Metro Gold Line Little Tokyo/Arts District Station and ¼-mile to the Metro Rapid 720 bus stop at Alameda Street & 6th Street. Table 1 details the transit service near the Project Site.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Bicycle Facilities

Figure 4 shows existing and planned citywide designated bicycle facilities near the Project. As shown in the figure, the following streets are designated bicycle routes, with or without sharrows:

- 1st Street (from San Pedro Street to Boyle Avenue)
- 2nd Street (west of Spring Street)
- Broadway

Bike lanes currently exist on the following streets near the Project:

- 1st Street
- 2nd Street
- 3rd Street

- Spring Street
- Main Street
- Los Angeles Street

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements:

- Planned protected bicycle lanes in the study area include Spring Street, Main Street, Central Avenue, Mission Street, 1st Street, 2nd Street, 3rd Street, 6th Street, and 7th Street.
- Planned bicycle lanes in the study area anticipated to be built by 2035 include 2nd Street, 6th Street, and 7th Street.
- Planned bicycle lanes in the study area anticipated to be built after 2035 include 10th Street and Olympic Boulevard.

Pedestrian Facilities

Downtown Los Angeles generally has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 8- to 12-foot sidewalks are provided. However, at the Project Site, the properties within a 1-block radius do not currently provide sidewalks, specifically along 5th Street, Seaton Street, Colyton Street, and Hewitt Street. As shown in Figure 2, sidewalks are proposed on all sides of the Project.

High-Injury Network

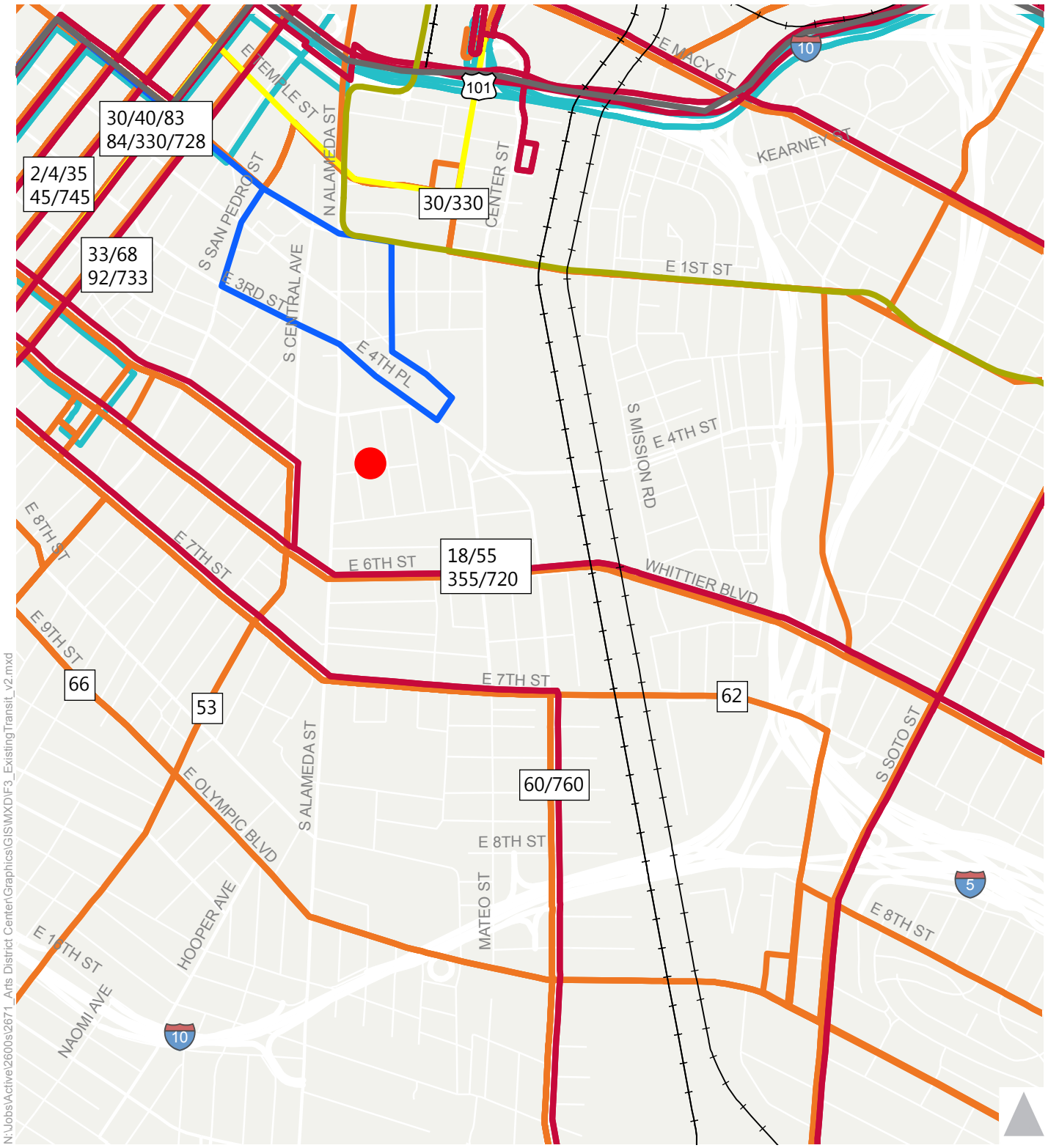
The City of Los Angeles' High Injury Network (HIN) spotlights streets with a high concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling. The Project has several streets that have been identified by the City as part of the HIN. These include:

- Alameda Street
- 1st Street
- 4th Street
- 6th Street
- 7th Street

No Project driveways are proposed on HIN roadways.

TABLE 1
ARTS DISTRICT CENTER PROJECT
EXISTING TRANSIT SERVICE

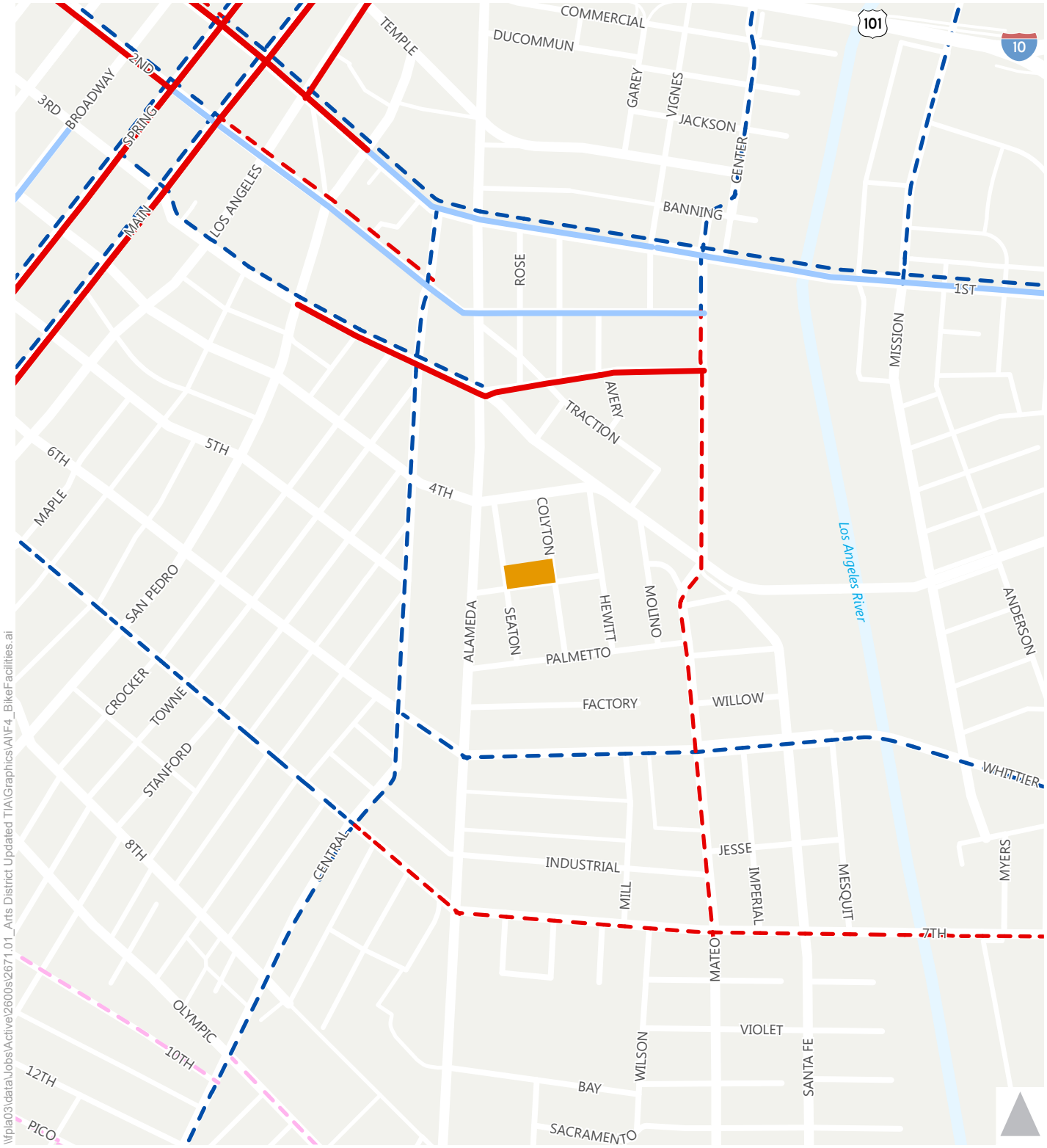
Line Number	Operator	Service Type	Service From	Via	Weekday Headways	
					AM	PM
60	Metro	Local	Downtown Long Beach to Downtown Los Angeles	7th St	7-12 min.	6-10 min.
760	Metro	Rapid	Lynwood to Downtown Los Angeles	7th St	10-15 min.	12-15 min.
62	Metro	Local	Hawaiian Gardens to Downtown Los Angeles	Central Ave	15-20 min.	20-25 min.
720	Metro	Rapid	Santa Monica to Commerce	6th St	4-9 min.	3-10 min.
53	Metro	Local	Carson to Downtown Los Angeles	Central Ave	5-16 min.	7-15 min.
18	Metro	Local	Koreatown to Montebello	Central Ave	4-10 min.	6-12 min.
55	Metro	Local	Watts to Downtown Los Angeles	6th St	10-15 min.	8-15 min.
Dash Downtown A	LADOT	Shuttle	Financial District to Arts District	3rd St	7 min.	7 min.
Dash Downtown D	LADOT	Shuttle	South Park to Little Tokyo	Temple St	10 min.	10 min.
Gold Line	Metro	Light Rail	Azusa to East Los Angeles	1st St	7 min.	7 min.
733	Metro	Rapid	Santa Monica to Downtown Los Angeles	Main St	5-20 min.	10-15 min.
33	Metro	Local	Santa Monica to Downtown Los Angeles	Main St	5-20 min.	10-15 min.
442	Metro	Express	Hawthorne to Downtown Los Angeles	1st St	40 min.	40 min.
2	Metro	Local	Pacific Palisades to Downtown Los Angeles	Broadway	5-10 min.	10 min.
745	Metro	Rapid	West Athens to Downtown Los Angeles	Broadway	4-15 min.	10-12 min.
45	Metro	Local	Carson to Downtown Los Angeles	Broadway	5-10 min.	5-10 min.
728	Metro	Rapid	Century City to Downtown Los Angeles	Spring St	7-15 min.	10-12 min.
35	Metro	Local	West Los Angeles to Downtown Los Angeles	Broadway	12 min.	12 min.
83	Metro	Local	Eagle Rock to Downtown Los Angeles	Spring St	30 min.	20-30 min.
4	Metro	Local	Santa Monica to Downtown Los Angeles	Broadway	10-20 min.	10-15 min.
30	Metro	Local	West Hollywood to Boyle Heights	Spring St	8-10 min.	5-10 min.
66	Metro	Local	Montebello to Koreatown	San Pedro St	2-15 min.	6-10 min.
330	Metro	Limited	West Hollywood to Downtown Los Angeles	Spring St	5-10 min.	15 min.
68	Metro	Local	Montebello to Downtown	Main St	12-20 min.	15 min.
40	Metro	Local	Torrance to Downtown Los Angeles	Spring St	10 min.	7-15 min.
92	Metro	Local	Burbank to Downtown Los Angeles	Main St	15-18 min.	20 min.
355	Metro	Limited	Watts to Downtown Los Angeles	6th St	12 min.	N/A



Project Site
Metro Local Bus
Metro Silver Line
Metro Rapid Bus
Metro Gold Line
Metro Express Bus
62 Metro Line Number
DASH Downtown A
DASH Downtwn D

Figure 3

Existing Transit



Project Site

Existing Bicycle Facilities

- Bicycle Lane
- Bicycle Route/Sharrows

Planned Bicycle Facilities (Mobility Plan 2035)

- Protected Bicycle Lanes
- Bicycle Lanes (est. built by 2035)
- Bicycle Lanes (est. built after 2035)

Figure 4

Existing and Planned Bicycle Facilties

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

This section presents existing base peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

Existing Traffic Volumes

The purpose of the existing conditions evaluation is to provide an evaluation of the existing transportation network surrounding the study area. New weekday AM and PM peak hour turning movement counts were collected at the study intersections on Wednesday, April 19, 2017 and Thursday, June 1, 2017. These counts were used in the existing conditions evaluation. The existing weekday morning and afternoon peak hour volumes at the study intersections are provided in Appendix B. Count sheets for these intersections and street segments are contained in Appendix C.

Level of Service Methodology

According to *Transportation Impact Study Guidelines* (LADOT, December 2016), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) to analyze signalized intersections in the City of Los Angeles. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 2A. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade. LOS worksheets are included in Appendix D.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All of the study intersections located in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. The ATSAC system and ATCS control provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where the ATSAC system is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS control is implemented.

For the driveway analysis, the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2010) methodology was used to analyze the delay. Under HCM methodology, delay is calculated in seconds and given an LOS grade, as shown in Table 2B.

Existing Levels of Service

Existing year traffic volumes presented in Appendix B were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. Analysis sheets are provided in Appendix D.

As indicated in Table 3, all of the 21 signalized intersections analyzed for impacts operate at LOS D or better during both peak periods.

TABLE 2A
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
CMA METHODOLOGY

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

TABLE 2B
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

Source: *Highway Capacity Manual,* Transportation Research Board, 2010.

TABLE 3
ARTS DISTRICT CENTER PROJECT
EXISTING CONDITIONS INTERSECTION LEVELS OF SERVICE

NO.	INTERSECTION	PEAK HOUR	EXISTING 2017	
			V/C	LOS
1	San Pedro St &	AM	0.285	A
	E 4th St	PM	0.783	C
2	San Pedro St &	AM	0.221	A
	E 6th St	PM	0.399	A
3	Central Ave &	AM	0.154	A
	E 4th St	PM	0.667	B
4	Central Ave &	AM	0.286	A
	E 6th St	PM	0.592	A
5	N Alameda St &	AM	0.642	B
	Arcadia St	PM	0.647	B
6	N Alameda St &	AM	0.397	A
	E Commercial St	PM	0.633	B
7	N Alameda St &	AM	0.565	A
	E 1st St	PM	0.431	A
8	S Alameda St &	AM	0.696	B
	E 4th Pl/3rd St	PM	0.593	A
9	S Alameda St &	AM	0.306	A
	E 4th St	PM	0.719	C
10	S Alameda St &	AM	0.468	A
	E 6th St	PM	0.553	A
11	S Alameda St &	AM	0.708	C
	E 7th St	PM	0.718	C
12	S Alameda St &	AM	0.411	A
	E 8th St	PM	0.344	A
13	S Alameda St &	AM	0.643	B
	Olympic Blvd	PM	0.719	C
14	S Alameda St &	AM	0.629	B
	I-10 EB On-Ramp	PM	0.663	B
15	Merrick St/Molino St &	AM	0.554	A
	E 4th St	PM	0.586	A
16	Mateo St	AM	0.245	A
	E 6th St	PM	0.319	A
17	Mateo St	AM	0.539	A
	E 7th St	PM	0.518	A
18	Pecan St	AM	0.553	A
	E 4th St	PM	0.490	A
19	US-101 SB Ramp &	AM	0.542	A
	E 4th St	PM	0.345	A
20	US-101 NB Ramp &	AM	0.651	B
	E 4th St	PM	0.363	A
21	I-5 NB Ramp &	AM	0.703	C
	E 4th St	PM	0.699	B

3. TRAFFIC PROJECTIONS

PROJECT TRAFFIC

The development of trip generation estimates for the proposed Project involves the use of a 3-step process similar to that discussed for the cumulative projects: trip generation, trip distribution, and traffic assignment.

Project Trip Generation

As discussed in Chapter 1, the proposed Project consists of 129 dwelling units, 113 hotel rooms, 26,979 square feet of retail floor area, 31,719 square feet of restaurant uses, including rooftop dining, 3,430 square feet for an a design incubator, and 10,341 square feet of art gallery space. Trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) were used to estimate the number of trips associated with the Project and are presented in Table 4. The total number of trips generated by the new development were adjusted to account for internalization, transit, pass-by, and trips generated by the existing land uses.

Per LADOT's *Transportation Impact Study Guidelines* (December 2016), Attachment 1 Policy on Pass-By Trips, a 50% pass-by credit was applied to the retail and fast-food restaurant uses, a 20% pass-by credit was applied to high-turnover restaurant uses, and a 10% pass-by credit was applied to quality restaurant uses. Pass-by credits account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion. These trips would be attracted from traffic passing the site on Alameda Street and other nearby streets.

Internal trip credits can be defined as a reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. These are trips usually made via walking within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* was used to determine the internal trip credits for each of the Project land uses. Based on the NCHRP analysis, the internal trip credits shown in Appendix E were used. The internal trip calculation analysis sheets are provided in Appendix E.

An existing credit was applied to the trip generation due to the removal of the existing land uses. The existing uses include ten apartments, 22,000 sf of shopping center, 16,000 sf of creative office space, and 7,000 sf of warehouse space. These uses will be demolished to make way for the new development. Approximately 40 trips (30 inbound/10 outbound) during the AM peak hour and 63 trips (24 inbound/39 outbound) during the PM peak hour were estimated to no longer enter or leave the site by vehicle. As such, these trips were subtracted from the Project's overall trip generation as an existing use credit.

As shown in Table 4, the Project is projected to generate an estimated net increase of 4,713 daily trips, including 273 trips (133 inbound/140 outbound) during the AM peak hour and 229 trips (157 inbound/72 outbound) during the PM peak hour.

TABLE 4
THE ARTS DISTRICT CENTER PROJECT
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Shopping Center	820	26.979 ksf	42.7	0.96	62%	38%	3.71	48%	52%	1,152	16	10	26	48	52	100
Less: Internal Capture [b]			*18%*		*15%*	*12%*		*62%*	*60%*	*(207)*	*(2)*	*(1)*	*(3)*	*(30)*	*(31)*	*(61)*
Total Driveway Trips										945	14	9	23	18	21	39
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(472)*	*(7)*	*(4)*	*(11)*	*(9)*	*(10)*	*(19)*
Net External Vehicle Trips										473	7	5	12	9	11	20
Quality Restaurant	931	15.197 ksf	89.95	0.81	50%	50%	7.49	67%	33%	1,367	6	6	12	76	38	114
Less: Internal Capture [b]			*5%*		*6%*	*2%*		*15%*	*30%*	*(68)*	*0*	*0*	*0*	*(11)*	*(11)*	*(22)*
Total Driveway Trips										1,299	6	6	12	65	27	92
Less: Pass-by [c]			*10%*	*10%*			*10%*			*(129)*	*0*	*0*	*0*	*(6)*	*(2)*	*(8)*
Net External Vehicle Trips										1,170	6	6	12	59	25	84
Fast-Food Restaurant	933	2.888 ksf	716	43.87	60%	40%	26.15	51%	49%	2,068	76	51	127	39	37	76
Less: Internal Capture [b]			*7%*		*6%*	*2%*		*15%*	*30%*	*(145)*	*(5)*	*(1)*	*(6)*	*(6)*	*(11)*	*(17)*
Total Driveway Trips										1,923	71	50	121	33	26	59
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(961)*	*(35)*	*(25)*	*(60)*	*(16)*	*(13)*	*(29)*
Net External Vehicle Trips										962	36	25	61	17	13	30
High-Turnover Restaurant	932	13.634 ksf	127.15	10.81	55%	45%	9.85	60%	40%	1,734	81	66	147	80	54	134
Less: Internal Capture [b]			*6%*		*6%*	*2%*		*15%*	*30%*	*(104)*	*(5)*	*(1)*	*(6)*	*(12)*	*(16)*	*(28)*
Total Driveway Trips										1,630	76	65	141	68	38	106
Less: Pass-by [c]			*20%*	*20%*			*20%*			*(326)*	*(15)*	*(13)*	*(28)*	*(13)*	*(7)*	*(20)*
Net External Vehicle Trips										1,304	61	52	113	55	31	86
Hotel	310	113 rooms	8.17	0.53	59%	41%	0.6	51%	49%	923	35	25	60	35	33	68
Less: Internal Capture [b]			*16%*		*3%*	*12%*		*57%*	*58%*	*(148)*	*(1)*	*(3)*	*(4)*	*(20)*	*(19)*	*(39)*
Total Driveway Trips										775	34	22	56	15	14	29
Residential	230	129 DU	5.81	0.44	17%	83%	0.52	67%	33%	749	10	47	57	45	22	67
Less: Internal Capture [b]			*18%*		*7%*	*21%*		*52%*	*52%*	*(135)*	*(1)*	*(10)*	*(11)*	*(24)*	*(11)*	*(35)*
Total Driveway Trips										614	9	37	46	21	11	32
Design Incubator [d]	540	3.430 ksf	27.49	2.99	74%	26%	2.54	58%	42%	94	7	3	10	5	4	9
Total Driveway Trips										94	7	3	10	5	4	9
Art Gallery [e]	580	10.341 ksf	1.8	0.28	86%	14%	0.18	16%	84%	19	3	0	3	0	2	2
Total Driveway Trips										19	3	0	3	0	2	2
TOTAL DRIVEWAY TRIPS										7,299	220	192	412	225	143	368
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										5,411	163	150	313	181	111	292
EXISTING USE CREDIT																
Shopping Center	820	22 ksf	42.7	0.96	62%	38%	3.71	48%	52%	939	13	8	21	39	43	82
Less: Internal Capture [b]			*4%*		*5%*	*7%*		*8%*	*5%*	*(38)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
Total Driveway Trips										901	12	7	19	36	41	77
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(450)*	*(6)*	*(3)*	*(9)*	*(18)*	*(20)*	*(38)*
Net External Vehicle Trips										451	6	4	10	18	21	39
Creative Office	710	16 ksf	11.03	1.56	88%	12%	1.49	17%	83%	176	22	3	25	4	20	24
Less: Internal Capture [b]			7%		4%	33%		25%	18%	*(12)*	*(1)*	*(1)*	*(2)*	*(1)*	*(4)*	*(5)*
Net External Vehicle Trips										164	21	2	23	3	16	19
Warehousing	150	7 ksf	3.56	0.3	79%	21%	0.32	25%	75%	25	2	0	2	1	1	2
Net External Vehicle Trips										25	2	0	2	1	1	2
Residential	220	10 DU	6.65	0.51	20%	80%	0.62	65%	35%	67	1	4	5	4	2	6
Less: Internal Capture [b]			*13%*		*0%*	*0%*		*50%*	*33%*	(9)	0	0	0	(2)	(1)	(3)
Net External Vehicle Trips										58	1	4	5	2	1	3
TOTAL EXISTING USE CREDIT										698	30	10	40	24	39	63
NET INCREMENTAL EXTERNAL TRIPS										4,713	133	140	273	157	72	229

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

[c] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures* , December, 2016.

[d] Trip generation rates for community college used for design incubator.

[e] Trip generation rates for museum used for Art Gallery. Since ITE does not provide a daily trip rate for this use, the peak hour rate was multiplied by 10 to develop a daily trip estimate.

Project Traffic Distribution

The geographic distribution of trips generated by the proposed Project is dependent on characteristics of the street system serving the Project Site; the level of accessibility of routes to and from the proposed Project Site; locations of employment and commercial centers to which residents of the Project would be drawn; and residential areas from which the office employees and other commercial visitors would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles' Travel Demand Model to inform the general distribution pattern for this study. Two separate trip distributions were used, to show differences in the trip distribution for commercial based trips and residential trips. The distribution of Project trips is illustrated in Figure 5A for residential trips and 5B for retail trips.

Project Traffic Assignment

The traffic to be generated by the proposed Project was assigned to the street network using the distribution pattern described in Figures 5A and 5B. Appendix B provides the assignment of the proposed project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed Project driveways on Colyton Street and 5th Street as well as the turning movements permitted at the two driveways.

BASELINE TRAFFIC CONDITIONS

As discussed in Chapter 2, existing counts were collected when the Sixth Street Viaduct Bridge was under construction and 6th Street was closed east of Mateo Street. With the closure of 6th Street, the existing 2017 traffic counts reflect travel patterns with vehicles diverted to parallel routes resulting in higher travel volumes on 1st Street, 4th Street, and 7th Street and lower volumes on Sixth Street. As such, the 2017 counts would not be a valid representation of the existing baseline conditions. Therefore, to analyze Project impacts at study intersections against a baseline that does not include the effect of the Sixth Street Viaduct Bridge construction, intersection traffic counts collected prior to the construction of the Sixth Street Viaduct Bridge were used to represent baseline conditions without the effects of the bridge construction such as diverted vehicles. Counts collected on May 29, 2014 were used to develop the Baseline scenario for all study intersections, except the Pecan Street & 4th Street intersection and US-101 southbound ramp & 4th Street intersections, which were counted during the Sixth Street Viaduct Bridge construction. An ambient growth rate of 1% per year was applied to the 2014 counts to reflect 2017 baseline conditions absent the current effect of construction activity. Modifications to the traffic volumes are intended to present a realistic assessment of the Project's traffic impacts on the existing setting.

BASELINE PLUS PROJECT TRAFFIC CONDITIONS

The Project traffic estimated and assigned to the study intersections was added to the baseline traffic volumes to estimate Baseline plus Project traffic volumes. Turning movement traffic volumes for the Baseline plus Project scenario are provided in Appendix B. Analysis sheets are provided in Appendix D.

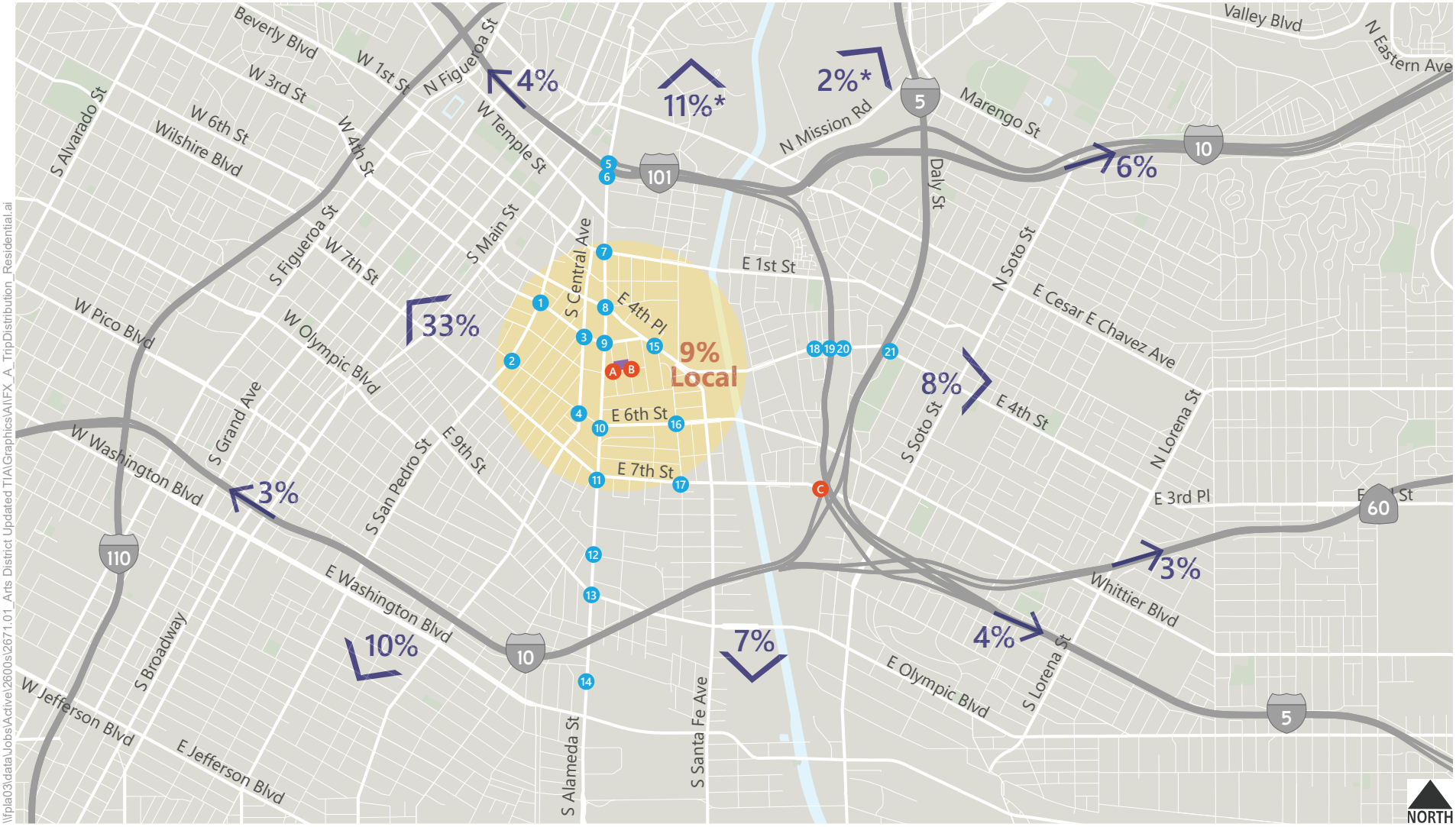
FUTURE YEAR 2021 TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed Project on future (Year 2021) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic.

Estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).

These projected traffic volumes, identified herein as the future base conditions, represent the future conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base to form Future plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.



Study Intersections

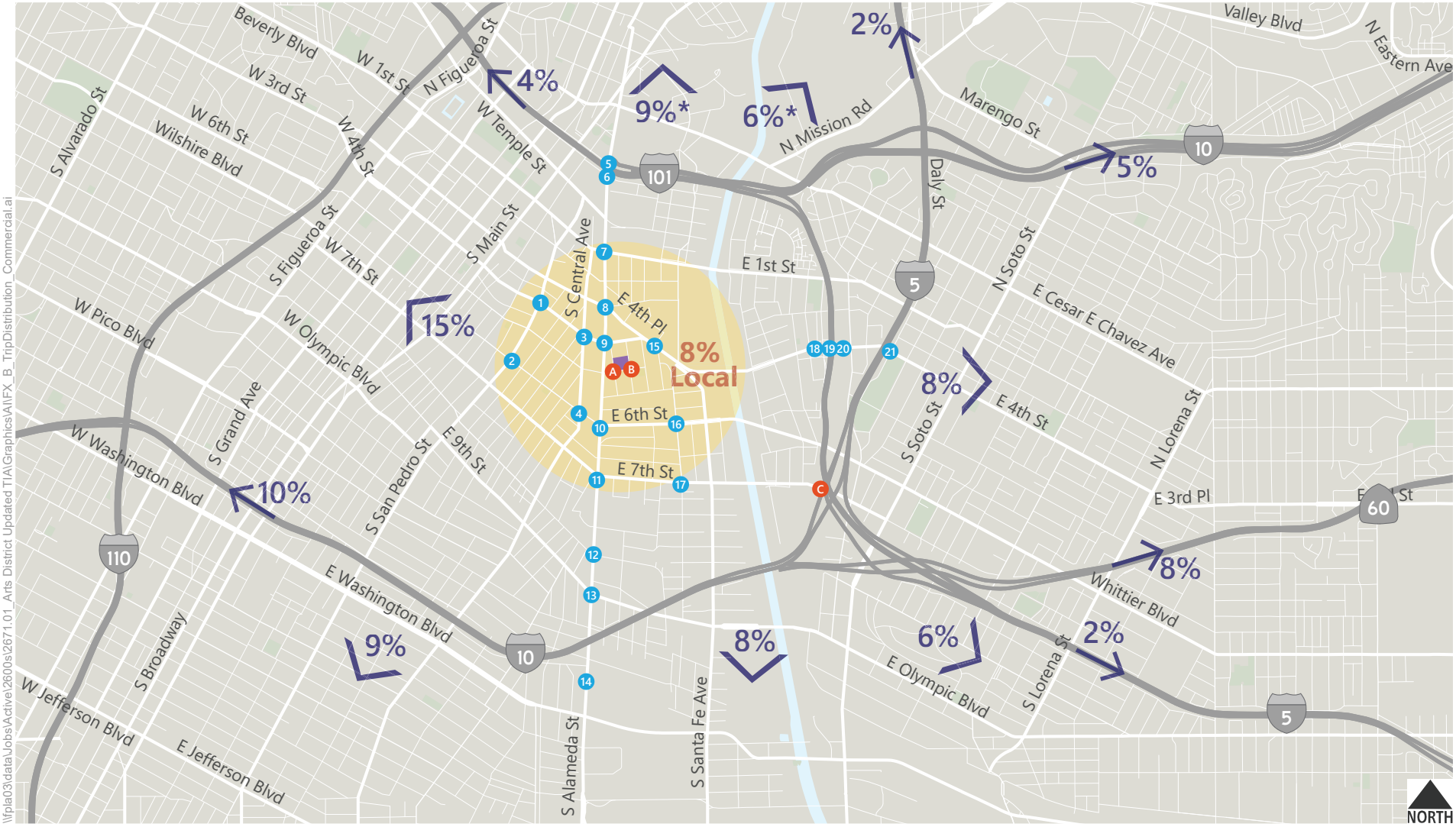
- Signal Warrant Analysis
- Signalized Intersection

Project Site

**Some trips ultimately distributed onto freeways.*

Figure 5A

Residential Trip Distribution



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Study Intersections

- Signal Warrant Analysis
- Signalized Intersection

Project Site

**Some trips ultimately distributed onto freeways.*

Figure 5B

Commercial Trip Distribution

Background or Ambient Growth

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the base year traffic volumes to reflect the effects of regional growth and development by year 2021. As the May 29, 2014 counts were used for the development of the future base and future plus conditions, this adjustment was applied to the 2014 traffic volume data to reflect the effect of ambient growth by the year 2021.

Related Project Traffic Generation and Assignment

Future base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed project site prior to the buildout date of the proposed Project. The list of related projects was prepared based on data from LADOT and verified by City Planning. A total of 118 related projects were identified in the study area; these projects are listed in Table 5 and illustrated in Figure 6.

Trip Generation

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in *Trip Generation, 9th Edition*. Table 5 presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution for that study was used.

Traffic Assignment

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

Transportation Infrastructure Projects

In addition to the ambient growth and related development projects in the area, programmed improvements to local streets were considered for this analysis. One infrastructure project in the vicinity of the Project is anticipated to complete construction by 2021: Sixth Street Viaduct Replacement Project. The construction of the Sixth Street Viaduct Replacement Project results in the closure of 6th Street east of Mateo Street. Future base and Future plus Project conditions lane geometry reflects the westbound approach lane geometry. Using the 2014 counts for the Baseline, Baseline plus Project, Future Base, and Future plus Project conditions reflects typical traffic conditions in the study area with the Sixth Street Viaduct Bridge completed.

TABLE 5
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
1	540 S Santa Fe Ave	Office	65.812	ksf	726	90	12	102	17	81	98
2	601 S Main St	Apartments	452	du	2,686	36	144	180	152	87	239
		Retail	25.000	ksf							
3	225 S Los Angeles St	Condominiums	300	du	1,910	88	136	224	75	52	126
		Retail	3.400	ksf							
4	150 N Los Angeles St	Office	713	ksf	13,534	930	118	1,048	435	942	1,374
		Retail	35	ksf							
		Child Care	2.5	ksf							
5	534 S Main St	Apartments	160	du	2,213	52	75	127	87	58	145
		Retail	18	ksf							
		Restaurant	3.5	ksf							
		Fast-Food Restaurant	3.5	ksf							
6	1057 S San Pedro St	Office	294.600	ksf	16,433	837	434	1,271	632	957	1,589
		Retail	224.862	ksf							
		Cinema	744	Seats							
		Apartments	877	du							
		Condominiums	68	du							
		Hotel	210	Rooms							
		Medical Office	77.264	ksf							
7	1525 E Industrial St	Apartments	344	du	2,288	58	73	131	86	69	155
		Office	21.4	ksf							
		Retail	6.1	ksf							
8	950 E 3rd St	School	532	Students	6,372	162	177	339	245	213	458
		Retail	30.062	ksf							
		Apartments	635	du							
9	2051 E 7th St	Apartments	320	du	2,310	17	127	144	145	64	209
		Retail	15	ksf							
		Restaurant	5	ksf							
10	963 E 4th St	Office	79	ksf	2,512	106	22	128	113	138	251
		Retail	25	ksf							
		Restaurant	20	ksf							
11	826 S Mateo St	Condominiums	90	du	1,267	11	34	45	62	39	101
		Other	11	ksf							
		Other	5.6	ksf							
12	2030 E 7th St	Office	243.583	ksf	2,306	274	34	308	69	249	318
		Retail	40	ksf							
13	360 S Alameda St	Apartments	55	du	670	25	33	58	35	26	61
		Other	2.5	ksf							
		Other	6.3	ksf							
14	649 S Wall St	Assisted Living	55	beds	104	24	5	29	3	24	27
		Office	55	empl.							
15	410 Center St	Office	110	ksf	1,165	87	0	87	0	79	79
16	500 S Mateo St	Restaurant	12.82	ksf	1,052	48	41	89	50	31	81
17	300 S Main St	Apartments	471	du	4,691	143	243	386	257	153	410
		Retail	5.19	ksf							
		Restaurant	27.78	ksf							
18	400 S Alameda St	Hotel	66	Rooms	512	20	18	38	23	14	37
		Retail	0.84	ksf							
		Restaurant	2.13	ksf							
19	719 E 5th St	Apartments	160	du	1,033	15	58	73	59	37	96
		Retail	7.5	ksf							
20	2130 E Violet St	Office	94	ksf	1,351	137	30	167	39	122	161
		Retail	7.45	ksf							
21	929 E 2nd St	Mixed Use Private Club	48.862	ksf	2,153	68	12	80	105	96	201
22	1800 E 7th St	Apartments	122	du	1,536	42	74	116	74	46	120
		Commercial	7.9	ksf							
23	1722 E 16th St	Restaurant	8.151	ksf	592	-4	2	-2	36	11	47
24	454 E Commercial St	Bus Facility	2	acres	N/A	22	8	30	9	1	10
25	118 S Astronaut E S Onizuka St	Apartments	77	du	97	-1	20	19	19	6	25
26	555 S Mateo St	Retail	153	ksf	4,300	5	30	35	220	205	425
27	1000 S Santa Fe Ave	Restaurant	8.447	ksf	966	36	37	38	39	40	69
		Club	48	Rooms							
28	747 Warehouse St	Office	1,300	ksf	916	-134	-172	-306	-157	35	-122
		Retail	250	ksf							
29	2110 Bay St	Apartments	110	du	2,394	180	63	243	89	192	281
		Office	113	ksf							
		Retail	43.66	ksf							

TABLE 5
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
30	330 S Alameda St	Apartments	186	du	1,662	36	76	112	91	65	156
		Commercial	22	ksf							
31	668 S Alameda St	Apartments	475	du	4,002	107	182	289	216	145	361
		Commercial	84.0	ksf							
32	520 Mateo St	Apartments	200	du	4,995	157	220	377	274	223	497
		Office	30	ksf							
		Restaurant	15	ksf							
		Retail	15	ksf							
33	717 Maple Ave	Apartments	452	du	3,199	67	179	246	185	105	290
		Retail	14.000	ksf							
34	232 W 2nd St	Condominiums	320	du	4,006	467	93	560	118	423	541
		Office	534	ksf							
		Retail	7.2	ksf							
35	433 S Main St	Condominiums	161	Rooms	1,450	32	72	104	61	37	98
		Mixed Use	6.9	ksf							
36	676 Mateo St	Apartments	185	du	1,990	50	95	145	106	51	157
		Commercial	27	ksf							
37	640 S Alameda St	Hotel	412	Rooms	23,975	1,199	1,369	2,568	1,246	1,133	2,379
		Art Space	22.429	ksf							
38	732 Wall St	Apartments	323	du	2,499	108	82	191	164	141	305
		Office	53.2	ksf							
		Retail	4.4	ksf							
		Wholesale/Storage	63.585	ksf							
		Restaurant	4.42	ksf							
		Event Space	9.226	ksf							
39	333 S Alameda St	Apartments	994	du	8,445	134	260	394	390	329	719
		Retail	993	ksf							
40	670 Mesquit St	Hotel	236	Rooms	22,845	1,258	321	1,579	640	1,195	1,835
		Apartments	308	du							
		Retail	79.24	ksf							
		Restaurant	89.576	ksf							
		Event Space	93.617	ksf							
		Gym	62.148	ksf							
		Grocery	56.912	ksf							
		Office	944.055	ksf							
41	2650 E Olympic Bl	Apartments	1000	du	12,247	498	477	975	599	539	1,138
		Restaurant	N/A	ksf							
		Office	230	ksf							
42	2143 E Violet St	Apartments	509	du	4,477	329	122	451	130	330	460
		Retail	123	ksf							
43	848 S Grand Ave	Condominiums	420	du	3,882	66	144	210	212	165	377
		Retail	38.5	ksf							
44	1050 S Grand Ave	Condominiums	151	du	1,084	15	54	68	64	35	99
		Retail	3.472	ksf							
		Restaurant	22	ksf							
45	1115 S Hill St	Mixed Use	N/A	Other	543	-45	40	-5	50	-7	43
46	201 S Broadway Ave	Retail/Restaurant	27.675	ksf	N/A	-40	-41	-81	53	17	70
47	1200 S Grand Ave	Apartments	640	du	4,886	92	148	240	181	134	315
		Retail	45	ksf							
48	928 S Broadway	Apartments	670	du	4,715	21	229	250	272	109	381
		Condominiums	17	du							
		Retail	58.8	ksf							
49	840 S Olive St	Condominiums	303	du	3,071	81	166	247	174	96	270
		Restaurant	9.68	ksf							
		Retail	1.5	ksf							
50	400 S Broadway	Apartments	450	du	3,292	50	187	237	193	112	305
		Retail	6.904	ksf							
		Bar	5	ksf							
51	1001 S Olive St	Apartments	225	du	1,581	22	79	101	94	51	145
		Restaurant	5	ksf							
52	920 S Hill St	Apartments	239	du	1,476	23	84	107	87	50	137
		Retail	5.4	ksf							
53	955 S Broadway	Apartments	201	du	1,275	21	72	93	74	43	117
		Retail	6	ksf							
54	801 S Olive St	Apartments	363	du	2,557	33	129	162	140	83	225
		Commercial	10	ksf							

TABLE 5
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
55	820 S Olive St	Apartments	589	du	3,309	63	202	264	195	106	302
		Retail	4.5	ksf							
56	1148 S Broadway	Apartments	94	du	553	8	30	38	32	18	50
		Retail	2.5	ksf							
57	1111 S Broadway	Apartments	391	du	5,198	144	176	319	258	274	532
		Office	39.7	ksf							
		Retail	49	ksf							
58	1120 S Grand Ave	Apartments	666	du	2,730	42	127	170	136	93	229
		Shopping	20.69	ksf							
		Mixed use	N/A	Other							
59	1036 S Grand Ave	Restaurant	7.149	ksf	492	2	3	5	27	14	41
60	527 N Spring Street	Apartments	345	du	3,585	49	118	167	189	131	320
		Restaurant	11	ksf							
		Retail	23	ksf							
		Retail	21	ksf							
61	633 S Spring St	Hotel	176	Rooms	2,045	83	33	116	97	99	196
		Restaurant	8.43	ksf							
		Bar	5.29	ksf							
62	737 S Spring St	Apartments	320	du	3,942	72	141	213	167	116	283
		Pharmacy/Drugstore	250	ksf							
63	340 S Hill St	Apartments	428	du	2,253	36	129	163	133	75	208
		Restaurant	2.894	ksf							
64	732 S Spring St	Apartments	400	du	3,359	59	152	211	164	104	268
		Pharmacy/Drugstore	15	ksf							
65	940 S Hill St	Apartments	232	du	1,881	20	80	100	115	53	168
		Restaurant	14	ksf							
66	744 S Figueroa St	Apartments	436	du	2,644	37	146	183	158	86	244
		Retail	10.0	ksf							
67	850 S Hill St	Apartments	300	du	1,970	28	106	134	116	65	181
		Retail	4	ksf							
		Restaurant	3.5	ksf							
68	700 W 9th St	Apartments	341	du	2,624	37	146	183	143	95	238
		Retail	11.7	ksf							
69	649 S Olive St	Hotel	241	Rooms	1,674	65	44	109	63	60	123
70	1100 S Main St	Apartments	379	du	385	9	103	112	78	14	92
		Other	25.81	ksf							
71	924 N Spring St	Condominiums	770	du	6,583	169	290	459	307	201	508
		Retail	51.39	ksf							
72	845 S Olive St	Apartments	208	du	1,305	25	76	101	77	42	119
		Retail	2.4	ksf							
73	888 S Hope Street	Apartments	526	du	3,498	54	215	268	212	114	326
74	1000 S Hill Street	Apartments	391	du	3,392	49	193	242	181	104	285
		Retail	9	ksf							
75	237 S Los Angeles St	Sports Complex	43	ksf	1,869	79	50	129	161	98	259
76	640 S Santa Fe Avenue	Commercial	107	ksf	1,330	90	8	98	43	114	157
77	1745 E 7th Street	Apartments	57	du	635	9	25	34	34	24	58
		Commercial	6	ksf							
78	940 E 4th Street	Office	266	ksf	788	14	37	51	44	31	75
		Retail	18.2	ksf							
79	333 W 5th Street	Condominiums	100	du	3,358	64	72	136	201	129	330
		Hotel	200	Room							
		Commercial	27.5	ksf							
80	100 S Broadway	Apartments	1127	du	8,535	94	341	435	294	38	332
		Commercial	410	ksf							
81	609 E 5th St	Apartments	151	du	1,004	15	62	77	61	33	94
82	713 E 5th St	Apartments	51	du	208	15	10	25	9	8	17
83	1000 S Mateo St	Apartments	113	du	2,238	153	83	236	90	131	221
		Commercial	134	ksf							
84	926 E 4th St	Office	225.514	ksf	4,006	336	75	411	100	322	422
		Commercial	14.906	ksf							
85	2159 E Bay St	Retail	18.33	ksf	2,029	194	30	224	57	192	249
		Office	204	ksf							
86	508 E 4th St	Apartments	41	du	167	8	12	20	8	6	14

TABLE 5
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
87	1 Gateway Plaza	Residential	22	du	25,312	862	527	1,389	734	1,042	1,776
		Office	7443.2	ksf							
		Retail	645	ksf							
		Hotel	750	Room							
		Restaurant	20	ksf							
		Museum	70	ksf							
88	754 S Hope St	Condominiums	409	du	2,315	35	137	172	137	78	215
		Retail	7.329	ksf							
89	401 S Hewitt St	Office	255.5	ksf	3,493	365	76	441	100	324	424
		Retail	4.97	ksf							
90	100 S Grand Avenue	Apartment	412	du	21,631	919	632	1,551	1,120	1,344	2,464
		Condominum	1648	du							
		Retail	225.3	ksf							
		Supermarket	53	ksf							
		Restaurant	67	ksf							
		Health Club	50	ksf							
		Event Facility	250	Seats							
		Hotel	275	Rooms							
		Office	681	ksf							
91	354 S Spring St	Apartments	212	du	1,410	22	87	108	85	46	131
92	552 S San Pedro	Affordable Housing	407	du	2,186	107	138	245	96	88	184
		Retail	12.3	ksf							
93	1005 S Mateo Street	Industrial Park	94.8	ksf	426	40	9	49	10	39	49
94	1800 E 1st St	Apartments	65	du	433	7	19	25	23	16	40
		Retail	5	ksf							
95	1001 E 1st St	Apartments	430	du	2,166	33	119	152	121	79	200
		Retail	8.742	ksf							
96	900 N Alameda St	Office	179.90	ksf	178	8	8	16	3	13	16
97	755 S Los Angeles St	Retail	16.694	ksf	2,482	110	57	167	105	100	205
		Office	60.243	ksf							
		Restaurant	26.959	ksf							
98	601 S Central Ave	Apartments	236	du	1,074	17	79	96	70	32	102
		Retail	12	ksf							
99	527 Colyton St	Condominiums	310	du	2,095	36	116	152	121	74	195
		Retail	11.375	ksf							
		Production Space	11.736	ksf							
100	1230 S Olive St	Apartments	360	du	2,114	31	126	157	127	69	196
		Retail	6.4	ksf							
101	1100 E 5th St	Apartments (Live/Work du)	220	du	2,583	79	119	198	133	74	207
		Commercial	49	ksf							
102	708 N Hill St	Apartments	162	du	980	16	57	73	57	33	90
		Retail	5	ksf							
103	211 W Alpine St	Apartments	122	du	566	9	42	51	37	18	55
		Retail	7.5	ksf							
104	327 N Fremont Ave	Apartments	1200	du	5,457	113	248	361	286	217	503
		Retail	25	ksf							
105	130 S Beaudry Avenue	Apartments	220	du	1,159	8	76	84	76	29	105
106	1101 N Main	Condominiums	318	du	1,102	-9	80	71	75	12	87
107	700 W Cesar Chavez Ave	Apartments	299	du	1,511	7	89	96	99	54	153
		Retail	8	ksf							
108	600 S San Pedro Street	Apartments	303	du	636	38	25	63	30	37	67
		Retail	20	ksf							
109	655 S San Pedro Street	Apartments	81	du	539	8	33	41	33	17	50
110	656 S Stanford Ave	Apartments	82	du	545	8	34	42	33	18	51
111	361 S Spring Street	Hotel	315	room	2,273	91	59	150	84	85	169
112	641 Imperial Street	Residential	140	du	1,093	34	60	94	61	48	109
		Office	14.749	ksf							
113	945 W 8th Street	Apartments	781	du	2,869	63	146	209	144	91	235
		Retail	6.7	ksf							
114	949 S Hope St	Apartments	236	du	791	8	45	53	43	7	50
		Retail	5.954	ksf							
115	900 W Wilshire Bl	Hotel	560	du	3,624	725	75	800	94	764	858
		Office	1500	ksf							
		Retail/Restaurant	275	ksf							
		Apartments	100	du							

TABLE 5
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
116	643 N Spring St	Hotel	142	du	2,723	61	122	183	138	91	229
		Commercial	17	ksf							
		Restaurant	2.532	ksf							
		Apartments	281	du							
117	437 W 5th St	Condominiums	660	du	4,707	71	273	344	279	158	437
		Restaurant	13.742	ksf							
118	6th Street Bridge Project	Bridge Replacement	--	--	--	--	--	--	--	--	--

Notes:
du = dwelling unit
ksf = one thousand square feet
Related projects list is originally based on information provided by LADOT on April 3, 2017 after the publishing of the NOP.
Additional research and coordination with City Planning was conducted to ensure consistency of available information as of November 22, 2017.

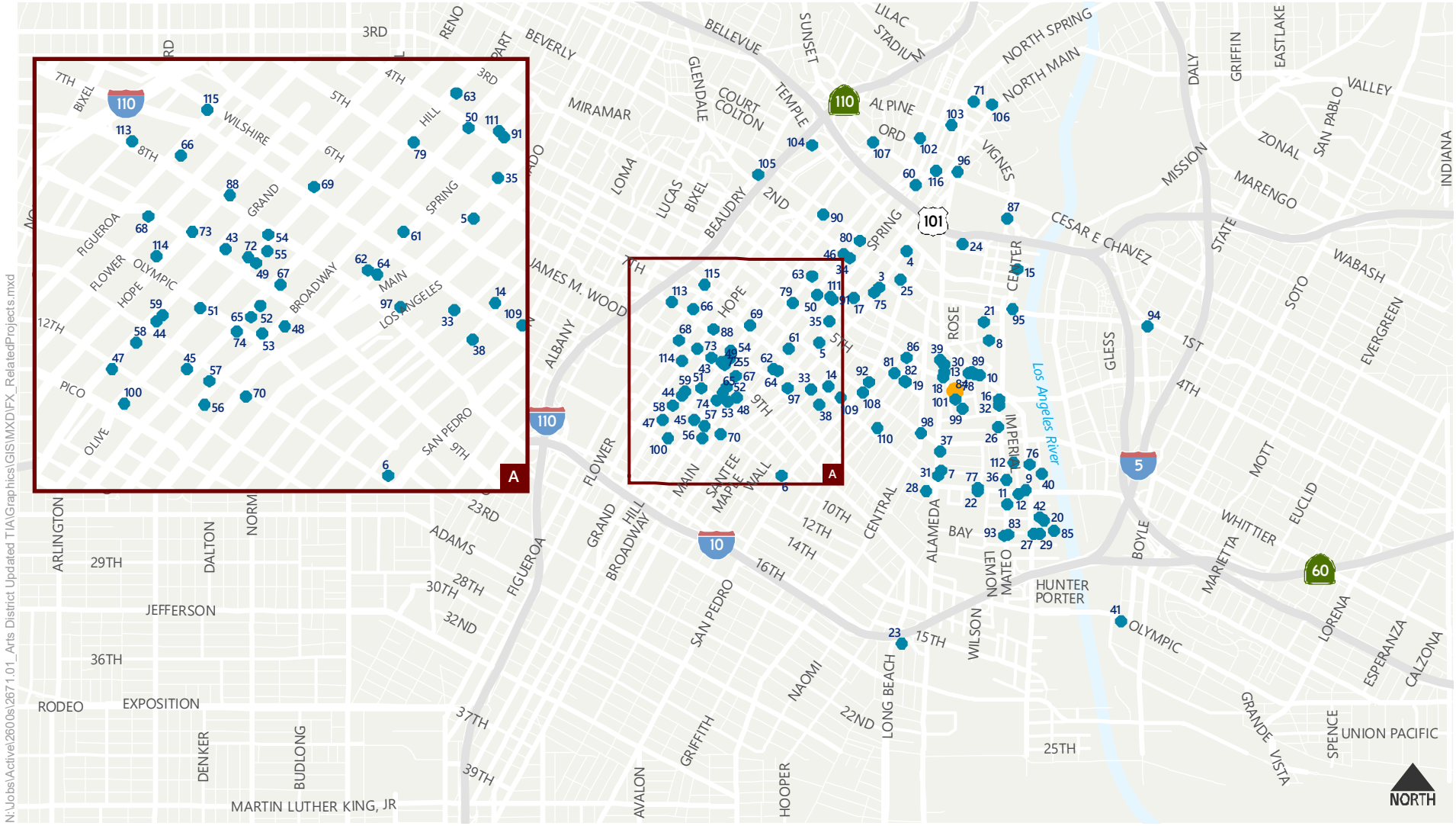


Figure 6

Related Projects

Future Year 2021 Base Traffic Volumes

Future year 2021 base weekday AM and PM peak hour traffic volumes for the analyzed intersections are provided in Appendix B. The future base traffic conditions represent an estimate of future conditions without the proposed Project with the Sixth Street Bridge Viaduct complete.

FUTURE YEAR 2021 PLUS PROJECT TRAFFIC PROJECTIONS

The proposed Project traffic volumes were added to the year 2021 future base traffic projections, resulting in Future plus Project AM and PM peak hour traffic volumes. As provided in Appendix B, the Future plus Project scenario presents future traffic conditions with the completion of the proposed Project.

4. INTERSECTION TRAFFIC IMPACT ANALYSIS

The traffic impact analysis evaluates the projected LOS at each study intersection under the Baseline plus Project and Future plus Project conditions to estimate the incremental increase in the V/C ratio caused by the proposed Project. This provides the information needed to assess the potential impact of the Project using significance criteria established by LADOT.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed Project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

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

BASELINE PLUS PROJECT IMPACT ANALYSIS

Baseline Traffic Level of Service

The Baseline traffic volumes presented in Appendix B were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 6 summarizes the Baseline LOS. Analysis sheets are provided in Appendix D. As indicated in Table 6, all of the 21 signalized intersections are projected to operate at LOS C or better during both peak hours.

Baseline plus Project Traffic Level of Service

The Baseline plus Project traffic volumes presented in Appendix B were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 6 summarizes the Baseline plus Project LOS. Analysis sheets are provided in Appendix D. As indicated in Table 6, all of the 21 signalized intersections are projected to operate at LOS C or better during both peak hours.

Baseline plus Project Intersection Impacts

As shown in Table 6, after applying the aforementioned City of Los Angeles significant impact criteria, it is determined that the proposed Project would not result in significant impacts under Baseline plus Project conditions at any of the study intersections. All study area intersections are projected to operate at LOS C or better during both peak hours.

TABLE 6
ARTS DISTRICT CENTER PROJECT
BASELINE PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	BASELINE		BASELINE + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.274	A	0.275	A	0.001	No
	E 4th St	PM	0.759	C	0.761	C	0.002	No
2	San Pedro St &	AM	0.235	A	0.236	A	0.001	No
	E 6th St	PM	0.407	A	0.408	A	0.001	No
3	Central Ave &	AM	0.176	A	0.176	A	0.000	No
	E 4th St	PM	0.598	A	0.603	B	0.005	No
4	Central Ave &	AM	0.440	A	0.457	A	0.017	No
	E 6th St	PM	0.701	C	0.712	C	0.011	No
5	N Alameda St &	AM	0.474	A	0.595	A	0.121	No
	Arcadia St	PM	0.659	B	0.661	B	0.002	No
6	N Alameda St &	AM	0.378	A	0.381	A	0.003	No
	E Commercial St	PM	0.648	B	0.649	B	0.001	No
7	N Alameda St &	AM	0.561	A	0.565	A	0.004	No
	E 1st St	PM	0.574	A	0.579	A	0.005	No
8	S Alameda St &	AM	0.703	C	0.719	C	0.016	No
	E 4th Pl/3rd St	PM	0.420	A	0.433	A	0.013	No
9	S Alameda St &	AM	0.308	A	0.321	A	0.013	No
	E 4th St	PM	0.623	B	0.633	B	0.010	No
10	S Alameda St &	AM	0.591	A	0.618	B	0.027	No
	E 6th St	PM	0.624	B	0.633	B	0.009	No
11	S Alameda St &	AM	0.658	B	0.670	B	0.012	No
	E 7th St	PM	0.631	B	0.638	B	0.007	No
12	S Alameda St &	AM	0.458	A	0.464	A	0.006	No
	E 8th St	PM	0.457	A	0.461	A	0.004	No
13	S Alameda St &	AM	0.603	B	0.611	B	0.008	No
	Olympic Blvd	PM	0.747	C	0.749	C	0.002	No
14	S Alameda St &	AM	0.652	B	0.656	B	0.004	No
	I-10 EB On-Ramp	PM	0.694	B	0.699	B	0.005	No
15	Merrick St/Molino St &	AM	0.551	A	0.554	A	0.003	No
	E 4th St	PM	0.562	A	0.565	A	0.003	No
16	Mateo St	AM	0.367	A	0.379	A	0.012	No
	E 6th St	PM	0.368	A	0.384	A	0.016	No
17	Mateo St	AM	0.366	A	0.375	A	0.009	No
	E 7th St	PM	0.357	A	0.368	A	0.011	No
18	Pecan St	AM	0.553	A	0.555	A	0.002	No
	E 4th St	PM	0.490	A	0.490	A	0.000	No
19	US-101 SB Ramp &	AM	0.542	A	0.545	A	0.003	No
	E 4th St	PM	0.345	A	0.349	A	0.004	No
20	US-101 NB Ramp &	AM	0.737	C	0.739	C	0.002	No
	E 4th St	PM	0.323	A	0.325	A	0.002	No
21	I-5 NB Ramp &	AM	0.579	A	0.586	A	0.007	No
	E 4th St	PM	0.633	B	0.638	B	0.005	No

FUTURE YEAR 2021 PLUS PROJECT IMPACT ANALYSIS

Future Base Year 2021 Traffic Conditions

The Future Base peak hour traffic volumes, provided in Appendix B, were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 7 summarizes the future LOS. As indicated, eight of the 21 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions. The following intersections are projected to operate at LOS E or worse during one or both of the peak hours:

1. San Pedro Street & 4th Street (PM peak hour)
4. Central Avenue & 6th Street (PM peak hour)
5. Alameda Street & Arcadia Street (both peak hours)
6. Alameda Street & Commercial Street (PM peak hour)
7. Alameda Street & 1st Street (both peak hours)
8. Alameda Street & 4th Place/3rd Street (both peak hours)
9. Alameda Street & 4th Street (PM peak hour)
10. Alameda Street & 6th Street (both peak hours)
11. Alameda Street & 7th Street (both peak hours)
13. Alameda Street & Olympic Boulevard (PM peak hour)
14. Alameda Street & I-10 Eastbound On-Ramp (PM peak hour)
15. Merrick Street/Molino Street & 4th Street (PM peak hour)
16. Mateo Street & 6th Street (both peak hours)

Future Year 2021 plus Project Traffic Conditions

The resulting Future plus Project peak hour traffic volumes, provided in Appendix B, were analyzed to determine the projected future operating conditions with the addition of the proposed Project traffic. The results of the Future plus Project analysis are also presented in Table 7, with analysis sheets provided in Appendix D. As shown in Table 7, seven of the 21 signalized intersections studied for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours. The following fourteen intersections are projected to operate at LOS E or worse during one or both of the peak hours:

1. San Pedro Street & 4th Street (PM peak hour)
4. Central Avenue & 6th Street (PM peak hour)
5. Alameda Street & Arcadia Street (both peak hours)
6. Alameda Street & Commercial Street (PM peak hour)
7. Alameda Street & 1st Street (both peak hours)
8. Alameda Street & 4th Place/3rd Street (both peak hours)
9. Alameda Street & 4th Street (PM peak hour)
10. Alameda Street & 6th Street (both peak hours)
11. Alameda Street & 7th Street (both peak hours)
13. Alameda Street & Olympic Boulevard (PM peak hour)
14. Alameda Street & I-10 Eastbound On-Ramp (PM peak hour)
15. Merrick Street/Molino Street & 4th Street (PM peak hour)
16. Mateo Street & 6th Street (both peak hours)
17. Mateo Street & 7th Street (PM peak hour)

Future plus Project Intersection Impacts

As shown in Table 7, using the criteria for determination of significant impacts, the proposed Project would result in significant traffic impacts under Future plus Project conditions at the following six signalized intersections:

8. Alameda Street & 4th Place/3rd Street (both peak hours)
9. Alameda Street & 4th Street (PM peak hour)
10. Alameda Street & 6th Street (AM peak hour)
11. Alameda Street & 7th Street (both peak hours)
16. Mateo Street & 6th Street (AM peak hour)
17. Mateo Street & 7th Street (PM peak hour)

TABLE 7
ARTS DISTRICT CENTER PROJECT
FUTURE YEAR (2021) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.485	A	0.486	A	0.001	No
	E 4th St	PM	1.023	F	1.025	F	0.002	No
2	San Pedro St &	AM	0.348	A	0.349	A	0.001	No
	E 6th St	PM	0.537	A	0.537	A	0.000	No
3	Central Ave &	AM	0.299	A	0.303	A	0.004	No
	E 4th St	PM	0.765	C	0.771	C	0.006	No
4	Central Ave &	AM	0.757	C	0.765	C	0.008	No
	E 6th St	PM	1.130	F	1.138	F	0.008	No
5	N Alameda St &	AM	0.907	E	0.911	E	0.004	No
	Arcadia St	PM	1.101	F	1.103	F	0.002	No
6	N Alameda St &	AM	0.647	B	0.650	B	0.003	No
	E Commercial St	PM	1.079	F	1.080	F	0.001	No
7	N Alameda St &	AM	1.171	F	1.175	F	0.004	No
	E 1st St	PM	1.190	F	1.195	F	0.005	No
8	S Alameda St &	AM	1.151	F	1.167	F	0.016	**Yes**
	E 4th Pl/3rd St	PM	0.932	E	0.942	E	0.010	**Yes**
9	S Alameda St &	AM	0.673	B	0.687	B	0.014	No
	E 4th St	PM	1.066	F	1.077	F	0.011	**Yes**
10	S Alameda St &	AM	1.054	F	1.075	F	0.021	**Yes**
	E 6th St	PM	1.215	F	1.224	F	0.009	No
11	S Alameda St &	AM	1.254	F	1.266	F	0.012	**Yes**
	E 7th St	PM	1.344	F	1.355	F	0.011	**Yes**
12	S Alameda St &	AM	0.651	B	0.656	B	0.005	No
	E 8th St	PM	0.655	B	0.657	B	0.002	No
13	S Alameda St &	AM	0.836	D	0.842	D	0.006	No
	Olympic Blvd	PM	1.049	F	1.051	F	0.002	No
14	S Alameda St &	AM	0.885	D	0.889	D	0.004	No
	I-10 EB On-Ramp	PM	0.950	E	0.955	E	0.005	No
15	Merrick St/Molino St &	AM	0.828	D	0.831	D	0.003	No
	E 4th St	PM	1.073	F	1.075	F	0.002	No
16	Mateo St	AM	0.941	E	0.954	E	0.013	**Yes**
	E 6th St	PM	0.985	E	0.990	E	0.005	No
17	Mateo St	AM	0.807	D	0.819	D	0.012	No
	E 7th St	PM	0.897	D	0.909	E	0.012	**Yes**
18	Pecan St	AM	0.641	B	0.644	B	0.003	No
	E 4th St	PM	0.556	A	0.556	A	0.000	No
19	US-101 SB Ramp &	AM	0.633	B	0.635	B	0.002	No
	E 4th St	PM	0.449	A	0.454	A	0.005	No
20	US-101 NB Ramp &	AM	0.861	D	0.863	D	0.002	No
	E 4th St	PM	0.437	A	0.439	A	0.002	No
21	I-5 NB Ramp &	AM	0.711	C	0.718	C	0.007	No
	E 4th St	PM	0.787	C	0.791	C	0.004	No

Unsignalized Intersection Signal Warrant Analysis

Three study intersections located in the City of Los Angeles are currently unsignalized:

A. Seaton Street & East 5th Street
B. Colyton Street & East 5th Street

The City of Los Angeles traffic analysis methodology and significance criteria are for signalized intersections only. As such, the City does not provide impact thresholds for unsignalized intersections. Rather, the LADOT states on page 6 of the Transportation Impact Study Guidelines (December 2016) that "unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device."

Traffic volumes and lane configurations, as presented in Appendix B, were used to prepare signal warrant analyses at the unsignalized intersections under Baseline, Baseline plus Project, Future Base, and Future plus Project conditions. As shown in Table 8, none of the studied unsignalized intersections meet warrants during the AM and PM peak hours under any analysis scenario. Analysis sheets are provided in Appendix F.

TABLE 8
ARTS DISTRICT CENTER PROJECT
PEAK HOUR SIGNAL WARRANT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING SIGNAL WARRANT MET	EXISTING PLUS PROJECT SIGNAL WARRANT MET	CUMULATIVE SIGNAL WARRANT MET	CUMULATIVE PLUS PROJECT SIGNAL WARRANT MET
A	Seaton St &	AM	NO	NO	NO	NO
	E 5th St	PM	NO	NO	NO	NO
B	Colyton St &	AM	NO	NO	NO	NO
	E 5th St	PM	NO	NO	NO	NO

MITIGATION MEASURES

This section describes the proposed transportation mitigation program for the Project and evaluates the effectiveness of the program in mitigating the significant project impacts described in the previous section. The mitigation program has been developed in discussions with LADOT, which has approved the approaches, analysis methods, and assumptions used to complete this analysis.

Mitigation Program Elements

The mitigation program for the Project includes the following major components:

- Transportation Demand Management (TDM) program
- Intersection signal and equipment modifications
- Physical intersection improvements

Transportation Demand Management Plan

A TDM program will be prepared as part of the Project. Several TDM program elements are project design features proposed for implementation. Other TDM program elements would be developed in the preparation of a detailed TDM plan.

TDM Project Design Features

Several project design features would be expected to enhance the usage of walking, biking, and transit modes as alternatives to the automobile, including:

- Site Design – The site perimeter will be designed to encourage walking, biking, and transit. Amenities would include:
    - New sidewalks and street trees along the perimeter
    - Improved street and pedestrian lighting

Potential Additional TDM Program Elements

A TDM plan that will detail additional program elements beyond the site design features described above will be prepared. Additional TDM program elements could include unbundled parking, rideshare programs and discounted transit passes, although the exact measures to be implemented will be determined when the plan is prepared. The City of Los Angeles requires that the TDM plan be prepared during construction, with the final TDM plan approved by LADOT prior to the City's issuance of the certificate of occupancy for the Project. Implementation of the TDM plan occurs after the building occupancy.

- Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making. The research literature shows that unbundled parking costs can reduce VMT by up to 13% (CAPCOA, 2010).

- Bicycle Parking and Bike Share Program – As described in Chapter 7, the Project will provide both long- and short-term bicycle parking as well as bicycle showers and lockers for employees per the Los Angeles Municipal Code (LAMC). In addition, the Project could provide complementary amenities such as a self-service bike repair area, and potentially subsidize Metro bike share memberships for residents and employees as the Project is located less than one block from the nearest Metro bikeshare station.

To maintain a conservative traffic impact analysis approach, a TDM credit was not applied to the incremental V/C increase attributable to the Project.

Signal Equipment Upgrades

The Project will install fiber optic data lines along Alameda Street between 4th Place/3rd Street and 7th Street and along 7th Street between Alameda Street and Mateo Street. The fiber optic lines will be designed and installed prior to the issuance of the certificate of occupancy to the Project applicant. These improvements will enhance LADOT's ability to monitor traffic flows by providing the fiber optic infrastructure to connect signals on Alameda Street for efficient traffic flows and systemwide benefits. LADOT has determined that the traffic system management improvements described above would increase intersection capacity in the transportation system serving the Project and that a 0.01 credit can be taken for the impacted intersections along Alameda Street:

8. Alameda Street & 4th Place/3rd Street (both peak hours)
9. Alameda Street & 4th Street (PM peak hour)
10. Alameda Street & 6th Street (AM peak hour)
11. Alameda Street & 7th Street (both peak hours)
16. Mateo Street & 6th Street (AM peak hour)
17. Mateo Street & 7th Street (PM peak hour)

With a 0.01 credit at the six intersections listed above, the Project impacts at five of the six intersections would be mitigated to less than significant. One intersection, Alameda Street & 6th Street, would remain significantly impacted after the 0.01 credit.

Physical Improvements Determined to be Infeasible

Provided below is a discussion of a physical measure that was explored but due to physical constraints, has been determined by LADOT to be infeasible. However, this summary provides the opportunity for further public input on the potential improvement explored:

10. Alameda Street & 6th Street

A measure was analyzed involving a modification to the northbound approach on Alameda Street to provide a dedicated right-turn lane within the existing roadway width. The mitigation would require restriping the northbound and southbound approaches to change one northbound shared through/right lane into one through lane and one right-turn lane. This mitigation was determined to be infeasible due to lack of roadway width.

As the proposed improvement is not feasible, the impact at Alameda Street & 6th Street intersection would remain significant and unavoidable.

Table 9 shows the LOS and significant impact analysis results after implementation of the aforementioned signal improvements under Future plus Project conditions.

TABLE 9
ARTS DISTRICT CENTER PROJECT
FUTURE YEAR (2021) PLUS PROJECT MITIGATIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?	FUTURE + PROJECT WITH MITIGATION		V/C INCREASE	RESIDUAL IMPACT?
			V/C	LOS	V/C	LOS			V/C	LOS		
8	S Alameda St &	AM	1.151	F	1.167	F	0.016	**Yes**	1.157	F	0.006	No
	E 4th Pl/3rd St	PM	0.932	E	0.942	E	0.010	**Yes**	0.932	E	0.000	No
9	S Alameda St &	AM	0.673	B	0.687	B	0.014	No	--	--	--	--
	E 4th St	PM	1.066	F	1.077	F	0.011	**Yes**	1.067	F	0.001	No
10	S Alameda St &	AM	1.054	F	1.075	F	0.021	**Yes**	1.065	F	0.011	**Yes**
	E 6th St	PM	1.215	F	1.224	F	0.009	No	--	--	--	--
11	S Alameda St &	AM	1.254	F	1.266	F	0.012	**Yes**	1.256	F	0.002	No
	E 7th St	PM	1.344	F	1.355	F	0.011	**Yes**	1.345	F	0.001	No
16	Mateo St	AM	0.941	E	0.954	E	0.013	**Yes**	0.944	E	0.003	No
	E 6th St	PM	0.985	E	0.990	E	0.005	No	--	--	--	--
17	Mateo St	AM	0.807	D	0.819	D	0.012	No	--	--	--	--
	E 7th St	PM	0.897	D	0.909	E	0.012	**Yes**	0.899	D	0.002	No

5. REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS

This section presents an analysis of potential impacts on the regional transportation system. This analysis was conducted in accordance with the procedures outlined in *Congestion Management Program for Los Angeles County* (CMP) (Metro, 2010). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

In addition, the "Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures," sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the traffic study memorandum of understanding for the Project (see Appendix A) that the Project would not meet these criteria for requiring a freeway impact analysis.

REGIONAL TRAFFIC IMPACT ANALYSIS

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.

- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when a certain threshold is exceeded. If the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$).

ARTERIAL MONITORING STATIONS

The CMP arterial monitoring station closest to the proposed Project is at Alameda Street & Washington Boulevard located south of the proposed Project Site and south of the I-10 freeway. Based on the Project trip distribution and trip generation, the Project is expected to add approximately 5 trips in the AM peak hour and 4 trips in the PM peak hour through the CMP arterial monitoring station. The proposed Project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location. Therefore, no further CMP arterial analysis is required.

FREEWAY ANALYSIS

Regional access to the Project Site is provided by I-10 (Santa Monica Freeway) approximately 1.1 miles to the south, US-101 and I-5 approximately one mile to the east, and US-101 approximately 0.9 miles to the north.

The CMP freeway monitoring station closest to the Project Site is US-101 north of Vignes Street. Based on the Project distribution patterns shown in Figure 5, approximately 10% of project traffic is expected to travel through the US-101 freeway monitoring station at Vignes Street. According to the trip generation estimates shown in Table 5 and trip distribution estimates presented in Figure 5, the Project is projected to result in an increase of 27 trips in the morning and 23 trips in the evening peak hour on US-101 at Vignes Street.

The CMP freeway monitoring stations closest to the Project Site on the I-10 freeway are at Budlong Avenue, west of downtown Los Angeles, and at the East Los Angeles city limit, east of downtown Los Angeles. Approximately 5% of project traffic is expected to travel west on the I-10 freeway through Budlong Avenue and approximately 5% is expected to travel east on the I-10 freeway through the East Los Angeles city limit. The Project is projected to result in an increase of 14 trips in the morning and 12 trips in the evening peak hour on westbound and eastbound I-10.

The CMP freeway monitoring stations closest to the Project Site on the I-5 freeway are at Stadium Way, north of downtown Los Angeles, and at Ferris Avenue, south of downtown Los Angeles. Approximately 2% of project traffic is expected to travel north on the I-5 freeway through Stadium Way and approximately 3% is expected to travel south on the I-5 freeway through Ferris Avenue. The Project is projected to result in an increase of 5 trips in the morning and 5 trips in the evening peak hour on northbound I-5 and 8 trips in the morning and 7 trips in the evening peak hour on southbound I-5.

Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway segments is required for CMP purposes.

REGIONAL TRANSIT IMPACT ANALYSIS

Potential increases in transit person trips generated by the proposed Project were estimated. Appendix B-4 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a proposed Project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the Project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix B-4 of the 2004 CMP recommends observing the fixed-route local bus services within ¼ mile of the Project Site and express bus routes and rail service within two miles of the Project Site.

Due to its proximity to the transit hubs in downtown Los Angeles, the Project Site is served by several transit lines. The Project is located within a ½-mile walking distance to the Metro Gold Line Little Tokyo/Arts District Station and ¼-mile to the Metro Rapid 720 bus stop at Alameda Street & 6th Street. The proposed Project would have an estimated increase in vehicle trip generation of approximately 273 net vehicle trips during the AM peak hour and 229 during the PM peak hour. Applying the AVR factor of 1.4 to the estimated vehicle trips would result in an estimated increase of approximately 382 and 321 person trips during the AM and PM peak hours, respectively. The CMP provides that, of the total net person trips of a project, 7% of total person trips generated would be assigned as transit riders for projects, which are primarily commercial and located within ¼-mile of a transit corridor, in this case the Metro Rapid 720 route. Following this approach, the Project would generate an estimated increase of 27 transit trips during the AM peak hour and 22 transit trips during the PM peak hour. Given the frequency of the transit service in close proximity to the Project Site, the incremental transit riders resulting from the Project are not anticipated to result in a significant impact on the transit lines serving the area.

The Project location is served by many established local and regional transit routes within ½-miles of the site: therefore, project-related impacts are not expected to be significant. The headway service for local and express routes are between five and 15 minutes during both peak periods. DASH operates with 10-minute headways during the peak hours. The bus services have an estimated seating capacity of approximately 1,300 persons during the peak hours based on a bus seating capacity of 40 persons for a standard bus and 65 persons for a Rapid articulated bus. The Metro Gold Line, with seven-minute headways in both the AM and PM peak hours, has an estimated capacity of 3,850 persons during the peak hours. With a total estimated transit seating capacity of approximately 5,150 persons in the peak hours, the proposed Project would utilize approximately one-half of 1% of available transit capacity during the peak hours.

The Project and other related projects will cumulatively add new ridership to the transit system. However, as noted above, the Project site is served well by transit including the Metro Gold Line light rail and numerous Rapid and local bus routes, and a local DASH service. City policies encourage intensification of land use and transit ridership in regional centers such as the Arts District, and therefore, cumulative transit impacts are considered to be insignificant.

6. SITE ACCESS

The proposed Project would have two driveways:

- A full-access driveway from Colyton Street on the east side of the Project Site
- A full-access driveway from 5th Street on the south side of the Project Site

The loading entrance for truck deliveries will be located on Seaton Street.

Level of Service Analysis for Project Driveways

A level of service analysis was conducted to evaluate the ability of the project access plan to accommodate the anticipated traffic levels at the access points.

The two driveway locations will be unsignalized and stop-controlled and were analyzed using the Two-Way Stop methodology from *2010 Highway Capacity Manual* (HCM). The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented in Table 3. Driveway analysis LOS worksheets are included in Appendix D. The following table shows the results of the LOS analysis at two driveways:

Driveway Location	Peak Hour	Baseline plus Project		Future plus Project (2021)	
		Delay (seconds)	LOS	Delay (seconds)	LOS
5th Street Driveway	AM PM	8.6 8.7	A A	8.6 8.7	A A
Colyton Street Driveway	AM PM	9.2 9.6	A A	9.3 9.7	A A

As shown, the two driveway locations are projected to operate at acceptable LOS (LOS D or better) under Baseline plus Project and Future plus Project conditions.

7. PARKING

A parking analysis was conducted to estimate parking requirements for the proposed Arts District Project. Parking requirements were estimated using the City's zoning code requirements.

The Los Angeles Municipal Code (LAMC) contains a series of provisions potentially affecting the required parking supply for the Arts District Project. These include:

- LAMC Section 12.21A4, which establishes the basic ratios for required vehicle parking spaces for various land uses. For residential uses in the Central City Area, per LAMC Section 12.21A.4(p), the Project is required to provide one space per dwelling unit, except where there are more than six dwelling units of more than three habitable rooms per unit on any lot, then the parking ratio for all such units shall be at least one and one-quarter parking spaces for each dwelling unit of more than three habitable rooms. For hotels in the Central City Area, per the LAMC Section 12.21A.4(p), the Project is required to provide one space for each two individual guest rooms or suites of rooms for the first 20, one additional parking space for each four guest rooms or suites of rooms in excess of 20 but not exceeding 40, and one additional parking space for each six guests rooms or suites of rooms in excess of 40.

- LAMC Section 12.21A16, which establishes minimum requirements for bicycle parking spaces. It also permits reductions in the required number of vehicle spaces at a ratio of one vehicle space reduced for every four bicycle spaces provided, up to a maximum of 10% of the required vehicle spaces for residential uses and 20% of the required vehicle spaces for non-residential uses.

Table 10A summarizes the basic vehicle parking requirement for the Project per the LAMC, using the code requirement for the Project. As shown in the table, the basic code requirement is for 321 vehicle parking spaces. Table 10B summarizes the bicycle parking requirement for the Arts District Project per LAMC Section 12.21A16. As shown in the table, the Project would be required to provide a minimum of 220 bicycle parking spaces (48 short-term and 164 long-term).

The Project proposes to build approximately 539 parking spaces; therefore, the Project proposes to meet the code required vehicular parking and bicycle parking spaces. The project will provide 218 spaces above the parking code requirement. These spaces would serve overflow parking demand from existing uses that are currently underserved. As the vehicle trips associated with these parking spaces are already attracted to the area, these trips are considered part of the existing counts and baseline analysis.

TABLE 10A
ARTS DISTRICT CENTER PROJECT
VEHICLE PARKING SPACES REQUIRED BY CITY CODE
Residential Units as Apartment

Land Use	Size	Vehicle Parking Ratio [a]	Required Vehicle Spaces
Apartment	50 studio	1 spaces per unit	50
	45 1-bdrm	1.25 spaces per unit	56
	6 2-bdrm	1.25 spaces per unit	8
	28 3-bdrm	1.25 spaces per unit	35
	129 units		149
Hotel	20 1-20 rooms	0.5 spaces per unit	10
	20 21-40 rooms	0.25 spaces per unit	5
	73 41+ rooms	0.17 spaces per unit	12
	113 units		27
Retail	26.979 ksf	2 spaces per ksf	54
Restaurant	31.719 ksf	2 spaces per ksf	63
Arts School/Design Incubator [b]	3.430 ksf	2 spaces per ksf	7
Art Gallery [c]	10.341 ksf	2 spaces per ksf	21
Total			321

Notes:
[a] Source: City of Los Angeles Municipal Code, Section 12.21A.4.
[b] Assumed trade school or private university for the bicycle parking rate
[c] Assumed a retail/furniture store

TABLE 10B
ARTS DISTRICT CENTER PROJECT
BICYCLE PARKING SPACES REQUIRED BY CITY CODE

		Short-Term Bicycle Parking		Long-Term Bicycle Parking		Total
Land Use	Size	Bicycle Parking Ratio [a]	Required Bicycle Spaces	Bicycle Parking Ratio [a]	Required Bicycle Spaces	Required Bicycle Spaces
Apartment	129 units	1 per 10 du	13	1 per 1 du	129	142
Hotel	113 units	1 per 20 du	6	1 per 20 du	6	12
Retail	27 ksf	1 per 2,000 sf	13	1 per 2,000 sf	13	26
Restaurant	32 ksf	1 per 2,000 sf	16	1 per 2,000 sf	16	32
Arts School/Design Incubator	3.4 ksf	1 per 10,000 sf	2*	1 per 5,000 sf	2*	4
Art Gallery	10 ksf	1 per 10,000 sf	2*	1 per 10,000 sf	2*	4
Total			48		164	220

*minimum of two bicycle parking spaces

8. CONSTRUCTION PERIOD IMPACT ANALYSIS

CONSTRUCTION IMPACT CRITERIA

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (LA CEQA Threshold Guide, pages L.8-2 through L.8-4). The factors to be considered in each of these categories as established in the LA CEQA Threshold Guide are as follows:

- Temporary Traffic Impacts:
  - The length of time of temporary street closures or closures of two or more traffic lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing traffic levels and LOS on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures;
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes;
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).
- Temporary Loss of On-Street Parking:
  - The current utilization of existing on-street parking;
  - The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;
  - The length of time that existing parking spaces would be unavailable.

It should be noted, however, that SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. This guidance supersedes the significance guidance in the *LA CEQA Threshold Guide*.

The LAMC (Section 41.40) provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

CONSTRUCTION TRAFFIC IMPACTS

Construction of the Project is anticipated to begin in 2018 and expected to take a total of approximately 2.5 years (31 months) to complete. The construction is anticipated to involve four key phases:

(1) Demolition and Site Preparation –1 month;

(2) Grading (Mass Excavation & Shoring) – 2 months;

(3) Construction (Start of Foundation to Completion of Project) – 25 months; and,

(4) Paving and Architectural Coatings – 3 months.

Temporary Traffic Impacts

Closures to one travel lane along the Project frontage is anticipated with the Project during certain phases of construction. It is anticipated that lane closures will occur every week for 4 months between month 9 and month 12, and during month 21. There are no emergency services located within the immediate vicinity of the affected streets. Since 5th Street is a neighborhood Collector street with low volumes and the availability of other alternative routes, the temporary construction impacts on the roadway network would be considered less than significant.

5th Street, Seaton Street, and Colyton Street are classified as Collector streets. The nearest signalized intersection of Alameda Street & 4th Street, which operates at LOS A during the AM peak hour and LOS C during the PM peak hour under existing conditions, and would operate at LOS B and during the AM peak hour and LOS F during the PM peak hour under cumulative conditions. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City guidelines.

Temporary Loss of Access

The existing land uses near the vicinity of the construction site will remain open throughout construction. There are currently no sidewalks fronting the Project Site. Pedestrian and vehicular access to properties located nearby to the Project Site will be open and unobstructed during construction. Since the Project construction would not block vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Bus stops are not located along Project frontages of 5th Street, Seaton Street, and Colyton Street. And construction is not anticipated to affect bus stops or bus lines in the area. As the Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

Temporary Loss of On-Street Parking

Construction of the Project would require the removal of approximately 34 on-street parking spaces along the Project frontages for the duration of construction to accommodate the construction area footprint and/or temporary truck staging. All of the on-street parking spaces are unmetered and approximately 21 of these spaces are reserved for the businesses within the existing building

Per the provisions in the California Public Resources Code Section 21099, which implements SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. As such, temporary parking impacts would be less than significant.

TABLE 11
ARTS DISTRICT CENTER PROJECT
CONSTRUCTION IMPACT SIGNIFICANCE FACTORS

Significance Factor [a]	Assessment	Conclusion
Per the *LA CEQA Thresholds Guide* , the determination of significance shall be made on a case-by-case basis, considering the following factors:		
Temporary Traffic Impacts:		
• The length of time of temporary street closures or closures of two or more traffic lanes;	• Temporary full street closures or closures of two or more traffic lanes are not anticipated.	• Less than significant.
• The classification of the street (major arterial, state highway) affected;	• 5th Street, Colyton Street, and Seaton Street are all classified as Collector streets.	
• The existing traffic levels and level of service (LOS) on the affected street segments and intersections;	• There are no signalized intersections with streets that connect directly to the project site. The closest signalized intersection of Alameda/4th currently operates at LOS A in the AM and LOS C in the PM. The intersection of Alameda/6th currently operates at LOS A in the AM and PM. The intersection of 4th/Merrick/Molino currently operates at LOS A in the AM and LOS B in the PM. The Intersection of Mateo/6th currently operates at LOS A in the AM and PM.	
• Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;	• None of the affected streets directly lead to a freeway on- or off-ramp or other state highways.	
• Potential safety issues involved with street or lane closures;	• Worksite traffic control plans would be prepared for any temporary lane or sidewalk closures in accordance with applicable City and MUTCD guidelines.	
• The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	• There are no emergency services located within the immediate vicinity of the affected streets.	
Temporary Loss of Access:		
• The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area; • The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; • The type of land uses affected, and related safety, convenience, and/or economic issues.	• Access to other buildings will remain open.	• Less than significant.
Temporary Loss of Bus Stops or Rerouting of Bus Lines:		
• The length of time that an existing bus stop would be unavailable or that existing service would be interrupted; • The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated; • The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes; • Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	• There are no bus stops or transit lines along the project frontage.	• Less than significant.
Temporary Loss of On-Street Parking:		
• The current utilization of existing on-street parking;	• Construction will remove approximatley 34 on-street parking spaces along the project frontage throughout construction.	• Less than significant in accordance with SB 743/Public Resources Code Section 21099.
• The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;	• Public transit options are available within 1/2 mile of the Project site, including: Little Tokyo/Arts District Metro Station, and local and regional bus routes on 3rd Street, 6th Street, and 7th Street.	
• The length of time that existing parking spaces would be unavailable.		
Note: SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. This guidance supersedes the significance guidance in the *LA CEQA Threshold Guide* .		

CONSTRUCTION ACTIVITY

Construction Trucks

Haul Trucks

Hauling activity is expected to occur over the three phases of construction: Phase 1 – Demolition & Site Preparation; Phase 2 – Grading; and Phase 3 – Building framing and construction. Peak hauling activity is anticipated to occur during Phase 2 when the mass excavation for the parking garage will occur. Up to 30 haul truck loads per day are anticipated on peak hauling days during Phase 1. Up to 150 haul truck loads per day are anticipated on peak days during Phase 2. And up to 30 haul truck loads per day are anticipated on peak days during Phase 3.

Hauling hours are anticipated to begin between 7:00-9:00 AM and end between 3:00-5:00 PM depending on the approval haul hours, Monday through Friday, and 8:00 AM to 6:00 PM on Saturdays. The haul route for the Project will most likely be Alameda Street and the I-10 freeway. Trucks would enter and exit from 5th Street from either Colyton Street or Seaton Street. Trucks are expected to be staged off-site and dispatched to the Project Site as needed.

Equipment and Delivery Trucks

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during each phase of construction. One example would be concrete delivery, which would be required for the parking garage and the buildings on-site. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

Phase 1 and Phase 2 are anticipated to involve approximately 10 equipment/delivery trucks per day. Phase 3 is anticipated to involve up to 30 equipment/delivery trucks per day. Phase 4 is anticipated to involve approximately 20 trucks equipment/deliver trucks per day on peak activity days. The delivery/equipment trucks are anticipated to arrive and depart between 7:00 AM and 5:00 PM, Monday through Friday.

Construction Employees

The number of construction workers would vary throughout the construction period with the building construction phase with the highest number of workers on site. Phase 1 is expected to involve a total of 50 workers on a peak day; Phase 2 is expected to involve approximately 10 workers on a peak day; Phase 3 is expected to involve up to 300 workers on a peak day; and Phase 4 is expected to involve up to 40 workers on a peak day.

Construction Worker Parking

During the site preparation and the first portion of the building construction while the subterranean parking garage is under construction, it is anticipated that construction employees would be parked off-site in a rented parking lot. Potential off-site parking locations would be identified in the Construction Management Plan. If the off-site parking location is beyond walking distance, the construction employees would be shuttled to the site. Once the subterranean parking structure component of the Project is complete, construction workers would be parked on-site in the garage.

CONSTRUCTION PERIOD TRIP GENERATION

Based on the aforementioned information, a construction period trip generation analysis was conducted under all three phases of construction to estimate daily, morning and evening peak hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the hauling and delivery periods. For the purposes of the trip generation analysis, the hauling hours were assumed to occur from 7:00 AM to 3:00 PM, an eight-hour period, which would generate the highest number of haul trips in the peak hours. Should the hauling hours be restricted to begin at 9:00 AM and end at 3:00 PM, the project would not generate any peak hour hauling truck trips. However, restricting the duration of the hauling period may extend the construction schedule. The delivery/equipment trucks are anticipated to arrive and depart between 7:00 AM and 5:00 PM, a 10-hour period. A PCE factor of 2.0 was used for vendor, haul, and delivery trucks.

Table 12 shows a summary of construction period trip generation under each of the phases of construction. As shown, the peak construction activity day would occur during Phase 3. On a peak construction activity day, a total of up to 840 daily PCE trips are estimated to occur under Phase 3, out of which 152 PCE trips will occur during the morning peak hour and 128 PCE trips will occur in the evening peak hour.

At any given time, the peak construction activity will generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied (4,674 daily trips, 270 AM peak hour trips, and 226 PM peak hour trips, as shown in Table 4).

Although significant construction impacts are not anticipated, the influx of this material and equipment could create less than significant impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways as they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

TABLE 12
ARTS DISTRICT PROJECT
CONSTRUCTION PERIOD TRIP GENERATION - PASSENGER CAR EQUIVALENTS

Peak Day Activity Under Each Phase

	Demolition & Site Preparation	Grading	Construction	Paving & Architectural Coatings
Phase Duration	**1 month**	**2 months**	**25 months**	**2 ½ months**
Construction Workers	*50*	*10*	*300*	*40*
Passenger Car Equivalent (PCE) factor	1.0	1.0	1.0	1.0
Haul Truckloads	*30*	*150*	*30*	*0*
Passenger Car Equivalent (PCE) factor	2.0	2.0	2.0	2.0
Delivery/Equipment Truckloads	*10*	*10*	*30*	*20*
Passenger Car Equivalent (PCE) factor	2.0	2.0	2.0	2.0

CONSTRUCTION PERIOD TRIP GENERATION

Phase	Daily PCE Trips [1]	AM Peak Hour PCE Trips			PM Hour PCE Trips		
		In	Out	Total	In	Out	Total
Demolition & Site Preparation							
Construction Worker Trips[2]	100	20	0	20	0	20	20
Haul Truck Trips [3]	120	8	8	16	0	0	0
Delivery/Equipment Truck Trips [3]	40	3	3	6	3	3	6
Phase 1 Total	***260***	***31***	***11***	***42***	***3***	***23***	***26***
Grading							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	600	38	38	76	0	0	0
Delivery/Equipment Truck Trips [3]	40	3	3	6	0	3	3
Phase 2 Total	***660***	***45***	***41***	***86***	***0***	***7***	***7***
Construction							
Construction Worker Trips[2]	600	120	0	120	0	120	120
Haul Truck Trips [3]	120	8	8	16	0	0	0
Delivery/Equipment Truck Trips [3]	120	8	8	16	8	8	16
Phase 3 Total	***840***	***136***	***16***	***152***	***8***	***128***	***136***
Paving & Archtectural Coating							
Construction Worker Trips[2]	80	16	0	16	0	16	16
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	80	5	5	10	5	5	10
Phase 4 Total	***160***	***21***	***5***	***26***	***5***	***21***	***26***

PCE - Passenger car equivalent

Notes:

[1] - Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

[2] - Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.

[3] - Daily haul and delivery/equipment truck trips were assumed to occur evenly throughout an 8-hour construction day. Therefore, the daily truck trips were divided by 8 hours to calculate AM peak hour truck trips. Haul trucks were assumed to not make trips after 3:00 PM and therefore do not have trips during the PM peak hour.

CONSTRUCTION MITIGATION MEASURES

As shown in Table 18, impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied. While mitigation measures are not required to mitigate significant impacts, to be conservative, a Construction Traffic Management Plan and Construction Worker Parking Plan should be implemented.

A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off 5th Street.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or travel lane closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the Project Site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.

9. PROJECT ALTERNATIVES

In addition to the No Project Alternative, alternatives to the Proposed Project were evaluated to determine the potential impacts on the surrounding transportation system as compared to the Proposed Project. Trip generation for the alternatives were estimated and compared with that of the Proposed Project. The alternatives to the Proposed Project are described below:

- Alternative 1: No Project Alternative;
- Alternative 2: Existing Zoning Alternative;
- Alternative 3: Reduced Density Alternative

ALTERNATIVE 1: NO PROJECT ALTERNATIVE

The No Project Alternative, assumes that the Project would not be approved, no new permanent development would occur, and the existing environment would be maintained. Thus, the physical conditions of the Project Site would generally remain as they are today. Under Alternative 1, the Project Site would continue to function as light industrial/arts production commercial spaces and 10 live/work units. No changes would be made to the fully-developed Project Site. Future on-site activities would be limited to the continued operation and maintenance of existing land uses.

Trip Generation

Under this alternative, the project would not be constructed, and there would be no new trips construction trips or operational trips generated to or from the project site.

Operational Impacts

Since the No Project Alternative would not develop new or additional land uses on the Project Site, Alternative 1 would not generate any additional vehicle trips or alter existing access or circulation within the Project Site during operation. Therefore, no impacts would occur with respect to operational traffic, including intersection levels of service; the regional transportation system; access and circulation; and bicycle, pedestrian, and vehicular safety. Therefore, Alternative 1 would eliminate the Project's significant and unavoidable intersection levels of service impact and avoid the Project's other less than significant operational traffic impacts. Impacts under the No Project Alternative would be less when compared to the Project.

Construction Impacts

Since the No Project Alternative would not include the demolition, alteration, or expansion of the existing building, or the development of any new buildings on-site, construction activities would not occur on the Project Site. Therefore, Alternative 1 would not generate vehicle trips associated with heavy-duty construction equipment, haul trucks, or construction worker vehicles. As such, no construction-related traffic impacts would occur under the No Project Alternative, and the Project's less than significant Project-level and cumulative construction traffic impacts would be eliminated. In addition, since construction activities would not occur under Alternative 1, there would be no potential for access and safety, bus/transit, and on-street parking impacts during construction. Therefore, the No Project Alternative would also avoid the Project's less than significant construction-related impacts to access and safety, bus/transit, and on-street parking. Overall, no construction-related traffic impacts would occur under Alternative 1, and such impacts would be less when compared to those of the Project.

ALTERNATIVE 2: EXISTING ZONING ALTERNATIVE

Alternative 2 would develop a new building on the Project Site that comports with the site's existing zoning and existing general plan land use designation (Heavy Manufacturing). Alternative 2 would remove the existing structure on-site and redevelop the property with 65,550 total square feet including 26,979 square feet of retail space and 38,571 square feet of creative office space. The site plan for Alternative 2 would be similar to that of the Proposed Project, including driveways from 5th Street and from Colyton Street.

As compared to the proposed Project, Alternative 2 would eliminate the hotel, live/work, restaurant, art gallery, and artist co-lab land uses and would include the same amount of retail space. Alternative 2 would also include 38,571 square feet of creative office space, which is not included in the proposed Project. Alternative 2 would provide ground- and second-floor retail spaces and would place the creative office space on the second and third levels.

Trip Generation

Table 13 provides the trip generation rates and trip adjustments that were utilized in this analysis. As detailed in Table 13, Alternative 2 would generate a total of 265 net new daily trips, with 29 net new morning peak hour trips (29 inbound, 0 outbound) and 34 net new afternoon peak hour trips (6 inbound, 28 outbound). Alternative 2's trip generation would be 241 trips less than that of the Project during the AM peak hour and 192 fewer trips during the PM peak hour, with 4,409 fewer daily trips than the Project.

Operational Impacts

As shown in Table 14, under the Baseline plus Alternative 2 scenario, Alternative 2's intersection impacts would be less than significant, and less than the less than significant impacts of the Proposed Project.

As shown in Table 15, under the Future plus Project scenario, Alternative 2 would not result in any significant impacts with respect to intersection capacity.

Construction Impacts

The estimated construction phases for Alternative 2 would be the same as for the Proposed Project but would be expected to require a shorter overall duration due to the smaller building and lesser amount of excavation required. Alternative 2 construction traffic impacts would be less than significant and less than that of the proposed Project due to the expected shorter duration of construction.

TABLE 13
THE ARTS DISTRICT CENTER - ALTERNATIVE 2
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Shopping Center	820	26.979 ksf	42.7	0.96	62%	38%	3.71	48%	52%	1,152	16	10	26	48	52	100
Less: Internal Capture [b]			*3%*		*7%*	*12%*		*9%*	*2%*	*(35)*	*(1)*	*(1)*	*(2)*	*(4)*	*(1)*	*(5)*
Total Driveway Trips										1,117	15	9	24	44	51	95
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(558)*	*(7)*	*(4)*	*(11)*	*(22)*	*(25)*	*(47)*
Net External Vehicle Trips										559	8	5	13	22	26	48
Creative Office	710	38.571 ksf	11.03	1.56	88%	12%	1.49	17%	83%	425	53	7	60	10	47	57
Less: Internal Capture [b]			5%		*3%*	*25%*		*18%*	*13%*	*(21)*	*(2)*	*(2)*	*(4)*	*(2)*	*(6)*	*(8)*
Net External Vehicle Trips										404	51	5	56	8	41	49
TOTAL DRIVEWAY TRIPS										1,521	66	14	80	52	92	144
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										963	59	10	69	30	67	97
EXISTING USE CREDIT																
Shopping Center	820	22 ksf	42.7	0.96	62%	38%	3.71	48%	52%	939	13	8	21	39	43	82
Less: Internal Capture [b]			*4%*		*5%*	*7%*		*8%*	*5%*	*(38)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
Total Driveway Trips										901	12	7	19	36	41	77
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(450)*	*(6)*	*(3)*	*(9)*	*(18)*	*(20)*	*(38)*
Net External Vehicle Trips										451	6	4	10	18	21	39
Creative Office	710	16 ksf	11.03	1.56	88%	12%	1.49	17%	83%	176	22	3	25	4	20	24
Less: Internal Capture [b]			7%		4%	33%		25%	18%	*(12)*	*(1)*	*(1)*	*(2)*	*(1)*	*(4)*	*(5)*
Net External Vehicle Trips										164	21	2	23	3	16	19
Warehousing	150	7 ksf	3.56	0.3	79%	21%	0.32	25%	75%	25	2	0	2	1	1	2
Net External Vehicle Trips										25	2	0	2	1	1	2
Residential	220	10 DU	6.65	0.51	20%	80%	0.62	65%	35%	67	1	4	5	4	2	6
Less: Internal Capture [b]			*13%*		*0%*	*0%*		*50%*	*33%*	(9)	0	0	0	(2)	(1)	(3)
Net External Vehicle Trips										58	1	4	5	2	1	3
TOTAL EXISTING USE CREDIT										698	30	10	40	24	39	63
NET INCREMENTAL EXTERNAL TRIPS										265	29	0	29	6	28	34

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

[c] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures* , December, 2016.

[d] Trip generation rates for community college used for arts school

[e] Trip generation rates for museum used for Art Gallery. Since ITE does not provide a daily trip rate for this use, the peak hour rate was multiplied by 10 to develop a daily trip estimate.

TABLE 14
ARTS DISTRICT CENTER PROJECT, ALTERNATIVE 2
BASELINE PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	BASELINE		BASELINE + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.274	A	0.274	A	0.000	No
	E 4th St	PM	0.759	C	0.759	C	0.000	No
2	San Pedro St &	AM	0.235	A	0.235	A	0.000	No
	E 6th St	PM	0.407	A	0.407	A	0.000	No
3	Central Ave &	AM	0.176	A	0.176	A	0.001	No
	E 4th St	PM	0.598	A	0.598	A	0.000	No
4	Central Ave &	AM	0.440	A	0.440	A	0.001	No
	E 6th St	PM	0.701	C	0.701	C	0.001	No
5	N Alameda St &	AM	0.474	A	0.591	A	0.117	No
	Arcadia St	PM	0.659	B	0.659	B	0.001	No
6	N Alameda St &	AM	0.378	A	0.378	A	0.000	No
	E Commercial St	PM	0.648	B	0.649	B	0.001	No
7	N Alameda St &	AM	0.561	A	0.562	A	0.001	No
	E 1st St	PM	0.574	A	0.574	A	0.000	No
8	S Alameda St &	AM	0.703	C	0.705	C	0.002	No
	E 4th Pl/3rd St	PM	0.420	A	0.422	A	0.002	No
9	S Alameda St &	AM	0.308	A	0.309	A	0.001	No
	E 4th St	PM	0.623	B	0.624	B	0.001	No
10	S Alameda St &	AM	0.591	A	0.593	A	0.003	No
	E 6th St	PM	0.624	B	0.624	B	0.001	No
11	S Alameda St &	AM	0.658	B	0.659	B	0.001	No
	E 7th St	PM	0.631	B	0.631	B	0.000	No
12	S Alameda St &	AM	0.458	A	0.458	A	0.000	No
	E 8th St	PM	0.457	A	0.459	A	0.001	No
13	S Alameda St &	AM	0.603	B	0.603	B	0.001	No
	Olympic Blvd	PM	0.747	C	0.748	C	0.001	No
14	S Alameda St &	AM	0.652	B	0.652	B	0.001	No
	I-10 EB On-Ramp	PM	0.694	B	0.694	B	0.000	No
15	Merrick St/Molino St &	AM	0.551	A	0.552	A	0.001	No
	E 4th St	PM	0.562	A	0.562	A	0.001	No
16	Mateo St	AM	0.367	A	0.367	A	0.000	No
	E 6th St	PM	0.368	A	0.370	A	0.002	No
17	Mateo St	AM	0.366	A	0.367	A	0.001	No
	E 7th St	PM	0.357	A	0.358	A	0.001	No
18	Pecan St	AM	0.553	A	0.553	A	0.001	No
	E 4th St	PM	0.490	A	0.490	A	0.000	No
19	US-101 SB Ramp &	AM	0.542	A	0.543	A	0.001	No
	E 4th St	PM	0.345	A	0.345	A	0.000	No
20	US-101 NB Ramp &	AM	0.737	C	0.737	C	0.001	No
	E 4th St	PM	0.323	A	0.324	A	0.001	No
21	I-5 NB Ramp &	AM	0.579	A	0.579	A	0.001	No
	E 4th St	PM	0.633	B	0.634	B	0.001	No

TABLE 15
ARTS DISTRICT CENTER PROJECT, ALTERNATIVE 2
FUTURE YEAR (2021) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.485	A	0.485	A	0.000	No
	E 4th St	PM	1.023	F	1.023	F	0.000	No
2	San Pedro St &	AM	0.348	A	0.348	A	0.000	No
	E 6th St	PM	0.537	A	0.537	A	0.000	No
3	Central Ave &	AM	0.299	A	0.299	A	0.001	No
	E 4th St	PM	0.765	C	0.765	C	0.000	No
4	Central Ave &	AM	0.757	C	0.758	C	0.001	No
	E 6th St	PM	1.130	F	1.130	F	0.000	No
5	N Alameda St &	AM	0.907	E	0.908	E	0.001	No
	Arcadia St	PM	1.101	F	1.101	F	0.001	No
6	N Alameda St &	AM	0.647	B	0.647	B	0.000	No
	E Commercial St	PM	1.079	F	1.080	F	0.001	No
7	N Alameda St &	AM	1.171	F	1.172	F	0.001	No
	E 1st St	PM	1.190	F	1.191	F	0.001	No
8	S Alameda St &	AM	1.151	F	1.152	F	0.001	No
	E 4th Pl/3rd St	PM	0.932	E	0.934	E	0.002	No
9	S Alameda St &	AM	0.673	B	0.673	B	0.001	No
	E 4th St	PM	1.066	F	1.067	F	0.001	No
10	S Alameda St &	AM	1.054	F	1.059	F	0.005	No
	E 6th St	PM	1.215	F	1.216	F	0.001	No
11	S Alameda St &	AM	1.254	F	1.254	F	0.001	No
	E 7th St	PM	1.344	F	1.344	F	0.000	No
12	S Alameda St &	AM	0.651	B	0.651	B	0.000	No
	E 8th St	PM	0.655	B	0.656	B	0.001	No
13	S Alameda St &	AM	0.836	D	0.837	D	0.001	No
	Olympic Blvd	PM	1.049	F	1.050	F	0.001	No
14	S Alameda St &	AM	0.885	D	0.885	D	0.001	No
	I-10 EB On-Ramp	PM	0.950	E	0.951	E	0.001	No
15	Merrick St/Molino St &	AM	0.828	D	0.829	D	0.001	No
	E 4th St	PM	1.073	F	1.074	F	0.001	No
16	Mateo St	AM	0.941	E	0.942	E	0.001	No
	E 6th St	PM	0.985	E	0.987	E	0.003	No
17	Mateo St	AM	0.807	D	0.809	D	0.002	No
	E 7th St	PM	0.897	D	0.898	D	0.001	No
18	Pecan St	AM	0.641	B	0.642	B	0.001	No
	E 4th St	PM	0.556	A	0.556	A	0.000	No
19	US-101 SB Ramp &	AM	0.633	B	0.633	B	0.001	No
	E 4th St	PM	0.449	A	0.450	A	0.001	No
20	US-101 NB Ramp &	AM	0.861	D	0.861	D	0.001	No
	E 4th St	PM	0.437	A	0.438	A	0.001	No
21	I-5 NB Ramp &	AM	0.711	C	0.712	C	0.001	No
	E 4th St	PM	0.787	C	0.788	C	0.001	No

ALTERNATIVE 3: REDUCED DENSITY ALTERNATIVE

The Reduced Density Alternative (Alternative 3) would redevelop the Project Site in a manner that is similar to the Proposed Project, but would reduce the overall density by approximately 27 percent. This reduction percentage would eliminate most of the significant traffic intersection impacts that would occur with the Proposed Project (pre-mitigation). Alternative 3 would develop a total of 98 live/work units, 73 hotel rooms, 19,120 square feet of retail space, 20,590 square feet of restaurant space, and 15,905 square feet of art gallery/artist co-lab/creative office space. The site plan for Alternative 3 would be similar to that of the proposed Project, including driveways from 5th Street and from Colyton Street.

As compared to the proposed Project, Alternative 3 would reduce each of the live/work, hotel, restaurant, and retail uses by approximately 27 percent. Alternative 3 would reduce the art gallery space but would add a creative office component to the artist co-lab space, resulting in a larger combined square footage devoted to these uses (15,905 versus 13,771 square feet in the Proposed Project).

Trip Generation

Table 16 provides the trip generation rates and trip adjustments that were utilized in this analysis. As detailed in Table 16, Alternative 3 would generate a total of 2,788 net new daily trips, with 176 net new morning peak hour trips (84 inbound, 92 outbound) and 134 net new afternoon peak hour trips (96 inbound, 38 outbound). Alternative 3's net trip generation would be 94 trips less than that of the Project during the AM peak hour and 92 fewer trips during the PM peak hour, with 1,886 fewer daily trips than the Project.

Operational Impacts

As shown in Table 17, under the Baseline plus Alternative 3 scenario, Alternative 3's intersection impacts would be less than significant, and less than the less than significant impacts of the Proposed Project.

As shown in Table 18, under the Future plus Project scenario, Alternative 3 would result in two significant impacts with respect to intersection capacity, in the AM peak hour at the Alameda Street/4th Place/3rd Street and the Alameda Street/6th Street intersections. As a comparison, the Proposed Project would result in six significant intersection impacts under the Future Base plus Project scenario, including at the same two intersections in the AM peak hour.

Alternative 3 would also implement the TDM and signal improvement upgrade mitigation measures, which would reduce the two significant intersection impacts to a less than significant level. Table 19 shows the Future plus Project mitigation LOS results. Thus, Alternative 3 would mitigate the two significant intersection impacts to a less than significant level, as compared to the Project, which would mitigate five of its six significant intersection impacts to a less than significant level, leaving one intersection with a significant and unavoidable impact.

Construction Impacts

The estimated construction phases for Alternative 3 would be the same as for the Proposed Project but would be expected to require a slightly shorter overall duration due to the smaller building and lesser amount of excavation required. Alternative 3 construction traffic impacts would be less than significant and less than that of the Proposed Project due to the expected shorter duration of construction.

TABLE 16
THE ARTS DISTRICT CENTER - ALTERNATIVE 3
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Shopping Center	820	19.120 ksf	42.7	0.96	62%	38%	3.71	48%	52%	816	11	7	18	34	37	71
Less: Internal Capture [b]			*20%*		*21%*	*17%*		*66%*	*59%*	*(163)*	*(2)*	*(1)*	*(3)*	*(22)*	*(22)*	*(44)*
Total Driveway Trips										653	9	6	15	12	15	27
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(326)*	*(4)*	*(3)*	*(7)*	*(6)*	*(7)*	*(13)*
Net External Vehicle Trips										327	5	3	8	6	8	14
Quality Restaurant	931	8.340 ksf	89.95	0.81	50%	50%	7.49	67%	33%	750	4	3	7	42	20	62
Less: Internal Capture [b]			*6%*		*8%*	*4%*		*16%*	*35%*	*(45)*	*0*	*0*	*0*	*(7)*	*(7)*	*(14)*
Total Driveway Trips										705	4	3	7	35	13	48
Less: Pass-by [c]			*10%*	*10%*			*10%*			*(70)*	*0*	*0*	*0*	*(3)*	*(1)*	*(4)*
Net External Vehicle Trips										635	4	3	7	32	12	44
Fast-Food Restaurant	933	1.100 ksf	716	43.87	60%	40%	26.15	51%	49%	788	29	19	48	15	14	29
Less: Internal Capture [b]			*8%*		*8%*	*4%*		*16%*	*35%*	*(63)*	*(2)*	*(1)*	*(3)*	*(2)*	*(5)*	*(7)*
Total Driveway Trips										725	27	18	45	13	9	22
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(362)*	*(13)*	*(9)*	*(22)*	*(6)*	*(4)*	*(10)*
Net External Vehicle Trips										363	14	9	23	7	5	12
High-Turnover Restaurant	932	11.150 ksf	127.15	10.81	55%	45%	9.85	60%	40%	1,418	67	54	121	66	44	110
Less: Internal Capture [b]			*7%*		*8%*	*4%*		*16%*	*35%*	*(99)*	*(5)*	*(2)*	*(7)*	*(10)*	*(15)*	*(25)*
Total Driveway Trips										1,319	62	52	114	56	29	85
Less: Pass-by [c]			*20%*	*20%*			*20%*			*(263)*	*(12)*	*(10)*	*(22)*	*(11)*	*(5)*	*(16)*
Net External Vehicle Trips										1,056	50	42	92	45	24	69
Hotel	310	73 rooms	8.17	0.53	59%	41%	0.6	51%	49%	596	23	16	39	22	22	44
Less: Internal Capture [b]			*16%*		*4%*	*13%*		*59%*	*50%*	*(95)*	*(1)*	*(2)*	*(3)*	*(13)*	*(11)*	*(24)*
Total Driveway Trips										501	22	14	36	9	11	20
Residential	230	98 DU	5.81	0.44	17%	83%	0.52	67%	33%	569	7	36	43	34	17	51
Less: Internal Capture [b]			*18%*		*10%*	*22%*		*50%*	*50%*	*(102)*	*(1)*	*(8)*	*(9)*	*(17)*	*(9)*	*(26)*
Total Driveway Trips										467	6	28	34	17	8	25
Creative Office	710	5.395 ksf	11.03	1.56	88%	12%	1.49	17%	83%	60	7	1	8	1	7	8
Less: Internal Capture [b]			*9%*		*13%*	*0%*		*0%*	*25%*	*(5)*	*(1)*	*0*	*(1)*	*0*	*(2)*	*(2)*
Net External Vehicle Trips										55	6	1	7	1	5	6
Design Incubator [d]	540	2.440 ksf	27.49	2.99	74%	26%	2.54	58%	42%	67	5	2	7	3	3	6
Total Driveway Trips										67	5	2	7	3	3	6
Art Gallery [e]	580	8.070 ksf	1.8	0.28	86%	14%	0.18	16%	84%	15	2	0	2	0	1	1
Total Driveway Trips										15	2	0	2	0	1	1
TOTAL DRIVEWAY TRIPS										4,507	143	124	267	146	94	240
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										3,486	114	102	216	120	77	197
EXISTING USE CREDIT																
Shopping Center	820	22 ksf	42.7	0.96	62%	38%	3.71	48%	52%	939	13	8	21	39	43	82
Less: Internal Capture [b]			*4%*		*5%*	*7%*		*8%*	*5%*	*(38)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
Total Driveway Trips										901	12	7	19	36	41	77
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(450)*	*(6)*	*(3)*	*(9)*	*(18)*	*(20)*	*(38)*
Net External Vehicle Trips										451	6	4	10	18	21	39
Creative Office	710	16 ksf	11.03	1.56	88%	12%	1.49	17%	83%	176	22	3	25	4	20	24
Less: Internal Capture [b]			7%		4%	33%		25%	18%	*(12)*	*(1)*	*(1)*	*(2)*	*(1)*	*(4)*	*(5)*
Net External Vehicle Trips										164	21	2	23	3	16	19
Warehousing	150	7 ksf	3.56	0.3	79%	21%	0.32	25%	75%	25	2	0	2	1	1	2
Net External Vehicle Trips										25	2	0	2	1	1	2
Residential	220	10 DU	6.65	0.51	20%	80%	0.62	65%	35%	67	1	4	5	4	2	6
Less: Internal Capture [b]			*13%*		*0%*	*0%*		*50%*	*33%*	(9)	0	0	0	(2)	(1)	(3)
Net External Vehicle Trips										58	1	4	5	2	1	3
TOTAL EXISTING USE CREDIT										698	30	10	40	24	39	63
NET INCREMENTAL EXTERNAL TRIPS										2,788	84	92	176	96	38	134

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

[c] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures* , December, 2016.

[d] Trip generation rates for community college used for arts school

[e] Trip generation rates for museum used for Art Gallery. Since ITE does not provide a daily trip rate for this use, the peak hour rate was multiplied by 10 to develop a daily trip estimate.

TABLE 17
ARTS DISTRICT CENTER PROJECT, ALTERNATIVE 3
BASELINE PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	BASELINE		BASELINE + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.274	A	0.275	A	0.001	No
	E 4th St	PM	0.759	C	0.760	C	0.001	No
2	San Pedro St &	AM	0.235	A	0.235	A	0.000	No
	E 6th St	PM	0.407	A	0.407	A	0.001	No
3	Central Ave &	AM	0.176	A	0.176	A	0.001	No
	E 4th St	PM	0.598	A	0.601	B	0.004	No
4	Central Ave &	AM	0.440	A	0.451	A	0.011	No
	E 6th St	PM	0.701	C	0.707	C	0.006	No
5	N Alameda St &	AM	0.474	A	0.593	A	0.119	No
	Arcadia St	PM	0.659	B	0.661	B	0.002	No
6	N Alameda St &	AM	0.378	A	0.380	A	0.002	No
	E Commercial St	PM	0.648	B	0.649	B	0.001	No
7	N Alameda St &	AM	0.561	A	0.564	A	0.003	No
	E 1st St	PM	0.574	A	0.577	A	0.004	No
8	S Alameda St &	AM	0.703	C	0.713	C	0.011	No
	E 4th Pl/3rd St	PM	0.420	A	0.428	A	0.008	No
9	S Alameda St &	AM	0.308	A	0.316	A	0.008	No
	E 4th St	PM	0.623	B	0.629	B	0.007	No
10	S Alameda St &	AM	0.591	A	0.608	B	0.018	No
	E 6th St	PM	0.624	B	0.629	B	0.006	No
11	S Alameda St &	AM	0.658	B	0.666	B	0.008	No
	E 7th St	PM	0.631	B	0.635	B	0.004	No
12	S Alameda St &	AM	0.458	A	0.462	A	0.004	No
	E 8th St	PM	0.457	A	0.459	A	0.002	No
13	S Alameda St &	AM	0.603	B	0.608	B	0.005	No
	Olympic Blvd	PM	0.747	C	0.748	C	0.001	No
14	S Alameda St &	AM	0.652	B	0.655	B	0.004	No
	I-10 EB On-Ramp	PM	0.694	B	0.696	B	0.003	No
15	Merrick St/Molino St &	AM	0.551	A	0.553	A	0.002	No
	E 4th St	PM	0.562	A	0.563	A	0.001	No
16	Mateo St	AM	0.367	A	0.374	A	0.007	No
	E 6th St	PM	0.368	A	0.378	A	0.010	No
17	Mateo St	AM	0.366	A	0.372	A	0.006	No
	E 7th St	PM	0.357	A	0.363	A	0.007	No
18	Pecan St	AM	0.553	A	0.555	A	0.002	No
	E 4th St	PM	0.490	A	0.490	A	0.000	No
19	US-101 SB Ramp &	AM	0.542	A	0.544	A	0.002	No
	E 4th St	PM	0.345	A	0.347	A	0.003	No
20	US-101 NB Ramp &	AM	0.737	C	0.738	C	0.001	No
	E 4th St	PM	0.323	A	0.324	A	0.001	No
21	I-5 NB Ramp &	AM	0.579	A	0.583	A	0.004	No
	E 4th St	PM	0.633	B	0.636	B	0.003	No

TABLE 18
ARTS DISTRICT CENTER PROJECT, ALTERNATIVE 3
FUTURE YEAR (2021) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.485	A	0.485	A	0.001	No
	E 4th St	PM	1.023	F	1.025	F	0.001	No
2	San Pedro St &	AM	0.348	A	0.348	A	0.000	No
	E 6th St	PM	0.537	A	0.537	A	0.001	No
3	Central Ave &	AM	0.299	A	0.301	A	0.003	No
	E 4th St	PM	0.765	C	0.769	C	0.004	No
4	Central Ave &	AM	0.757	C	0.763	C	0.006	No
	E 6th St	PM	1.130	F	1.134	F	0.004	No
5	N Alameda St &	AM	0.907	E	0.910	E	0.003	No
	Arcadia St	PM	1.101	F	1.102	F	0.001	No
6	N Alameda St &	AM	0.647	B	0.649	B	0.002	No
	E Commercial St	PM	1.079	F	1.080	F	0.001	No
7	N Alameda St &	AM	1.171	F	1.174	F	0.003	No
	E 1st St	PM	1.190	F	1.193	F	0.004	No
8	S Alameda St &	AM	1.151	F	1.161	F	0.011	**Yes**
	E 4th Pl/3rd St	PM	0.932	E	0.938	E	0.006	No
9	S Alameda St &	AM	0.673	B	0.682	B	0.009	No
	E 4th St	PM	1.066	F	1.073	F	0.007	No
10	S Alameda St &	AM	1.054	F	1.067	F	0.013	**Yes**
	E 6th St	PM	1.215	F	1.221	F	0.006	No
11	S Alameda St &	AM	1.254	F	1.261	F	0.008	No
	E 7th St	PM	1.344	F	1.351	F	0.007	No
12	S Alameda St &	AM	0.651	B	0.654	B	0.003	No
	E 8th St	PM	0.655	B	0.656	B	0.001	No
13	S Alameda St &	AM	0.836	D	0.840	D	0.004	No
	Olympic Blvd	PM	1.049	F	1.050	F	0.001	No
14	S Alameda St &	AM	0.885	D	0.888	D	0.004	No
	I-10 EB On-Ramp	PM	0.950	E	0.953	E	0.004	No
15	Merrick St/Molino St &	AM	0.828	D	0.831	D	0.002	No
	E 4th St	PM	1.073	F	1.074	F	0.001	No
16	Mateo St	AM	0.941	E	0.949	E	0.008	No
	E 6th St	PM	0.985	E	0.988	E	0.003	No
17	Mateo St	AM	0.807	D	0.814	D	0.007	No
	E 7th St	PM	0.897	D	0.905	E	0.008	No
18	Pecan St	AM	0.641	B	0.643	B	0.002	No
	E 4th St	PM	0.556	A	0.556	A	0.000	No
19	US-101 SB Ramp &	AM	0.633	B	0.635	B	0.002	No
	E 4th St	PM	0.449	A	0.453	A	0.003	No
20	US-101 NB Ramp &	AM	0.861	D	0.863	D	0.002	No
	E 4th St	PM	0.437	A	0.438	A	0.001	No
21	I-5 NB Ramp &	AM	0.711	C	0.715	C	0.004	No
	E 4th St	PM	0.787	C	0.790	C	0.003	No

TABLE 19
ARTS DISTRICT CENTER PROJECT, ALTERNATIVE 3
FUTURE YEAR (2021) PLUS PROJECT MITIGATIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?	FUTURE + PROJECT WITH MITIGATION		V/C INCREASE	RESIDUAL IMPACT?
			V/C	LOS	V/C	LOS			V/C	LOS		
8	S Alameda St &	AM	1.151	F	1.161	F	0.011	**Yes**	1.151	F	0.001	No
	E 4th Pl/3rd St	PM	0.932	E	0.938	E	0.006	No	--	--	--	--
10	S Alameda St &	AM	1.054	F	1.067	F	0.013	**Yes**	1.057	F	0.003	No
	E 6th St	PM	1.215	F	1.221	F	0.006	No	--	--	--	--

10. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed Arts District Center development in Downtown Los Angeles. The following summarizes the results of this analysis:

- The proposed Project involves the construction 129 dwelling units, 113 hotel rooms, 26,979 square feet of retail floor area, 31,719 square feet of restaurant uses, including rooftop dining, 3,430 square feet for a design incubator, and 10,341 square feet of art gallery space.

- The Project Site is located on the 5th Street between Colyton Street and Seaton Street. The Project would provide two full-access vehicular access points, one along 5th Street and one along Colyton Street.

- The Project would generate an estimated net increase of 4,713 daily vehicle trips, including 273 trips during the AM peak hour and 229 trips during the PM peak hour.

- The LOS analysis for the Baseline plus Project scenario determined that the Project would not result in significant impacts at study intersections.

- The LOS analysis for the Future plus Project scenario determined that the Project would result in significant impacts at six study intersections. Five of the six impacted intersections would be mitigated with signal improvements. However, one intersection would remain significantly and unavoidably impacted, the Alameda Street & 6th Street intersection.

- Significant CMP arterial, CMP freeway or transit impacts would not be created by the Project; therefore, no mitigation measures would be required.

- The Project is required to provide a total of 321 vehicle parking spaces using the basic code requirements and 220 (48 short-term and 164 long-term) bicycle parking spaces will also be required. The Project will meet the required vehicular and bicycle parking.
- Impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied. While mitigation measures are not required to mitigate significant impacts, a Construction Traffic Management Plan and Construction Worker Parking Plan should be implemented. Three project alternatives were evaluated, a No Project Alternative, an existing zoning alternative, and a reduced density alternative. The existing zoning alternative (Alternative 2) would reduce all intersection impacts to less than significant. The reduced density alternative (Alternative 3) would reduce all intersection impact to less than significant with the provision of the TDM and signal upgrade mitigation measures.

REFERENCES

NCHRP Report 684 "Enhancing Internal Trip Capture Estimation for Mixed-Use Developments", 2011.

2010 Highway Capacity Manual, Transportation Research Board, 2010.

Congestion Management Program for Los Angeles County, Metro, 2010.

Transportation Impact Study Guidelines, LADOT, December 2016.

City of Los Angeles Municipal Code

Trip Generation, 9th Edition, ITE, 2012.

Trip Generation Handbook, 2nd Edition, ITE, 2004.

APPENDIX A:
LADOT MOU

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: Arts District Center Project

Project Address: 1129 E 5th Street, Los Angeles, CA 90013

Project Description: See Figure 1. Project includes 129 apartment units, 31,719 sf restaurant space, 26,979 sf retail space, 113 hotel rooms, 10,341 sf art gallery, and 3,430 sf of arts school/design incubator.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

See Figure 1

II. TRIP GENERATION

See Figures 2A & 2B

Geographic Distribution: N _____ % S _____ % E _____ % W _____ %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	☐	■
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	■	☐
Pass-By Trip	■	☐

Source of Trip Generation Rate(s)? ■ ITE 9th Edition ☐ Other: _____

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	130	140	270
PM Trips	157	69	226

See Table 1

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2020 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

See Table 2 and Figure 3

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ No

See Attachment A

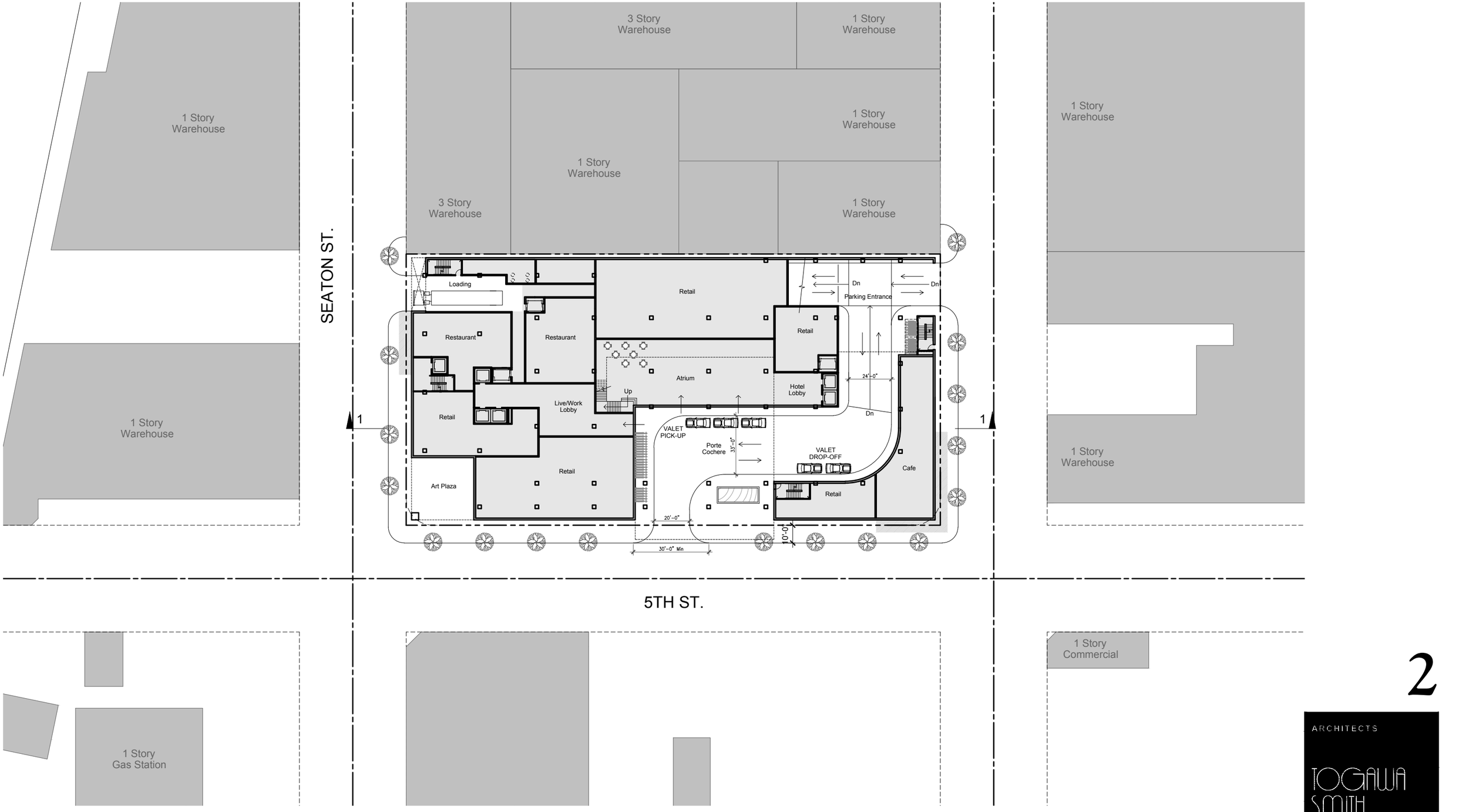
Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No **Figure 4**

Is this Project located on a street within the High Injury Network? ☐ Yes ■ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Fehr & Peers	Kevin Chen, Arts District Development, LLC
Address:	600 Wilshire Blvd, Los Angeles, CA 90017	1129 E 5th Street, Los Angeles, CA 90013
Phone Number:	213-261-3050	818-967-7693
E-Mail:	t.gaul@fehrandpeers.com	kevin@artsdistrictdevelopment.com

Approved by:	x	7/11/17	x	1/18/18
	Consultant's Representative	Date	LADOT Representative	Date



Arts District Center

1101 E 5th Street, Los Angeles, California 90013
APN: 5163025009

Arts District Development, LLC

Figure 1 - Site Access

Site Plan

0 30 60 120 ft

2

ARCHITECTS
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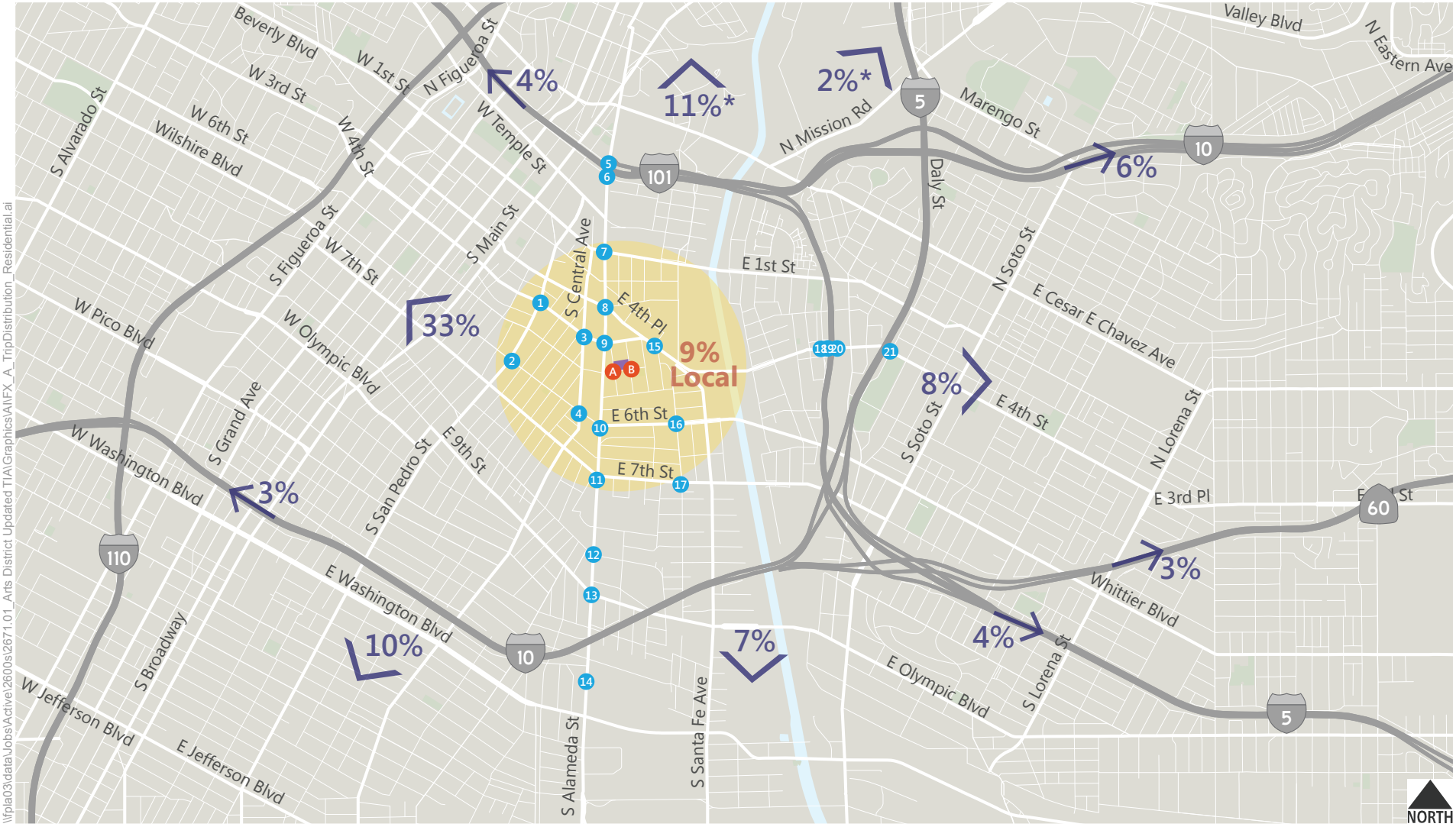


Study Intersections

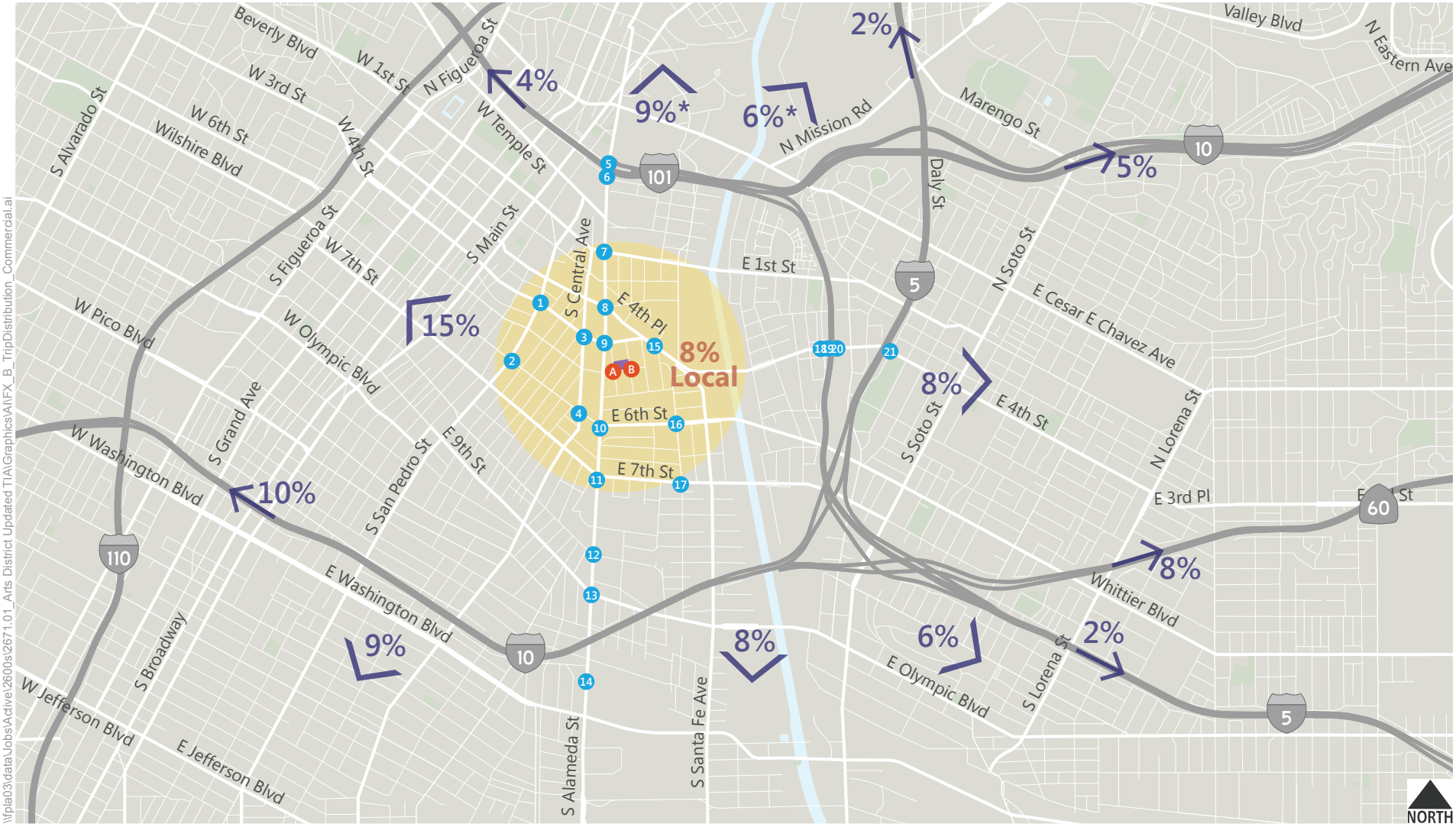
- Signal Warrant Analysis
- Signalized Intersection

Project Site

**Some trips ultimately distributed onto freeways.*

Figure 2-A

Residential Trip Distribution



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Study Intersections

- Signal Warrant Analysis
- Signalized Intersection

Project Site

**Some trips ultimately distributed onto freeways.*

Figure 2-B

Commercial Trip Distribution

TABLE 1
THE ARTS DISTRICT CENTER
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Shopping Center	820	26.979 ksf	42.7	0.96	62%	38%	3.71	48%	52%	1,152	16	10	26	48	52	100
Less: Internal Capture [b]			*18%*		*15%*	*13%*		*64%*	*60%*	*(207)*	*(2)*	*(1)*	*(3)*	*(31)*	*(31)*	*(62)*
Total Driveway Trips										945	14	9	23	17	21	38
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(472)*	*(7)*	*(4)*	*(11)*	*(8)*	*(10)*	*(18)*
Net External Vehicle Trips										473	7	5	12	9	11	20
Quality Restaurant	931	15.197 ksf	89.95	0.81	50%	50%	7.49	67%	33%	1,367	6	6	12	76	38	114
Less: Internal Capture [b]			*8%*		*8%*	*3%*		*17%*	*36%*	*(109)*	*(1)*	*0*	*(1)*	*(13)*	*(14)*	*(27)*
Total Driveway Trips										1,258	5	6	11	63	24	87
Less: Pass-by [c]			*10%*	*10%*			*10%*			*(125)*	*0*	*0*	*0*	*(6)*	*(2)*	*(8)*
Net External Vehicle Trips										1,133	5	6	11	57	22	79
Fast-Food Restaurant	933	2.888 ksf	716	43.87	60%	40%	26.15	51%	49%	2,068	76	51	127	39	37	76
Less: Internal Capture [b]			*8%*		*8%*	*3%*		*17%*	*36%*	*(165)*	*(6)*	*(1)*	*(7)*	*(7)*	*(13)*	*(20)*
Total Driveway Trips										1,903	70	50	120	32	24	56
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(951)*	*(35)*	*(25)*	*(60)*	*(16)*	*(12)*	*(28)*
Net External Vehicle Trips										952	35	25	60	16	12	28
High-Turnover Restaurant	932	13.634 ksf	127.15	10.81	55%	45%	9.85	60%	40%	1,734	81	66	147	80	54	134
Less: Internal Capture [b]			*8%*		*8%*	*3%*		*17%*	*36%*	*(139)*	*(7)*	*(2)*	*(9)*	*(14)*	*(20)*	*(34)*
Total Driveway Trips										1,595	74	64	138	66	34	100
Less: Pass-by [c]			*20%*	*20%*			*20%*			*(319)*	*(14)*	*(12)*	*(26)*	*(13)*	*(6)*	*(19)*
Net External Vehicle Trips										1,276	60	52	112	53	28	81
Hotel	310	113 rooms	8.17	0.53	59%	41%	0.6	51%	49%	923	35	25	60	35	33	68
Less: Internal Capture [b]			*13%*		*3%*	*12%*		*49%*	*45%*	*(120)*	*(1)*	*(3)*	*(4)*	*(17)*	*(15)*	*(32)*
Total Driveway Trips										803	34	22	56	18	18	36
Residential	230	129 DU	5.81	0.44	17%	83%	0.52	67%	33%	749	10	47	57	45	22	67
Less: Internal Capture [b]			*17%*		*7%*	*21%*		*49%*	*52%*	*(127)*	*(1)*	*(10)*	*(11)*	*(22)*	*(11)*	*(33)*
Total Driveway Trips										622	9	37	46	23	11	34
Arts School/Design Incubator [d]	540	3.430 ksf	27.49	2.99	74%	26%	2.54	58%	42%	94	7	3	10	5	4	9
Total Driveway Trips										94	7	3	10	5	4	9
Art Gallery [e]	580	10.341 ksf	1.8	0.28	86%	14%	0.18	16%	84%	19	3	0	3	0	2	2
Total Driveway Trips										19	3	0	3	0	2	2
TOTAL DRIVEWAY TRIPS										7,239	216	191	407	224	138	362
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										5,372	160	150	310	181	108	289
EXISTING USE CREDIT																
Shopping Center	820	22 ksf	42.7	0.96	62%	38%	3.71	48%	52%	939	13	8	21	39	43	82
Less: Internal Capture [b]			*4%*		*5%*	*7%*		*8%*	*5%*	*(38)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
Total Driveway Trips										901	12	7	19	36	41	77
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(450)*	*(6)*	*(3)*	*(9)*	*(18)*	*(20)*	*(38)*
Net External Vehicle Trips										451	6	4	10	18	21	39
Creative Office	710	16 ksf	11.03	1.56	88%	12%	1.49	17%	83%	176	22	3	25	4	20	24
Less: Internal Capture [b]			7%		4%	33%		25%	18%	*(12)*	*(1)*	*(1)*	*(2)*	*(1)*	*(4)*	*(5)*
Net External Vehicle Trips										164	21	2	23	3	16	19
Warehousing	150	7 ksf	3.56	0.3	79%	21%	0.32	25%	75%	25	2	0	2	1	1	2
Net External Vehicle Trips										25	2	0	2	1	1	2
Residential	220	10 DU	6.65	0.51	20%	80%	0.62	65%	35%	67	1	4	5	4	2	6
Less: Internal Capture [b]			*13%*		*0%*	*0%*		*50%*	*33%*	(9)	0	0	0	(2)	(1)	(3)
Net External Vehicle Trips										58	1	4	5	2	1	3
TOTAL EXISTING USE CREDIT										698	30	10	40	24	39	63
NET INCREMENTAL EXTERNAL TRIPS										4,674	130	140	270	157	69	226

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

[c] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures* , December, 2016.

[d] Trip generation rates for community college used for arts school

[e] Trip generation rates for museum used for Art Gallery. Since ITE does not provide a daily trip rate for this use, the peak hour rate was multiplied by 10 to develop a daily trip estimate.

TABLE 2
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
1	540 S Santa Fe Ave	Office	65.812	ksf	726	90	12	102	17	81	98
2	601 S Main St	Apartments	452	du	2,686	36	144	180	152	87	239
		Retail	25.000	ksf							
3	225 S Los Angeles St	Condominiums	300	du	1,910	88	136	224	75	52	126
		Retail	3.400	ksf							
4	150 N Los Angeles St	Office	713	ksf	13,534	930	118	1,048	435	942	1,374
		Retail	35	ksf							
		Child Care	2.5	ksf							
5	534 S Main St	Apartments	160	du	2,213	52	75	127	87	58	145
		Retail	18	ksf							
		Restaurant	3.5	ksf							
		Fast-Food Restaurant	3.5	ksf							
6	1057 S San Pedro St	Office	471.877	ksf	27,209	837	434	1,271	632	957	1,589
		Retail	224.862	ksf							
		Cinema	744	Seats							
		Apartments	877	du							
		Condominiums	68	du							
		Hotel	210	Rooms							
		Medical Office	77.264	ksf							
7	1525 E Industrial St	Apartments	328	du	2,288	58	73	131	86	69	155
		Office	27.3	ksf							
		Retail	6.4	ksf							
		Other	5.7	ksf							
8	950 E 3rd St	School	532	Students	6,372	162	177	339	245	213	458
		Retail	30.062	ksf							
		Apartments	635	du							
9	2051 E 7th St	Apartments	240	du	2,196	9	97	106	138	55	193
		Retail	8	ksf							
		Restaurant	12	ksf							
10	963 E 4th St	Office	79	ksf	2,512	106	22	128	113	138	251
		Retail	25	ksf							
		Restaurant	20	ksf							
11	826 S Mateo St	Condominiums	90	du	1,267	11	34	45	62	39	101
		Other	11	ksf							
		Other	5.6	ksf							
12	1147 E Palmetto St	Apartments	120	du	2,908	73	141	214	147	83	230
		Hotel	141	Rooms							
		Restaurant	20	ksf							
13	2030 E 7th St	Office	243.583	ksf	2,306	274	34	308	69	249	318
		Retail	40	ksf							
14	360 S Alameda St	Apartments	55	du	670	25	33	58	35	26	61
		Other	2.5	ksf							
		Other	6.3	ksf							
15	649 S Wall St	Assisted Living	55	beds	104	24	5	29	3	24	27
		Office	55	empl.							
16	410 Center St	Office	110	ksf	1,165	87	0	87	0	79	79
17	500 S Mateo St	Restaurant	12.82	ksf	1,052	48	41	89	50	31	81
18	300 S Main St	Apartments	471	du	4,691	143	243	386	257	153	410
		Retail	5.19	ksf							
		Restaurant	27.78	ksf							
19	400 S Alameda St	Hotel	66	Rooms	508	19	17	36	23	14	37
		Retail	0.84	ksf							
		Restaurant	2.13	ksf							
20	719 E 5th St	Apartments	160	du	1,033	15	58	73	59	37	96
		Retail	7.5	ksf							
21	2130 E Violet St	Office	94	ksf	1,351	137	30	167	39	122	161
		Retail	7.45	ksf							
22	929 E 2nd St	Mixed Use Private Club	48.862	ksf	2,014	61	9	70	101	88	189
23	1800 E 7th St	Apartments	122	du	816	26	45	71	45	37	82
		Office	13.6	ksf							
24	1722 E 16th St	Restaurant	8.151	ksf	592	-4	2	-2	36	11	47
25	454 E Commercial St	Bus Facility	2	acres	N/A	22	8	30	9	1	10
26	118 S Astronaut E S Onizuka St	Apartments	77	du	97	-1	20	19	19	6	25
27	555 S Mateo St	Retail	153	ksf	4,300	5	30	35	220	205	425
28	1000 S Santa Fe Ave [a]	Retail	23.142	ksf	2,399	78	60	138	105	90	195
		Hotel	16	Rooms							
		Restaurant	10.065	ksf							
29	747 Warehouse St [c,d]	Office	1,300	ksf	916	-134	-172	-306	-157	35	-122
		Retail	250	ksf							
30	2110 Bay St [a]	Apartments	110	du	3,970	177	81	258	158	245	403
		Office	100	ksf							
		Retail	50	ksf							
31	527 Colyton St [b]	Condominiums	310	du	2,369	39	118	157	129	85	214
		Retail	11.375	ksf							
		Production Space	11.736	ksf							
32	330 S Alameda St [a]	Apartments	186	du	2,176	31	84	115	114	83	197
		Retail	22	ksf							
33	668 S Alameda St [a]	Apartments	475	du	5,102	74	210	284	273	191	464
		Retail	45.5	ksf							
34	520 Mateo St	Condominiums	200	du	4,314	77	227	304	255	133	388
		Office	30	ksf							
		Retail	30	ksf							
		Other	15	ksf							
35	717 Maple Ave [a]	Apartments	452	du	3,587	54	190	244	206	124	330
		Retail	13.603	ksf							
36	200 S Los Angeles St	Condominiums	570	du	4,331	59	189	248	187	147	334
		Apartments	280	du							
		Retail	50	ksf							

TABLE 2
ARTS DISTRICT CENTER PROJECT
RELATED PROJECTS

No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
37	905 E 2nd St	Condominiums	320	du	1,207	-6	70	64	69	23	92
		Retail	18.712	ksf							
38	810 E Pico Bl	Retail	181.62	ksf	1,889	54	34	88	59	63	122
39	610 S St. Louis St	Condominiums	97	du	1,530	65	24	89	41	89	130
		Other	33	ksf							
40	433 S Main St	Condominiums	161	Rooms	1,859	85	147	62	66	48	113
		Mixed Use	6.9	ksf							
41	676 Mateo St [b]	Apartments	172	du	2,163	93	152	245	134	88	222
		Retail	23	ksf							
42	640 S Alameda St [b,c]	Hotel	412	Rooms	15,167	474	624	1,098	758	692	1,450
		Apartments	1305	du							
		Condominiums	431	du							
		Office	253.514	ksf							
		School	29.316	ksf							
		Retail	127.609	ksf							
		Art Space	22.429	ksf							
43	1041 S San Pedro St [b]	Condominiums	945	du	12,947	982	479	1,461	512	984	1,496
		Hotel	210	Rooms							
		Office	294.641	ksf							
		Corporate/educational campus	312.112	ksf							
44	732-765 Wall St [b]	Apartments	290	du	2,499	108	82	191	164	141	305
		Commercial/Retail/Wholesale/Event/I	149.482	ksf							
45	1100 E 5th St [b]	Apartments (Live/Work du)	218	du	1,450	22	89	111	131	83	214
		Open Space & Recreational Amenities	21.975	ksf							
46	333 S Alameda St [a]	Apartments	994	du	8,445	134	260	394	390	329	719
		Retail	100	ksf							
47	670 Mesquit St [a]	Hotel	236	Rooms	22,696	1,249	309	1,558	637	1,193	1,830
		Apartments	308	du							
		Retail	79.24	ksf							
		Restaurant	89.576	ksf							
		Event Space	93.617	ksf							
		Gym	62.148	ksf							
		Grocery	56.912	ksf							
		Office	944.055	ksf							
48	2901 E Olympic Bl	Apartments	4400	du	19,382	463	1,044	1,507	1,123	804	1,927
		Office	125	ksf							
		Retail	185	ksf							
		Medical Office	25	ksf							
		Daycare	15	ksf							
		Library	15	ksf							
49	2407 E 1st St	Apartments	50	du	354	12	14	26	16	19	35
		Office	8.5	ksf							
		Retail	3.4	ksf							
50	2650 E Olympic Bl	Apartments	1000	du	11,307	482	463	945	550	526	1,076
		Restaurant	N/A	ksf							
		Office	230	ksf							
51	2143 E Violet St [a]	Apartments	509	du	4,477	329	122	451	130	330	460
		Retail	123	ksf							
52	1828 E Cesar Chavez St	Medical Office	32.3	ksf	1,168	58	16	74	30	82	112
53	848 S Grand Ave	Condominiums	420	du	3,882	66	144	210	212	165	377
		Retail	38.5	ksf							
54	1050 S Grand Ave	Condominiums	151	du	1,084	15	54	68	64	35	99
		Retail	3.472	ksf							
		Restaurant	22	ksf							
55	250 S Hill St	Condominiums	330	du	1,217	21	73	94	66	42	108
		Retail	12	ksf							
56	220 E Washington Blvd	Retail	7.75	ksf	2,113	38	118	156	125	53	178
		Restaurant	7.75	ksf							
		Apartments	357	du							
57	215 W 9th St	Condominiums	210	du	1,140	14	56	70	64	38	102
		Retail	9	ksf							
58	437 S Hill St	Apartments	600	du	3,088	44	122	167	162	97	259
		Restaurant	13.872	ksf							
		Mixed Use	N/A								
59	1115 S Hill St	Mixed Use	N/A	Other	543	-45	40	-5	50	-7	43
60	609 W 8th St	Mixed Use	N/A	Other	4,908	90	104	194	242	159	401
61	710 S Grand Ave	Apartments	700	du	5,245	88	185	273	275	202	477
		Retail	27	ksf							
		Restaurant	5	ksf							
62	237 S Grand Ave	Condominiums	1648	du	21,631	929	611	1,540	1,067	1,348	2,414
		Apartments	412	du							
		Retail	449	ksf							
		Office	681	ksf							
63	201 S Broadway Ave	Retail/Restaurant	27.675	ksf	N/A	-40	-41	-81	53	17	70
64	301 W Olympic Blvd	Apartments	300	du	2,496	30	104	134	143	82	225
		Retail	145	ksf							
		Restaurant	8.5	ksf							
65	1027 S Olive St	Apartments	100	du	632	9	39	48	38	21	59
66	1200 S Grand Ave	Apartments	640	du	4,886	92	148	240	181	134	315
		Retail	45	ksf							
67	928 S Broadway	Apartments	670	du	4,715	21	229	250	272	109	381
		Condominiums	17	du							
		Retail	58.8	ksf							
68	840 S Olive St	Condominiums	303	du	3,071	81	166	247	174	96	270
		Restaurant	9.68	ksf							
		Retail	1.5	ksf							
69	1000 S Grand Ave	Apartments	274	du	2,216	27	94	121	130	69	199
		Restaurant	12	ksf							
70	400 S Broadway	Apartments	450	du	2,266	36	147	183	139	73	212
		Retail	7.5	ksf							
		Bar	5	ksf							

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No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
71	1001 S Olive St	Apartments	225	du	1,581	22	79	101	94	51	145
		Restaurant	5	ksf							
72	920 S Hill St	Apartments	239	du	1,476	23	84	107	87	50	137
		Retail	5.4	ksf							
73	955 S Broadway	Apartments	201	du	1,275	21	72	93	74	43	117
		Retail	6	ksf							
74	801 S Olive St	Apartments	331	du	2,557	33	129	162	140	83	225
		Restaurant	10	ksf							
75	820 S Olive St	Apartments	589	du	3,309	63	202	264	195	106	302
		Retail	4.5	ksf							
76	960 S Olive St	Apartments	263	du	2,266	25	91	116	48	48	71
		Restaurant	14.5	ksf							
77	1148 S Broadway	Apartments	94	du	553	8	30	38	32	18	50
		Retail	2.5	ksf							
78	1111 S Broadway	Apartments	391	du	5,198	144	176	319	258	274	532
		Office	39.7	ksf							
		Retail	49	ksf							
79	1120 S Grand Ave	Apartments	666	du	2730	42	127	170	136	93	229
		Hotel	0	Rooms							
		Shopping	20.69	ksf							
		Mixed use	N/A	Other							
80	1230 S Olive St	Apartments	362	du	2,114	31	126	157	127	69	196
		Retail	4	ksf							
81	1036 S Grand Ave	Restaurant	7.149	ksf	492	2	3	5	27	14	41
82	527 N Spring Street	Apartments	345	du	3585	49	118	167	189	131	320
		Restaurant	11	ksf							
		Retail	23	ksf							
		Retail	21	ksf							
83	633 S Spring St	Hotel	176	Rooms	2045	83	33	116	97	99	196
		Restaurant	8.43	ksf							
		Bar	5.29	ksf							
84	737 S Spring St	Apartments	320	du	3942	71	141	213	167	116	283
		Pharmacy/Drugstore	250	ksf							
85	340 S Hill St	Apartments	428	du	2361	34	129	163	141	79	219
		Restaurant	6.7	ksf							
86	708 N Hill St	Apartments	162	du	980	16	57	73	57	33	90
		Retail	5	ksf							
87	900 N Broadway	Condominiums	223	du	2,767	66	89	155	105	79	184
		Retail	25	ksf							
		Restaurant	15	ksf							
88	1101 N Main St	Condominiums	300	du	1,102	-9	80	71	75	12	87
89	1011 E Adams Bl	Apartments	80	du	60	11	30	41	10	0	10
		Retail	17.4	ksf							
90	1902 E Marengo St	Retail	4.4	ksf	1,637	70	41	111	52	67	119
		Fast Food	1.5	ksf							
		Restaurant	4.5	ksf							
		Office	16.8	ksf							
91	3401 E 1st St	Apartments	49	du	458	6	18	24	25	17	42
		Retail	10	ksf							
92	732 S Spring St	Apartments	400	du	3,409	59	152	211	164	104	268
		Pharmacy/Drugstore	15	ksf							
93	1030 N Soto St	81 Hotel	81	Rooms	662	25	18	43	25	23	48
94	2710 S Compton Av	Manufacturing	36.3	ksf	346	37	10	47	15	33	48
		Warehouse	46.8	ksf							
		Warehouse	3.7	ksf							
95	940 S Hill St	Apartments	232	du	1,881	20	80	100	115	53	168
		Restaurant	14	ksf							
96	1340 S Olive St	Apartments	156	ksf	1,700	51	82	133	89	57	146
		Retail	5.0	ksf							
		Restaurant	10	ksf							
97	2420 E Cesar E Chavez Av	Apartments	77.0	du	1,087	25	36	61	54	44	98
		Bank	4	ksf							
		Health Club	4	ksf							
98	129 W College St	Apartments	770	du	6,583	169	290	461	290	307	509
		Grocery	37.5	ksf							
		Restaurant	5	ksf							
		Fast Food	3	ksf							
		Retail	5.9	ksf							
99	744 S Figueroa St	Apartments	438	du	2,972	38	148	186	176	94	270
		Retail	10.2	ksf							
100	631-635 Spring St [b]	Hotel	176	Rooms	1,508	60	44	104	58	55	113
		Commercial/Restaurant	1.6	ksf							
101	232 W 2nd St [b]	Condominiums	107	du	6,686	743	150	893	183	684	867
		Office	534	ksf							
		Commercial (30 condominium du)	7.2	ksf							
102	924 N Spring St [b]	Apartments	645	du	5,838	168	383	551	358	213	571
		Live/Work du	33	du							
		Commercial/Retail Space	30	ksf							
103	900 W Wilshire Blvd	Mixed Use	N/A		3,624	725	75	800	94	764	858
104	700 W Cesar Chavez Ave	Apartments	300	du	1,511	7	89	96	99	54	153
		Restaurant	8	ksf							
105	850 S Hill St	Apartments	300	du	1,970	28	106	134	116	65	181
		Retail	4	ksf							
		Restaurant	3.5	ksf							
106	700 W 9th St	Apartments	629	du	2,624	37	146	183	143	95	238
		Retail	27.0	ksf							
107	649 S Olive St	Hotel	241	Rooms	1,674	6	44	50	63	60	123
108	211 W Alpine St	Apartments	122	du	566	9	42	51	37	18	55
		Retail	7.5	ksf							
109	695 S Santa Fe Ave [a]	Apartments	320	du	2,982	44	137	181	165	107	272
		Retail	20	ksf							
110	327 N Fremont Ave	Apartments	1200	du	5,457	113	248	361	286	217	503
		Retail	25	ksf							
111	920 N Vignes St	Other	N/A		2,277	33	52	85	57	31	88

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						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
112	1100 S Main St	Apartments	379	du	385	9	103	112	78	17	92
		Other	25.81	ksf							
113	643 N Spring St	Apartments	203	du	1,610	24	74	98	89	58	147
		Retail	21	ksf							
114	845 S Olive St	Apartments	208	du	1,202	24	70	94	72	39	111
		Retail	2.4	ksf							
115	6th Street Bridge Project	Bridge Replacement	--	--	--	--	--	--	--	--	--
116	1027 W Wilshire Blvd	Condominiums	402	du	2,538	33	148	181	148	78	227
		Retail	4.728	ksf							
117	1133 S Hope Street	Apartments	208	du	1,598	24	87	111	93	55	148
		Retail	5.029	ksf							
118	1115 S. Boyle Avenue	Warehouse	294.265	ksf	2,151	212	43	256	60	196	256
		Office	76.576	ksf							
		Manufacturing	65.949	ksf							
119	1102 W 6th Street	Apartments	648	du	6,017	89	278	367	332	218	550
		Retail	39.996	ksf							
120	1130 W Wilshire Blvd	Office	88	ksf	1,636	138	31	169	62	136	199
		Day Care	2	ksf							
		High-Turnover Restaurant	0.248	ksf							
		Quality Restaurant	5.375	ksf							
121	1430 W Beverly Blvd	Apartments	144	du	958	15	59	73	58	31	89
122	1435 W 3rd Street	Apartments	122	du	1,025	15	52	67	58	36	94
		Retail	5	ksf							
123	899 S Francisco Street	Condominiums	1,558	du	12,041	156	593	750	667	402	1,070
		Retail	70	ksf							
124	1247 S. Grand Avenue	Apartments	118	du	1,004	15	50	65	57	35	92
		Retail	5.125	ksf							
125	940 Figueroa Street	Theater	1,942	Seat	2,555	100	112	212	128	80	208
		Restaurant	10.056	ksf							
		Bar	5.119	ksf							
126	459 S. Hartford Avenue	Apartments	94	du							
127	401 N Boylston Street	Apartments	101	du	672	10	41	52	41	22	63
128	1150 W Wilshire Blvd	Apartments	80	du	1,115	35	55	90	59	35	95
		Restaurant	4.589	ksf							
129	215 W 14th Street	Apartments	154	du	1,481	22	67	88	81	54	135
		Retail	10.7	ksf							
130	765 W College Street	Medical Office	100	ksf	1,322	60	35	95	35	58	93
131	1111 W 6th Street	Apartments	369	du	3,528	128	231	359	219	149	368
		Retail	18.6	ksf							
		Restaurant	2.2	ksf							
		Coffee Shop	1.2	ksf							
132	1185 W Sunset Blvd	Apartments	204	du	1,817	132	191	323	142	103	245
		Coffee Shop	1.9	ksf							
		Single-Family Homes	6	du							
		Retail	9.434	ksf							
133	1229 S Grand Avenue	Condominiums	161	du	1,317	30	73	103	74	39	113
		Restaurant	3	ksf							
134	675 S Bixel Street	Apartments	425	du	4,064	86	202	288	219	139	357
		Hotel	126	Room							
		Retail	4.874	ksf							
135	1020 S Figueroa Street	Condominiums	650	du	13,022	403	511	914	626	435	1,060
		Hotel	300	Room							
		Retail	40	ksf							
		Restaurant	40	ksf							
136	1013 N Everett Street	Apartments	49	du	326	5	20	25	20	11	30
137	130 S Beaudry Avenue	Apartments	230	du	1,530	23	94	117	93	50	143
		Other	9	ksf							
138	745 S Spring Street	Condominiums	247	du	1,891	25	94	119	105	63	168
		Retail	10.675	ksf							
139	1101 S Flower Avenue	Condominiums	504	du	11,512	190	282	471	527	461	988
		Hotel	183	Room							
		Retail	166	ksf							
140	1201 S Grand Avenue	Condominiums	126	du	732	9	46	55	44	22	66
141	1060 S Broadway	Hotel	164	Room	1,340	51	36	87	50	48	98
142	888 S Hope Street	Apartments	526	du	3,498	54	215	268	212	114	326
143	950 S Broadway	Apartments	30	du	520	7	15	22	25	21	46
		Retail	7.5	ksf							
144	1100 S Hill Street	Apartments	391	du	2,600	40	160	199	158	85	242
145	1200 S Broadway	Retail	15	ksf	641	9	5	14	27	29	56
146	710 W 9th Street	Apartments	341	du	2,268	35	139	174	137	74	211
147	801 S Broadway	Office	400	ksf	5,638	596	107	704	147	539	686
		Hotel	150	Room							
148	131 S Olive Street	Apartments	450	du	2,993	46	184	230	181	98	279
149	131 S Olive Street	Hotel	300	Room	2,451	94	65	159	92	88	180
150	537 S Broadway	Office	45	ksf	496	62	8	70	11	56	67
151	426 S Hill Street	Hotel	348	Room	2,843	109	76	184	106	102	209
152	416 W 8th Street	Hotel	200	Room	1,634	63	43	106	61	59	120
153	1106 S Broadway	Hotel	148	Room	1,209	46	32	78	45	44	89
154	811 W Olympic Blvd	Apartments	374	du	8,681	137	133	270	167	165	332
		Hotel	373	Room							
		Office	33.498	ksf							
		Retail	65.047	ksf							
155	744 S Figueroa Street	Apartments	436	du	3,326	50	181	232	194	114	307
		Retail	10	ksf							
156	755 S Figueroa Street	Office	500	ksf	14,055	800	164	964	483	1,004	1,487
		Retail	200	ksf							
157	644 S Broadway	Apartments	30	du	517	18	24	42	27	16	43
		Restaurant	2.5	ksf							
158	740 S Broadway	Apartments	47	du	313	5	19	24	19	10	29
159	801 E 5th Street	Apartments	160	du	1,384	21	68	89	78	49	127
		Retail	7.5	ksf							
160	825 S Hill Street	Apartments	490	du	3,259	50	200	250	197	106	304

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No.	Project Location	Land Use	Size		Trip Generation						
						AM			PM		
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
161	343 S Hill Street	Apartments	428	du	2,846	44	175	218	172	93	265
162	995 S Broadway	Condominiums	163	du	947	12	60	72	57	28	85
163	443 S San Pedro Street	Apartments	78	du	519	8	32	40	31	17	48
164	1249 S Grand Avenue	Apartments	115	du	978	15	49	63	55	35	90
		Retail	5	ksf							
165	1000 W Temple Street	Apartments	1,500	du	11,256	170	622	793	658	383	1,041
		Retail	30	ksf							
166	755 S Spring Street	Apartments	275	du	2,209	33	115	148	127	77	204
		Retail	8.9	ksf							
167	1102 W 6th Street	Apartments	606	du	5,097	76	256	332	289	180	468
		Retail	25	ksf							
168	237 S Los Angeles St	Sports Complex	63	ksf	2,131	85	44	129	85	88	173
169	450 N Main Street	TV Studio	18	ksf	125	15	2	17	2	15	17
		Auditorium	50	Seat							
170	831 S Grand	Hotel	183	Room	1,495	57	40	97	56	54	110
171	1201 N Broadway	Apartments	136	du	1,004	26	57	83	57	41	98
		Office	9	ksf							
172	640 S Santa Fe Avenue	Retail	107	ksf	4,569	61	37	98	191	206	397
173	1745 E 7th Street	Apartments	57	du	635	9	25	35	34	24	58
		Commercial	6	ksf							
174	940 E 4th Street	Office	266	ksf	3,711	376	56	432	100	364	464
		Retail	18.2	ksf							
175	333 W 5th Street	Condominiums	100	du	3,389	86	90	175	145	129	274
		Hotel	200	Room							
		Commercial	27.5	ksf							
176	1340 S Figueroa St	Apartments	252	du	3,074	91	156	247	167	98	265
		Restaurant	11.0	ksf							
177	1245 W Wilshire Blvd	Medical Office	107	ksf	1,415	64	38	102	38	62	100
178	820 S Towne Ave	School	505	Students	651	125	102	227	37	39	76
179	300 S Santa Fe Ave	Apartments	420	du	6,334	116	227	343	331	226	557
		Retail	45	ksf							
		Fast Food	7.500	ksf							
		Quality Restaurant	7.400	ksf							
180	1500 S Figueroa St	Apartments	190	du	1,794	26	82	108	99	65	164
		Retail	12.4	ksf							
181	1248 S Figueroa St	Hotel	1162	Room	5,720	192	125	317	203	212	415
		Restaurant	13.146	ksf							

Notes:
du = dwelling unit
ksf = one thousand square feet
Related projects list is based on information provided by LADOT on January 31, 2017
[a] Projects were not included in information provided by LADOT. Projects and land use from third party research. Trip generation estimates based on ITE rates.
[b] Projects were not included in information provided by LADOT. Projects and land use from LADCP Major Projects Website:
[c] Trip generation estimates based on third party research.
[d] Negative trip generation estimate was not assigned to the study analysis network.

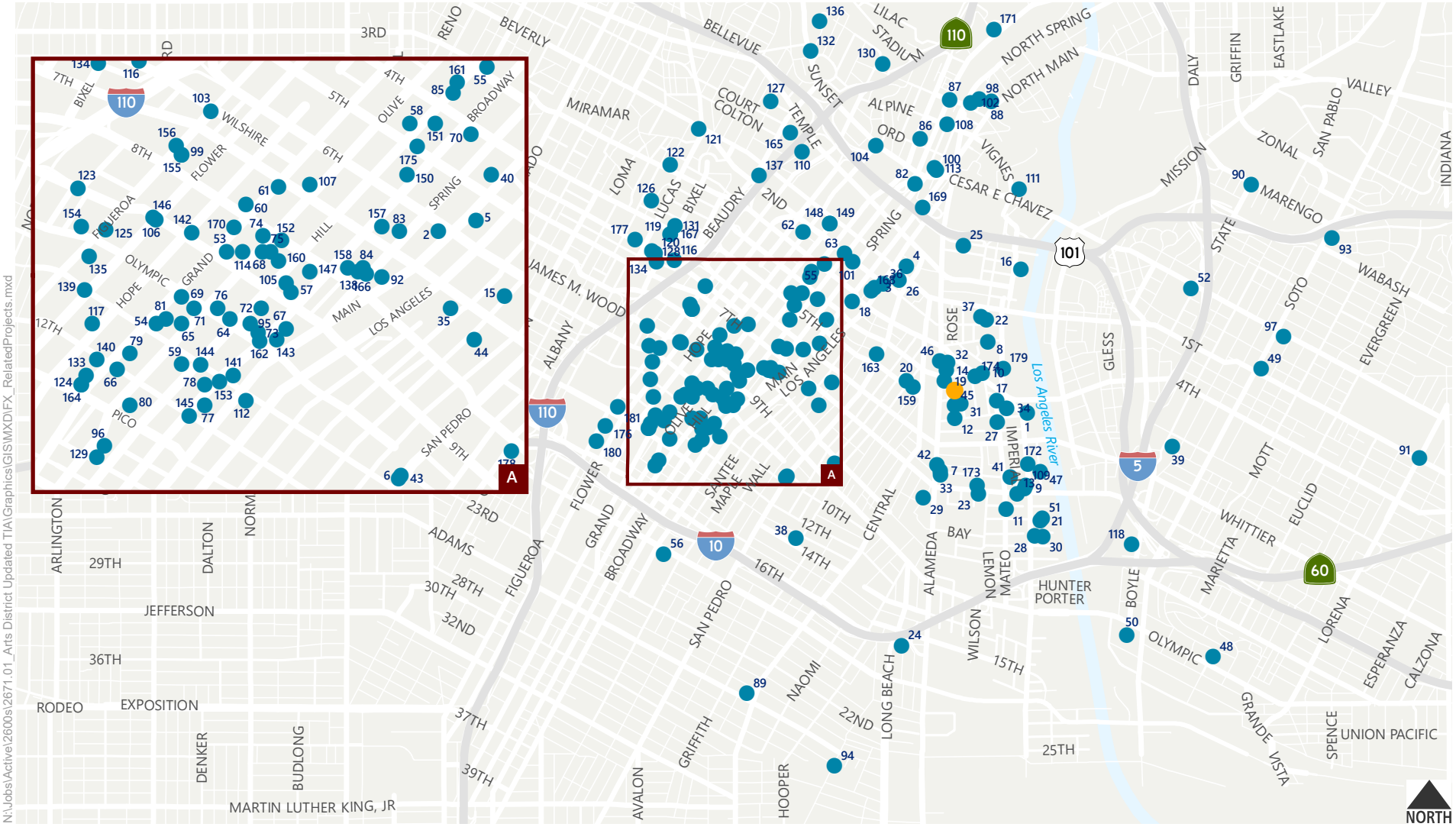


Figure 3

Related Projects

TABLE 3
ARTS DISTRICT CENTER PROJECT
STUDY INTERSECTION LIST

No.	North/South Street	East/West Street	Control
1	S San Pedro Street	E 4th Street	Signalized
2	S San Pedro Street	E 6th Street	Signalized
3	S Central Avenue	E 4th Street	Signalized
4	S Central Avenue	E 6th Street	Signalized
5	Alameda Street	Arcadia Street	Signalized
6	Alameda Street	Aliso Street/E Commercial Street	Signalized
7	S Alameda Street	E 1st Street	Signalized
8	S Alameda Street	E 3rd Street/4th Place	Signalized
9	S Alameda Street	E 4th Street	Signalized
10	S Alameda Street	E 6th Street	Signalized
11	S Alameda Street	E 7th Street	Signalized
12	S Alameda Street	E 8th Street	Signalized
13	S Alameda Street	E Olympic Boulevard	Signalized
14	S Alameda Street	I-10 Eastbound Ramps	Signalized
15	Merrick Street/Molino Street	E 4th Street	Signalized
16	Mateo Street	E 6th Street	Signalized
17	Mateo Street	E 7th Street	Signalized
18	S Pecan Street	E 4th Street	Signalized
19	US-101 Southbound Off-Ramp	E 4th Street	Signalized
20	US-101 Northbound Off-Ramp	E 4th Street	Signalized
21	I-5 Northbound Ramps	E 4th Street	Signalized
A	Seaton Street	E 5th Street	Unsignalized
B	Colyton Street	E 5th Street	Unsignalized

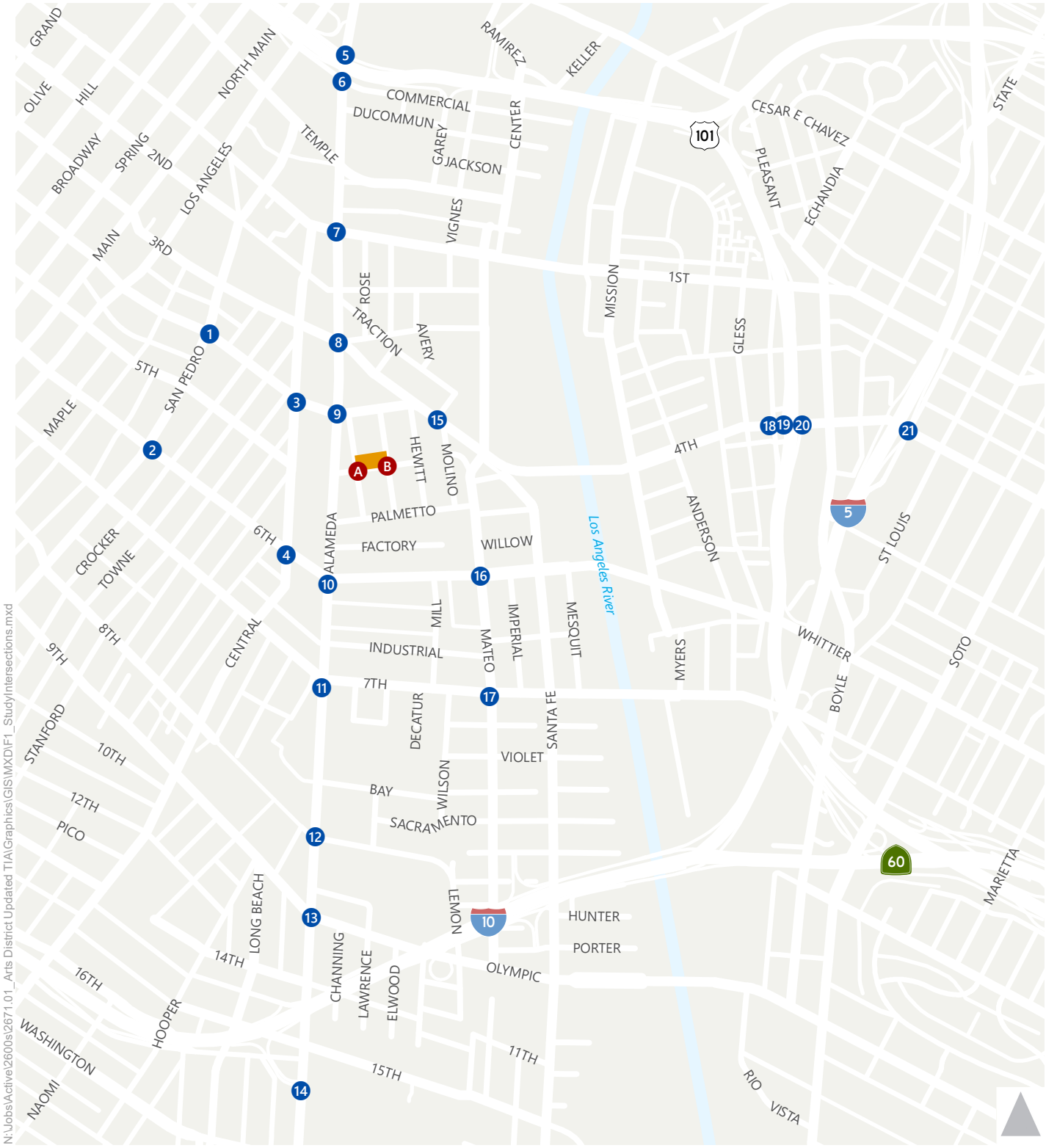


Figure 1

Project Site and Study Intersections

FEHR PEERS

MOU ATTACHMENT A
FREEWAY SCREENING FOR THE ARTS DISTRICT CENTER PROJECT IN ACCORDANCE WITH SCREENING CRITERIA DESCRIBED IN SECTION 3 OF THE "AGREEMENT BETWEEN CITY OF LOS ANGELES AND CALTRANS DISTRICT 7 ON FREEWAY IMPACT ANALYSIS PROCEDURES" (DECEMBER 2015)

INTRODUCTION

Section 3.1 of the "Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures" originally dated October 2013 specifies the freeway mainline and ramp screening criteria for development projects in the City of Los Angeles. Section 3.1 was amended in December of 2015 with the following threshold criteria:

> "City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:
> - The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
> - The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
> - The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
> - The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane)."

The purpose of this analysis is to apply the screening criteria to determine whether a Freeway Impact Analysis would be required for the Arts District Center Project. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described below.

FREEWAY MAINLINE SEGMENT SCREENING

The Arts District Center Project is located at 1101 E 5th Street, 445-457 S Colyton Street, or 450-456 S Seaton Street in the City of Los Angeles. Regional access is provided by three freeways: Interstate 5 (I-5), Interstate 10 (I-10), and United States Route 101 (US 101) freeways. Five sections of three freeways were selected for a freeway screening analysis:

- US-101 Freeway south of I-110 Freeway – 4 lanes in each direction
- US 101 Freeway south of 1st Street – 3 lanes in each direction
- I-10 Freeway east of I-110 Freeway – 5 lanes in each direction
- I-5 Freeway south of 1st Street – 5 lanes in each direction
- I-5 Freeway south of Soto Street – 5 lanes in each direction

Project trips on the freeway facilities are shown in Table A1 and the mainline screening analysis is shown in Table A2. As shown in Table A2, the freeway capacity is 10,000 vehicles per hour (vph) for 5 lanes, 8,000 vph for 4 lanes, and 6,000 vph for 3 lanes. The most rigorous trigger criteria for LOS E/F operations was used for the screening analysis. For LOS E or F operations, the threshold test is whether the project would use 1% of the available capacity (100 vph for 5 lanes, 80 vph for 4 lanes, and 60 vph for 3 lanes). Because no more

than 27 project trips are expected to occur in any analyzed peak hour on any particular segment, the mainline screening threshold is not met and therefore a Freeway Impact Analysis is not required.

FREEWAY RAMP SCREENING

Project trips on the freeway off-ramp facilities are shown in Table A1 and the freeway off-ramp screening analysis is shown in Table A3. Twelve freeway off-ramps were selected for a freeway screening analysis. The most rigorous trigger criteria for LOS E/F operations was used for the screening. For LOS E or F operations, the threshold test is whether the project would use 1% of the capacity (based on an assumed ramp capacity of 850 vehicles per hour per lane), or approximately 17 vph for 2-lanes, 26 vph for 3-lanes, 34 vph for 4-lanes, and 43 vph for 5-lanes. Because no more than 8 trips are expected to occur in any analyzed peak hour on any off-ramps, the freeway off-ramp screening thresholds are not met and therefore a Freeway Impact Analysis is not required.

TABLE A1
ARTS DISTRICT CENTER PROJECT
TRIP GENERATION AND FREEWAY SEGMENT AND RAMP TRIPS

Freeway Trip Percentage		Freeway Trips					
		AM Peak Hour			PM Peak Hour		
Direction	%	In	Out	Total	In	Out	Total
PROPOSED PROJECT TRIPS		130	140	270	157	69	226
Freeway Ramps							
US 101 NB Alameda/Union Station Off	3%	3	4	7	4	2	6
US 101 NB Vignes Off	3%	3	4	7	4	2	6
US 101 SB Los Angeles Off	3%	3	4	7	4	2	6
US 101 SB Alameda/Union Station Off	3%	3	4	7	4	2	6
US 101 NB 4th St Off	3%	4	4	8	5	2	7
US 101 SB 4th St Off	0%	0	0	0	0	0	0
I 5 NB 4th Off	3%	4	4	8	5	2	7
I 5 SB 4th Off	5%	7	7	14	8	3	11
I 10 EB Alameda Off	4%	5	6	11	6	3	9
I 10 WB Alameda Off	1%	1	1	2	2	1	3
I 10 EB Mateo Off	1%	1	1	2	2	1	3
I 10 WB Mateo Off	3%	4	4	8	5	2	7
Freeway Segments							
US 101 s/o I-110 Freeway	5%	7	7	14	8	3	11
I-10 Freeway e/o I-110 Freeway	5%	7	7	14	8	3	11
US 101 s/o 1st Street	3%	4	4	8	5	2	7
I-5 s/o 1st Street	8%	10	11	21	13	6	19
I-5 s/o Soto Street	10%	13	14	27	16	7	23

TABLE A2

ARTS DISTRICT - FREEWAY IMPACT ANALYSIS - FREEWAY MAINLINE SCREENING

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	130	140	157	69

MAINLINE SCREENING

	AM Peak Hour		PM Peak Hour	
Freeway Segment	In	Out	In	Out
US 101 Freeway s/o I-110 Freeway	**NB**	**SB**	**NB**	**SB**
# of Lanes [a]	4	3	4	3
Capacity	8,000	6,000	8,000	6,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	80	60	80	60
Project Trips	7	7	8	3
Exceed Trigger?	no	no	no	no
I-10 Freeway e/o I-110	**WB**	**EB**	**WB**	**EB**
# of Lanes [a]	3	4	3	4
Capacity	6,000	8,000	6,000	8,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	60	80	60	80
Project Trips	7	7	8	3
Exceed Trigger?	no	no	no	no
US 101 s/o 1st Street	**NB**	**SB**	**NB**	**SB**
# of Lanes [a]	3	3	3	3
Capacity	6,000	6,000	6,000	6,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	60	60	60	60
Project Trips	4	4	5	2
Exceed Trigger?	no	no	no	no
I-5 s/o 1st Street	**SB**	**NB**	**SB**	**NB**
# of Lanes [a]	5	5	5	5
Capacity	10,000	10,000	10,000	10,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	100	100	100	100
Project Trips	10	11	13	6
Exceed Trigger?	no	no	no	no
I-5 s/o Soto Street	**SB**	**NB**	**SB**	**NB**
# of Lanes [a]	5	5	5	5
Capacity	10,000	10,000	10,000	10,000
Worst-case LOS	**E/F**	**E/F**	**E/F**	**E/F**
Trigger % [b]	1%	1%	1%	1%
Trigger	100	100	100	100
Project Trips	13	14	16	7
Exceed Trigger?	no	no	no	no

Notes:

a. # of lanes does not include auxiliary or HOV lanes.

b. The worst-case assumption of LOS was used with the most strigent trigger thresholds: LOS E/F Threshold: 1% of capacity if LOS E or F, 2% of capacity if LOS D, using 2,000 vphpl capacity

TABLE A3
ARTS DISTRICT - FREEWAY IMPACT ANALYSIS - FREEWAY RAMP SCREENING

PROJECT TRIP GENERATION

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Project Trip Generation	130	140	157	69

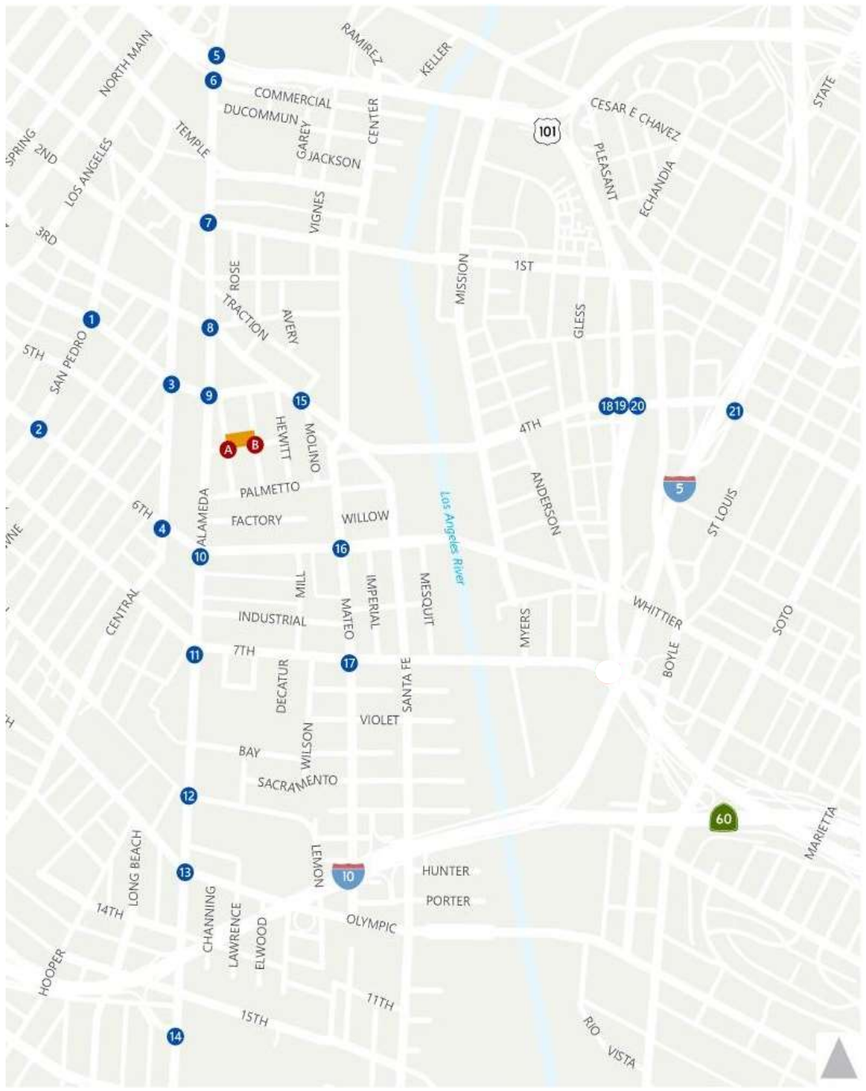
RAMP SCREENING

Off-Ramp	Peak Hour	Worst-Case Off-Ramp LOS [a]	Ramp Terminus # of Lanes	Ramp Terminus Trigger	Project Trips	Exceed Trigger?
US 101 NB Alameda/Union Station Off	AM	E/F	4	34	3	no
	PM	E/F		34	4	no
US 101 NB Vignes Off	AM	E/F	5	43	3	no
	PM	E/F		43	4	no
US 101 SB Los Angeles Off	AM	E/F	2	17	3	no
	PM	E/F		17	4	no
US 101 SB Alameda/Union Station Off	AM	E/F	2	17	3	no
	PM	E/F		17	4	no
US 101 NB 4th St Off	AM	E/F	2	17	4	no
	PM	E/F		17	5	no
US 101 SB 4th St Off	AM	E/F	2	17	0	no
	PM	E/F		17	0	no
I 5 NB 4th Off	AM	E/F	2	17	4	no
	PM	E/F		17	5	no
I 5 SB 4th Off	AM	E/F	2	17	7	no
	PM	E/F		17	8	no
I 10 EB Alameda Off	AM	E/F	2	17	5	no
	PM	E/F		17	6	no
I 10 WB Alameda Off	AM	E/F	3	26	1	no
	PM	E/F		26	2	no
I 10 EB Mateo Off	AM	E/F	2	17	1	no
	PM	E/F		17	2	no
I 10 WB Mateo Off	AM	E/F	2	17	4	no
	PM	E/F		17	5	no

Notes:

a. The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F Threshold: 1% of capacity if ramp at LOS E or F, 2% if ramp at LOS D, using 850 vphpl ramp capacity

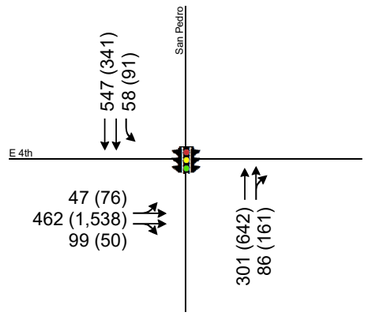
APPENDIX B:
LANE CONFIGURATIONS AND TRAFFIC VOLUMES



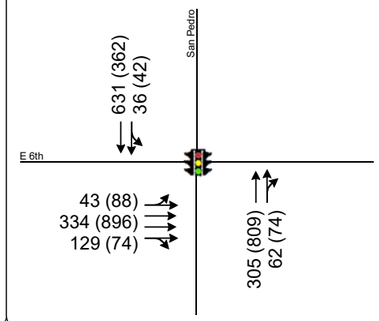
LEGEND

- ❶ Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Turn Lane

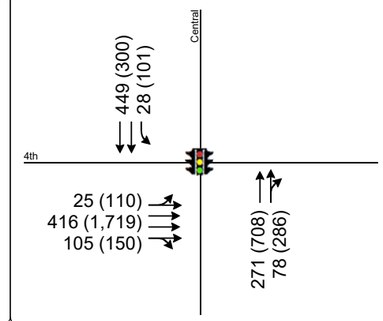
1. San Pedro/E 4th



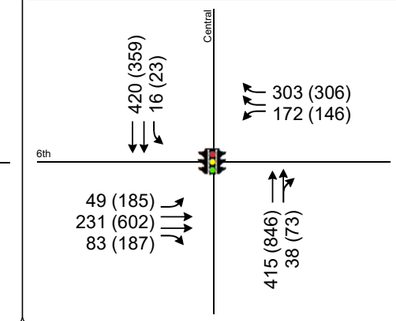
2. San Pedro/E 6th



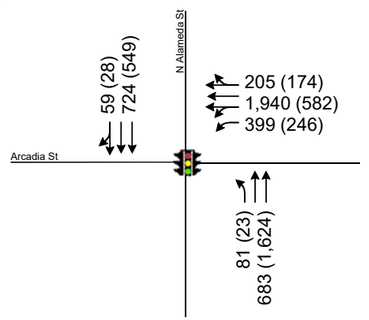
3. Central/4th



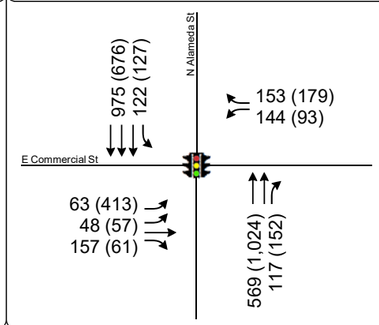
4. Central/6th



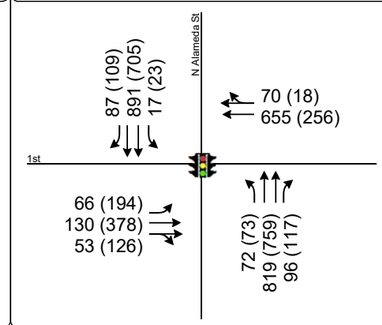
5. N Alameda St/Arcadia St



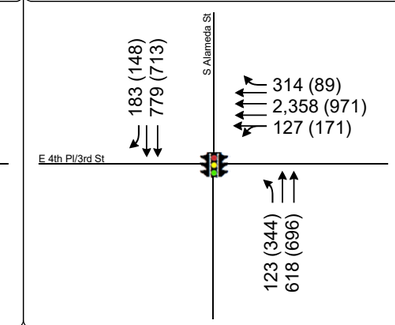
6. N Alameda St/E Commercial St



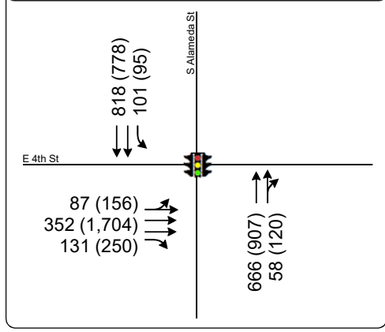
7. N Alameda St/1st



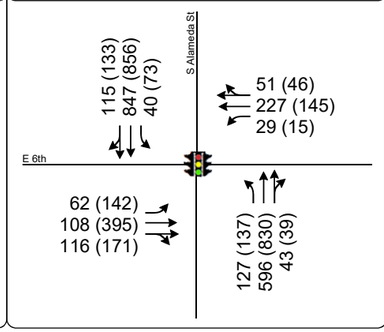
8. S Alameda St/E 4th Pl/3rd St



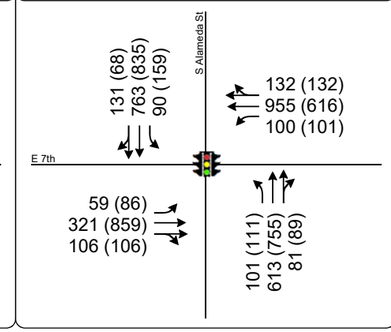
9. S Alameda St/E 4th St



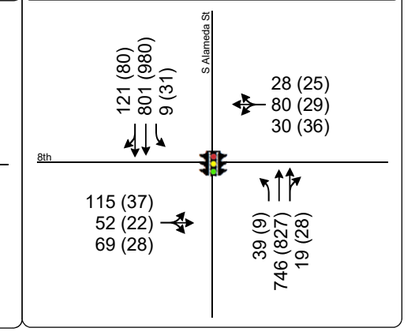
10. S Alameda St/E 6th



11. S Alameda St/E 7th



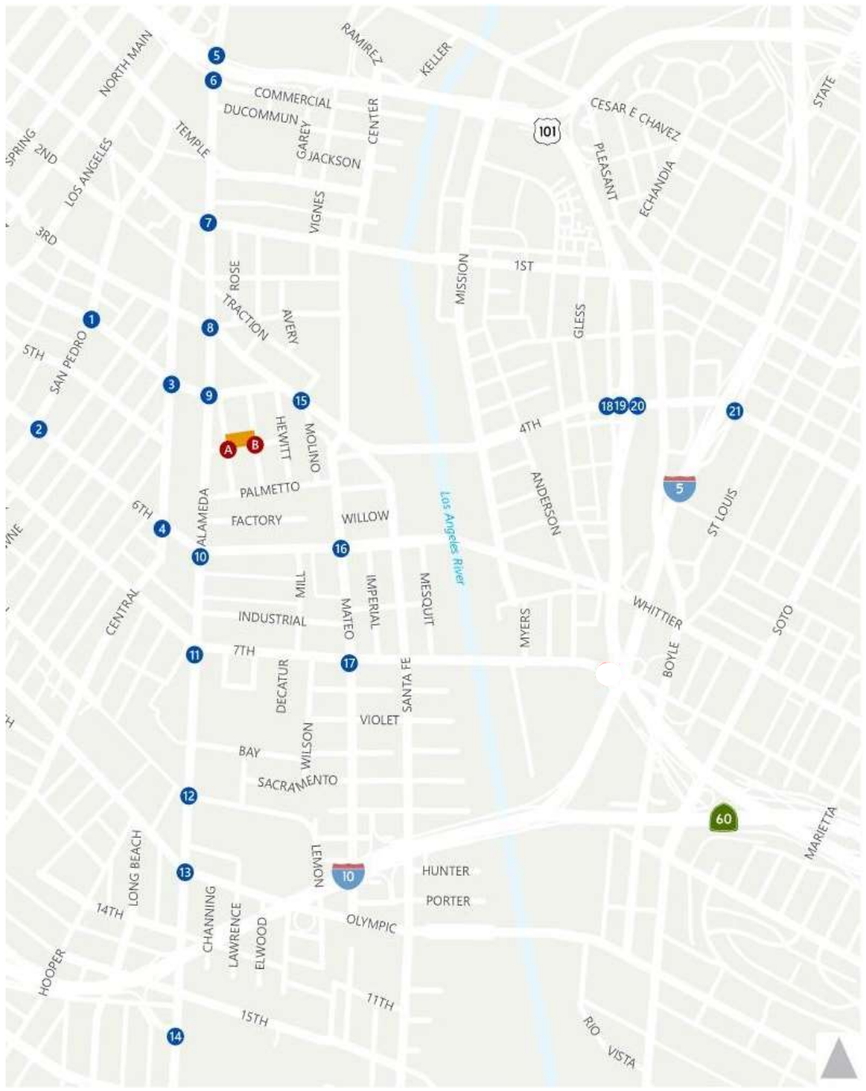
12. S Alameda St/8th



Appendix B

Peak Hour Traffic Volumes and Lane Configurations

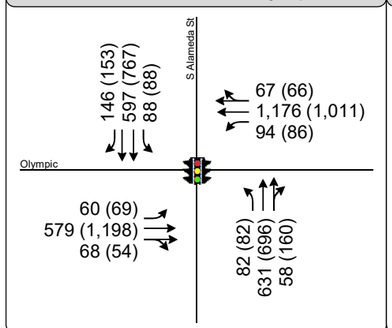
Existing (2017) Volumes



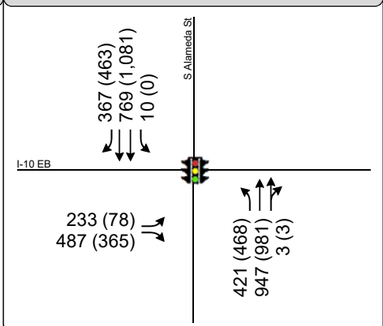
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

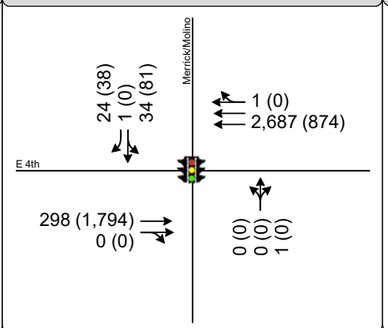
13. S Alameda St/Olympic



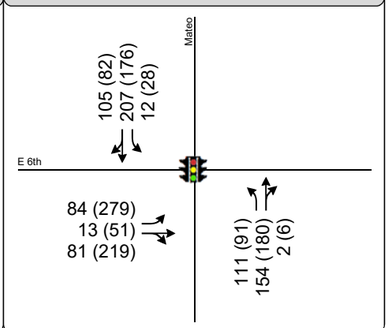
14. S Alameda St/I-10 EB



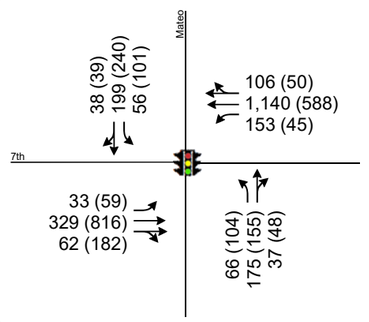
15. Merrick/Molino/E 4th



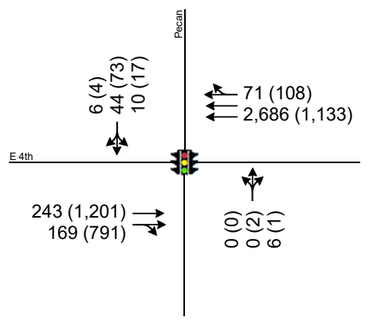
16. Mateo/E 6th



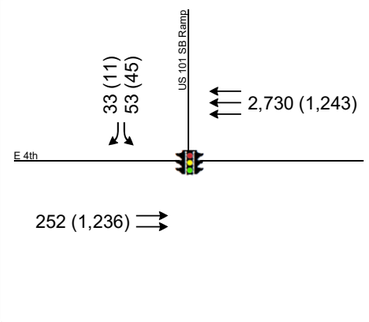
17. Mateo/7th



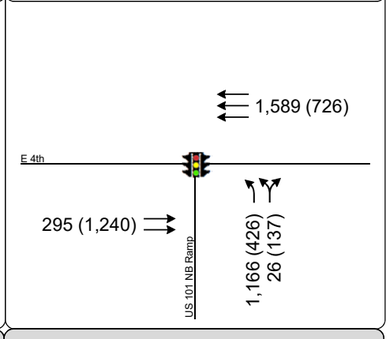
18. Pecan/E 4th



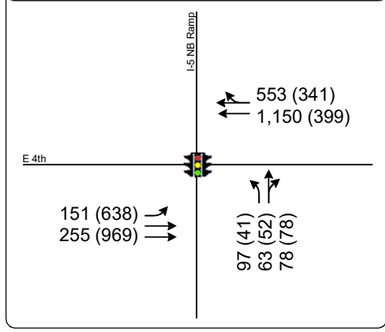
19. US 101 SB Ramp/E 4th



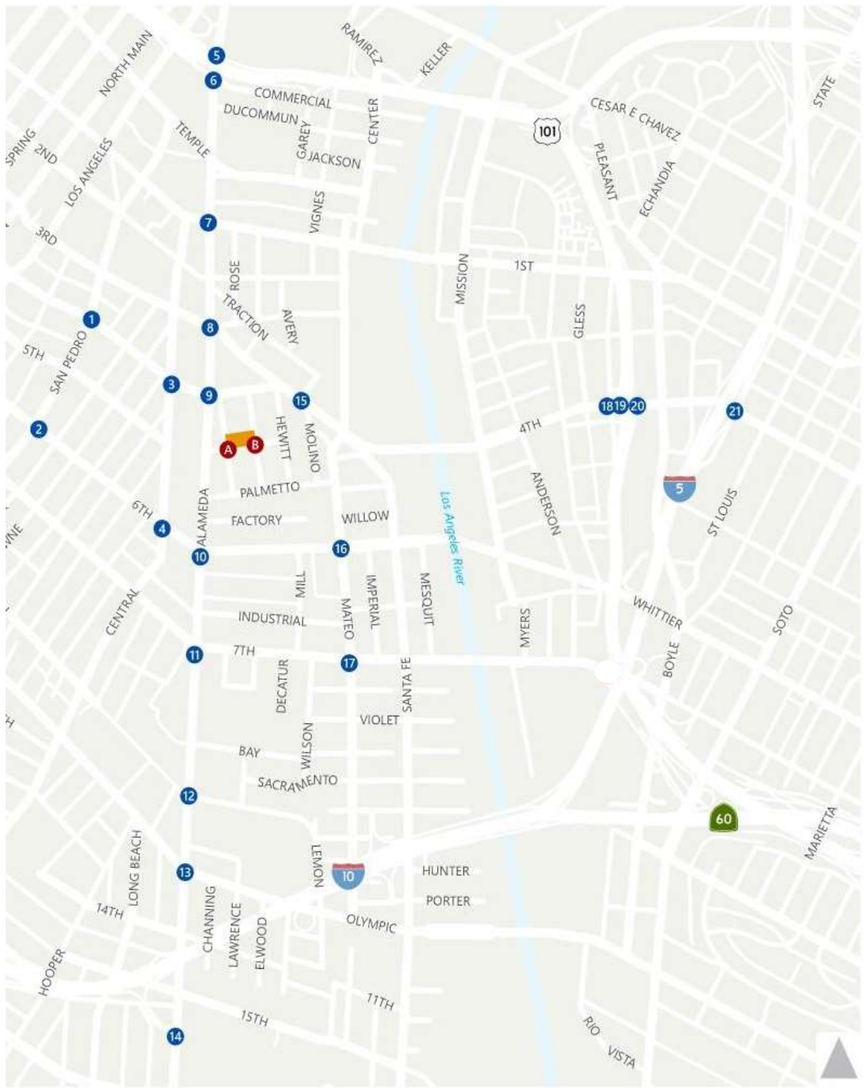
20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



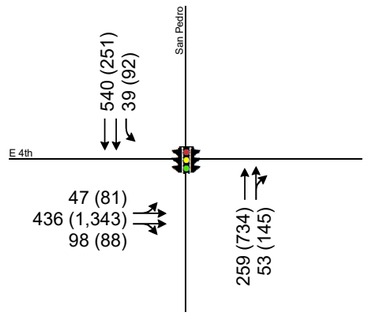
Appendix B
Peak Hour Traffic Volumes and Lane Configurations
Existing (2017) Volumes



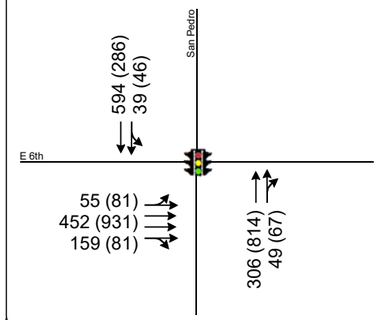
LEGEND

- ❶ Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Turn Lane

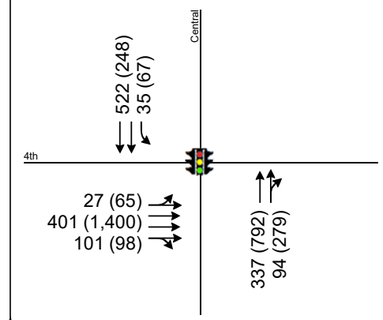
1. San Pedro/E 4th



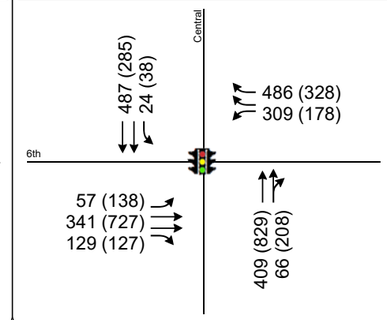
2. San Pedro/E 6th



3. Central/4th



4. Central/6th



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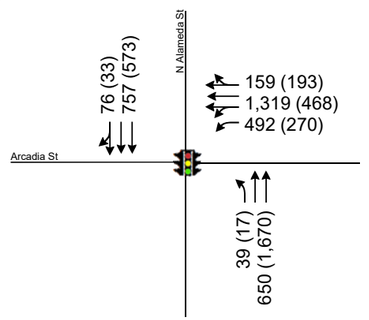
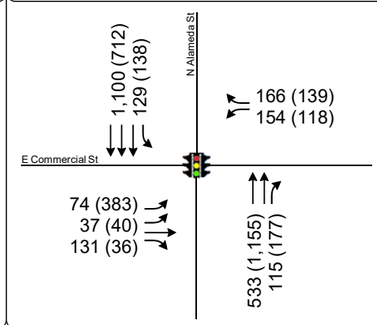
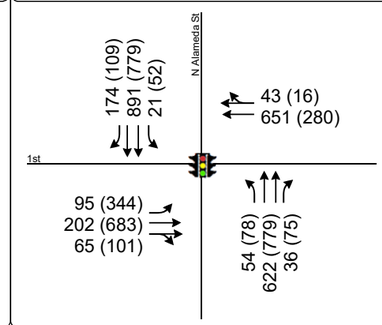


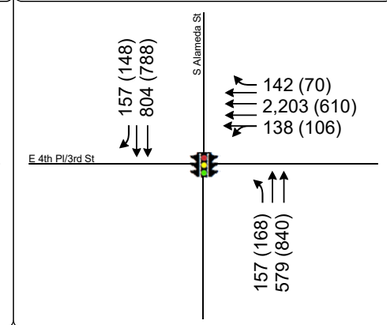
6. N Alameda St/E Commercial St



7. N Alameda St/1st



8. S Alameda St/E 4th Pl/3rd St



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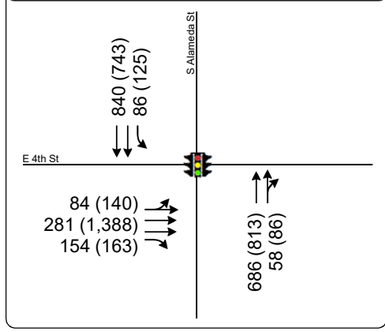
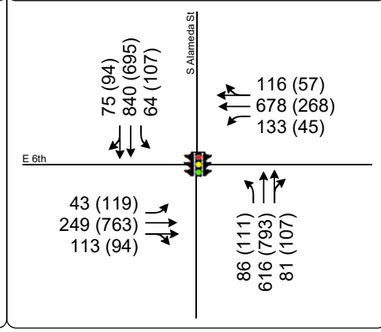
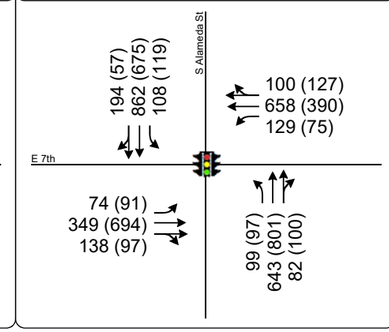


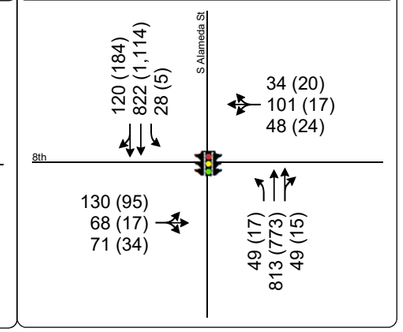
10. S Alameda St/E 6th



11. S Alameda St/E 7th



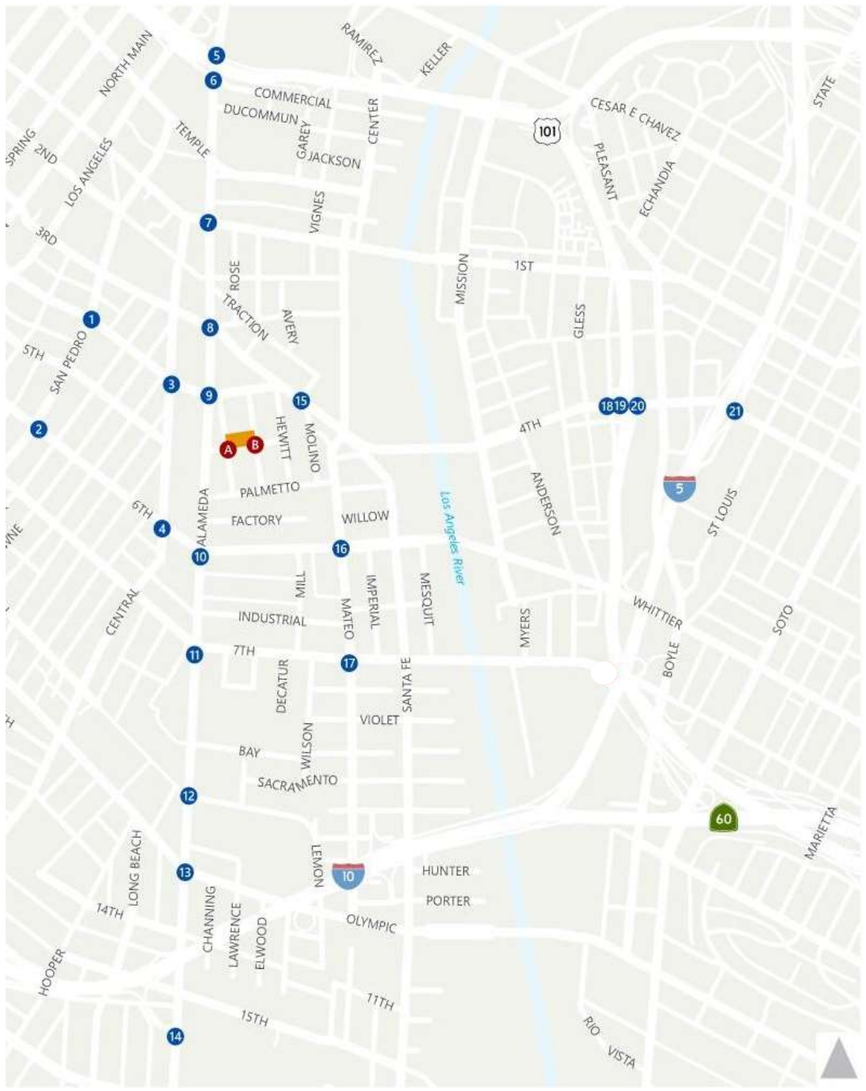
12. S Alameda St/8th



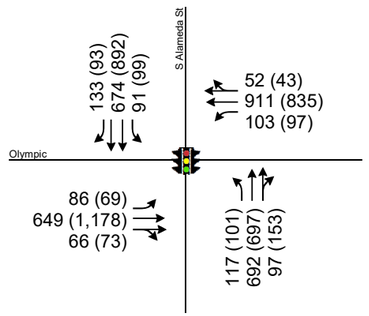
Appendix B

Peak Hour Traffic Volumes and Lane Configurations

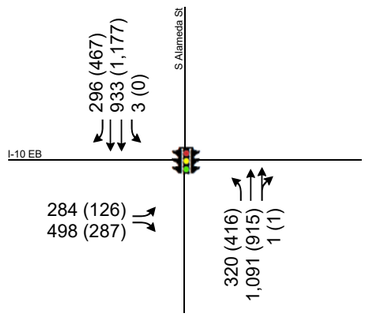
Baseline Volumes



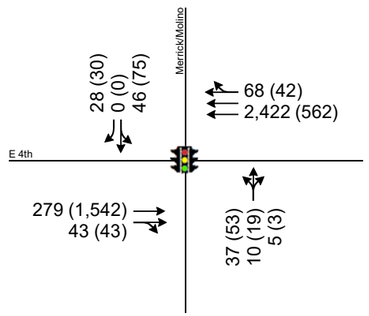
13. S Alameda St/Olympic



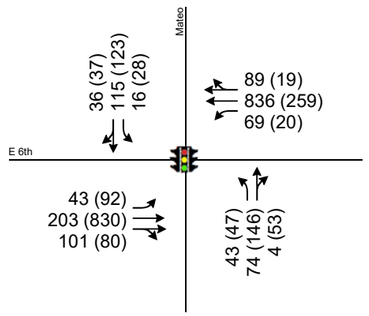
14. S Alameda St/I-10 EB



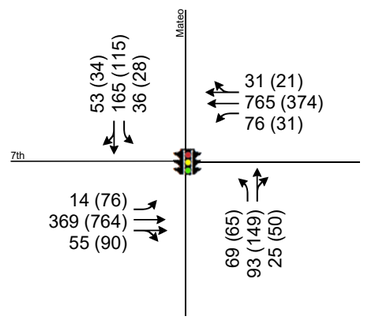
15. Merrick/Molino/E 4th



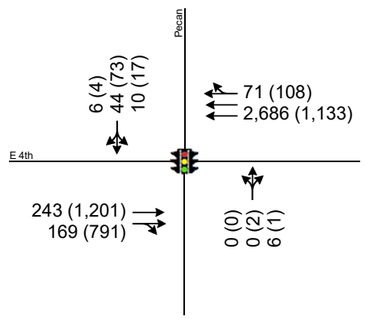
16. Mateo/E 6th



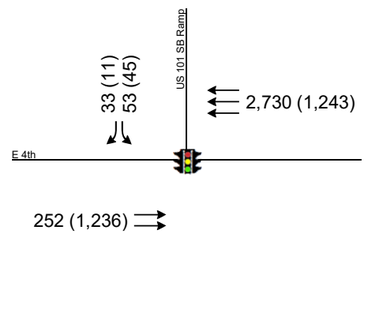
17. Mateo/7th



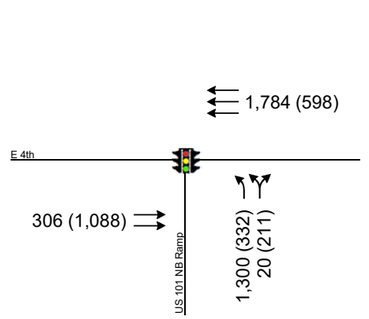
18. Pecan/E 4th



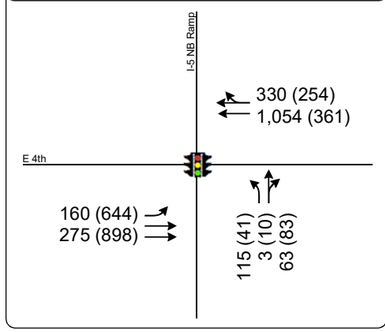
19. US 101 SB Ramp/E 4th



20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



LEGEND

1 Study Intersection

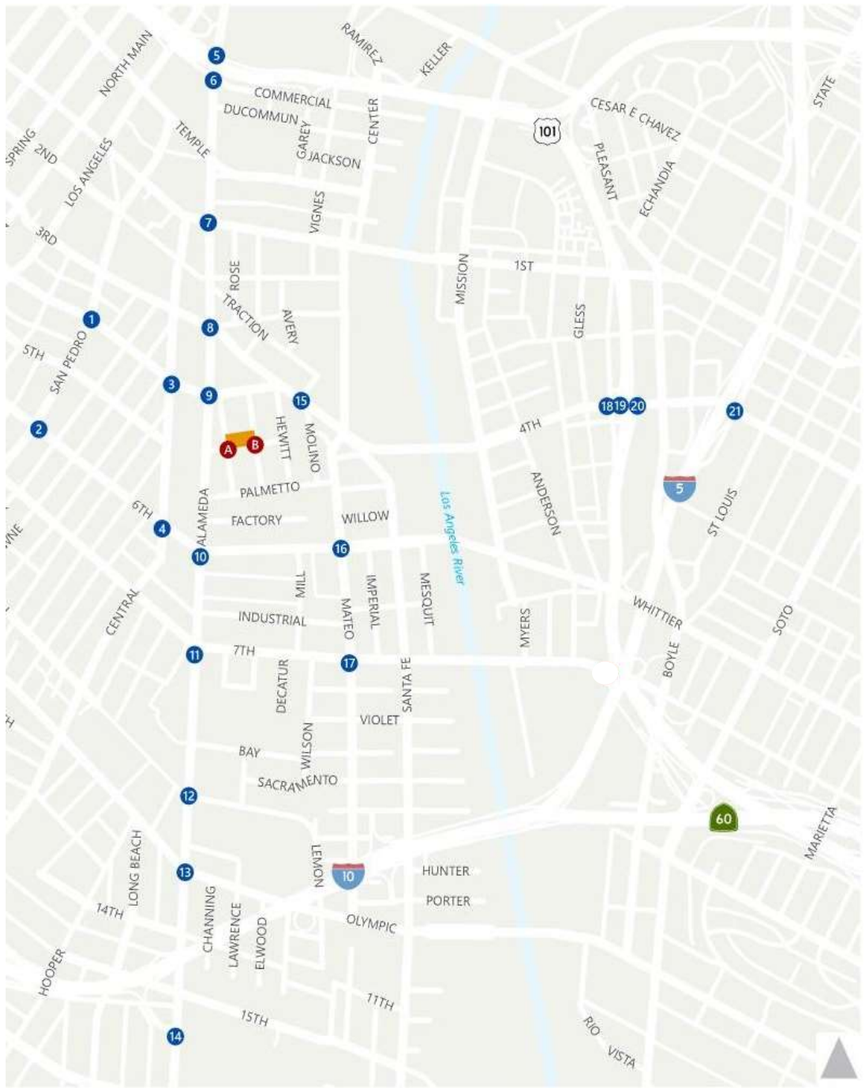
AM (PM) Peak Hour Traffic Volume

Turn Lane

Appendix B

Peak Hour Traffic Volumes and Lane Configurations

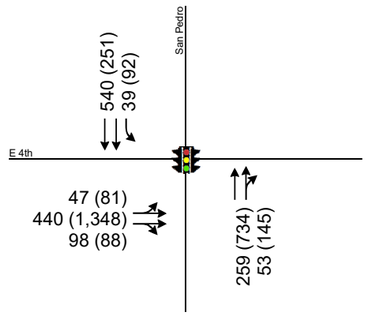
Baseline Volumes



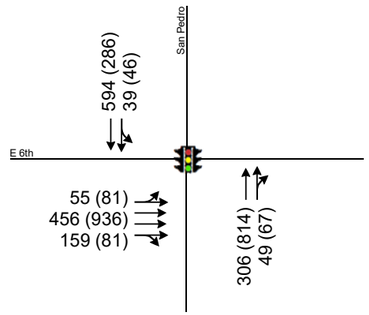
LEGEND

- ❶ Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Turn Lane

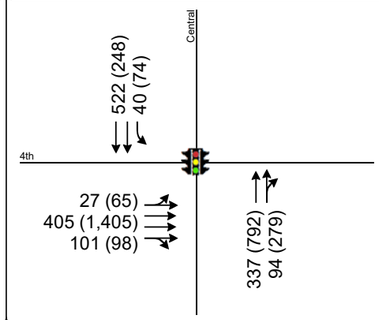
1. San Pedro/E 4th



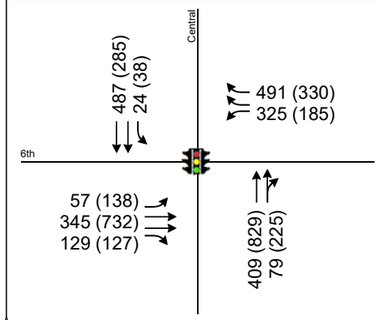
2. San Pedro/E 6th



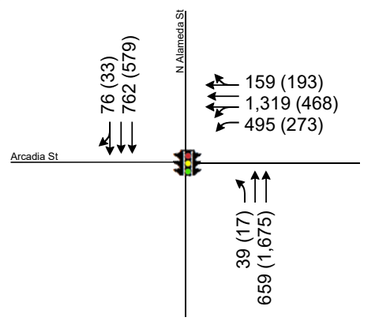
3. Central/4th



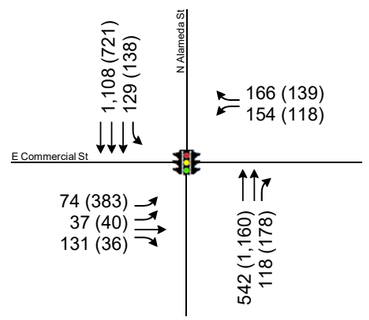
4. Central/6th



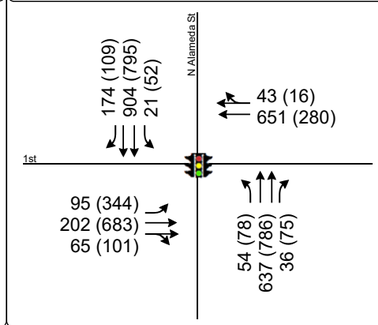
5. N Alameda St/Arcadia St



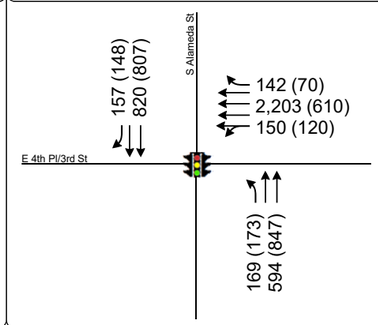
6. N Alameda St/E Commercial St



7. N Alameda St/1st



8. S Alameda St/E 4th Pl/3rd St



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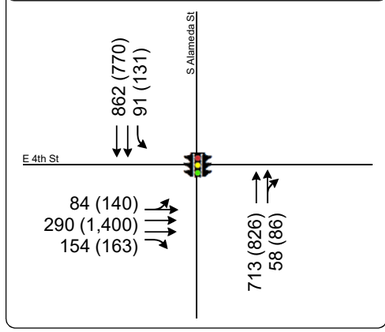
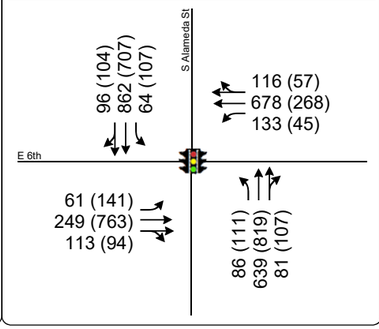
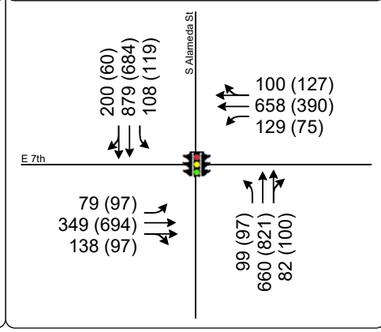


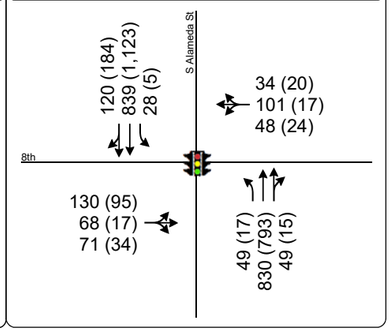
10. S Alameda St/E 6th



11. S Alameda St/E 7th



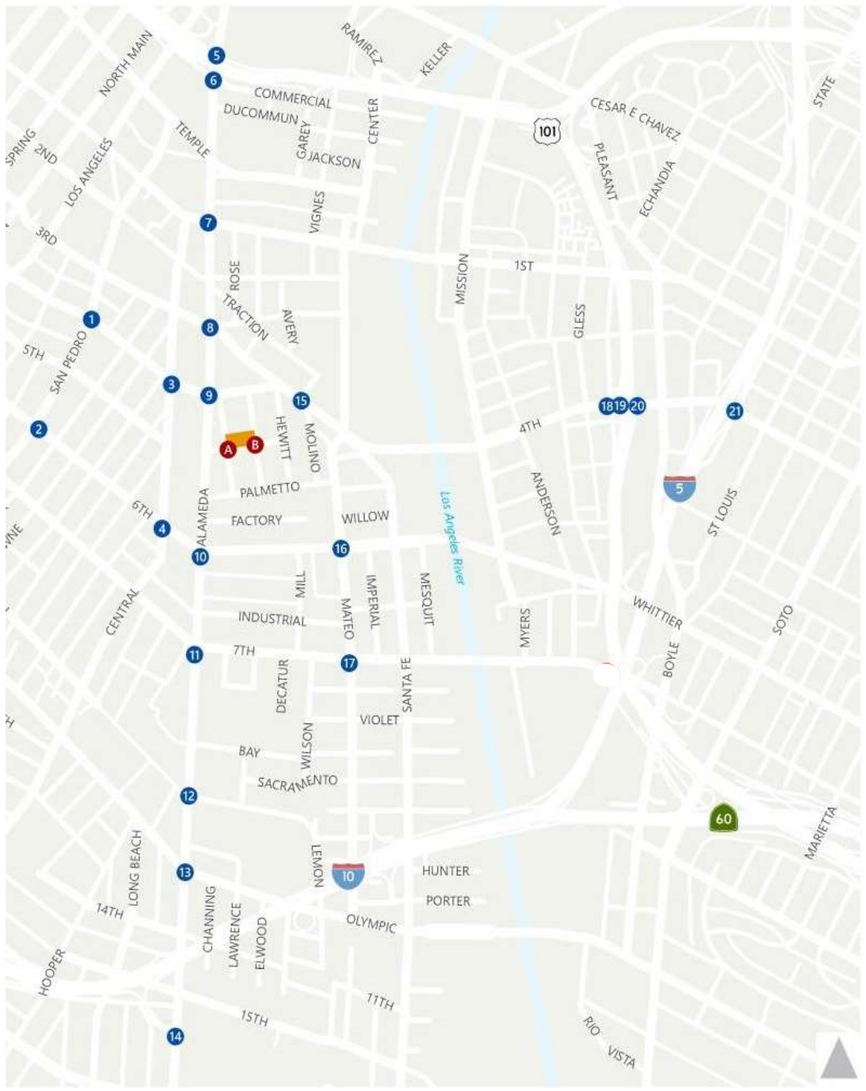
12. S Alameda St/8th



Appendix B

Peak Hour Traffic Volumes and Lane Configurations

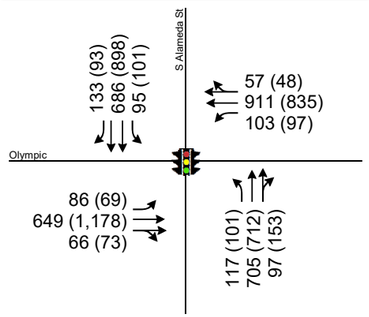
Baseline Plus Project Volumes



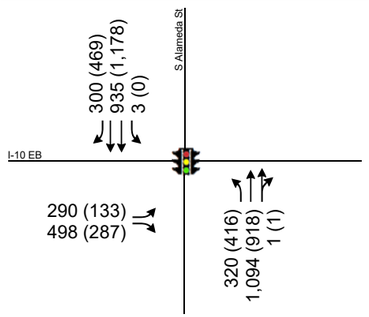
LEGEND

❶ Study Intersection	**AM (PM)** Peak Hour Traffic Volume
Turn Lane	

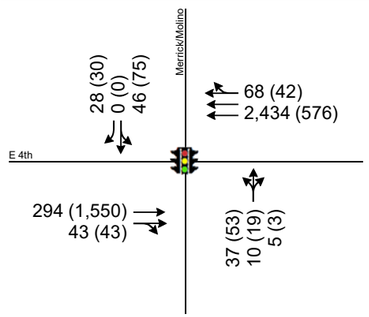
13. S Alameda St/Olympic



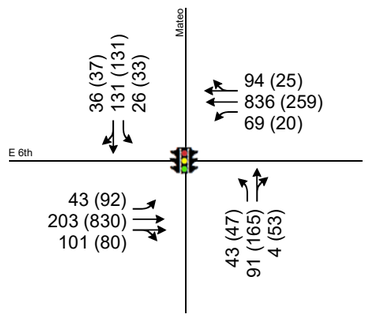
14. S Alameda St/I-10 EB



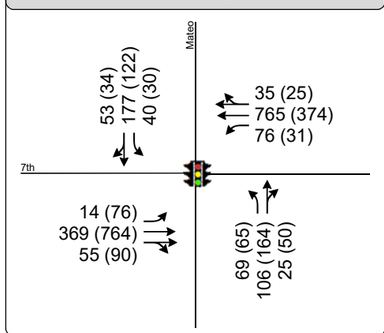
15. Merrick/Molino/E 4th



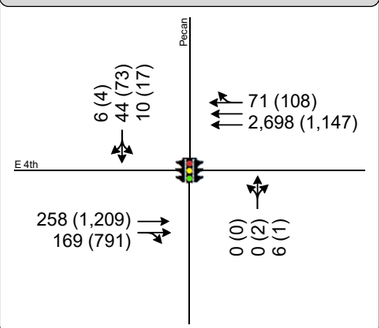
16. Mateo/E 6th



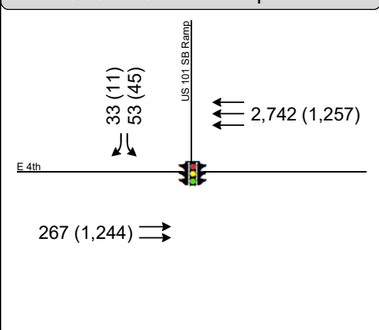
17. Mateo/7th



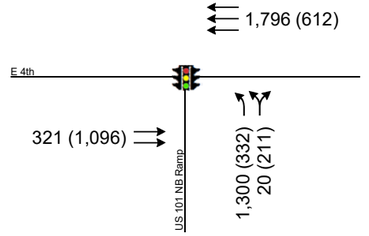
18. Pecan/E 4th



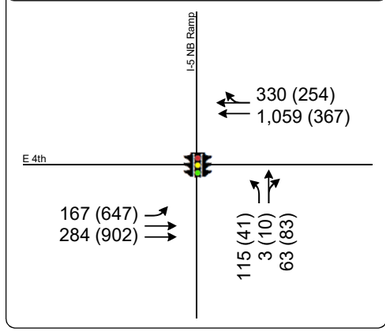
19. US 101 SB Ramp/E 4th



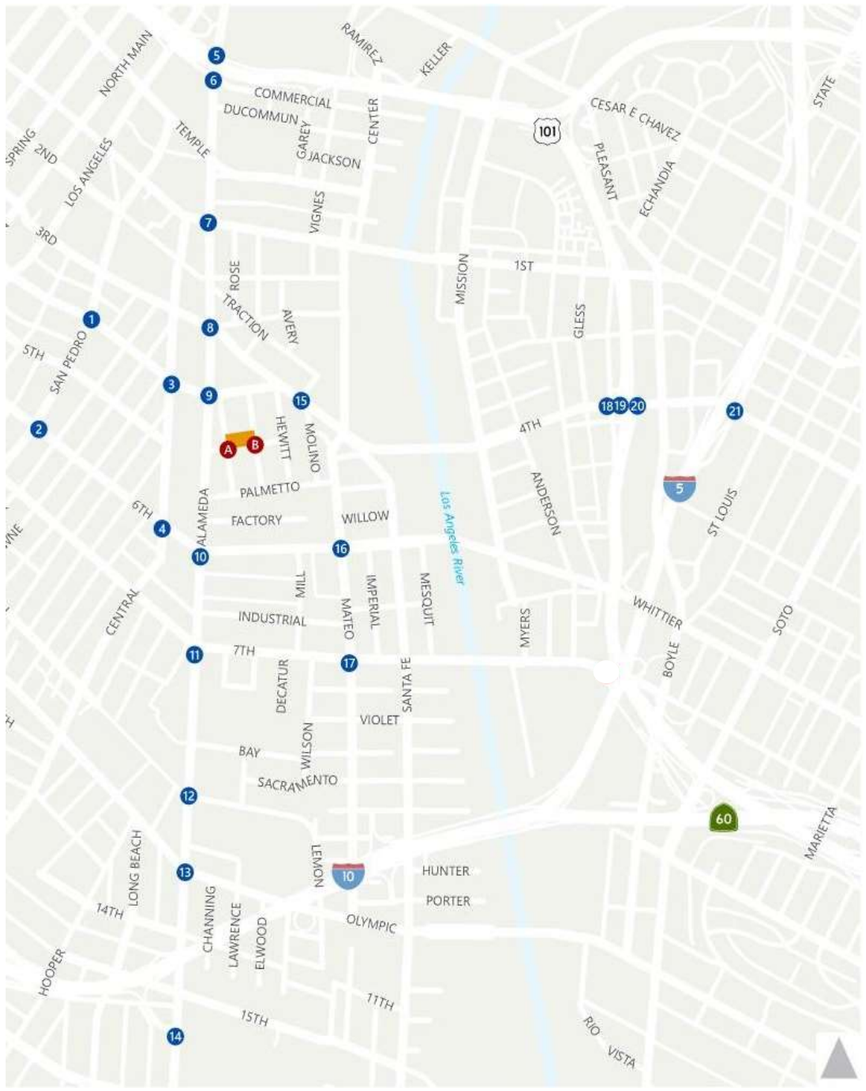
20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



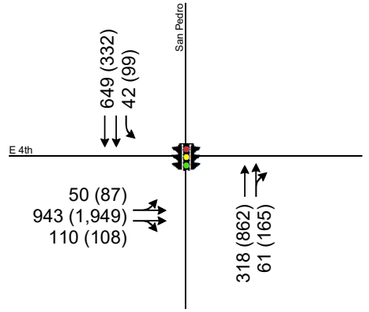
Appendix B
Peak Hour Traffic Volumes and Lane Configurations
Baseline Plus Project Volumes



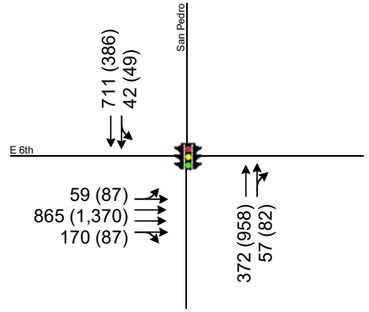
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

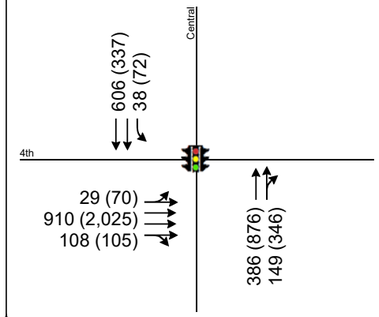
1. San Pedro/E 4th



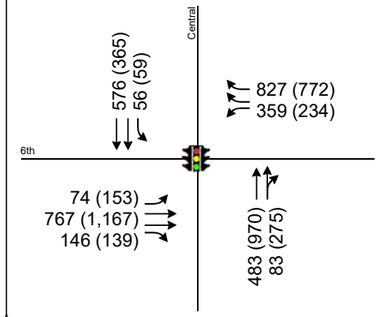
2. San Pedro/E 6th



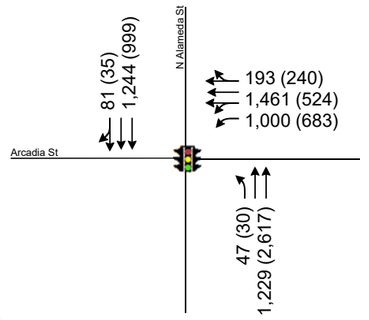
3. Central/4th



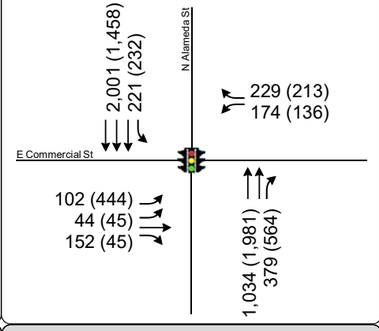
4. Central/6th



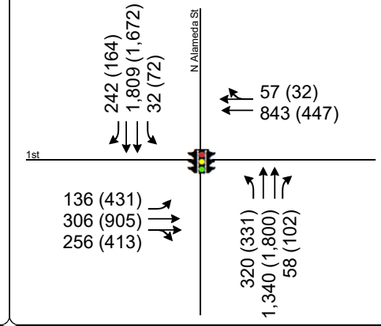
5. N Alameda St/Arcadia St



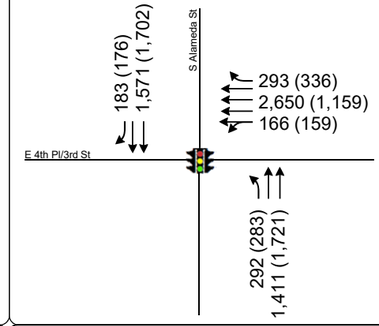
6. N Alameda St/E Commercial St



7. N Alameda St/1st



8. S Alameda St/E 4th Pl/3rd St



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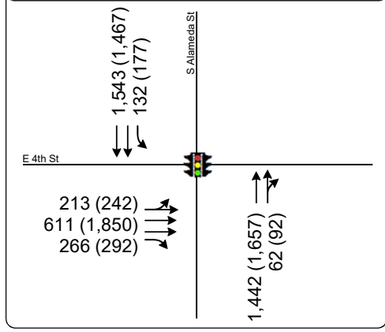
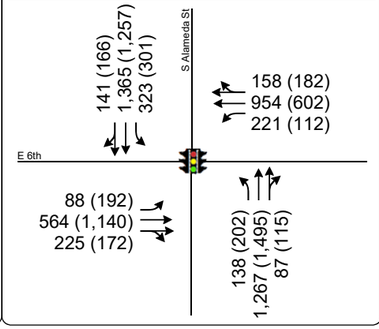
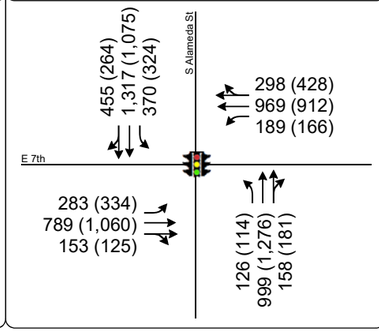


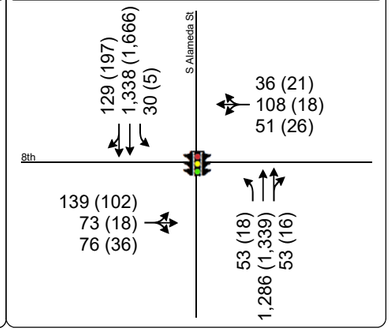
10. S Alameda St/E 6th



11. S Alameda St/E 7th



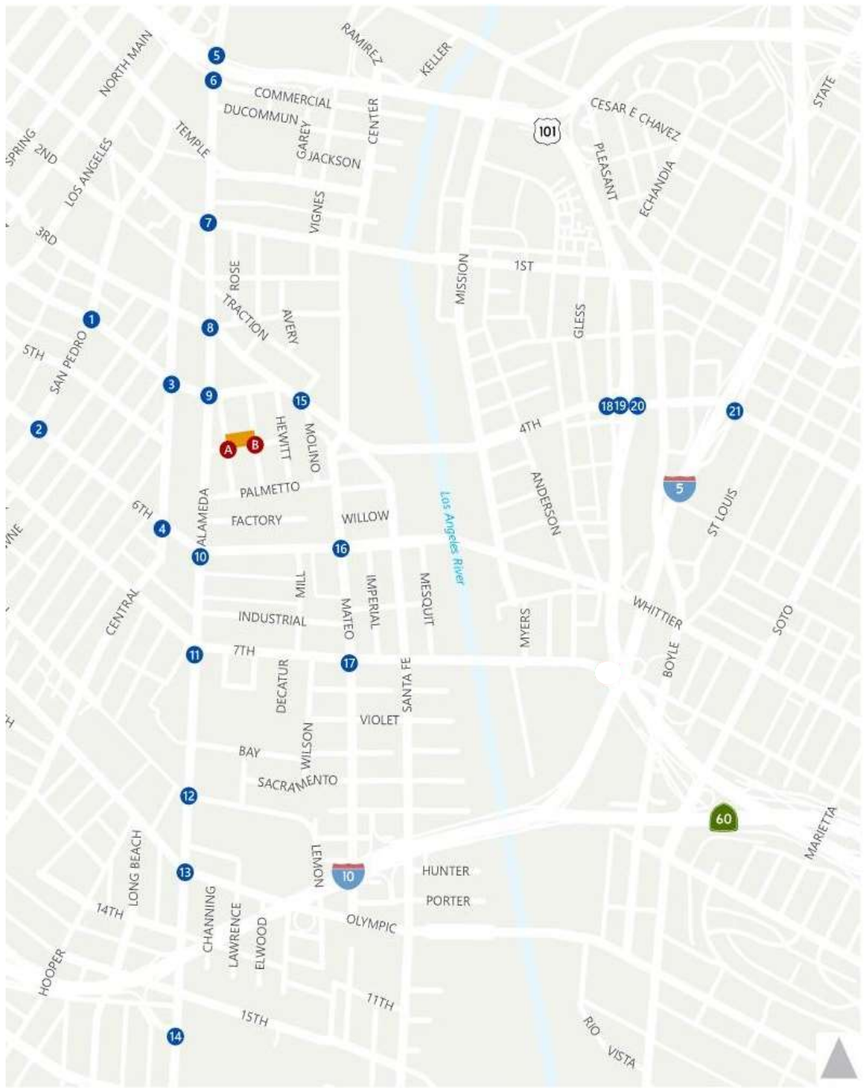
12. S Alameda St/8th



Appendix B

Peak Hour Traffic Volumes and Lane Configurations

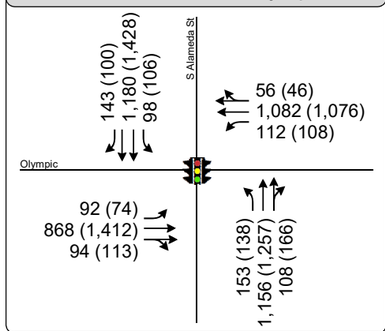
Future Year (2021) Base Volumes



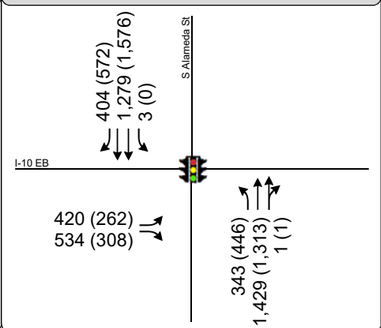
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

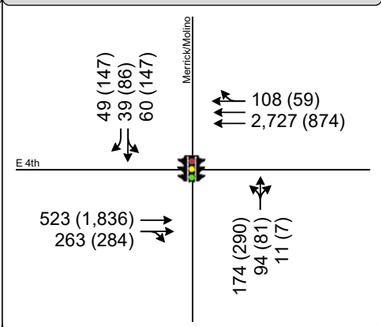
13. S Alameda St/Olympic



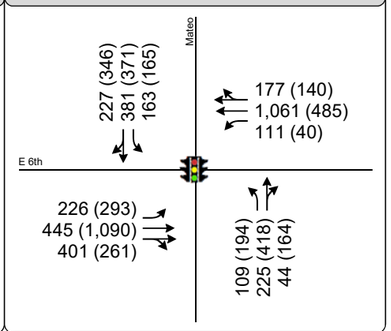
14. S Alameda St/I-10 EB



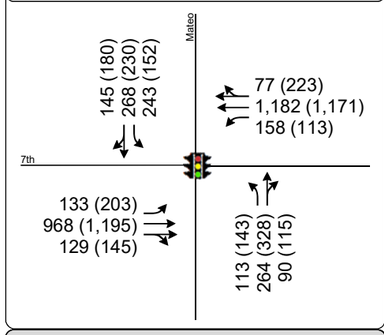
15. Merrick/Molino/E 4th



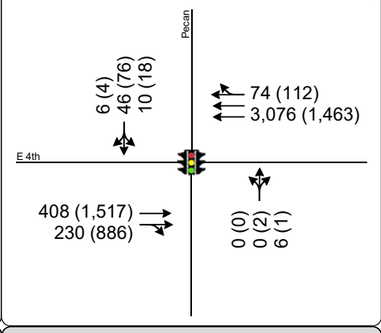
16. Mateo/E 6th



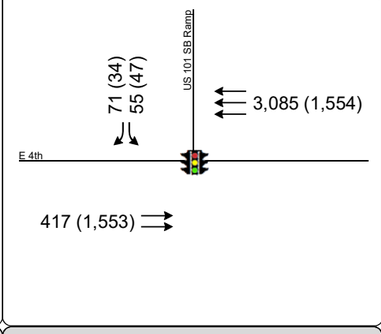
17. Mateo/7th



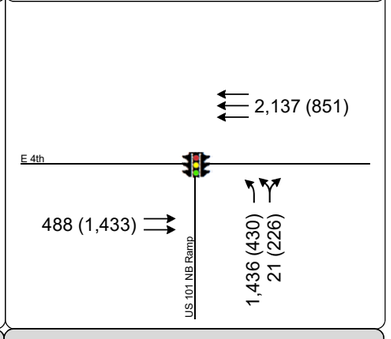
18. Pecan/E 4th



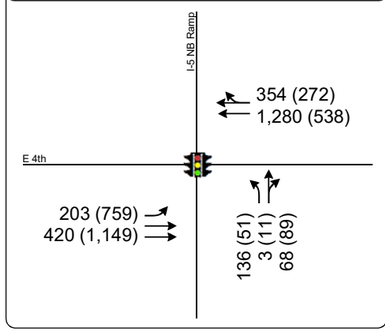
19. US 101 SB Ramp/E 4th



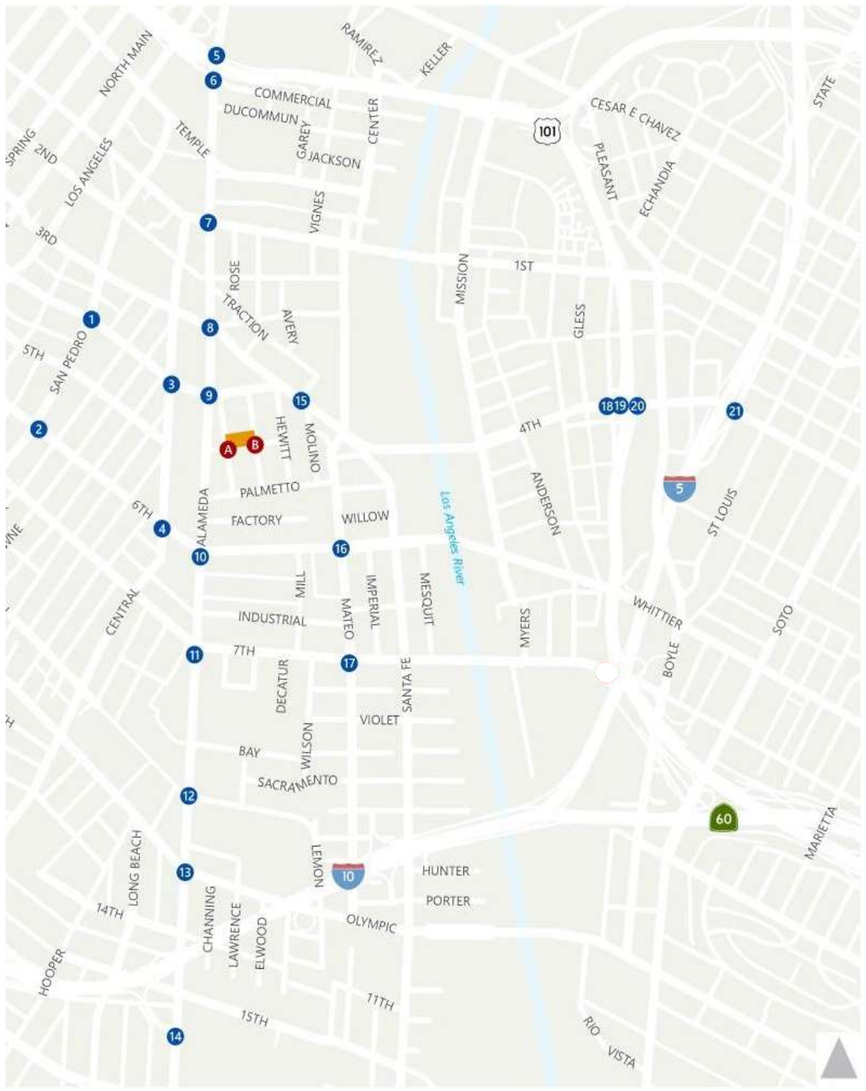
20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



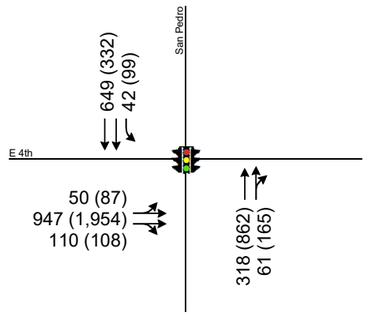
Appendix B
Peak Hour Traffic Volumes and Lane Configurations
Future Year (2021) Base Volumes



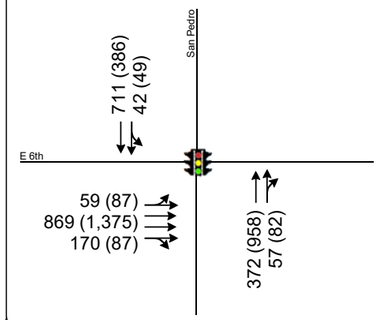
LEGEND

- ❶ Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Turn Lane

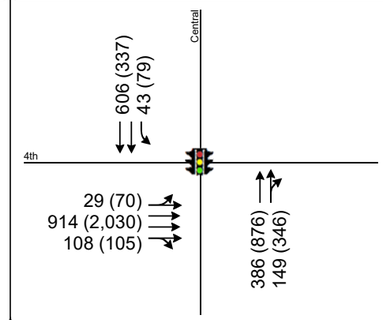
1. San Pedro/E 4th



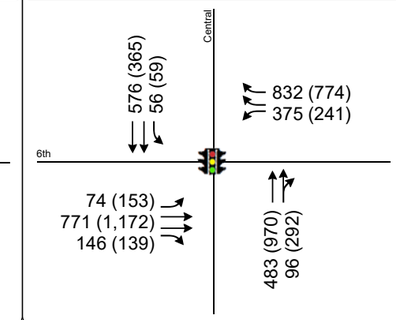
2. San Pedro/E 6th



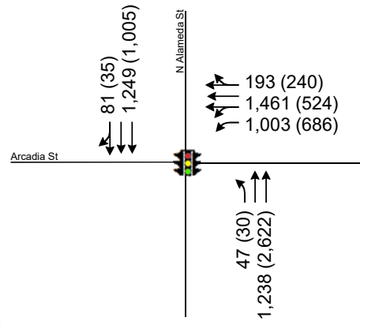
3. Central/4th



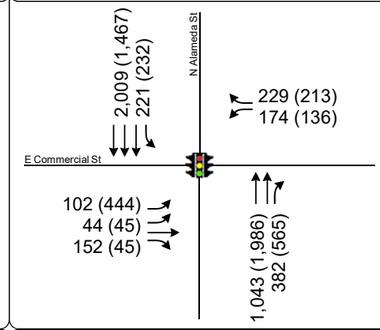
4. Central/6th



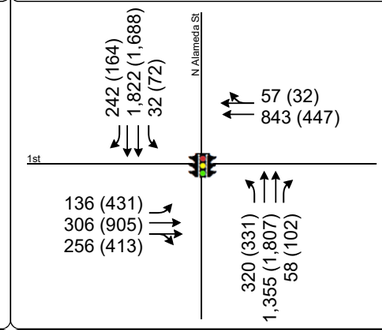
5. N Alameda St/Arcadia St



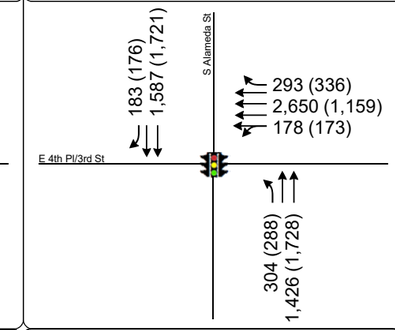
6. N Alameda St/E Commercial St



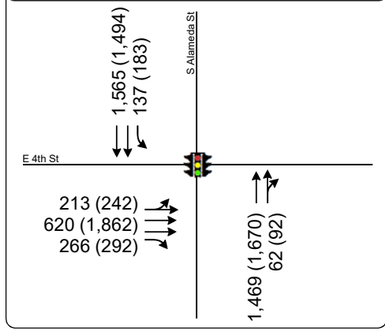
7. N Alameda St/1st



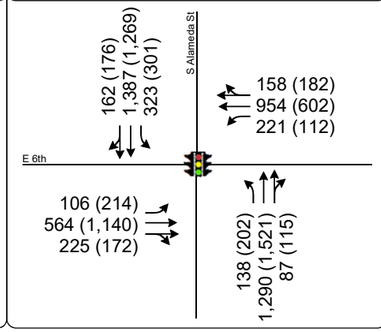
8. S Alameda St/E 4th Pl/3rd St



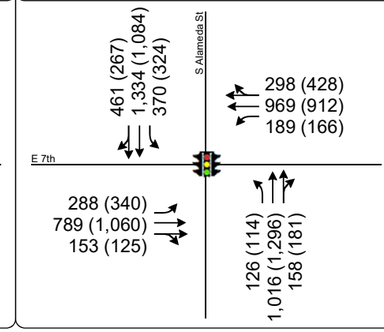
9. S Alameda St/E 4th St



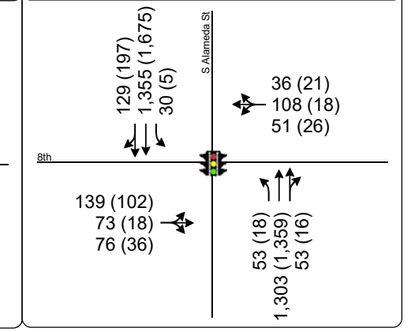
10. S Alameda St/E 6th



11. S Alameda St/E 7th



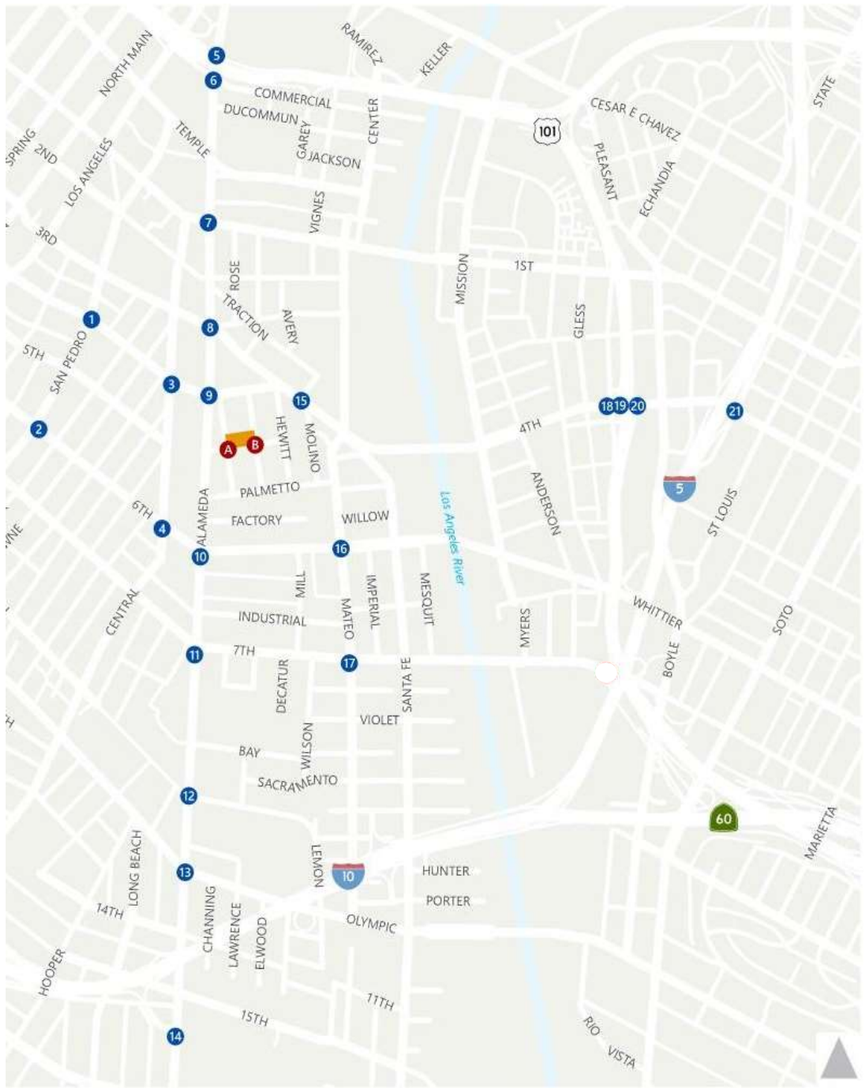
12. S Alameda St/8th



Appendix B

Peak Hour Traffic Volumes and Lane Configurations

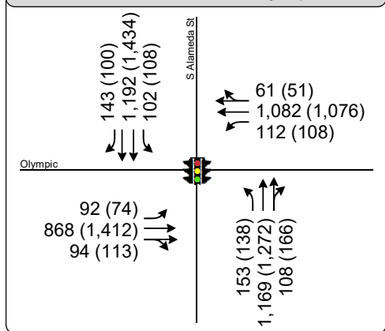
Future Year (2021) Plus Project Volumes



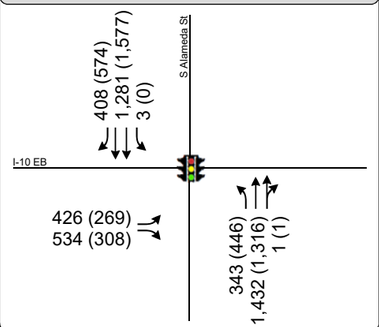
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

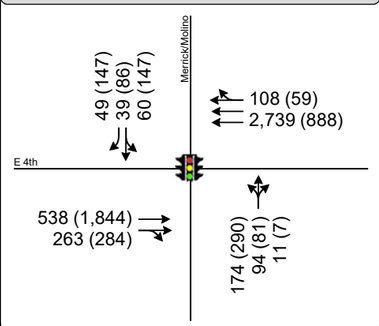
13. S Alameda St/Olympic



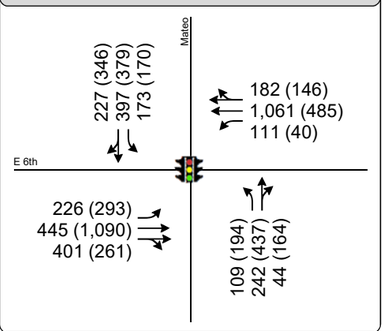
14. S Alameda St/I-10 EB



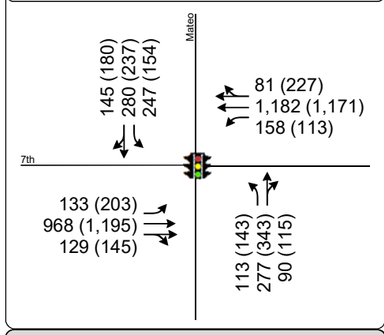
15. Merrick/Molino/E 4th



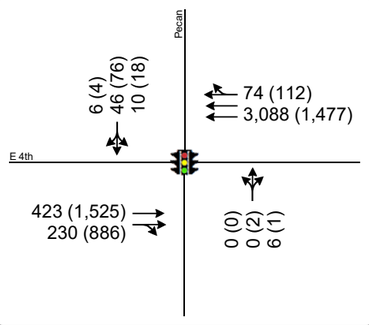
16. Mateo/E 6th



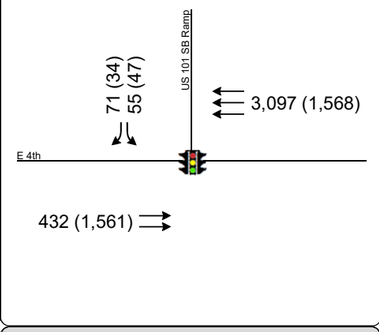
17. Mateo/7th



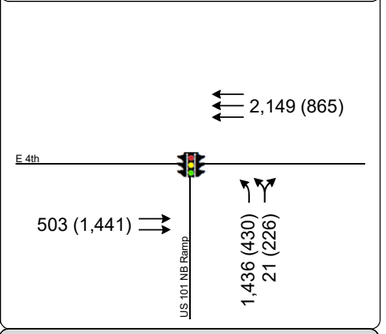
18. Pecan/E 4th



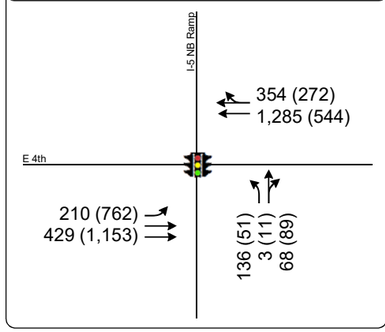
19. US 101 SB Ramp/E 4th



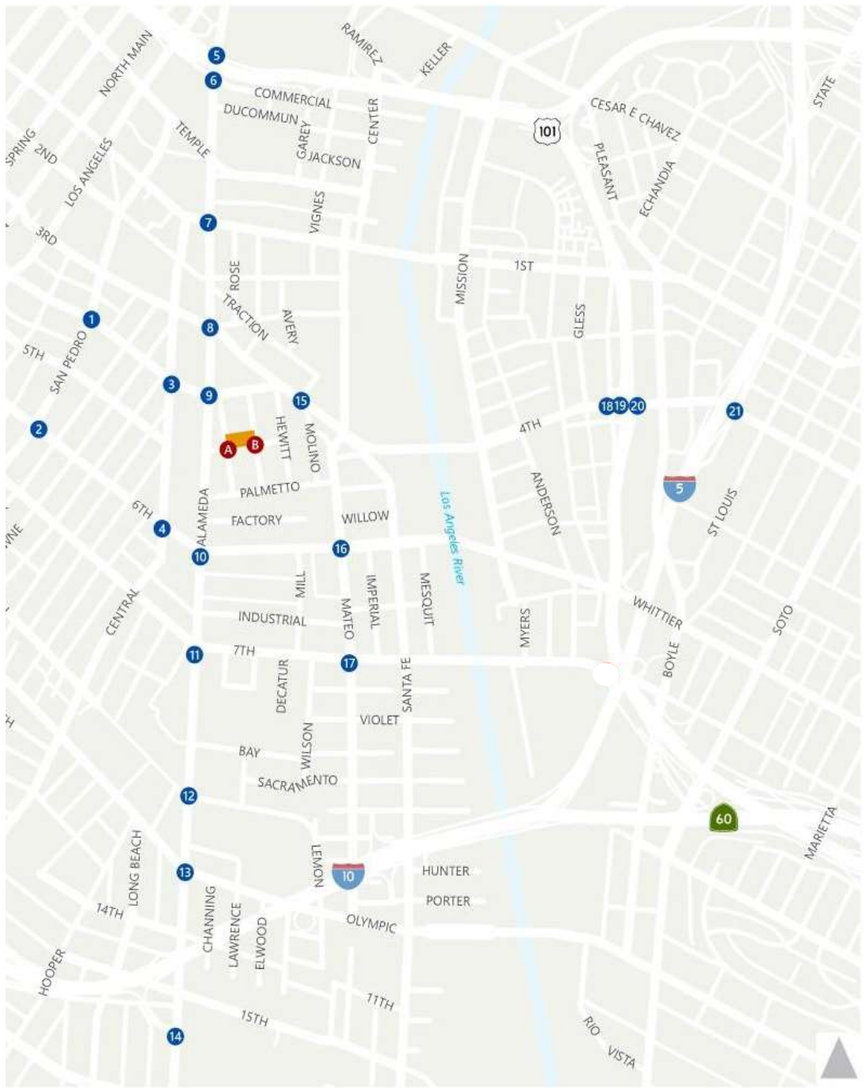
20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



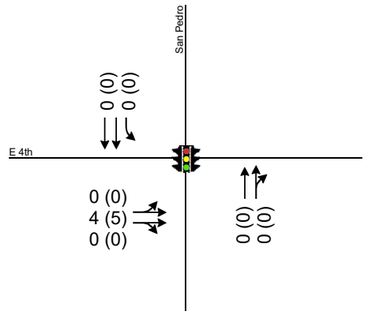
Appendix B
Peak Hour Traffic Volumes and Lane Configurations
Future Year (2021) Plus Project Volumes



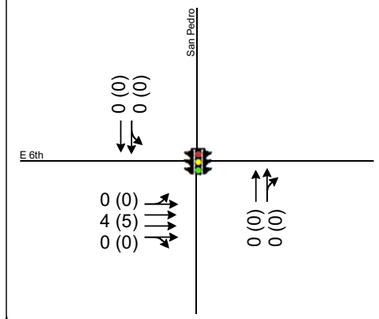
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

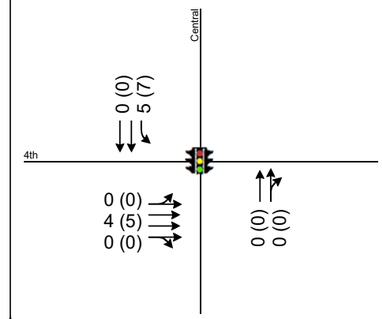
1. San Pedro/E 4th



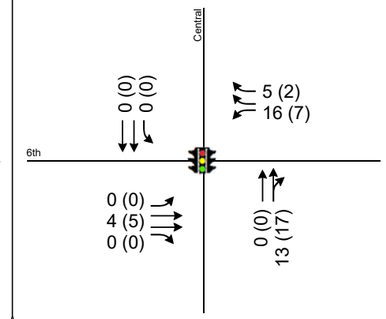
2. San Pedro/E 6th



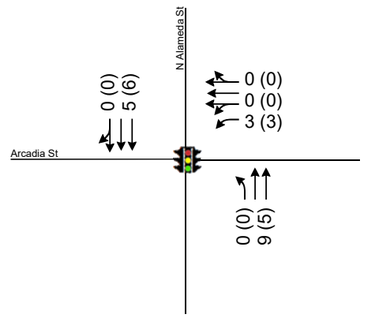
3. Central/4th



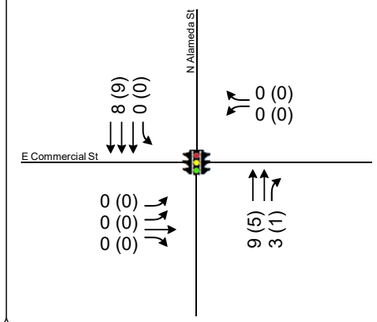
4. Central/6th



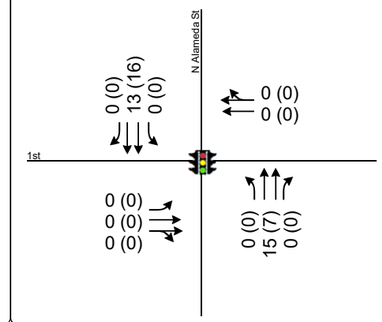
5. N Alameda St/Arcadia St



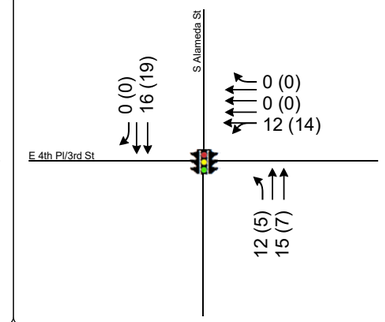
6. N Alameda St/E Commercial St



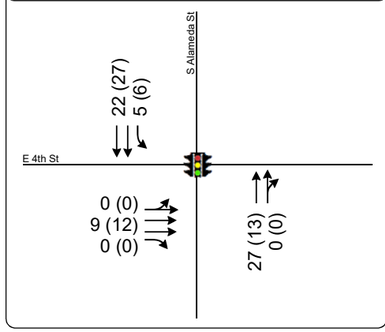
7. N Alameda St/1st



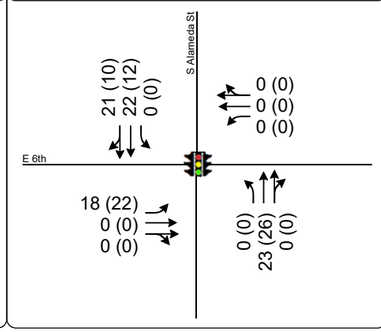
8. S Alameda St/E 4th Pl/3rd St



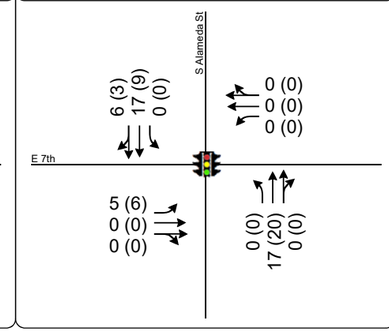
9. S Alameda St/E 4th St



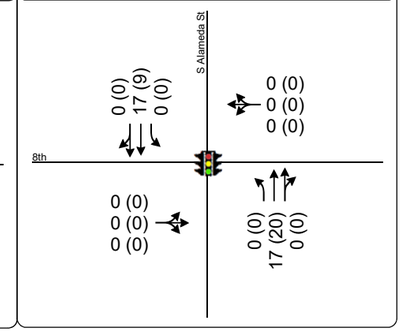
10. S Alameda St/E 6th



11. S Alameda St/E 7th



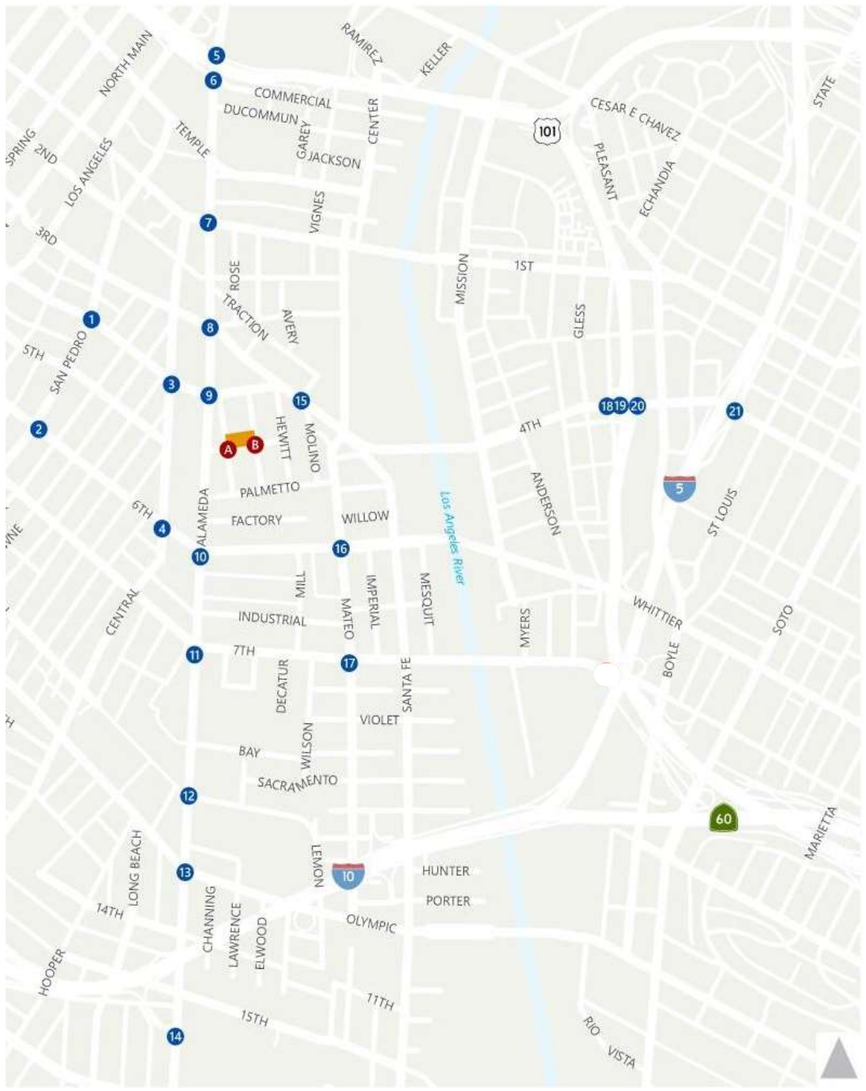
12. S Alameda St/8th



Appendix B

Peak Hour Traffic Volumes and Lane Configurations

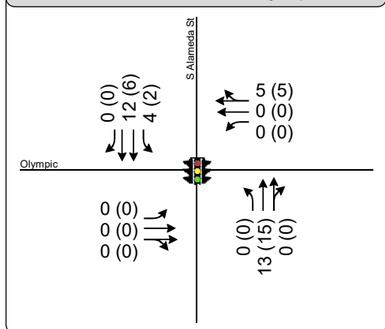
Project Only Volumes



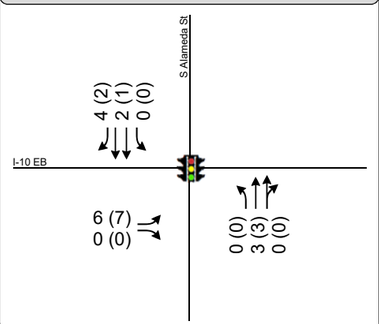
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

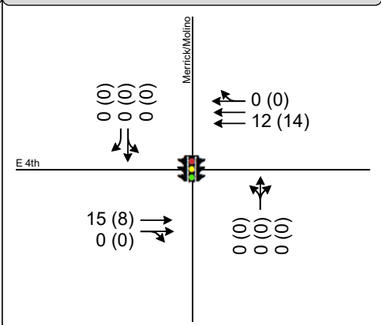
13. S Alameda St/Olympic



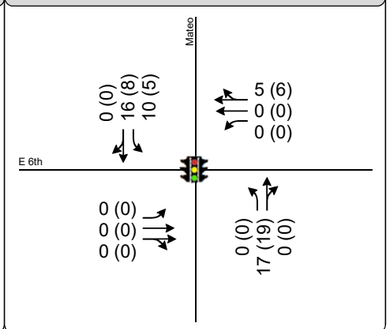
14. S Alameda St/I-10 EB



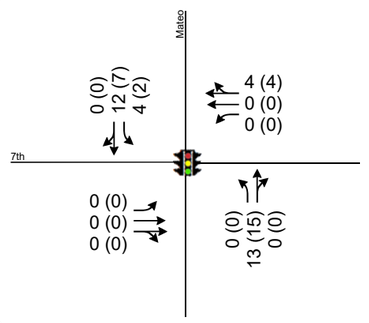
15. Merrick/Molino/E 4th



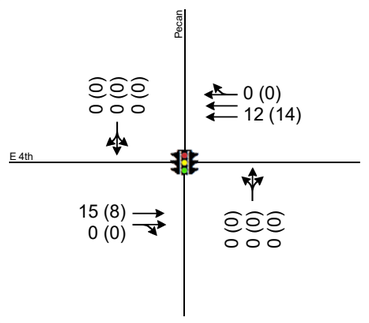
16. Mateo/E 6th



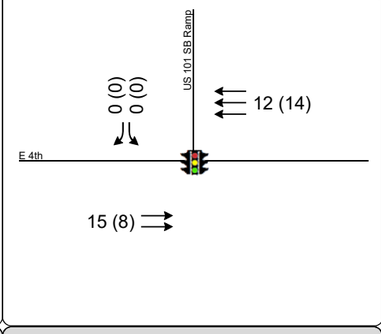
17. Mateo/7th



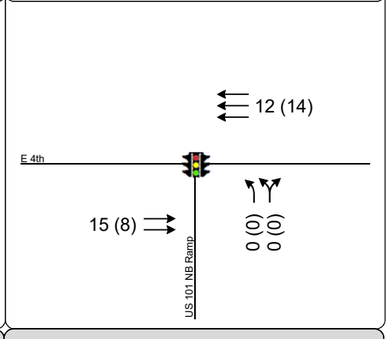
18. Pecan/E 4th



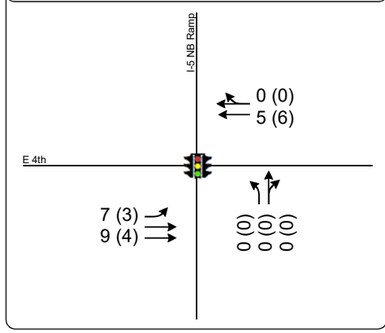
19. US 101 SB Ramp/E 4th



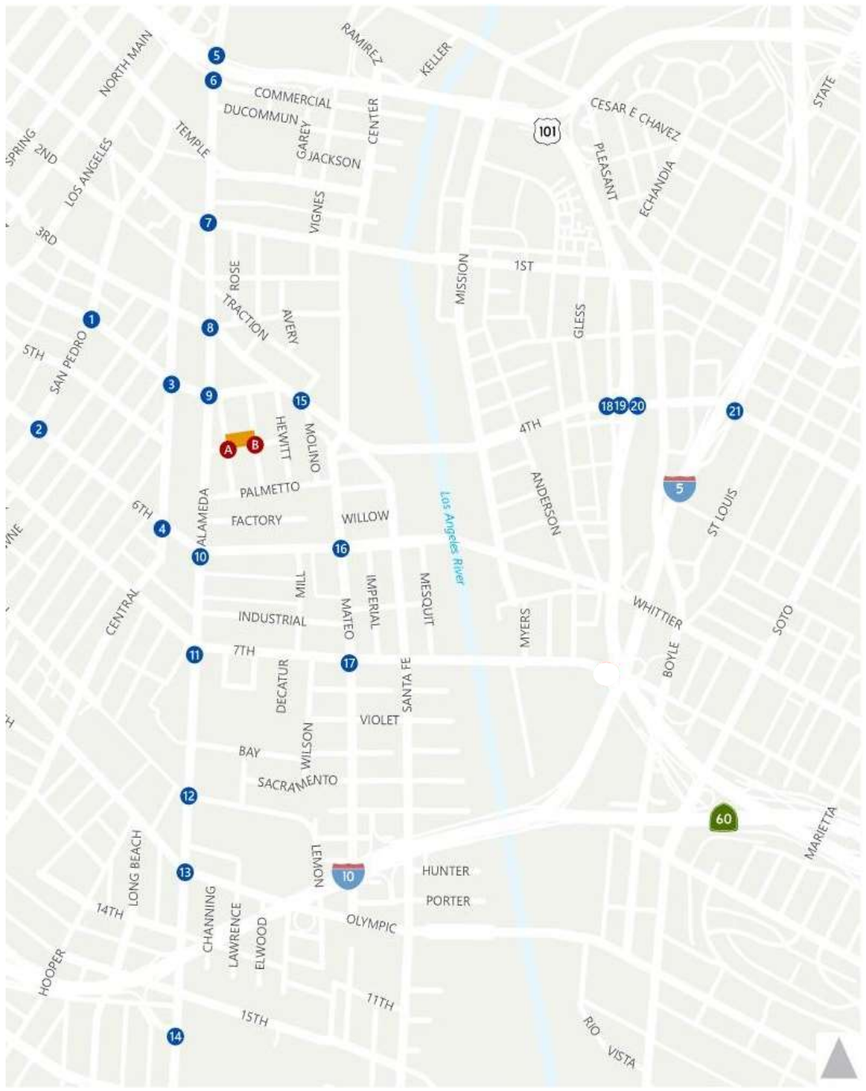
20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



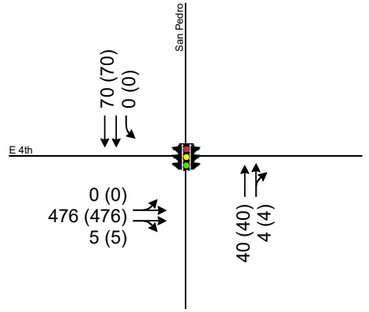
Appendix B
Peak Hour Traffic Volumes and Lane Configurations
Project Only Volumes



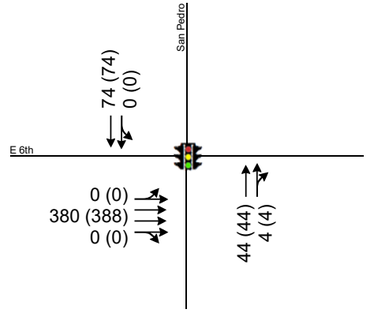
LEGEND

- ❶ Study Intersection
- AM (PM) Peak Hour Traffic Volume
- Turn Lane

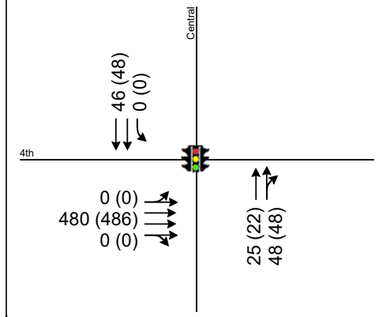
1. San Pedro/E 4th



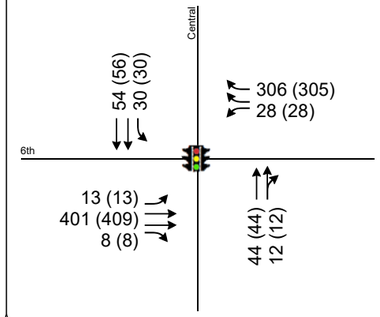
2. San Pedro/E 6th



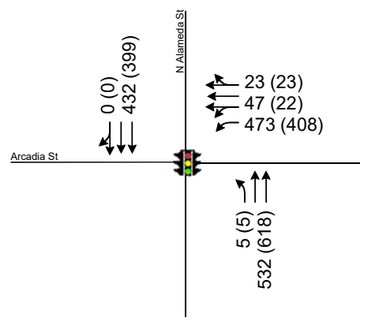
3. Central/4th



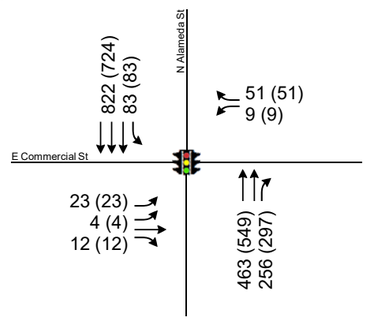
4. Central/6th



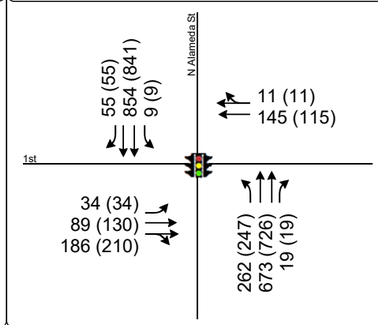
5. N Alameda St/Arcadia St



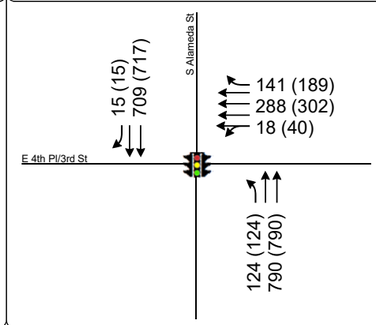
6. N Alameda St/E Commercial St



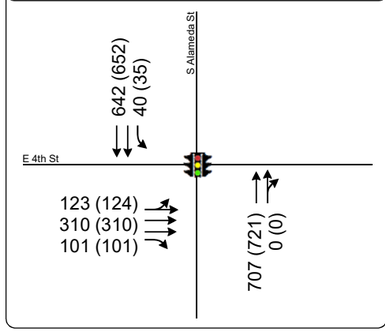
7. N Alameda St/1st



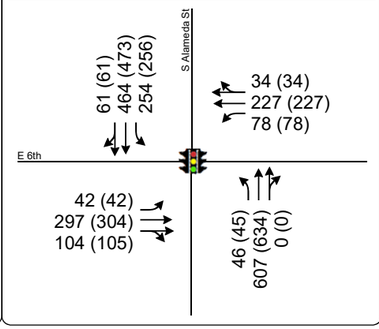
8. S Alameda St/E 4th Pl/3rd St



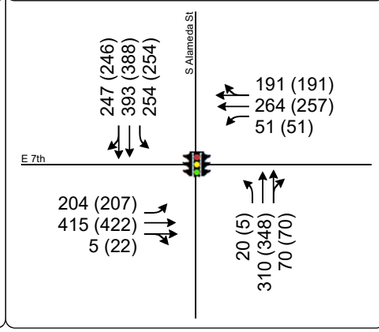
9. S Alameda St/E 4th St



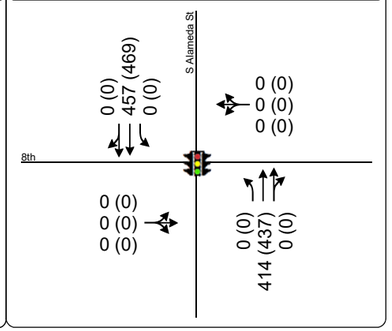
10. S Alameda St/E 6th



11. S Alameda St/E 7th



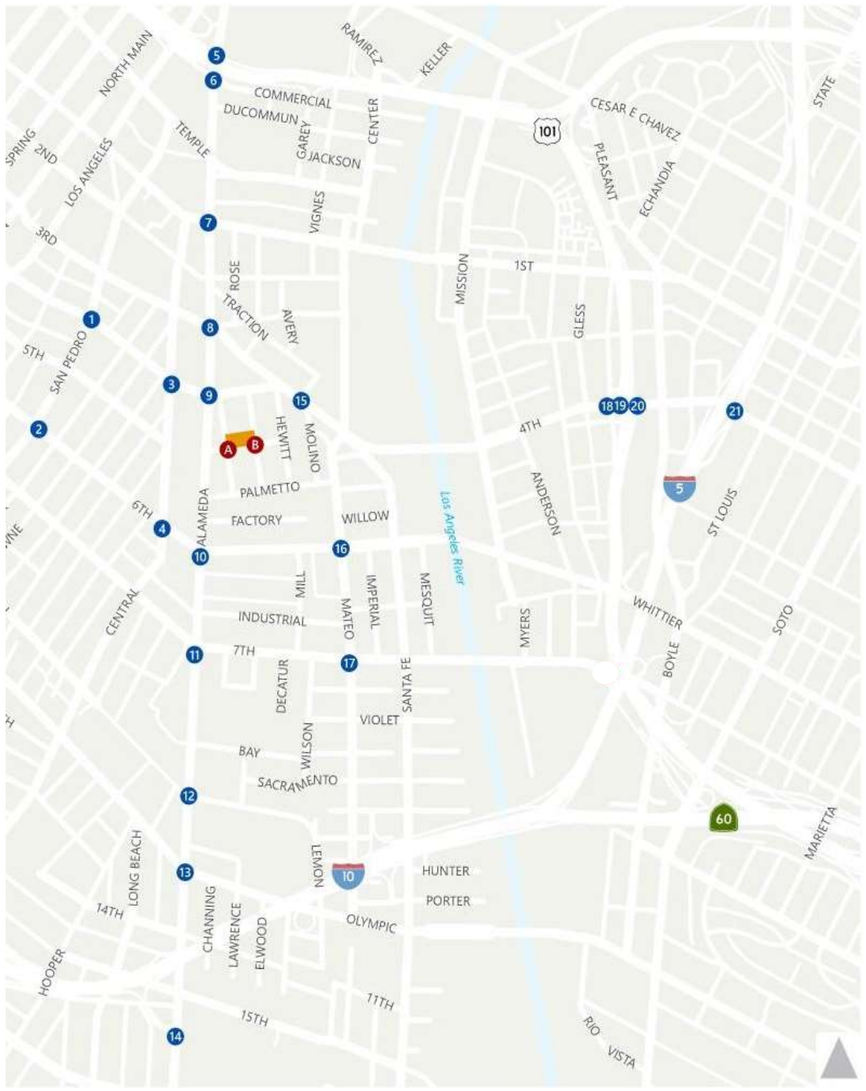
12. S Alameda St/8th



Appendix B

Peak Hour Traffic Volumes and Lane Configurations

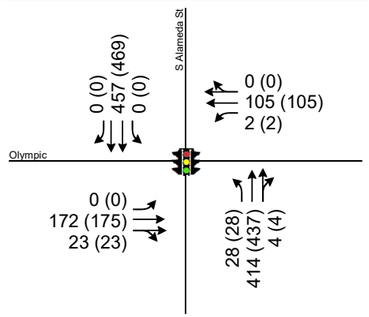
Related Project Volumes



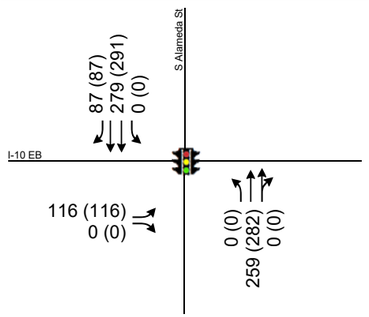
LEGEND

- ❶ Study Intersection
- **AM (PM)** Peak Hour Traffic Volume
- Turn Lane

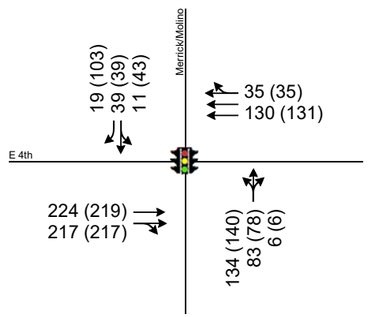
13. S Alameda St/Olympic



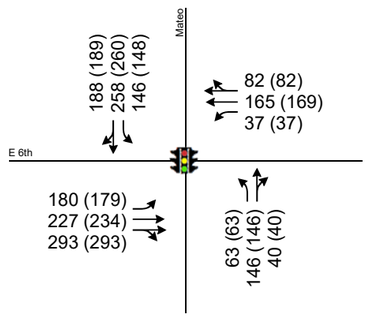
14. S Alameda St/I-10 EB



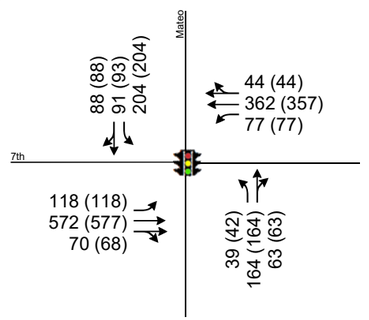
15. Merrick/Molino/E 4th



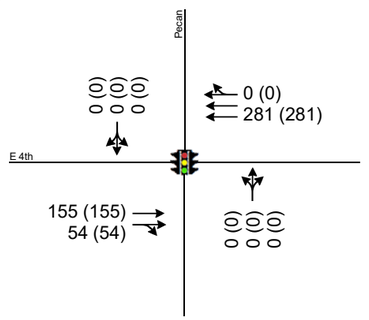
16. Mateo/E 6th



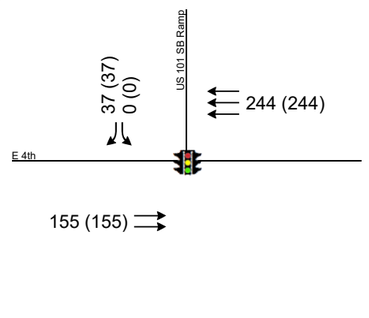
17. Mateo/7th



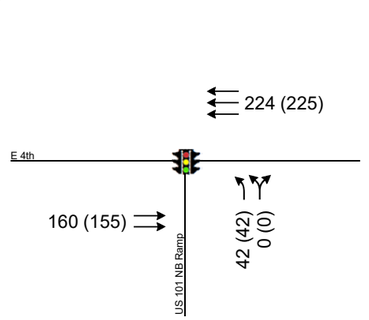
18. Pecan/E 4th



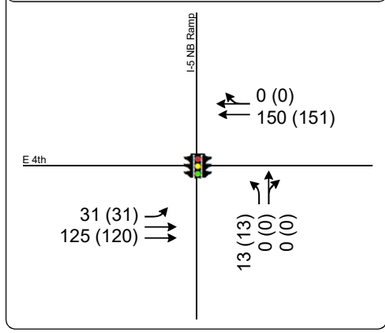
19. US 101 SB Ramp/E 4th



20. US 101 NB Ramp/E 4th



21. I-5 NB Ramp/E 4th



Appendix B
Peak Hour Traffic Volumes and Lane Configurations
Related Project Volumes

APPENDIX C:
COUNT SHEETS

Existing (2017) Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-001 **Day:** Wednesday

City: Los Angeles **Date:** 4/19/17

TOTALS

AM

NS/EW Streets:	San Pedro St			San Pedro St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
7:00 AM	0	49	6	6	77	0	11	88	12	0	0	0	249
7:15 AM	0	65	16	11	78	0	3	89	15	0	0	0	277
7:30 AM	0	75	9	7	115	0	10	110	32	0	0	0	358
7:45 AM	0	53	19	8	171	0	9	114	46	0	0	0	420
8:00 AM	0	61	8	10	125	0	13	131	28	0	0	0	376
8:15 AM	0	59	8	10	136	0	22	120	26	0	0	0	381
8:30 AM	0	86	23	18	141	0	16	90	23	0	0	0	397
8:45 AM	0	75	20	10	142	0	7	117	26	0	0	0	397
9:00 AM	0	61	19	10	132	0	11	119	20	0	0	0	372
9:15 AM	0	79	24	20	132	0	13	136	30	0	0	0	434
9:30 AM	0	81	13	13	99	0	14	100	30	0	0	0	350
9:45 AM	0	57	20	16	114	0	14	114	25	0	0	0	360
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	801	185	139	1462	0	143	1328	313	0	0	0	4371
APPROACH %'s :	0.00%	81.24%	18.76%	8.68%	91.32%	0.00%	8.02%	74.44%	17.54%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	301	86	58	547	0	47	462	99	0	0	0	1600
PEAK HR FACTOR :		0.888			0.951			0.849			0.000		0.922

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-001

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	San Pedro St			San Pedro St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
3:00 PM	0	92	27	27	61	0	11	170	9	0	0	0	397
3:15 PM	1	96	29	27	80	0	24	239	22	0	0	0	518
3:30 PM	0	81	35	21	87	0	15	241	30	0	0	0	510
3:45 PM	0	91	37	14	69	0	30	250	25	0	0	0	516
4:00 PM	0	102	26	23	81	0	22	277	30	0	0	0	561
4:15 PM	0	101	23	25	74	0	15	341	27	0	0	0	606
4:30 PM	0	118	29	28	79	0	19	331	14	0	0	0	618
4:45 PM	0	112	33	23	87	0	20	383	9	0	0	0	667
5:00 PM	0	151	49	27	89	0	10	389	16	0	0	0	731
5:15 PM	0	182	44	24	79	0	17	394	12	0	0	0	752
5:30 PM	0	197	35	17	86	0	29	372	13	0	0	0	749
5:45 PM	0	210	19	22	68	0	31	281	6	0	0	0	637
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1533	386	278	940	0	243	3668	213	0	0	0	7262
APPROACH %'s :	0.05%	79.84%	20.10%	22.82%	77.18%	0.00%	5.89%	88.94%	5.16%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	642	161	91	341	0	76	1538	50	0	0	0	2899
PEAK HR FACTOR :		0.865			0.931			0.983			0.000		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-002

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/17

AM

NS/EW Streets:	San Pedro St			San Pedro St			E 6th St			E 6th 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	4	0	0	0	0	
7:00 AM	0	57	8	10	78	0	7	80	9	0	0	0	249
7:15 AM	0	86	15	5	72	0	11	62	24	0	0	0	275
7:30 AM	0	83	11	5	113	0	8	73	28	0	0	0	321
7:45 AM	0	74	17	12	199	0	8	87	39	0	0	0	436
8:00 AM	0	72	15	8	153	0	12	81	30	0	0	0	371
8:15 AM	0	65	17	8	134	0	13	89	39	0	0	0	365
8:30 AM	0	94	13	8	145	0	10	77	21	0	0	0	368
8:45 AM	0	86	21	9	162	0	17	84	26	0	0	0	405
9:00 AM	0	72	21	7	144	0	12	75	27	0	0	0	358
9:15 AM	0	96	22	18	141	0	9	74	16	0	0	0	376
9:30 AM	0	82	14	15	116	0	14	62	15	0	0	0	318
9:45 AM	0	62	11	7	123	0	15	72	8	0	0	0	298
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	929	185	112	1580	0	136	916	282	0	0	0	4140
APPROACH %'s :	0.00%	83.39%	16.61%	6.62%	93.38%	0.00%	10.19%	68.67%	21.14%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	305	62	36	631	0	43	334	129	0	0	0	1540
PEAK HR FACTOR :		0.857			0.790			0.897			0.000		0.883

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-002

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	San Pedro St			San Pedro St			E 6th St			E 6th 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	4	0	0	0	0	
3:00 PM	1	104	12	7	68	0	13	137	23	0	0	0	365
3:15 PM	0	113	10	14	86	0	24	140	17	0	0	0	404
3:30 PM	0	96	13	14	110	0	13	155	13	0	0	0	414
3:45 PM	0	100	10	6	87	0	17	154	18	0	0	0	392
4:00 PM	0	115	9	11	112	0	13	176	20	0	0	0	456
4:15 PM	0	121	12	9	93	0	11	170	26	0	0	0	442
4:30 PM	0	120	18	6	86	0	28	208	21	0	0	0	487
4:45 PM	0	126	11	8	97	0	21	232	12	0	0	0	507
5:00 PM	0	164	19	12	112	0	22	224	18	0	0	0	571
5:15 PM	0	207	26	12	94	0	24	233	15	0	0	0	611
5:30 PM	0	219	11	12	90	0	24	225	17	0	0	0	598
5:45 PM	0	219	18	6	66	0	18	214	24	0	0	0	565
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1704	169	117	1101	0	228	2268	224	0	0	0	5812
APPROACH %'s :	0.05%	90.93%	9.02%	9.61%	90.39%	0.00%	8.38%	83.38%	8.24%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	809	74	42	362	0	88	896	74	0	0	0	2345
PEAK HR FACTOR :		0.931			0.815			0.972			0.000		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-003

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	Central Ave			Central Ave			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
7:00 AM	0	48	13	2	58	0	2	90	20	0	0	0	233
7:15 AM	0	76	14	4	100	0	3	84	21	0	0	0	302
7:30 AM	0	65	19	5	111	0	7	94	27	0	0	0	328
7:45 AM	0	80	18	8	122	0	8	95	30	0	0	0	361
8:00 AM	0	59	18	8	112	0	4	119	25	0	0	0	345
8:15 AM	0	57	23	4	112	0	3	111	28	0	0	0	338
8:30 AM	0	75	19	8	103	0	10	91	22	0	0	0	328
8:45 AM	0	54	16	8	104	0	10	115	30	0	0	0	337
9:00 AM	0	67	25	4	113	0	8	119	18	0	0	0	354
9:15 AM	0	66	19	7	73	0	10	139	33	0	0	0	347
9:30 AM	0	64	21	6	51	0	11	91	31	0	0	0	275
9:45 AM	0	63	21	5	70	0	6	108	29	0	0	0	302
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	774	226	69	1129	0	82	1256	314	0	0	0	3850
APPROACH %'s :	0.00%	77.40%	22.60%	5.76%	94.24%	0.00%	4.96%	76.03%	19.01%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	271	78	28	449	0	25	416	105	0	0	0	1372
PEAK HR FACTOR :		0.890			0.917			0.922			0.000		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-003

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	Central Ave			Central Ave			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
3:00 PM	0	113	28	14	59	0	7	202	32	0	0	0	455
3:15 PM	0	93	53	13	67	0	12	245	35	0	0	0	518
3:30 PM	0	94	45	20	80	0	8	270	28	0	0	0	545
3:45 PM	0	97	39	11	72	0	7	259	32	0	0	0	517
4:00 PM	0	87	46	24	75	0	16	302	36	0	0	0	586
4:15 PM	0	123	51	18	71	0	14	371	30	0	0	0	678
4:30 PM	0	150	74	22	89	0	14	353	30	0	0	0	732
4:45 PM	0	137	53	22	77	0	17	407	44	0	0	0	757
5:00 PM	0	181	75	19	96	0	33	449	38	0	0	0	891
5:15 PM	0	194	68	34	75	0	28	444	40	0	0	0	883
5:30 PM	0	196	90	26	52	0	32	419	28	0	0	0	843
5:45 PM	0	211	99	20	53	0	21	328	20	0	0	0	752
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1676	721	243	866	0	209	4049	393	0	0	0	8157
APPROACH %'s :	0.00%	69.92%	30.08%	21.91%	78.09%	0.00%	4.49%	87.06%	8.45%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	708	286	101	300	0	110	1719	150	0	0	0	3374
PEAK HR FACTOR :		0.869			0.872			0.951			0.000		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-004

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	Central Ave			Central Ave			E 6th St			E 6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1	2	1	1	0	2	
7:00 AM	0	82	13	6	47	0	2	44	18	28	0	74	314
7:15 AM	0	126	12	6	88	0	10	44	15	31	0	79	411
7:30 AM	0	101	10	5	107	0	9	43	15	37	0	81	408
7:45 AM	0	106	12	6	104	0	10	60	20	46	0	93	457
8:00 AM	0	101	6	5	111	0	13	56	18	35	0	69	414
8:15 AM	0	106	12	4	108	0	10	64	14	46	0	74	438
8:30 AM	0	102	8	1	97	0	16	51	31	45	0	67	418
8:45 AM	0	99	15	2	113	0	9	65	23	50	0	57	433
9:00 AM	0	107	16	7	102	0	11	52	14	51	0	48	408
9:15 AM	0	101	17	4	85	0	17	50	21	46	0	46	387
9:30 AM	0	89	17	8	70	0	14	54	18	31	0	41	342
9:45 AM	0	106	15	10	88	0	9	35	21	41	0	36	361
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1226	153	64	1120	0	130	618	228	487	0	765	4791
APPROACH %'s :	0.00%	88.91%	11.09%	5.41%	94.59%	0.00%	13.32%	63.32%	23.36%	38.90%	0.00%	61.10%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	415	38	16	420	0	49	231	83	172	0	303	1727
PEAK HR FACTOR :		0.960			0.940			0.926			0.854		0.945

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-004

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	Central Ave			Central Ave			E 6th St			E 6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1	2	1	1	0	2	
3:00 PM	0	132	19	4	74	0	28	93	33	36	0	28	447
3:15 PM	0	126	18	6	84	0	22	99	32	39	0	40	466
3:30 PM	0	115	12	10	107	0	23	110	45	30	0	50	502
3:45 PM	0	127	11	6	85	0	21	122	33	19	0	40	464
4:00 PM	0	122	14	10	107	0	20	122	36	35	0	35	501
4:15 PM	0	149	11	5	90	0	25	124	33	26	0	46	509
4:30 PM	0	167	20	4	105	0	36	146	33	45	0	33	589
4:45 PM	0	165	21	4	97	0	36	160	47	27	0	52	609
5:00 PM	1	182	16	8	128	0	40	151	50	52	0	61	689
5:15 PM	0	213	20	7	92	0	36	165	55	42	0	54	684
5:30 PM	0	213	18	4	78	0	56	141	46	29	0	88	673
5:45 PM	0	238	19	4	61	0	53	145	36	23	0	103	682
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1949	199	72	1108	0	396	1578	479	403	0	630	6815
APPROACH %'s :	0.05%	90.69%	9.26%	6.10%	93.90%	0.00%	16.14%	64.33%	19.53%	39.01%	0.00%	60.99%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	846	73	23	359	0	185	602	187	146	0	306	2728
PEAK HR FACTOR :		0.895			0.702			0.951			0.897		0.990

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-005

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	N Alameda St			N Alameda St			Arcadia St			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	17	156	0	0	172	12	0	0	0	114	485	53	1009
7:15 AM	24	182	0	0	174	21	0	0	0	96	493	44	1034
7:30 AM	24	177	0	0	200	12	0	0	0	96	490	54	1053
7:45 AM	16	168	0	0	178	14	0	0	0	93	472	54	995
8:00 AM	21	178	0	0	174	15	0	0	0	111	444	39	982
8:15 AM	16	170	0	0	189	25	0	0	0	96	472	58	1026
8:30 AM	19	195	0	0	165	18	0	0	0	104	457	44	1002
8:45 AM	13	186	0	0	182	20	0	0	0	94	426	49	970
9:00 AM	16	163	0	0	185	27	0	0	0	96	418	54	959
9:15 AM	18	177	0	0	196	18	0	0	0	75	418	61	963
9:30 AM	14	175	0	0	178	18	0	0	0	99	446	61	991
9:45 AM	17	175	0	0	174	24	0	0	0	101	351	50	892
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	215	2102	0	0	2167	224	0	0	0	1175	5372	621	11876
APPROACH %'s :	9.28%	90.72%	0.00%	0.00%	90.63%	9.37%	#DIV/0!	#DIV/0!	#DIV/0!	16.39%	74.94%	8.66%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	81	683	0	0	724	59	0	0	0	399	1940	205	4091
PEAK HR FACTOR :		0.927			0.923			0.000			0.975		0.971

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-005 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 4/19/17

PM

NS/EW Streets:	N Alameda St			N Alameda St			Arcadia St			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	9	385	0	0	161	11	0	0	0	53	125	58	802
3:15 PM	14	390	0	0	125	5	0	0	0	71	151	53	809
3:30 PM	1	411	0	0	156	5	0	0	0	53	143	48	817
3:45 PM	4	406	0	0	126	9	0	0	0	58	148	40	791
4:00 PM	4	417	0	0	142	9	0	0	0	64	140	33	809
4:15 PM	9	377	0	0	136	8	0	0	0	58	126	42	756
4:30 PM	5	420	0	0	133	8	0	0	0	50	137	36	789
4:45 PM	3	401	0	0	136	10	0	0	0	53	130	38	771
5:00 PM	2	408	0	0	162	7	0	0	0	54	126	48	807
5:15 PM	5	407	0	0	125	3	0	0	0	37	134	41	752
5:30 PM	2	412	0	0	136	10	0	0	0	48	134	58	800
5:45 PM	3	398	0	0	120	7	0	0	0	53	138	55	774
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	61	4832	0	0	1658	92	0	0	0	652	1632	550	9477
APPROACH %'s :	1.25%	98.75%	0.00%	0.00%	94.74%	5.26%	#DIV/0!	#DIV/0!	#DIV/0!	23.01%	57.59%	19.41%	
PEAK HR START TIME :	315 PM												TOTAL
PEAK HR VOL :	23	1624	0	0	549	28	0	0	0	246	582	174	3226
PEAK HR FACTOR :		0.978			0.896			0.000			0.911		0.987

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-006 **Day:** Wednesday

City: Los Angeles **Date:** 4/19/17

TOTALS

AM

NS/EW Streets:	N Alameda St			N Alameda St			E Commercial St			E Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	3	0	2	1	1	1	0	1	
7:00 AM	0	125	31	38	250	0	12	9	23	40	0	44	572
7:15 AM	0	134	22	32	229	0	12	7	12	29	0	65	542
7:30 AM	0	140	26	38	263	0	16	12	28	33	0	46	602
7:45 AM	0	119	28	31	247	0	16	8	26	39	0	38	552
8:00 AM	0	145	28	24	256	0	18	9	30	32	0	41	583
8:15 AM	0	133	32	22	258	0	12	10	31	34	0	39	571
8:30 AM	0	147	37	35	231	0	12	13	39	27	0	50	591
8:45 AM	0	137	25	34	250	0	17	14	34	39	0	40	590
9:00 AM	0	138	24	27	252	0	15	7	45	43	0	32	583
9:15 AM	0	147	31	26	242	0	19	14	39	35	0	31	584
9:30 AM	0	129	32	22	257	0	16	9	39	32	0	39	575
9:45 AM	0	138	32	27	245	0	14	4	36	36	0	38	570
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1632	348	356	2980	0	179	116	382	419	0	503	6915
APPROACH %'s :	0.00%	82.42%	17.58%	10.67%	89.33%	0.00%	26.44%	17.13%	56.43%	45.44%	0.00%	54.56%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	569	117	122	975	0	63	48	157	144	0	153	2348
PEAK HR FACTOR :		0.932			0.966			0.931			0.940		0.993

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-006 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 4/19/17

PM

NS/EW Streets:	N Alameda St			N Alameda St			E Commercial St			E Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	3	0	2	1	1	1	0	1	
3:00 PM	0	256	41	37	173	0	97	10	20	29	0	43	706
3:15 PM	0	252	48	28	163	0	104	19	9	22	0	46	691
3:30 PM	0	264	35	26	188	0	101	19	10	21	0	47	711
3:45 PM	0	252	28	36	152	0	111	9	22	21	0	43	674
4:00 PM	0	270	19	30	175	0	102	6	18	20	0	44	684
4:15 PM	0	238	20	26	167	0	105	18	9	20	0	41	644
4:30 PM	0	264	24	28	162	0	106	10	8	31	0	48	681
4:45 PM	0	236	21	28	156	0	108	13	8	28	0	54	652
5:00 PM	0	256	35	27	190	0	97	16	6	19	0	45	691
5:15 PM	0	245	21	29	132	0	118	15	2	21	0	43	626
5:30 PM	0	281	24	25	164	0	102	9	8	24	0	38	675
5:45 PM	0	237	19	28	142	0	106	8	7	21	0	53	621
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3051	335	348	1964	0	1257	152	127	277	0	545	8056
APPROACH %'s :	0.00%	90.11%	9.89%	15.05%	84.95%	0.00%	81.84%	9.90%	8.27%	33.70%	0.00%	66.30%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	1024	152	127	676	0	413	57	61	93	0	179	2782
PEAK HR FACTOR :		0.980			0.938			0.935			0.944		0.978

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-007

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	N Alameda St			N Alameda St			E 1st St			E 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	1.5	0.5	
7:00 AM	11	185	12	2	208	14	20	19	9	1	163	22	666
7:15 AM	23	192	18	3	195	19	15	30	11	0	161	15	682
7:30 AM	29	198	25	5	200	21	13	39	12	1	163	15	721
7:45 AM	15	172	22	6	205	23	13	34	21	2	171	13	697
8:00 AM	23	213	13	6	213	25	17	42	21	1	129	17	720
8:15 AM	16	210	12	4	224	22	13	36	13	2	168	18	738
8:30 AM	8	178	10	3	189	22	19	52	12	0	155	17	665
8:45 AM	22	198	17	5	208	25	8	32	8	0	189	24	736
9:00 AM	25	219	23	1	250	18	17	34	18	0	162	16	783
9:15 AM	13	209	25	6	229	23	24	31	13	1	159	12	745
9:30 AM	12	193	31	5	204	21	17	33	14	2	145	18	695
9:45 AM	23	166	25	7	198	36	17	38	21	1	183	18	733
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	220	2333	233	53	2523	269	193	420	173	11	1948	205	8581
APPROACH %'s :	7.90%	83.74%	8.36%	1.86%	88.68%	9.46%	24.55%	53.44%	22.01%	0.51%	90.02%	9.47%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	72	819	96	17	891	87	66	130	53	3	655	70	2959
PEAK HR FACTOR :		0.924			0.925			0.902			0.854		0.945

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-007

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	N Alameda St			N Alameda St			E 1st St			E 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	1.5	0.5	
3:00 PM	18	226	23	5	177	27	45	80	26	1	52	7	687
3:15 PM	19	182	37	8	152	39	51	94	27	0	66	3	678
3:30 PM	19	196	29	6	190	19	43	97	33	1	57	5	695
3:45 PM	17	155	28	4	186	24	55	107	40	1	81	3	701
4:00 PM	25	133	44	8	169	23	58	118	15	0	70	6	669
4:15 PM	19	130	31	9	161	23	53	132	29	0	66	0	653
4:30 PM	13	138	32	4	160	27	47	160	32	0	74	0	687
4:45 PM	14	131	23	7	171	27	42	139	32	0	96	2	684
5:00 PM	7	132	24	6	176	32	59	144	41	0	73	8	702
5:15 PM	13	146	25	8	150	26	46	144	30	0	75	3	666
5:30 PM	20	142	42	11	154	19	49	148	23	0	71	2	681
5:45 PM	11	149	33	6	150	22	55	115	40	1	63	8	653
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	195	1860	371	82	1996	308	603	1478	368	4	844	47	8156
APPROACH %'s :	8.04%	76.67%	15.29%	3.44%	83.65%	12.91%	24.62%	60.35%	15.03%	0.45%	94.30%	5.25%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	73	759	117	23	705	109	194	378	126	3	256	18	2761
PEAK HR FACTOR :		0.889			0.973			0.864			0.815		0.985

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-008 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 4/19/17

AM

NS/EW Streets:	S Alameda St			S Alameda St			4th Pl			4th Pl			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	0	0	0	0	0	5	0	
7:00 AM	30	119	0	0	176	40	0	0	0	30	602	73	1070
7:15 AM	24	160	0	0	176	42	0	0	0	34	639	79	1154
7:30 AM	37	164	0	0	198	57	0	0	0	31	551	78	1116
7:45 AM	31	150	0	0	179	50	0	0	0	30	584	60	1084
8:00 AM	31	144	0	0	226	34	0	0	0	32	584	97	1148
8:15 AM	31	120	0	0	207	48	0	0	0	40	507	70	1023
8:30 AM	29	140	0	0	186	39	0	0	0	42	541	56	1033
8:45 AM	27	160	0	0	194	47	0	0	0	52	461	72	1013
9:00 AM	37	146	0	0	206	52	0	0	0	42	495	98	1076
9:15 AM	24	153	0	0	197	63	0	0	0	46	433	91	1007
9:30 AM	38	157	0	0	179	41	0	0	0	24	437	52	928
9:45 AM	39	137	0	0	179	36	0	0	0	33	436	48	908
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	378	1750	0	0	2303	549	0	0	0	436	6270	874	12560
APPROACH %'s :	17.76%	82.24%	0.00%	0.00%	80.75%	19.25%	#DIV/0!	#DIV/0!	#DIV/0!	5.75%	82.72%	11.53%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	123	618	0	0	779	183	0	0	0	127	2358	314	4502
PEAK HR FACTOR :		0.922			0.925			0.000			0.931		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-008 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			4th Pl			4th Pl			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	0	0	0	0	0	5	0	
3:00 PM	40	213	0	0	181	49	0	0	0	21	168	31	703
3:15 PM	50	192	0	0	162	27	0	0	0	39	182	19	671
3:30 PM	40	208	0	0	192	30	0	0	0	34	191	22	717
3:45 PM	47	196	0	0	192	38	0	0	0	21	194	24	712
4:00 PM	57	170	0	0	172	44	0	0	0	35	196	26	700
4:15 PM	57	156	0	0	175	29	0	0	0	30	199	15	661
4:30 PM	64	197	0	0	185	36	0	0	0	27	216	28	753
4:45 PM	66	166	0	0	187	29	0	0	0	37	249	19	753
5:00 PM	97	150	0	0	201	43	0	0	0	47	258	21	817
5:15 PM	94	189	0	0	150	43	0	0	0	37	225	22	760
5:30 PM	87	191	0	0	175	33	0	0	0	50	239	27	802
5:45 PM	64	159	0	0	161	34	0	0	0	47	239	27	731
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	763	2187	0	0	2133	435	0	0	0	425	2556	281	8780
APPROACH %'s :	25.86%	74.14%	0.00%	0.00%	83.06%	16.94%	#DIV/0!	#DIV/0!	#DIV/0!	13.03%	78.36%	8.61%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	344	696	0	0	713	148	0	0	0	171	971	89	3132
PEAK HR FACTOR :		0.919			0.882			0.000			0.944		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-009

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	S Alameda St			S Alameda St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	3	1	0	0	0	
7:00 AM	0	150	13	9	184	0	19	58	25	0	0	0	458
7:15 AM	0	165	8	16	200	0	16	56	28	0	0	0	489
7:30 AM	0	188	6	10	201	0	22	54	46	0	0	0	527
7:45 AM	0	159	14	9	204	0	17	58	50	0	0	0	511
8:00 AM	0	163	19	15	221	0	18	81	35	0	0	0	552
8:15 AM	0	144	9	20	229	0	16	94	30	0	0	0	542
8:30 AM	0	148	19	22	205	0	20	77	25	0	0	0	516
8:45 AM	0	164	13	28	209	0	18	86	34	0	0	0	552
9:00 AM	0	176	15	20	227	0	25	98	32	0	0	0	593
9:15 AM	0	158	13	21	193	0	23	99	36	0	0	0	543
9:30 AM	0	168	17	32	189	0	21	69	29	0	0	0	525
9:45 AM	0	162	23	14	175	0	21	89	25	0	0	0	509
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1945	169	216	2437	0	236	919	395	0	0	0	6317
APPROACH %'s :	0.00%	92.01%	7.99%	8.14%	91.86%	0.00%	15.23%	59.29%	25.48%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	666	58	101	818	0	87	352	131	0	0	0	2213
PEAK HR FACTOR :		0.948			0.930			0.902			0.000		0.933

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-009

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	3	1	0	0	0	
3:00 PM	0	201	22	37	163	0	38	172	31	0	0	0	664
3:15 PM	0	187	20	33	174	0	41	227	42	0	0	0	724
3:30 PM	0	205	25	31	197	0	41	251	44	0	0	0	794
3:45 PM	0	199	24	29	189	0	40	232	45	0	0	0	758
4:00 PM	0	206	27	38	165	0	30	285	59	0	0	0	810
4:15 PM	0	178	26	21	176	0	33	351	59	0	0	0	844
4:30 PM	0	201	27	25	190	0	45	366	38	0	0	0	892
4:45 PM	0	203	22	31	183	0	37	381	66	0	0	0	923
5:00 PM	0	237	40	23	209	0	40	449	59	0	0	0	1057
5:15 PM	0	233	29	22	207	0	38	432	68	0	0	0	1029
5:30 PM	0	234	29	19	179	0	41	442	57	0	0	0	1001
5:45 PM	0	163	18	27	172	0	39	345	52	0	0	0	816
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2447	309	336	2204	0	463	3933	620	0	0	0	10312
APPROACH %'s :	0.00%	88.79%	11.21%	13.23%	86.77%	0.00%	9.23%	78.41%	12.36%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	907	120	95	778	0	156	1704	250	0	0	0	4010
PEAK HR FACTOR :		0.927			0.941			0.963			0.000		0.948

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-010 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 4/19/17

AM

NS/EW Streets:	S Alameda St			S Alameda St			E 6th St			E 6th 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	20	148	6	12	162	18	15	21	25	13	56	9	505
7:15 AM	31	161	9	8	199	27	12	28	25	6	58	9	573
7:30 AM	30	167	13	10	198	24	17	13	25	6	65	16	584
7:45 AM	37	144	12	7	216	28	15	34	35	4	63	10	605
8:00 AM	22	155	9	13	215	27	11	28	21	9	57	18	585
8:15 AM	38	130	9	10	218	36	19	33	35	10	42	7	587
8:30 AM	30	138	5	10	191	35	18	28	18	9	42	9	533
8:45 AM	30	148	2	15	177	34	28	34	24	6	40	12	550
9:00 AM	18	160	5	12	202	42	21	27	27	9	29	21	573
9:15 AM	16	143	8	9	179	35	24	39	16	9	27	13	518
9:30 AM	23	159	7	11	192	18	26	28	29	10	22	10	535
9:45 AM	25	145	10	12	175	26	22	15	22	5	25	21	503
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	320	1798	95	129	2324	350	228	328	302	96	526	155	6651
APPROACH %'s :	14.46%	81.25%	4.29%	4.60%	82.91%	12.49%	26.57%	38.23%	35.20%	12.36%	67.70%	19.95%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	127	596	43	40	847	115	62	108	116	29	227	51	2361
PEAK HR FACTOR :		0.912			0.949			0.822			0.882		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-010

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			E 6th St			E 6th 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	20	180	5	11	174	29	27	59	22	9	18	16	570
3:15 PM	19	162	3	10	189	25	37	51	44	2	22	11	575
3:30 PM	21	177	8	12	208	28	24	68	36	3	22	12	619
3:45 PM	16	170	4	9	210	15	29	64	57	6	14	9	603
4:00 PM	15	169	7	14	202	24	38	56	46	4	21	13	609
4:15 PM	23	159	6	11	191	27	33	74	48	4	14	10	600
4:30 PM	19	172	5	16	203	26	29	103	46	10	26	20	675
4:45 PM	30	185	6	13	186	29	29	101	43	4	20	9	655
5:00 PM	26	204	12	19	231	38	33	98	52	3	34	8	758
5:15 PM	27	191	11	16	225	38	39	116	35	8	32	19	757
5:30 PM	44	196	10	19	204	23	37	87	41	2	36	7	706
5:45 PM	40	239	6	19	196	34	33	94	43	2	43	12	761
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	300	2204	83	169	2419	336	388	971	513	57	302	146	7888
APPROACH %'s :	11.60%	85.20%	3.21%	5.78%	82.73%	11.49%	20.73%	51.87%	27.40%	11.29%	59.80%	28.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	137	830	39	73	856	133	142	395	171	15	145	46	2982
PEAK HR FACTOR :		0.882			0.922			0.932			0.873		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-011 **Day:** Wednesday

City: Los Angeles **Date:** 4/19/17

TOTALS

AM

NS/EW Streets:	S Alameda St			S Alameda St			E 7th St			E 7th 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	21	131	21	24	161	41	13	54	27	31	229	36	789
7:15 AM	23	153	15	21	184	35	14	69	25	28	249	34	850
7:30 AM	25	164	21	18	179	28	18	80	26	25	235	28	847
7:45 AM	25	148	33	31	202	31	17	89	25	27	207	37	872
8:00 AM	28	148	12	20	198	37	10	83	30	20	264	33	883
8:15 AM	22	128	14	28	199	45	12	74	23	36	231	28	840
8:30 AM	28	127	13	17	163	38	15	75	28	27	267	33	831
8:45 AM	30	135	22	22	161	30	9	87	22	27	243	28	816
9:00 AM	27	144	15	34	169	34	20	64	22	21	236	26	812
9:15 AM	31	136	27	27	154	30	11	67	39	27	187	31	767
9:30 AM	23	133	26	25	168	47	20	68	23	22	191	27	773
9:45 AM	30	125	24	27	150	30	14	80	28	25	214	26	773
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	313	1672	243	294	2088	426	173	890	318	316	2753	367	9853
APPROACH %'s :	14.05%	75.04%	10.91%	10.47%	74.36%	15.17%	12.53%	64.45%	23.03%	9.20%	80.12%	10.68%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	101	613	81	90	763	131	59	321	106	100	955	132	3452
PEAK HR FACTOR :		0.946			0.932			0.927			0.936		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-011

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			E 7th St			E 7th 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	33	141	17	28	157	23	23	144	26	29	128	34	783
3:15 PM	19	125	22	33	185	25	23	127	31	24	111	27	752
3:30 PM	27	152	21	37	194	21	25	176	36	18	119	29	855
3:45 PM	25	144	16	44	216	23	17	137	25	26	121	23	817
4:00 PM	15	146	20	35	201	22	24	148	22	23	104	21	781
4:15 PM	25	144	25	40	189	14	20	149	21	20	102	20	769
4:30 PM	13	155	26	36	207	23	14	160	18	21	132	29	834
4:45 PM	24	170	22	31	177	21	18	160	37	24	137	37	858
5:00 PM	28	178	34	37	230	22	14	179	35	31	173	36	997
5:15 PM	27	179	20	42	212	14	21	219	25	23	139	27	948
5:30 PM	30	176	15	32	201	17	25	248	23	24	150	34	975
5:45 PM	26	222	20	48	192	15	26	213	23	23	154	35	997
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	292	1932	258	443	2361	240	250	2060	322	286	1570	352	10366
APPROACH %'s :	11.76%	77.84%	10.39%	14.55%	77.56%	7.88%	9.50%	78.27%	12.23%	12.95%	71.11%	15.94%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	111	755	89	159	835	68	86	859	106	101	616	132	3917
PEAK HR FACTOR :		0.891			0.919			0.888			0.884		0.982

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-012

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	S Alameda St			S Alameda St			E 8th St			E 8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	2	0	0	1	0	0	1	0	
7:00 AM	13	170	8	5	164	24	25	15	27	15	27	5	498
7:15 AM	9	179	5	2	199	35	28	16	20	7	21	4	525
7:30 AM	8	197	3	4	190	31	33	21	10	9	18	9	533
7:45 AM	6	195	5	0	211	30	31	8	22	6	22	7	543
8:00 AM	16	175	6	3	201	25	23	7	17	8	19	8	508
8:15 AM	14	168	10	5	180	38	24	14	14	3	27	11	508
8:30 AM	15	164	15	4	205	33	17	19	9	9	30	5	525
8:45 AM	11	179	8	3	179	30	14	12	15	11	18	16	496
9:00 AM	22	174	8	4	164	33	28	19	12	12	15	11	502
9:15 AM	20	195	6	4	180	20	25	7	19	15	27	11	529
9:30 AM	22	151	2	6	185	30	31	11	18	11	18	10	495
9:45 AM	23	171	13	4	187	29	16	13	14	15	18	11	514
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	179	2118	89	44	2245	358	295	162	197	121	260	108	6176
APPROACH %'s :	7.50%	88.77%	3.73%	1.66%	84.81%	13.52%	45.11%	24.77%	30.12%	24.74%	53.17%	22.09%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	39	746	19	9	801	121	115	52	69	30	80	28	2109
PEAK HR FACTOR :		0.966			0.966			0.922			0.958		0.971

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-012

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			E 8th St			E 8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	2	0	0	1	0	0	1	0	
3:00 PM	5	172	10	2	209	12	9	4	12	5	4	4	448
3:15 PM	1	150	5	0	238	9	9	9	11	4	8	5	449
3:30 PM	7	183	3	6	251	12	9	6	12	5	2	8	504
3:45 PM	0	176	4	12	261	12	9	4	13	4	4	8	507
4:00 PM	3	161	5	8	238	17	6	2	10	6	5	8	469
4:15 PM	2	154	5	15	235	20	18	3	4	8	5	6	475
4:30 PM	3	186	7	6	236	20	13	4	14	11	6	6	512
4:45 PM	4	189	7	8	228	14	13	6	9	10	5	4	497
5:00 PM	2	188	8	15	275	24	9	7	7	9	6	5	555
5:15 PM	5	204	9	5	252	24	12	5	6	14	6	6	548
5:30 PM	1	185	5	1	226	21	7	4	11	6	11	6	484
5:45 PM	1	250	6	10	227	11	9	6	4	7	6	8	545
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	34	2198	74	88	2876	196	123	60	113	89	68	74	5993
APPROACH %'s :	1.47%	95.32%	3.21%	2.78%	91.01%	6.20%	41.55%	20.27%	38.18%	38.53%	29.44%	32.03%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	9	827	28	31	980	80	37	22	28	36	29	25	2132
PEAK HR FACTOR :		0.840			0.869			0.946			0.865		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-013

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	S Alameda St			S Alameda St			Olympic Blvd			Olympic Blvd			
	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	0	1	2	0	
7:00 AM	13	138	12	17	145	29	16	142	16	33	311	23	895
7:15 AM	22	151	15	19	151	42	18	126	12	31	307	10	904
7:30 AM	21	152	8	22	133	30	16	152	21	21	290	22	888
7:45 AM	21	163	17	24	180	41	12	147	20	21	294	15	955
8:00 AM	18	165	18	23	133	33	14	154	15	21	285	20	899
8:15 AM	19	143	12	21	95	44	13	171	16	20	277	15	846
8:30 AM	24	143	22	30	170	51	17	180	11	16	252	16	932
8:45 AM	30	158	29	21	140	46	18	141	18	20	263	12	896
9:00 AM	21	147	18	17	134	39	18	141	13	32	290	17	887
9:15 AM	22	163	13	21	152	36	11	157	17	32	234	20	878
9:30 AM	25	135	24	24	149	43	15	167	16	29	220	21	868
9:45 AM	33	145	27	17	163	30	17	170	18	28	223	12	883
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	269	1803	215	256	1745	464	185	1848	193	304	3246	203	10731
APPROACH %'s :	11.76%	78.84%	9.40%	10.39%	70.79%	18.82%	8.31%	83.02%	8.67%	8.10%	86.49%	5.41%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	82	631	58	88	597	146	60	579	68	94	1176	67	3646
PEAK HR FACTOR :		0.959			0.848			0.935			0.960		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-013

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			Olympic Blvd			Olympic Blvd			
	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	0	1	2	0	
3:00 PM	21	145	35	20	164	39	17	240	17	23	121	17	859
3:15 PM	24	136	30	26	171	36	16	243	21	16	145	12	876
3:30 PM	19	147	32	33	170	45	23	282	14	22	168	13	968
3:45 PM	19	139	25	32	208	24	20	278	18	22	147	12	944
4:00 PM	20	128	34	30	179	43	16	270	17	30	195	17	979
4:15 PM	20	135	46	30	168	37	19	294	15	28	189	11	992
4:30 PM	21	157	28	27	181	42	12	278	17	24	232	17	1036
4:45 PM	31	158	33	25	165	41	10	266	9	26	133	17	914
5:00 PM	14	153	45	22	217	39	17	277	12	16	242	14	1068
5:15 PM	29	175	40	24	205	34	16	301	18	20	254	18	1134
5:30 PM	22	161	36	19	171	37	18	313	11	29	260	19	1096
5:45 PM	17	207	39	23	174	43	18	307	13	21	255	15	1132
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	257	1841	423	311	2173	460	202	3349	182	277	2341	182	11998
APPROACH %'s :	10.19%	73.03%	16.78%	10.56%	73.81%	15.63%	5.41%	89.71%	4.88%	9.89%	83.61%	6.50%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	82	696	160	88	767	153	69	1198	54	86	1011	66	4430
PEAK HR FACTOR :		0.892			0.906			0.966			0.944		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-014

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	S Alameda St			S Alameda St			I-10 EB On Ramp			I-10 EB On Ramp			
	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	0	1	0	1	0	
7:00 AM	101	233	2	2	188	84	44	0	86	0	0	0	740
7:15 AM	108	256	0	4	201	99	55	0	116	1	0	0	840
7:30 AM	114	219	0	2	184	115	63	0	141	0	0	0	838
7:45 AM	98	239	1	2	196	69	71	0	144	0	0	1	821
8:00 AM	91	256	0	1	135	78	45	0	78	0	0	0	684
8:15 AM	97	197	0	0	149	99	47	0	88	0	1	0	678
8:30 AM	73	244	1	0	169	46	43	0	86	0	0	1	663
8:45 AM	49	252	2	2	195	75	66	0	127	0	0	2	770
9:00 AM	79	236	0	0	176	70	56	0	110	0	0	1	728
9:15 AM	79	183	0	2	190	49	58	0	84	0	0	3	648
9:30 AM	79	162	0	3	182	64	50	0	87	0	0	1	628
9:45 AM	65	158	0	1	175	49	48	0	96	0	0	1	593
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1033	2635	6	19	2140	897	646	0	1243	1	1	10	8631
APPROACH %'s :	28.12%	71.72%	0.16%	0.62%	70.03%	29.35%	34.20%	0.00%	65.80%	8.33%	8.33%	83.33%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	421	947	3	10	769	367	233	0	487	1	0	1	3239
PEAK HR FACTOR :		0.942			0.942			0.837			0.500		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-014

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	S Alameda St			S Alameda St			I-10 EB On Ramp			I-10 EB On Ramp			
	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	0	1	0	1	0	
3:00 PM	94	183	0	1	236	119	33	0	83	0	0	2	751
3:15 PM	103	173	1	1	240	72	26	0	99	0	0	1	716
3:30 PM	90	201	0	0	248	92	23	0	117	0	0	2	773
3:45 PM	97	200	0	0	212	78	34	0	85	0	0	0	706
4:00 PM	111	213	2	2	242	105	30	0	92	0	1	2	800
4:15 PM	112	216	1	0	269	72	25	0	87	0	0	1	783
4:30 PM	110	226	0	1	210	109	31	0	87	0	0	1	775
4:45 PM	107	216	1	2	249	85	21	0	97	0	0	2	780
5:00 PM	103	232	3	0	241	137	23	0	96	0	1	0	836
5:15 PM	125	244	0	0	278	114	22	0	92	0	0	2	877
5:30 PM	101	249	0	0	288	121	18	0	89	0	0	0	866
5:45 PM	139	256	0	0	274	91	15	0	88	0	0	1	864
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1292	2609	8	7	2987	1195	301	0	1112	0	2	14	9527
APPROACH %'s :	33.05%	66.74%	0.20%	0.17%	71.31%	28.53%	21.30%	0.00%	78.70%	0.00%	12.50%	87.50%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	468	981	3	0	1081	463	78	0	365	0	1	3	3443
PEAK HR FACTOR :		0.919			0.944			0.931			0.500		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-017

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	Merrick St_Molino St			Merrick St_Molino St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
7:00 AM	0	0	0	16	0	8	1	64	0	0	671	0	760
7:15 AM	0	0	0	7	0	5	0	72	0	0	709	0	793
7:30 AM	0	0	1	7	1	7	0	64	0	0	649	0	729
7:45 AM	0	0	0	9	0	6	0	62	0	0	647	1	725
8:00 AM	0	0	0	11	0	6	0	100	0	0	682	0	799
8:15 AM	0	0	0	9	0	5	0	89	0	0	586	0	689
8:30 AM	0	0	0	13	0	7	0	95	0	0	617	0	732
8:45 AM	0	0	0	12	0	6	1	88	0	0	544	0	651
9:00 AM	0	0	0	12	0	9	0	103	0	0	609	0	733
9:15 AM	0	0	0	10	0	7	1	110	0	0	525	0	653
9:30 AM	0	0	0	8	0	7	4	82	0	0	464	0	565
9:45 AM	0	0	0	9	0	13	8	92	0	0	457	0	579
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	123	1	86	15	1021	0	0	7160	1	8408
APPROACH %'s :	0.00%	0.00%	100.00%	58.57%	0.48%	40.95%	1.45%	98.55%	0.00%	0.00%	99.99%	0.01%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	1	34	1	24	0	298	0	0	2687	1	3046
PEAK HR FACTOR :		0.250			0.868			0.745			0.948		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-017

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	Merrick St_Molino St			Merrick St_Molino St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
3:00 PM	0	0	1	15	0	7	3	219	0	0	166	0	411
3:15 PM	0	0	0	16	0	15	7	266	0	0	179	0	483
3:30 PM	0	0	0	25	0	10	5	307	0	0	180	0	527
3:45 PM	0	0	0	13	0	11	4	269	0	0	181	0	478
4:00 PM	0	0	0	23	0	15	1	327	0	0	186	0	552
4:15 PM	0	0	0	14	0	5	2	373	0	0	177	0	571
4:30 PM	1	0	0	24	0	7	1	409	0	0	205	0	647
4:45 PM	0	0	0	14	0	10	0	392	0	0	227	1	644
5:00 PM	0	0	0	19	0	13	1	483	0	0	212	0	728
5:15 PM	0	0	0	26	0	10	2	461	0	0	182	0	681
5:30 PM	0	0	0	18	0	5	1	449	0	0	223	0	696
5:45 PM	0	0	0	18	0	10	2	401	0	0	257	0	688
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	1	225	0	118	29	4356	0	0	2375	1	7106
APPROACH %'s :	50.00%	0.00%	50.00%	65.60%	0.00%	34.40%	0.66%	99.34%	0.00%	0.00%	99.96%	0.04%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	81	0	38	6	1794	0	0	874	0	2793
PEAK HR FACTOR :		0.000			0.826			0.930			0.850		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-018

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	Mateo St			Mateo St			E 6th St			E 6th 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	1	0.5	0.5	0	0	0	
7:00 AM	38	23	0	0	27	16	13	1	23	0	0	0	141
7:15 AM	34	32	0	2	19	9	14	7	12	0	0	1	130
7:30 AM	54	27	0	0	22	12	13	2	19	0	0	0	149
7:45 AM	54	34	2	1	38	24	19	6	24	0	0	0	202
8:00 AM	45	28	1	2	58	24	8	0	30	0	0	0	196
8:15 AM	38	22	6	0	59	15	18	5	20	0	0	0	183
8:30 AM	28	36	4	0	47	18	20	3	17	0	0	0	173
8:45 AM	31	46	1	2	63	27	21	6	21	0	0	0	218
9:00 AM	36	30	1	9	36	22	16	2	24	0	0	0	176
9:15 AM	24	42	0	1	46	29	25	4	14	0	0	0	185
9:30 AM	20	36	0	0	62	27	22	1	22	0	0	2	192
9:45 AM	40	34	0	5	42	15	16	3	15	0	0	0	170
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	442	390	15	22	519	238	205	40	241	0	0	3	2115
APPROACH %'s :	52.18%	46.04%	1.77%	2.82%	66.62%	30.55%	42.18%	8.23%	49.59%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	111	154	2	12	207	105	84	13	81	0	0	2	771
PEAK HR FACTOR :		0.856			0.880			0.927			0.250		0.884

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-018

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	Mateo St			Mateo St			E 6th St			E 6th 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	1	0.5	0.5	0	0	0	
3:00 PM	18	30	3	1	51	16	32	9	36	0	0	0	196
3:15 PM	14	26	1	1	38	17	30	5	34	1	0	0	167
3:30 PM	18	21	1	5	63	13	36	15	40	0	0	0	212
3:45 PM	14	34	1	1	45	16	34	6	44	0	0	0	195
4:00 PM	10	28	1	1	49	16	34	7	37	0	0	0	183
4:15 PM	12	25	0	1	36	9	54	15	28	0	0	0	180
4:30 PM	17	26	1	1	48	24	55	3	67	0	0	0	242
4:45 PM	12	30	2	2	51	11	47	16	72	0	0	0	243
5:00 PM	20	34	0	1	50	21	63	13	60	0	0	0	262
5:15 PM	20	48	2	3	47	32	79	11	58	0	0	0	300
5:30 PM	25	44	3	3	45	11	69	11	46	0	0	0	257
5:45 PM	26	54	1	2	34	18	68	16	55	0	1	0	275
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	206	400	16	22	557	204	601	127	577	1	1	0	2712
APPROACH %'s :	33.12%	64.31%	2.57%	2.81%	71.14%	26.05%	46.05%	9.73%	44.21%	50.00%	50.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	91	180	6	9	176	82	279	51	219	0	1	0	1094
PEAK HR FACTOR :		0.855			0.814			0.927			0.250		0.912

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-019

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	Mateo St			Mateo St			E 7th St			E 7th 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	1	2	0	1	2	0	
7:00 AM	29	28	7	11	25	8	5	73	4	23	293	36	542
7:15 AM	28	41	8	11	14	8	6	71	12	23	277	29	528
7:30 AM	21	33	6	11	32	5	8	65	9	23	285	34	532
7:45 AM	22	44	5	12	44	6	7	92	16	41	257	37	583
8:00 AM	15	41	8	18	53	8	5	77	16	30	280	30	581
8:15 AM	23	42	8	14	55	7	10	73	13	48	294	34	621
8:30 AM	12	48	9	11	44	11	10	78	14	39	304	19	599
8:45 AM	16	44	12	13	47	12	8	101	19	36	262	23	593
9:00 AM	15	39	5	12	37	11	9	88	13	55	272	16	572
9:15 AM	28	44	8	10	45	9	7	94	16	35	225	14	535
9:30 AM	18	37	8	14	58	9	14	95	18	42	228	14	555
9:45 AM	25	55	10	11	43	7	9	105	23	45	207	27	567
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	252	496	94	148	497	101	98	1012	173	440	3184	313	6808
APPROACH %'s :	29.93%	58.91%	11.16%	19.84%	66.62%	13.54%	7.64%	78.88%	13.48%	11.18%	80.87%	7.95%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	66	175	37	56	199	38	33	329	62	153	1140	106	2394
PEAK HR FACTOR :		0.952			0.927			0.828			0.930		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-019

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

PM

NS/EW Streets:	Mateo St			Mateo St			E 7th St			E 7th 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	1	2	0	1	2	0	
3:00 PM	21	33	11	23	35	16	10	144	12	7	118	8	438
3:15 PM	22	25	8	31	41	4	14	151	16	10	114	9	445
3:30 PM	21	27	11	27	61	18	7	184	34	13	110	9	522
3:45 PM	21	35	15	21	61	5	7	171	26	15	119	7	503
4:00 PM	22	23	16	26	50	9	14	175	16	18	100	6	475
4:15 PM	20	20	9	18	47	5	7	162	28	16	100	4	436
4:30 PM	43	31	11	27	60	13	8	176	36	9	117	8	539
4:45 PM	26	27	10	26	81	8	13	170	28	10	162	6	567
5:00 PM	25	32	20	23	59	9	20	197	39	18	152	9	603
5:15 PM	29	39	10	33	75	9	16	210	47	13	125	13	619
5:30 PM	24	35	10	19	60	9	14	204	55	8	151	9	598
5:45 PM	26	49	8	26	46	12	9	205	41	6	160	19	607
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	300	376	139	300	676	117	139	2149	378	143	1528	107	6352
APPROACH %'s :	36.81%	46.13%	17.06%	27.45%	61.85%	10.70%	5.21%	80.61%	14.18%	8.04%	85.94%	6.02%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	104	155	48	101	240	39	59	816	182	45	588	50	2427
PEAK HR FACTOR :		0.925			0.812			0.968			0.923		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5387-001 **Day:** Thursday

City: Los Angeles **TOTALS** **Date:** 6/1/17

AM

NS/EW Streets:	Pecan St			Pecan St			4th St			4th 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	0	0	2	0	
7:00 AM	0	0	0	3	8	1	0	59	30	1	656	12	770
7:15 AM	0	0	2	3	6	1	0	42	52	0	707	17	830
7:30 AM	0	0	3	3	12	0	0	67	51	3	646	17	802
7:45 AM	0	0	1	1	18	4	0	75	36	0	677	25	837
8:00 AM	1	0	2	3	6	1	0	61	49	0	617	18	758
8:15 AM	0	0	2	2	4	4	0	49	43	1	653	23	781
8:30 AM	1	0	1	2	4	3	0	62	38	0	636	9	756
8:45 AM	0	2	1	1	9	5	0	61	64	0	643	21	807
9:00 AM	0	0	1	0	6	1	0	66	59	1	572	12	718
9:15 AM	2	0	1	5	6	2	0	62	63	1	520	14	676
9:30 AM	0	0	0	2	2	4	1	80	61	3	486	12	651
9:45 AM	0	1	1	1	1	2	1	70	51	6	444	4	582
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	3	15	26	82	28	2	754	597	16	7257	184	8968
APPROACH %'s :	18.18%	13.64%	68.18%	19.12%	60.29%	20.59%	0.15%	55.73%	44.12%	0.21%	97.32%	2.47%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	6	10	44	6	0	243	169	4	2686	71	3239
PEAK HR FACTOR :		0.500			0.652			0.873			0.953		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5387-001

Day: Thursday

City: Los Angeles

TOTALS

Date: 6/1/17

PM

NS/EW Streets:	Pecan St			Pecan St			4th St			4th 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	0	0	2	0	
3:00 PM	0	0	4	6	8	0	0	134	148	37	235	15	587
3:15 PM	0	0	4	4	13	1	1	149	177	21	277	17	664
3:30 PM	0	0	1	2	10	3	1	142	128	38	252	11	588
3:45 PM	2	0	2	6	9	0	3	194	175	34	266	16	707
4:00 PM	0	0	0	7	15	3	1	227	154	0	285	20	712
4:15 PM	0	1	2	1	9	1	1	200	179	4	294	22	714
4:30 PM	0	1	3	3	16	2	1	235	197	3	308	18	787
4:45 PM	0	0	0	5	10	0	0	256	209	0	268	20	768
5:00 PM	0	0	1	3	13	1	1	308	220	0	258	26	831
5:15 PM	0	0	0	5	18	1	0	320	217	0	258	22	841
5:30 PM	0	2	0	5	15	1	0	314	204	1	308	31	881
5:45 PM	0	0	0	4	27	1	0	259	150	3	309	29	782
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	4	17	51	163	14	9	2738	2158	141	3318	247	8862
APPROACH %'s :	8.70%	17.39%	73.91%	22.37%	71.49%	6.14%	0.18%	55.82%	44.00%	3.80%	89.53%	6.66%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	1	17	73	4	1	1201	791	4	1133	108	3335
PEAK HR FACTOR :		0.375			0.734			0.928			0.913		0.946

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5387-002 **Day:** Thursday

City: Los Angeles **Date:** 6/1/17

TOTALS

AM

NS/EW Streets:	US-101 SB Off Ramp			US-101 SB Off Ramp			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
7:00 AM	0	0	0	10	0	9	0	65	0	0	694	0	778
7:15 AM	0	0	0	12	0	4	0	44	0	0	685	0	745
7:30 AM	0	0	0	20	0	6	0	76	0	0	699	0	801
7:45 AM	0	0	0	11	0	14	0	67	0	0	652	0	744
8:00 AM	0	0	0	14	0	22	0	78	0	0	649	0	763
8:15 AM	0	0	0	15	0	18	0	47	0	0	616	0	696
8:30 AM	0	0	0	12	0	26	0	70	0	0	666	0	774
8:45 AM	0	0	0	10	0	21	0	62	0	0	598	0	691
9:00 AM	0	0	0	5	0	10	0	59	0	0	577	0	651
9:15 AM	0	0	0	14	0	18	0	76	0	0	540	0	648
9:30 AM	0	0	0	8	0	21	0	72	0	0	454	0	555
9:45 AM	0	0	0	12	0	14	0	79	0	0	446	0	551
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	143	0	183	0	795	0	0	7276	0	8397
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	43.87%	0.00%	56.13%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	53	0	33	0	252	0	0	2730	0	3068
PEAK HR FACTOR :		0.000			0.827			0.829			0.976		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5387-002 **Day:** Thursday

TOTALS

City: Los Angeles **Date:** 6/1/17

PM

NS/EW Streets:	US-101 SB Off Ramp			US-101 SB Off Ramp			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	0	0	2	0	
3:00 PM	0	0	0	10	0	4	0	151	0	0	285	0	450
3:15 PM	0	0	0	16	0	3	0	142	0	0	305	0	466
3:30 PM	0	0	0	17	0	6	0	159	0	0	293	0	475
3:45 PM	0	0	0	9	0	2	0	193	0	0	327	0	531
4:00 PM	0	0	0	10	0	2	0	232	0	0	289	0	533
4:15 PM	0	0	0	14	0	3	0	199	0	0	322	0	538
4:30 PM	0	0	0	7	0	5	0	239	0	0	323	0	574
4:45 PM	0	0	0	14	0	1	0	251	0	0	279	0	545
5:00 PM	0	0	0	9	0	1	0	302	0	0	289	0	601
5:15 PM	0	0	0	4	0	1	0	354	0	0	297	0	656
5:30 PM	0	0	0	20	0	6	0	305	0	0	308	0	639
5:45 PM	0	0	0	12	0	3	0	275	0	0	349	0	639
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	142	0	37	0	2802	0	0	3666	0	6647
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	79.33%	0.00%	20.67%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	45	0	11	0	1236	0	0	1243	0	2535
PEAK HR FACTOR :		0.000			0.538			0.873			0.890		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-020

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	US 101 NB Ramp			US 101 NB Ramp			E 4th St			E 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	249	0	4	0	0	0	0	62	0	0	425	0	740
7:15 AM	341	0	5	0	0	0	0	62	0	0	381	0	789
7:30 AM	239	0	5	0	0	0	0	74	0	0	431	0	749
7:45 AM	295	0	5	0	0	0	0	85	0	0	383	0	768
8:00 AM	291	0	11	0	0	0	0	74	0	0	394	0	770
8:15 AM	247	0	7	0	0	0	0	79	0	0	395	0	728
8:30 AM	223	0	10	0	0	0	0	73	0	0	395	0	701
8:45 AM	232	0	5	0	0	0	0	64	0	0	385	0	686
9:00 AM	244	0	14	0	0	0	0	82	0	0	360	0	700
9:15 AM	200	0	11	0	0	0	0	74	0	0	366	0	651
9:30 AM	196	0	17	0	0	0	0	94	0	0	221	0	528
9:45 AM	213	0	12	0	0	0	0	70	0	0	276	0	571
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2970	0	106	0	0	0	0	893	0	0	4412	0	8381
APPROACH %'s :	96.55%	0.00%	3.45%	#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 :	1166	0	26	0	0	0	0	295	0	0	1589	0	3076
PEAK HR FACTOR :		0.861			0.000			0.868			0.922		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-020

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/17

PM

NS/EW Streets:	US 101 NB Ramp			US 101 NB Ramp			E 4th St			E 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	98	0	33	0	0	0	0	159	0	0	154	0	444
3:15 PM	74	0	53	0	0	0	0	177	0	0	158	0	462
3:30 PM	84	0	65	0	0	0	0	196	0	0	155	0	500
3:45 PM	108	0	85	0	0	0	1	192	0	1	139	0	526
4:00 PM	117	0	73	0	0	0	0	235	0	0	153	0	578
4:15 PM	76	0	63	0	0	0	0	243	0	0	132	0	514
4:30 PM	104	0	110	0	0	0	0	245	0	0	131	0	590
4:45 PM	117	0	62	0	0	0	0	272	0	0	157	0	608
5:00 PM	118	0	58	0	0	0	0	311	0	1	184	0	672
5:15 PM	97	0	28	0	0	0	0	325	0	0	172	0	622
5:30 PM	91	0	23	0	0	0	0	300	0	0	193	0	607
5:45 PM	120	0	28	0	0	0	0	304	0	0	177	0	629
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1204	0	681	0	0	0	1	2959	0	2	1905	0	6752
APPROACH %'s :	63.87%	0.00%	36.13%	#DIV/0!	#DIV/0!	#DIV/0!	0.03%	99.97%	0.00%	0.10%	99.90%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	426	0	137	0	0	0	0	1240	0	1	726	0	2530
PEAK HR FACTOR :		0.800			0.000			0.954			0.942		0.941

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-022

Day: Wednesday

TOTALS

City: Los Angeles

Date: 4/19/17

AM

NS/EW Streets:	I-5 NB Ramp			I-5 NB Ramp			E 4th St			E 4th 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	2	0	0	2	0	
7:00 AM	16	15	24	0	0	0	33	65	0	0	297	137	587
7:15 AM	24	12	17	0	0	0	43	57	0	0	281	140	574
7:30 AM	27	22	21	0	0	0	33	76	0	0	288	156	623
7:45 AM	30	14	16	0	0	0	42	57	0	0	284	120	563
8:00 AM	29	10	16	0	0	0	54	63	0	0	269	78	519
8:15 AM	34	2	22	0	0	0	45	58	0	0	287	106	554
8:30 AM	31	2	13	0	0	0	38	58	0	0	254	63	459
8:45 AM	28	7	17	0	0	0	44	51	0	0	232	62	441
9:00 AM	43	13	14	0	0	0	35	74	0	0	277	46	502
9:15 AM	34	3	16	0	0	0	45	66	0	0	203	60	427
9:30 AM	47	11	11	0	0	0	60	81	0	0	150	53	413
9:45 AM	23	4	15	0	0	0	44	61	0	0	165	58	370
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	366	115	202	0	0	0	516	767	0	0	2987	1079	6032
APPROACH %'s :	53.59%	16.84%	29.58%	#DIV/0!	#DIV/0!	#DIV/0!	40.22%	59.78%	0.00%	0.00%	73.46%	26.54%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	97	63	78	0	0	0	151	255	0	0	1150	553	2347
PEAK HR FACTOR :		0.850			0.000			0.931			0.959		0.942

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5231-022

Day: Wednesday

City: Los Angeles

TOTALS

Date: 4/19/17

PM

NS/EW Streets:	I-5 NB Ramp			I-5 NB Ramp			E 4th St			E 4th 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	2	0	0	2	0	
3:00 PM	12	17	19	0	0	0	103	137	0	0	124	67	479
3:15 PM	6	10	27	0	0	0	126	140	0	0	130	59	498
3:30 PM	7	19	19	0	0	0	143	164	0	0	101	58	511
3:45 PM	12	20	18	0	0	0	156	149	0	0	83	65	503
4:00 PM	10	18	29	0	0	0	171	199	0	0	87	72	586
4:15 PM	10	9	21	0	0	0	157	210	0	0	90	57	554
4:30 PM	11	16	27	0	0	0	172	187	0	0	88	74	575
4:45 PM	13	12	12	0	0	0	170	240	0	0	97	83	627
5:00 PM	7	10	12	0	0	0	183	244	0	0	101	94	651
5:15 PM	8	18	26	0	0	0	146	237	0	0	86	88	609
5:30 PM	13	12	28	0	0	0	139	248	0	0	115	76	631
5:45 PM	12	7	17	0	0	0	163	228	0	0	92	84	603
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	121	168	255	0	0	0	1829	2383	0	0	1194	877	6827
APPROACH %'s :	22.24%	30.88%	46.88%	#DIV/0!	#DIV/0!	#DIV/0!	43.42%	56.58%	0.00%	0.00%	57.65%	42.35%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	41	52	78	0	0	0	638	969	0	0	399	341	2518
PEAK HR FACTOR :		0.807			0.000			0.941			0.949		0.967

CONTROL : Signalized

Baseline Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-014

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	San Pedro St			San Pedro St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
7:00 AM	0	42	8	5	67	0	3	73	7	0	0	0	205
7:15 AM	0	47	9	6	92	0	5	73	14	0	0	0	246
7:30 AM	0	48	13	5	113	0	9	92	20	0	0	0	300
7:45 AM	0	61	4	16	160	0	7	118	34	0	0	0	400
8:00 AM	0	60	22	7	140	0	8	98	21	0	0	0	356
8:15 AM	0	64	11	8	118	0	21	119	26	0	0	0	367
8:30 AM	0	74	16	8	122	0	11	101	17	0	0	0	349
8:45 AM	0	69	17	16	143	0	16	103	13	0	0	0	377
9:00 AM	0	69	20	17	89	0	12	95	25	0	0	0	327
9:15 AM	0	79	18	13	94	0	9	118	20	0	0	0	351
9:30 AM	0	67	25	12	101	0	14	88	21	0	0	0	328
9:45 AM	0	77	9	22	93	0	18	111	18	0	0	0	348
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	757	172	135	1332	0	133	1189	236	0	0	0	3954
APPROACH %'s :	0.00%	81.49%	18.51%	9.20%	90.80%	0.00%	8.54%	76.32%	15.15%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	259	53	39	540	0	47	436	98	0	0	0	1472
PEAK HR FACTOR :		0.867			0.822			0.875			0.000		0.920

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-014

Day: Thursday

City: Los Angeles

TOTALS

Date: 5/29/14

PM

NS/EW Streets:	San Pedro St			San Pedro St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
3:00 PM	0	91	39	27	73	0	14	171	27	0	0	0	442
3:15 PM	0	74	25	19	70	0	11	190	20	0	0	0	409
3:30 PM	0	82	38	20	67	0	18	200	23	0	0	0	448
3:45 PM	0	94	27	19	76	0	15	201	26	0	0	0	458
4:00 PM	0	118	27	29	76	0	20	211	37	0	0	0	518
4:15 PM	0	102	19	19	73	0	14	248	27	0	0	0	502
4:30 PM	0	114	26	26	61	0	19	307	15	0	0	0	568
4:45 PM	0	123	27	15	80	0	20	366	19	0	0	0	650
5:00 PM	0	149	36	25	69	0	19	356	23	0	0	0	677
5:15 PM	0	165	36	18	71	0	23	326	24	0	0	0	663
5:30 PM	0	199	33	20	57	0	14	341	23	0	0	0	687
5:45 PM	0	221	40	29	54	0	25	320	18	0	0	0	707
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1532	373	266	827	0	212	3237	282	0	0	0	6729
APPROACH %'s :	0.00%	80.42%	19.58%	24.34%	75.66%	0.00%	5.68%	86.76%	7.56%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	734	145	92	251	0	81	1343	88	0	0	0	2734
PEAK HR FACTOR :		0.842			0.912			0.950			0.000		0.967

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-015

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	San Pedro St			San Pedro St			E 6th St			E 6th 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	4	0	0	0	0	
7:00 AM	0	45	6	8	61	0	15	71	15	0	0	0	221
7:15 AM	0	61	17	16	86	0	10	81	19	0	0	0	290
7:30 AM	0	59	14	7	98	0	14	101	28	0	0	0	321
7:45 AM	0	68	12	12	191	0	14	109	49	0	0	0	455
8:00 AM	0	78	8	10	139	0	8	118	40	0	0	0	401
8:15 AM	0	80	16	8	133	0	19	128	48	0	0	0	432
8:30 AM	0	80	13	9	131	0	14	97	22	0	0	0	366
8:45 AM	0	78	9	15	130	0	14	112	25	0	0	0	383
9:00 AM	0	80	14	4	99	0	10	98	22	0	0	0	327
9:15 AM	0	94	10	14	112	0	17	84	16	0	0	0	347
9:30 AM	0	75	10	5	103	0	9	85	19	0	0	0	306
9:45 AM	0	84	18	7	113	0	8	78	19	0	0	0	327
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	882	147	115	1396	0	152	1162	322	0	0	0	4176
APPROACH %'s :	0.00%	85.71%	14.29%	7.61%	92.39%	0.00%	9.29%	71.03%	19.68%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	306	49	39	594	0	55	452	159	0	0	0	1654
PEAK HR FACTOR :		0.924			0.780			0.854			0.000		0.909

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-015

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	San Pedro St			San Pedro St			E 6th St			E 6th 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	4	0	0	0	0	
3:00 PM	0	88	16	6	76	0	19	124	19	0	0	0	348
3:15 PM	0	93	16	9	93	0	8	130	15	0	0	0	364
3:30 PM	0	96	14	12	114	0	16	148	15	0	0	0	415
3:45 PM	0	108	17	8	100	0	20	146	11	0	0	0	410
4:00 PM	0	109	13	10	103	0	13	154	24	0	0	0	426
4:15 PM	0	90	21	10	107	0	13	152	18	0	0	0	411
4:30 PM	0	114	17	15	98	0	14	162	19	0	0	0	439
4:45 PM	0	114	13	10	78	0	16	201	19	0	0	0	451
5:00 PM	0	136	15	10	87	0	15	230	15	0	0	0	508
5:15 PM	0	168	14	12	83	0	24	236	26	0	0	0	563
5:30 PM	0	237	18	11	70	0	24	230	25	0	0	0	615
5:45 PM	0	273	20	13	46	0	18	235	15	0	0	0	620
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1626	194	126	1055	0	200	2148	221	0	0	0	5570
APPROACH %'s :	0.00%	89.34%	10.66%	10.67%	89.33%	0.00%	7.79%	83.61%	8.60%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	814	67	46	286	0	81	931	81	0	0	0	2306
PEAK HR FACTOR :		0.752			0.856			0.955			0.000		0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-008

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Central Ave			Central Ave			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
7:00 AM	0	74	17	3	112	8	5	76	9	0	0	0	304
7:15 AM	0	85	11	8	144	9	9	68	10	0	0	0	344
7:30 AM	0	86	17	6	155	8	6	96	18	0	0	0	392
7:45 AM	0	73	22	4	136	14	8	100	28	0	0	0	385
8:00 AM	0	92	23	8	140	7	4	89	35	0	0	0	398
8:15 AM	0	79	20	11	128	11	6	110	17	0	0	0	382
8:30 AM	0	93	29	12	118	9	9	102	21	0	0	0	393
8:45 AM	0	82	29	11	119	7	9	94	29	0	0	0	380
9:00 AM	0	99	19	10	115	6	10	108	18	0	0	0	385
9:15 AM	0	82	19	8	99	14	8	112	25	0	0	0	367
9:30 AM	0	93	22	8	82	4	14	100	18	0	0	0	341
9:45 AM	0	85	22	13	94	7	11	109	23	0	0	0	364
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1023	250	102	1442	104	99	1164	251	0	0	0	4435
APPROACH %'s :	0.00%	80.36%	19.64%	6.19%	87.50%	6.31%	6.54%	76.88%	16.58%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	337	94	35	522	41	27	401	101	0	0	0	1558
PEAK HR FACTOR :		0.883			0.965			0.972			0.000		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-008

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Central Ave			Central Ave			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	4	0	0	0	0	
3:00 PM	0	95	32	6	59	3	11	186	20	0	0	0	412
3:15 PM	0	97	25	13	74	2	4	213	31	0	0	0	459
3:30 PM	0	101	39	11	50	6	10	211	36	0	0	0	464
3:45 PM	0	98	31	17	85	3	8	231	19	0	0	0	492
4:00 PM	0	89	57	24	69	2	15	231	30	0	0	0	517
4:15 PM	0	126	44	15	44	1	10	279	30	0	0	0	549
4:30 PM	0	120	45	15	59	3	14	285	26	0	0	0	567
4:45 PM	0	125	42	15	64	5	12	357	20	0	0	0	640
5:00 PM	0	170	83	19	72	1	12	356	34	0	0	0	747
5:15 PM	0	212	66	17	66	0	17	361	29	0	0	0	768
5:30 PM	0	216	70	19	58	0	15	346	19	0	0	0	743
5:45 PM	0	194	60	12	52	3	21	337	16	0	0	0	695
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1643	594	183	752	29	149	3393	310	0	0	0	7053
APPROACH %'s :	0.00%	73.45%	26.55%	18.98%	78.01%	3.01%	3.87%	88.08%	8.05%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	792	279	67	248	4	65	1400	98	0	0	0	2953
PEAK HR FACTOR :		0.936			0.867			0.960			0.000		0.961

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-009

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Central Ave			Central Ave			6th St			6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1	2	1	1	0	2	
7:00 AM	0	86	15	4	70	0	7	52	12	88	0	112	446
7:15 AM	0	96	14	4	103	0	2	59	13	87	0	115	493
7:30 AM	0	88	10	8	126	0	15	77	25	78	0	122	549
7:45 AM	0	95	22	5	138	0	6	82	36	85	0	131	600
8:00 AM	0	108	18	5	129	0	16	73	28	75	0	120	572
8:15 AM	0	91	10	12	120	0	15	80	35	84	0	130	577
8:30 AM	0	115	16	2	100	0	20	106	30	65	0	105	559
8:45 AM	0	112	14	5	118	0	11	68	20	69	0	110	527
9:00 AM	0	112	14	6	112	0	14	73	23	62	0	96	512
9:15 AM	0	106	17	4	103	0	12	68	27	60	0	93	490
9:30 AM	0	99	14	5	71	0	13	74	24	67	0	87	454
9:45 AM	0	112	11	4	81	0	13	68	22	56	0	67	434
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1220	175	64	1271	0	144	880	295	876	0	1288	6213
APPROACH %'s :	0.00%	87.46%	12.54%	4.79%	95.21%	0.00%	10.92%	66.72%	22.37%	40.48%	0.00%	59.52%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	409	66	24	487	0	57	341	129	309	0	486	2308
PEAK HR FACTOR :		0.906			0.893			0.845			0.920		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-009

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Central Ave			Central Ave			6th St			6th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1	2	1	1	0	2	
3:00 PM	0	98	21	4	62	0	20	97	32	48	0	59	441
3:15 PM	0	113	24	8	78	0	18	103	31	44	0	61	480
3:30 PM	0	110	22	7	74	0	28	119	32	41	0	55	488
3:45 PM	0	97	21	10	85	0	21	117	36	51	0	51	489
4:00 PM	0	113	17	16	76	0	18	124	35	41	0	45	485
4:15 PM	0	140	35	7	66	0	31	121	25	34	0	63	522
4:30 PM	0	128	27	7	75	0	16	141	26	44	0	53	517
4:45 PM	0	148	36	3	69	0	24	159	39	44	0	50	572
5:00 PM	0	185	46	18	94	0	36	184	39	58	0	64	724
5:15 PM	0	197	47	9	70	0	44	216	33	43	0	87	746
5:30 PM	0	229	61	6	64	0	31	161	28	40	0	93	713
5:45 PM	0	218	54	5	57	0	27	166	27	37	0	84	675
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1776	411	100	870	0	314	1708	383	525	0	765	6852
APPROACH %'s :	0.00%	81.21%	18.79%	10.31%	89.69%	0.00%	13.06%	71.02%	15.93%	40.70%	0.00%	59.30%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	829	208	38	285	0	138	727	127	178	0	328	2858
PEAK HR FACTOR :		0.894			0.721			0.846			0.951		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-013

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			Arcadia St			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	7	176	0	0	160	10	0	0	0	107	288	35	783
7:15 AM	15	154	0	0	178	15	0	0	0	94	311	25	792
7:30 AM	9	162	0	0	194	22	0	0	0	116	327	48	878
7:45 AM	9	170	0	0	203	21	0	0	0	134	351	40	928
8:00 AM	7	155	0	0	195	12	0	0	0	123	324	32	848
8:15 AM	14	163	0	0	165	21	0	0	0	119	317	39	838
8:30 AM	13	178	0	0	186	21	0	0	0	109	299	29	835
8:45 AM	7	177	0	0	185	19	0	0	0	113	314	42	857
9:00 AM	11	184	0	0	194	16	0	0	0	121	302	36	864
9:15 AM	8	192	0	0	192	18	0	0	0	122	296	54	882
9:30 AM	12	155	0	0	161	11	0	0	0	106	269	39	753
9:45 AM	4	150	0	0	194	10	0	0	0	104	238	39	739
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	116	2016	0	0	2207	196	0	0	0	1368	3636	458	9997
APPROACH %'s :	5.44%	94.56%	0.00%	0.00%	91.84%	8.16%	#DIV/0!	#DIV/0!	#DIV/0!	25.05%	66.57%	8.39%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	39	650	0	0	757	76	0	0	0	492	1319	159	3492
PEAK HR FACTOR :		0.962			0.930			0.000			0.938		0.941

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-013

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			Arcadia St			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	4	336	0	0	156	12	0	0	0	74	155	44	781
3:15 PM	2	359	0	0	166	8	0	0	0	77	111	41	764
3:30 PM	6	360	0	0	149	10	0	0	0	53	108	36	722
3:45 PM	5	393	0	0	174	11	0	0	0	68	101	36	788
4:00 PM	4	372	0	0	156	9	0	0	0	51	78	29	699
4:15 PM	3	392	0	0	139	5	0	0	0	50	87	32	708
4:30 PM	1	395	0	0	149	9	0	0	0	56	90	34	734
4:45 PM	2	432	0	0	146	5	0	0	0	65	119	44	813
5:00 PM	10	404	0	0	152	9	0	0	0	66	108	52	801
5:15 PM	2	426	0	0	152	10	0	0	0	72	119	41	822
5:30 PM	3	408	0	0	123	9	0	0	0	67	122	56	788
5:45 PM	5	405	0	0	155	8	0	0	0	42	116	67	798
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	47	4682	0	0	1817	105	0	0	0	741	1314	512	9218
APPROACH %'s :	0.99%	99.01%	0.00%	0.00%	94.54%	5.46%	#DIV/0!	#DIV/0!	#DIV/0!	28.87%	51.19%	19.95%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	17	1670	0	0	573	33	0	0	0	270	468	193	3224
PEAK HR FACTOR :		0.972			0.935			0.000			0.950		0.981

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-012

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			Commercial 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	2	1	1	1	0	1	
7:00 AM	0	135	27	28	238	0	14	5	19	50	0	28	544
7:15 AM	0	132	25	17	258	0	13	8	18	25	0	24	520
7:30 AM	0	116	14	33	272	0	16	10	23	40	0	37	561
7:45 AM	0	137	33	32	315	0	15	12	38	39	0	33	654
8:00 AM	0	104	28	38	284	0	16	9	21	36	0	45	581
8:15 AM	0	123	25	19	259	0	20	10	47	34	0	39	576
8:30 AM	0	131	23	31	261	0	19	10	32	34	0	43	584
8:45 AM	0	132	31	28	275	0	12	7	33	47	0	43	608
9:00 AM	0	134	33	31	279	0	31	9	29	38	0	33	617
9:15 AM	0	136	28	39	285	0	12	11	37	35	0	47	630
9:30 AM	0	123	32	31	244	0	18	12	38	27	0	29	554
9:45 AM	0	109	27	21	274	0	7	5	20	33	0	36	532
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1512	326	348	3244	0	193	108	355	438	0	437	6961
APPROACH %'s :	0.00%	82.26%	17.74%	9.69%	90.31%	0.00%	29.42%	16.46%	54.12%	50.06%	0.00%	49.94%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	533	115	129	1100	0	74	37	131	154	0	166	2439
PEAK HR FACTOR :		0.970			0.948			0.877			0.889		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-012

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			Commercial 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	2	1	1	1	0	1	
3:00 PM	0	220	54	54	182	0	82	15	10	38	0	37	692
3:15 PM	0	240	53	43	197	0	86	18	12	31	0	36	716
3:30 PM	0	248	58	28	173	0	77	15	17	36	0	42	694
3:45 PM	0	260	57	45	197	0	85	14	17	22	0	42	739
4:00 PM	0	248	46	37	173	0	84	12	15	31	0	42	688
4:15 PM	0	279	54	33	151	0	90	8	8	33	0	38	694
4:30 PM	0	266	54	30	180	0	94	12	9	34	0	30	709
4:45 PM	0	297	43	31	168	0	102	13	3	28	0	33	718
5:00 PM	0	292	38	38	186	0	101	9	16	28	0	31	739
5:15 PM	0	300	42	39	178	0	86	6	8	28	0	45	732
5:30 PM	0	279	33	26	159	0	94	13	5	21	0	37	667
5:45 PM	0	270	39	23	173	0	99	8	9	18	0	32	671
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3199	571	427	2117	0	1080	143	129	348	0	445	8459
APPROACH %'s :	0.00%	84.85%	15.15%	16.78%	83.22%	0.00%	79.88%	10.58%	9.54%	43.88%	0.00%	56.12%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	1155	177	138	712	0	383	40	36	118	0	139	2898
PEAK HR FACTOR :		0.974			0.949			0.911			0.880		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-011

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

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	12	154	9	4	158	39	21	34	22	0	145	8	606
7:15 AM	8	171	6	0	185	35	20	42	11	0	149	5	632
7:30 AM	16	168	9	2	217	41	25	43	10	0	176	7	714
7:45 AM	16	146	8	1	199	54	16	52	15	0	155	6	668
8:00 AM	16	139	6	5	251	49	21	33	14	0	160	9	703
8:15 AM	10	163	7	5	217	33	24	53	19	0	160	6	697
8:30 AM	15	185	11	5	199	43	27	51	15	0	158	14	723
8:45 AM	13	135	12	6	224	49	23	65	17	2	171	14	731
9:00 AM	7	133	9	6	201	31	28	50	13	0	148	7	633
9:15 AM	15	158	18	4	205	38	24	44	16	0	152	9	683
9:30 AM	9	135	5	5	164	37	30	68	20	0	136	18	627
9:45 AM	13	123	8	12	201	34	27	52	17	1	128	18	634
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	150	1810	108	55	2421	483	286	587	189	3	1838	121	8051
APPROACH %'s :	7.25%	87.52%	5.22%	1.86%	81.82%	16.32%	26.93%	55.27%	17.80%	0.15%	93.68%	6.17%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	54	622	36	21	891	174	95	202	65	2	649	43	2854
PEAK HR FACTOR :		0.844			0.890			0.862			0.928		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-011

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

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	9	171	17	7	181	28	57	114	21	0	52	5	662
3:15 PM	14	190	31	7	186	28	52	96	10	0	48	8	670
3:30 PM	17	185	14	8	182	39	54	124	10	0	47	3	683
3:45 PM	8	189	13	13	208	20	49	93	18	0	60	5	676
4:00 PM	17	198	13	11	216	36	55	115	24	0	50	6	741
4:15 PM	17	206	17	7	172	33	65	138	30	0	54	5	744
4:30 PM	13	194	14	13	213	25	68	143	26	0	81	3	793
4:45 PM	11	179	12	6	193	25	75	155	16	0	73	1	746
5:00 PM	15	213	23	11	217	26	83	168	18	1	61	1	837
5:15 PM	18	194	15	18	181	28	81	162	29	0	78	5	809
5:30 PM	26	180	21	12	194	23	94	185	26	0	60	2	823
5:45 PM	19	192	16	11	187	32	86	168	28	0	80	8	827
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	207	2489	228	138	2497	373	903	1847	285	1	818	57	9843
APPROACH %'s :	7.08%	85.12%	7.80%	4.59%	83.01%	12.40%	29.75%	60.86%	9.39%	0.11%	93.38%	6.51%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	78	779	75	52	779	109	344	683	101	1	279	16	3296
PEAK HR FACTOR :		0.928			0.925			0.925			0.841		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-005

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			E 4th Pl_3rd St			E 4th Pl_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	1	0	0	0	0	4	0	
7:00 AM	25	141	0	0	164	32	0	0	0	38	503	51	954
7:15 AM	35	132	0	0	169	33	0	0	0	36	538	42	985
7:30 AM	42	152	0	0	181	28	0	0	0	35	577	45	1060
7:45 AM	41	141	0	0	197	41	0	0	0	30	560	35	1045
8:00 AM	34	138	0	0	215	38	0	0	0	37	551	40	1053
8:15 AM	40	148	0	0	211	50	0	0	0	36	515	22	1022
8:30 AM	46	153	0	0	181	37	0	0	0	53	511	39	1020
8:45 AM	50	139	0	0	198	40	0	0	0	48	488	33	996
9:00 AM	40	150	0	0	196	37	0	0	0	47	484	28	982
9:15 AM	28	127	0	0	185	45	0	0	0	64	426	29	904
9:30 AM	34	115	0	0	165	28	0	0	0	53	393	30	818
9:45 AM	36	121	0	0	175	40	0	0	0	36	396	30	834
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	451	1657	0	0	2237	449	0	0	0	513	5942	424	11673
APPROACH %'s :	21.39%	78.61%	0.00%	0.00%	83.28%	16.72%	#DIV/0!	#DIV/0!	#DIV/0!	7.46%	86.38%	6.16%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	157	579	0	0	804	157	0	0	0	138	2203	142	4180
PEAK HR FACTOR :		0.948			0.920			0.000			0.945		0.986

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-005

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			E 4th Pl_3rd St			E 4th Pl_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	1	0	0	0	0	4	0	
3:00 PM	40	183	0	0	174	29	0	0	0	21	158	10	615
3:15 PM	38	190	0	0	173	31	0	0	0	18	113	20	583
3:30 PM	35	185	0	0	191	34	0	0	0	20	138	16	619
3:45 PM	32	195	0	0	198	35	0	0	0	20	150	16	646
4:00 PM	23	214	0	0	204	23	0	0	0	15	135	23	637
4:15 PM	41	200	0	0	192	30	0	0	0	19	119	13	614
4:30 PM	23	215	0	0	212	46	0	0	0	23	139	11	669
4:45 PM	50	192	0	0	198	25	0	0	0	27	137	18	647
5:00 PM	43	216	0	0	192	38	0	0	0	34	174	21	718
5:15 PM	52	217	0	0	186	39	0	0	0	22	160	20	696
5:30 PM	42	185	0	0	172	30	0	0	0	21	176	13	639
5:45 PM	51	227	0	0	155	36	0	0	0	24	139	15	647
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	470	2419	0	0	2247	396	0	0	0	264	1738	196	7730
APPROACH %'s :	16.27%	83.73%	0.00%	0.00%	85.02%	14.98%	#DIV/0!	#DIV/0!	#DIV/0!	12.01%	79.07%	8.92%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	168	840	0	0	788	148	0	0	0	106	610	70	2730
PEAK HR FACTOR :		0.937			0.907			0.000			0.858		0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-004

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	3	1	0	0	0	
7:00 AM	0	146	8	16	175	0	14	45	30	0	0	0	434
7:15 AM	0	153	14	12	177	0	11	48	26	0	0	0	441
7:30 AM	0	181	13	17	197	0	24	56	36	0	0	0	524
7:45 AM	0	166	9	20	202	0	22	63	43	0	0	0	525
8:00 AM	0	178	16	17	221	0	13	64	37	0	0	0	546
8:15 AM	0	169	11	21	207	0	19	76	39	0	0	0	542
8:30 AM	0	185	15	25	199	0	27	76	38	0	0	0	565
8:45 AM	0	154	16	23	213	0	25	65	40	0	0	0	536
9:00 AM	0	163	15	29	185	0	27	70	33	0	0	0	522
9:15 AM	0	125	14	23	200	0	15	92	28	0	0	0	497
9:30 AM	0	145	18	16	188	0	11	71	39	0	0	0	488
9:45 AM	0	149	14	20	173	0	27	91	28	0	0	0	502
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1914	163	239	2337	0	235	817	417	0	0	0	6122
APPROACH %'s :	0.00%	92.15%	7.85%	9.28%	90.72%	0.00%	16.00%	55.62%	28.39%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	686	58	86	840	0	84	281	154	0	0	0	2189
PEAK HR FACTOR :		0.930			0.973			0.920			0.000		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-004

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	0	3	1	0	0	0	
3:00 PM	0	193	23	24	170	0	19	151	30	0	0	0	610
3:15 PM	0	173	17	24	156	0	34	168	23	0	0	0	595
3:30 PM	0	188	25	32	163	0	26	203	35	0	0	0	672
3:45 PM	0	194	19	21	187	0	26	218	26	0	0	0	691
4:00 PM	0	195	7	25	197	0	34	245	40	0	0	0	743
4:15 PM	0	218	21	29	178	0	25	269	32	0	0	0	772
4:30 PM	0	160	18	30	156	0	34	272	33	0	0	0	703
4:45 PM	0	191	20	34	185	0	38	328	41	0	0	0	837
5:00 PM	0	228	31	32	190	0	33	343	39	0	0	0	896
5:15 PM	0	204	19	32	200	0	38	362	47	0	0	0	902
5:30 PM	0	190	16	27	168	0	31	355	36	0	0	0	823
5:45 PM	0	234	21	30	156	0	44	295	33	0	0	0	813
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2368	237	340	2106	0	382	3209	415	0	0	0	9057
APPROACH %'s :	0.00%	90.90%	9.10%	13.90%	86.10%	0.00%	9.54%	80.10%	10.36%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	813	86	125	743	0	140	1388	163	0	0	0	3458
PEAK HR FACTOR :		0.868			0.935			0.946			0.000		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-006

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			E 6th St			E 6th 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	28	134	9	15	188	11	5	39	23	22	161	33	668
7:15 AM	20	126	18	10	184	15	16	38	19	25	169	29	669
7:30 AM	21	141	18	15	204	21	13	50	27	31	177	40	758
7:45 AM	23	143	22	14	204	18	11	63	32	39	175	24	768
8:00 AM	20	149	24	18	222	15	11	61	28	38	165	35	786
8:15 AM	22	183	17	17	210	21	8	75	26	25	161	17	782
8:30 AM	10	162	16	24	181	21	21	77	28	30	143	28	741
8:45 AM	23	143	10	17	196	25	19	43	24	18	127	28	673
9:00 AM	15	148	13	9	194	26	16	56	20	18	101	31	647
9:15 AM	16	121	19	24	199	30	23	49	24	17	95	22	639
9:30 AM	17	150	9	13	193	14	16	58	23	16	107	21	637
9:45 AM	19	119	14	12	179	22	15	48	22	25	80	21	576
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	234	1719	189	188	2354	239	174	657	296	304	1661	329	8344
APPROACH %'s :	10.92%	80.25%	8.82%	6.76%	84.65%	8.59%	15.44%	58.30%	26.26%	13.25%	72.41%	14.34%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	86	616	81	64	840	75	43	249	113	133	678	116	3094
PEAK HR FACTOR :		0.882			0.960			0.929			0.934		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-006

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			E 6th St			E 6th 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	18	184	17	14	196	28	21	86	21	19	50	16	670
3:15 PM	19	172	16	7	169	25	23	85	21	7	43	21	608
3:30 PM	20	180	26	7	196	17	31	92	24	13	51	14	671
3:45 PM	15	173	15	14	193	17	25	100	28	9	45	15	649
4:00 PM	14	174	16	12	199	22	22	107	24	11	45	15	661
4:15 PM	19	201	18	23	192	26	25	116	20	10	42	9	701
4:30 PM	19	176	16	24	182	20	31	128	25	18	40	18	697
4:45 PM	20	173	17	25	189	16	18	157	23	17	48	15	718
5:00 PM	23	212	21	27	193	22	29	173	30	16	65	12	823
5:15 PM	22	189	25	35	181	26	27	229	17	4	77	17	849
5:30 PM	26	186	20	21	170	25	32	187	29	15	74	18	803
5:45 PM	40	206	41	24	151	21	31	174	18	10	52	10	778
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	255	2226	248	233	2211	265	315	1634	280	149	632	180	8628
APPROACH %'s :	9.34%	81.57%	9.09%	8.60%	81.62%	9.78%	14.13%	73.31%	12.56%	15.50%	65.76%	18.73%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	111	793	107	107	695	94	119	763	94	45	268	57	3253
PEAK HR FACTOR :		0.881			0.926			0.894			0.864		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-007

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			E 7th St			E 7th 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	23	131	17	30	147	25	16	74	25	29	163	20	700
7:15 AM	20	118	24	22	207	40	25	65	29	34	148	27	759
7:30 AM	25	148	21	23	236	38	20	77	34	28	164	25	839
7:45 AM	21	142	25	32	206	54	20	96	39	28	160	26	849
8:00 AM	26	172	20	25	219	59	16	92	27	33	165	24	878
8:15 AM	27	181	16	28	201	43	18	84	38	40	169	25	870
8:30 AM	37	155	26	27	177	37	22	84	34	31	160	27	817
8:45 AM	33	146	21	30	190	33	17	103	35	33	169	20	830
9:00 AM	33	142	19	22	167	36	24	87	32	37	117	18	734
9:15 AM	38	131	21	30	180	54	21	81	30	27	116	20	749
9:30 AM	31	146	16	27	174	41	25	77	43	28	127	15	750
9:45 AM	37	131	22	24	170	47	12	83	38	32	98	20	714
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	351	1743	248	320	2274	507	236	1003	404	380	1756	267	9489
APPROACH %'s :	14.99%	74.42%	10.59%	10.32%	73.33%	16.35%	14.36%	61.05%	24.59%	15.81%	73.08%	11.11%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	99	643	82	108	862	194	74	349	138	129	658	100	3436
PEAK HR FACTOR :		0.920			0.960			0.905			0.948		0.978

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-007

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			E 7th St			E 7th 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	20	151	24	20	188	21	20	116	31	20	89	29	729
3:15 PM	28	156	30	36	155	18	22	106	30	30	87	15	713
3:30 PM	22	178	25	28	193	22	22	124	32	26	107	36	815
3:45 PM	17	139	25	36	192	20	24	128	54	21	98	26	780
4:00 PM	25	159	18	35	194	21	18	131	50	27	93	26	797
4:15 PM	16	188	23	24	179	23	18	106	53	30	79	24	763
4:30 PM	20	175	21	33	177	13	22	149	51	18	75	20	774
4:45 PM	22	160	19	32	184	21	20	134	40	20	81	24	757
5:00 PM	32	199	25	27	196	22	21	177	26	21	87	31	864
5:15 PM	17	195	22	30	163	11	18	143	19	21	105	27	771
5:30 PM	28	185	30	39	166	14	27	188	26	17	109	32	861
5:45 PM	20	222	23	23	150	10	25	186	26	16	89	37	827
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	267	2107	285	363	2137	216	257	1688	438	267	1099	327	9451
APPROACH %'s :	10.04%	79.24%	10.72%	13.37%	78.68%	7.95%	10.78%	70.84%	18.38%	15.77%	64.91%	19.31%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	97	801	100	119	675	57	91	694	97	75	390	127	3323
PEAK HR FACTOR :		0.942			0.868			0.915			0.937		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-017

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			8th St			8th 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	6	185	8	7	166	31	37	16	13	7	29	6	511
7:15 AM	7	179	9	6	191	28	26	15	20	14	25	12	532
7:30 AM	6	198	13	6	210	28	40	19	14	15	27	3	579
7:45 AM	16	187	11	8	223	24	25	13	18	14	23	6	568
8:00 AM	9	185	11	7	214	38	30	19	17	10	36	12	588
8:15 AM	15	216	12	8	189	25	32	17	18	9	21	5	567
8:30 AM	9	225	15	5	196	33	43	19	18	15	21	11	610
8:45 AM	9	189	16	11	199	29	38	10	12	12	20	10	555
9:00 AM	4	216	8	6	222	38	24	14	17	18	17	15	599
9:15 AM	8	200	12	3	173	33	31	18	17	18	26	9	548
9:30 AM	22	205	5	7	170	38	27	20	10	17	29	12	562
9:45 AM	15	183	10	9	158	31	24	11	20	17	20	5	503
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	126	2368	130	83	2311	376	377	191	194	166	294	106	6722
APPROACH %'s :	4.80%	90.24%	4.95%	3.00%	83.43%	13.57%	49.48%	25.07%	25.46%	29.33%	51.94%	18.73%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	49	813	49	28	822	120	130	68	71	48	101	34	2333
PEAK HR FACTOR :		0.915			0.936			0.841			0.789		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-017

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			8th St			8th 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	2	170	4	3	223	26	18	5	12	10	4	2	479
3:15 PM	6	161	6	3	206	21	19	6	7	8	8	7	458
3:30 PM	1	198	6	1	304	47	20	4	9	6	5	10	611
3:45 PM	7	191	4	1	318	72	25	5	11	9	3	2	648
4:00 PM	6	174	3	2	240	35	26	4	8	6	3	3	510
4:15 PM	3	210	2	1	252	30	24	4	6	3	6	5	546
4:30 PM	7	224	4	5	258	26	36	12	9	8	9	8	606
4:45 PM	5	184	3	3	281	17	12	1	11	7	6	7	537
5:00 PM	5	225	3	5	283	23	6	1	8	8	4	7	578
5:15 PM	1	213	0	2	296	15	15	7	4	8	4	3	568
5:30 PM	1	214	3	2	245	10	11	1	5	12	4	3	511
5:45 PM	5	212	4	3	211	7	13	6	3	13	5	5	487
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	49	2376	42	31	3117	329	225	56	93	98	61	62	6539
APPROACH %'s :	1.99%	96.31%	1.70%	0.89%	89.65%	9.46%	60.16%	14.97%	24.87%	44.34%	27.60%	28.05%	
PEAK HR START TIME :	330 PM												TOTAL
PEAK HR VOL :	17	773	15	5	1114	184	95	17	34	24	17	20	2315
PEAK HR FACTOR :		0.936			0.833			0.890			0.726		0.893

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-018

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			Olympic Blvd			Olympic Blvd			
	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	0	1	2	0	
7:00 AM	20	160	18	20	130	30	18	106	11	18	197	18	746
7:15 AM	21	152	21	31	164	38	12	107	13	18	180	8	765
7:30 AM	23	195	17	24	173	25	13	110	16	31	243	12	882
7:45 AM	18	177	23	23	202	33	23	165	17	30	252	13	976
8:00 AM	35	159	20	24	162	33	24	165	15	25	211	16	889
8:15 AM	29	179	24	20	156	35	19	155	19	26	233	11	906
8:30 AM	35	177	30	24	154	32	20	164	15	22	215	12	900
8:45 AM	29	157	24	23	159	36	21	147	17	36	234	13	896
9:00 AM	35	172	23	30	160	31	15	126	14	24	198	16	844
9:15 AM	30	168	17	21	156	35	11	154	17	27	175	15	826
9:30 AM	35	174	23	21	159	22	18	164	11	21	171	16	835
9:45 AM	27	144	25	35	137	28	18	177	22	24	202	10	849
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	337	2014	265	296	1912	378	212	1740	187	302	2511	160	10314
APPROACH %'s :	12.88%	76.99%	10.13%	11.45%	73.94%	14.62%	9.91%	81.35%	8.74%	10.16%	84.46%	5.38%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	117	692	97	91	674	133	86	649	66	103	911	52	3671
PEAK HR FACTOR :		0.936			0.870			0.977			0.903		0.940

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-018

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			Olympic Blvd			Olympic Blvd			
	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	0	1	2	0	
3:00 PM	23	130	42	32	183	38	25	209	16	26	135	14	873
3:15 PM	22	139	42	25	177	33	15	244	17	22	130	10	876
3:30 PM	23	146	21	26	218	45	27	240	29	21	152	14	962
3:45 PM	26	166	33	21	254	46	12	263	20	16	151	10	1018
4:00 PM	28	148	24	26	225	42	19	287	21	19	147	13	999
4:15 PM	24	166	36	23	208	32	19	261	21	24	150	21	985
4:30 PM	27	186	35	24	209	30	28	277	16	21	160	16	1029
4:45 PM	27	162	22	29	229	36	21	284	19	21	190	11	1051
5:00 PM	19	156	38	27	234	31	24	275	17	22	194	4	1041
5:15 PM	25	182	39	27	237	28	11	315	19	23	205	12	1123
5:30 PM	33	182	36	22	225	16	21	289	19	26	210	12	1091
5:45 PM	24	177	40	23	196	18	13	299	18	26	226	15	1075
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	301	1940	408	305	2595	395	235	3243	232	267	2050	152	12123
APPROACH %'s :	11.36%	73.24%	15.40%	9.26%	78.76%	11.99%	6.33%	87.41%	6.25%	10.81%	83.03%	6.16%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	101	697	153	99	892	93	69	1178	73	97	835	43	4330
PEAK HR FACTOR :		0.947			0.928			0.957			0.913		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-019

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Alameda St			Alameda St			I-10 EB Ramp			I-10 EB Ramp			
	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	0	1	0	1	0	
7:00 AM	88	233	0	0	187	77	65	0	117	0	0	0	767
7:15 AM	79	259	0	1	202	105	83	1	110	0	0	0	840
7:30 AM	96	296	0	0	220	78	71	0	128	0	0	0	889
7:45 AM	84	269	1	2	215	75	77	0	114	0	0	0	837
8:00 AM	71	264	0	0	265	78	59	2	123	0	0	0	862
8:15 AM	69	262	0	1	233	65	75	0	133	0	0	3	841
8:30 AM	72	250	0	0	189	55	59	0	123	0	0	0	748
8:45 AM	89	230	1	0	165	68	59	0	118	0	0	1	731
9:00 AM	72	226	0	1	223	65	53	0	93	0	0	2	735
9:15 AM	65	241	1	0	198	58	62	1	90	0	0	0	716
9:30 AM	73	215	0	1	193	58	70	0	95	0	0	1	706
9:45 AM	68	208	3	1	193	68	64	0	115	1	0	0	721
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	926	2953	6	7	2483	850	797	4	1359	1	0	7	9393
APPROACH %'s :	23.84%	76.01%	0.15%	0.21%	74.34%	25.45%	36.90%	0.19%	62.92%	12.50%	0.00%	87.50%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	320	1091	1	3	933	296	282	2	498	0	0	3	3429
PEAK HR FACTOR :		0.901			0.898			0.940			0.250		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-019

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Alameda St			Alameda St			I-10 EB Ramp			I-10 EB Ramp			
	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	0	1	0	1	0	
3:00 PM	92	233	0	1	230	121	36	1	83	0	0	2	799
3:15 PM	82	204	0	0	234	102	48	0	74	0	0	0	744
3:30 PM	106	211	0	1	255	123	33	1	62	0	1	1	794
3:45 PM	91	234	0	1	269	102	51	0	63	0	0	1	812
4:00 PM	81	218	0	1	249	109	44	0	77	0	0	2	781
4:15 PM	111	252	0	1	270	90	41	0	71	0	0	0	836
4:30 PM	102	248	1	0	270	120	43	0	76	0	0	0	860
4:45 PM	96	202	0	0	294	133	32	0	81	0	0	0	838
5:00 PM	116	227	0	0	284	108	25	0	65	2	1	1	829
5:15 PM	102	238	0	0	329	106	26	0	65	0	0	0	866
5:30 PM	112	249	0	0	314	107	12	0	47	0	0	0	841
5:45 PM	107	242	0	0	284	103	25	0	63	0	0	0	824
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1198	2758	1	5	3282	1324	416	2	827	2	2	7	9824
APPROACH %'s :	30.28%	69.70%	0.03%	0.11%	71.18%	28.71%	33.41%	0.16%	66.43%	18.18%	18.18%	63.64%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	416	915	1	0	1177	467	126	0	287	2	1	1	3393
PEAK HR FACTOR :		0.949			0.945			0.868			0.250		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-003

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Merrick St_Molino St			Merrick St_Molino St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	0	2	0	0	2	0	
7:00 AM	1	2	0	2	2	4	0	51	8	0	596	16	682
7:15 AM	14	2	1	6	10	7	0	63	9	2	608	21	743
7:30 AM	7	4	3	0	9	6	0	67	7	2	615	14	734
7:45 AM	8	3	0	4	3	5	0	69	16	0	604	14	726
8:00 AM	8	1	1	5	9	10	0	80	11	2	595	19	741
8:15 AM	4	2	3	4	11	3	0	89	10	3	552	21	702
8:30 AM	12	3	1	2	13	8	0	78	16	3	578	24	738
8:45 AM	12	7	1	3	13	7	1	78	16	5	556	39	738
9:00 AM	11	1	0	9	8	5	0	70	15	9	469	21	618
9:15 AM	8	3	1	2	7	10	0	91	12	4	475	20	633
9:30 AM	9	4	5	1	7	4	1	81	5	7	436	11	571
9:45 AM	4	6	5	7	4	7	3	87	10	5	405	10	553
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	98	38	21	45	96	76	5	904	135	42	6489	230	8179
APPROACH %'s :	62.42%	24.20%	13.38%	20.74%	44.24%	35.02%	0.48%	86.59%	12.93%	0.62%	95.98%	3.40%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	37	10	5	15	31	28	0	279	43	6	2422	68	2944
PEAK HR FACTOR :		0.765			0.771			0.885			0.989		0.991

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-003

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Merrick St_Molino St			Merrick St_Molino St			E 4th St			E 4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	0	2	0	0	2	0	
3:00 PM	10	4	0	1	2	3	4	188	5	3	140	4	364
3:15 PM	13	2	3	7	3	8	2	224	8	2	102	5	379
3:30 PM	7	4	3	13	7	11	3	206	13	1	105	1	374
3:45 PM	11	1	3	10	4	8	5	269	10	4	125	7	457
4:00 PM	14	2	2	5	11	6	3	238	9	1	106	13	410
4:15 PM	0	3	2	2	12	8	0	313	11	1	111	12	475
4:30 PM	11	2	3	6	10	9	1	308	12	1	114	10	487
4:45 PM	8	1	1	9	4	4	3	335	13	2	113	8	501
5:00 PM	13	4	1	18	6	12	1	390	14	0	151	14	624
5:15 PM	12	5	2	13	8	6	0	384	11	0	137	10	588
5:30 PM	14	7	0	11	5	7	1	403	10	0	144	10	612
5:45 PM	14	3	0	4	10	5	2	365	8	1	130	8	550
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	127	38	20	99	82	87	25	3623	124	16	1478	102	5821
APPROACH %'s :	68.65%	20.54%	10.81%	36.94%	30.60%	32.46%	0.66%	96.05%	3.29%	1.00%	92.61%	6.39%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	53	19	3	46	29	30	4	1542	43	1	562	42	2374
PEAK HR FACTOR :		0.893			0.729			0.960			0.917		0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-010

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Mateo St			Mateo St			E 6th St			E 6th 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	1	2	0	1	2	0	
7:00 AM	6	21	4	1	23	6	9	28	14	14	193	14	333
7:15 AM	12	15	0	1	29	3	9	34	17	15	210	20	365
7:30 AM	6	11	0	6	17	11	10	41	22	13	219	17	373
7:45 AM	7	15	0	6	29	6	13	48	22	15	233	20	414
8:00 AM	18	25	1	1	34	9	13	55	28	26	209	23	442
8:15 AM	12	23	3	3	35	10	7	59	29	15	175	29	400
8:30 AM	8	22	1	1	27	9	21	44	23	9	166	16	347
8:45 AM	8	10	3	4	27	18	16	37	20	4	171	21	339
9:00 AM	12	20	4	0	40	11	14	48	17	10	128	14	318
9:15 AM	9	13	4	5	23	12	15	35	22	5	116	18	277
9:30 AM	8	14	2	2	36	13	11	46	31	14	120	10	307
9:45 AM	16	24	6	1	36	13	8	47	20	7	103	8	289
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	122	213	28	31	356	121	146	522	265	147	2043	210	4204
APPROACH %'s :	33.61%	58.68%	7.71%	6.10%	70.08%	23.82%	15.65%	55.95%	28.40%	6.13%	85.13%	8.75%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	43	74	4	16	115	36	43	203	101	69	836	89	1629
PEAK HR FACTOR :		0.688			0.870			0.904			0.927		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-010

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	Mateo St			Mateo St			E 6th St			E 6th 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	1	2	0	1	2	0	
3:00 PM	11	30	5	7	25	11	7	83	17	2	58	7	263
3:15 PM	8	19	6	4	33	11	8	86	15	4	55	3	252
3:30 PM	9	26	12	6	39	8	18	96	14	4	54	6	292
3:45 PM	8	22	7	9	28	3	22	101	20	6	60	4	290
4:00 PM	3	30	6	9	37	9	17	92	13	6	52	5	279
4:15 PM	8	22	5	7	23	7	15	144	17	5	48	9	310
4:30 PM	8	30	7	14	31	16	20	123	22	4	43	6	324
4:45 PM	14	25	3	10	35	13	16	168	23	2	57	7	373
5:00 PM	12	37	15	9	44	13	24	190	20	7	60	7	438
5:15 PM	10	34	13	7	25	10	23	241	23	6	68	6	466
5:30 PM	17	47	14	6	30	9	21	191	18	4	67	3	427
5:45 PM	8	28	11	6	24	5	24	208	19	3	64	3	403
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	116	350	104	94	374	115	215	1723	221	53	686	66	4117
APPROACH %'s :	20.35%	61.40%	18.25%	16.12%	64.15%	19.73%	9.96%	79.81%	10.24%	6.58%	85.22%	8.20%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	47	146	53	28	123	37	92	830	80	20	259	19	1734
PEAK HR FACTOR :		0.788			0.712			0.873			0.931		0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-021

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	Mateo St			Mateo St			7th St			7th 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	1	2	0	1	2	0	
7:00 AM	26	17	8	8	31	12	3	69	7	17	170	5	373
7:15 AM	18	21	11	13	40	16	8	55	14	14	187	7	404
7:30 AM	30	27	18	10	26	7	3	88	17	23	168	10	427
7:45 AM	18	30	12	2	47	16	4	85	16	23	176	14	443
8:00 AM	19	25	6	11	44	12	5	103	13	23	202	11	474
8:15 AM	19	23	4	6	42	16	2	83	10	17	174	5	401
8:30 AM	19	20	7	10	40	15	2	79	14	16	200	4	426
8:45 AM	12	25	8	9	39	10	5	104	18	20	189	11	450
9:00 AM	12	23	16	10	37	14	9	97	14	23	180	8	443
9:15 AM	16	27	8	11	34	13	8	78	15	17	171	12	410
9:30 AM	11	35	13	10	36	9	7	86	13	24	170	9	423
9:45 AM	21	31	13	6	33	5	11	108	11	11	152	7	409
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	221	304	124	106	449	145	67	1035	162	228	2139	103	5083
APPROACH %'s :	34.05%	46.84%	19.11%	15.14%	64.14%	20.71%	5.30%	81.88%	12.82%	9.23%	86.60%	4.17%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	69	93	25	36	165	53	14	369	55	76	765	31	1751
PEAK HR FACTOR :		0.935			0.948			0.862			0.924		0.924

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-021

Day: Thursday

City: Los Angeles

TOTALS

Date: 5/29/14

PM

NS/EW Streets:	Mateo St			Mateo St			7th St			7th 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	1	2	0	1	2	0	
3:00 PM	10	20	7	10	46	15	14	124	20	8	102	8	384
3:15 PM	16	28	9	8	33	8	12	124	20	7	83	7	355
3:30 PM	14	22	13	12	37	6	13	159	12	13	84	3	388
3:45 PM	18	24	11	10	26	5	4	138	13	7	95	7	358
4:00 PM	15	19	11	7	34	12	15	149	15	9	99	4	389
4:15 PM	9	22	8	14	34	7	11	163	17	10	88	3	386
4:30 PM	24	25	18	10	32	14	11	156	21	4	110	4	429
4:45 PM	12	24	4	6	26	12	5	137	24	14	77	9	350
5:00 PM	13	49	16	9	40	9	21	164	20	9	100	5	455
5:15 PM	13	37	12	8	27	6	14	189	25	7	92	7	437
5:30 PM	20	30	13	4	26	7	19	210	18	10	110	4	471
5:45 PM	19	33	9	7	22	12	22	201	27	5	72	5	434
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	183	333	131	105	383	113	161	1914	232	103	1112	66	4836
APPROACH %'s :	28.28%	51.47%	20.25%	17.47%	63.73%	18.80%	6.98%	82.96%	10.06%	8.04%	86.81%	5.15%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	65	149	50	28	115	34	76	764	90	31	374	21	1797
PEAK HR FACTOR :		0.846			0.763			0.930			0.859		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-016

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	SR-101 NB Ramp			SR-101 NB Ramp			E 4th St			E 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	1	0	0	2	0	0	2	0	
7:00 AM	331	0	9	0	0	0	0	47	0	0	349	0	736
7:15 AM	334	0	7	0	0	0	0	65	0	0	349	0	755
7:30 AM	370	0	10	0	0	0	0	71	0	0	409	0	860
7:45 AM	342	0	2	0	0	0	0	68	0	0	493	3	908
8:00 AM	276	2	3	0	0	0	0	85	0	0	449	2	817
8:15 AM	310	0	5	0	0	0	0	82	0	0	428	0	825
8:30 AM	301	1	14	0	0	0	0	73	0	0	403	0	792
8:45 AM	291	0	8	0	0	0	0	83	0	0	383	0	765
9:00 AM	243	0	7	0	0	0	0	65	0	0	363	0	678
9:15 AM	206	0	11	0	0	0	0	89	0	0	331	2	639
9:30 AM	213	0	3	0	0	0	0	98	0	0	299	0	613
9:45 AM	188	0	6	0	0	0	0	65	0	0	287	0	546
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3405	3	85	0	0	0	0	891	0	0	4543	7	8934
APPROACH %'s :	97.48%	0.09%	2.43%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	99.85%	0.15%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	1298	2	20	0	0	0	0	306	0	0	1779	5	3410
PEAK HR FACTOR :	0.868			0.000			0.900			0.899			0.939

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-016 **Day:** Thursday

TOTALS

City: Los Angeles **Date:** 5/29/14

PM

NS/EW Streets:	SR-101 NB Ramp			SR-101 NB Ramp			E 4th St			E 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	1	0	0	2	0	0	2	0	
3:00 PM	58	0	36	0	0	0	0	172	0	0	119	0	385
3:15 PM	79	1	44	0	0	0	0	178	0	0	127	0	429
3:30 PM	68	0	32	0	0	0	0	180	0	0	122	0	402
3:45 PM	72	0	39	0	0	0	0	172	0	0	124	0	407
4:00 PM	59	0	39	0	0	0	0	183	0	0	114	0	395
4:15 PM	71	0	55	0	0	0	0	195	0	0	134	0	455
4:30 PM	62	0	52	0	0	0	0	226	0	0	119	0	459
4:45 PM	71	0	59	0	0	0	0	242	0	0	126	0	498
5:00 PM	83	0	50	0	0	0	0	266	0	0	138	0	537
5:15 PM	86	0	55	0	0	0	0	263	0	0	150	0	554
5:30 PM	81	0	43	0	0	0	0	277	0	0	153	0	554
5:45 PM	82	0	63	0	0	0	0	282	0	0	157	0	584
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	872	1	567	0	0	0	0	2636	0	0	1583	0	5659
APPROACH %'s :	60.56%	0.07%	39.38%	#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 :	332	0	211	0	0	0	0	1088	0	0	598	0	2229
PEAK HR FACTOR :	0.936			0.000			0.965			0.952			0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-020

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

AM

NS/EW Streets:	I-5 NB Ramp			I-5 NB Ramp			4th St			4th 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	2	0	0	2	0	
7:00 AM	17	0	17	0	0	0	35	46	0	0	223	90	428
7:15 AM	22	0	16	0	0	0	37	52	0	0	205	94	426
7:30 AM	36	1	24	0	0	0	45	56	0	0	288	96	546
7:45 AM	25	0	18	0	0	0	38	86	0	0	228	93	488
8:00 AM	24	1	8	0	0	0	37	71	0	0	296	74	511
8:15 AM	30	1	13	0	0	0	40	62	0	0	242	67	455
8:30 AM	29	1	16	0	0	0	52	74	0	0	243	68	483
8:45 AM	39	1	14	0	0	0	42	87	0	0	223	48	454
9:00 AM	31	0	14	0	0	0	33	62	0	0	214	51	405
9:15 AM	29	1	17	0	0	0	48	77	0	0	205	46	423
9:30 AM	27	0	17	0	0	0	51	76	0	0	204	53	428
9:45 AM	31	4	9	0	0	0	42	79	0	0	169	62	396
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	340	10	183	0	0	0	500	828	0	0	2740	842	5443
APPROACH %'s :	63.79%	1.88%	34.33%	#DIV/0!	#DIV/0!	#DIV/0!	37.65%	62.35%	0.00%	0.00%	76.49%	23.51%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	115	3	63	0	0	0	160	275	0	0	1054	330	2000
PEAK HR FACTOR :		0.742			0.000			0.877			0.901		0.916

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5363-020

Day: Thursday

TOTALS

City: Los Angeles

Date: 5/29/14

PM

NS/EW Streets:	I-5 NB Ramp			I-5 NB Ramp			4th St			4th 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	2	0	0	2	0	
3:00 PM	24	1	20	0	0	0	73	111	0	0	103	49	381
3:15 PM	12	0	21	0	0	0	84	142	0	0	102	44	405
3:30 PM	18	1	27	0	0	0	91	185	0	0	97	54	473
3:45 PM	16	1	16	0	0	0	106	174	0	0	78	48	439
4:00 PM	14	2	25	0	0	0	95	188	0	0	93	46	463
4:15 PM	12	3	27	0	0	0	93	199	0	0	75	54	463
4:30 PM	10	1	21	0	0	0	105	199	0	0	83	50	469
4:45 PM	19	3	27	0	0	0	116	204	0	0	92	54	515
5:00 PM	9	2	18	0	0	0	165	237	0	0	90	76	597
5:15 PM	9	4	22	0	0	0	178	212	0	0	82	65	572
5:30 PM	4	1	16	0	0	0	185	245	0	0	97	59	607
5:45 PM	6	4	18	0	0	0	150	168	0	0	98	62	506
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	153	23	258	0	0	0	1441	2264	0	0	1090	661	5890
APPROACH %'s :	35.25%	5.30%	59.45%	#DIV/0!	#DIV/0!	#DIV/0!	38.89%	61.11%	0.00%	0.00%	62.25%	37.75%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	41	10	83	0	0	0	644	898	0	0	361	254	2291
PEAK HR FACTOR :	0.684			0.000			0.897			0.926			0.944

CONTROL : Signalized

APPENDIX D:
LOS ANALYSIS SHEETS

Existing (2017) AM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	301	1	194
	Through-Right		1	
	Right	86	0	86
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	58	1	58
	Left-Through		0	
	Through	547	2	**274**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	47	0	47
	Left-Through		1	
	Through	462	0	**304**
	Through-Right		1	
	Right	99	0	304
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	274
			East-West:	304
			SUM:	578
VOLUME/CAPACITY *(V/C)* RATIO:				0.385
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.285**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	305	1	184
	Through-Right		1	
	Right	62	0	62
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	36	0	36
	Left-Through		1	
	Through	631	1	**352**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	43	0	43
	Left-Through		1	
	Through	334	2	126
	Through-Right		1	
	Right	129	0	**129**
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	352
			East-West:	129
			SUM:	481
VOLUME/CAPACITY *(V/C)* RATIO:				0.321
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.221**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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	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			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	271	1	175
	Through-Right		1	
	Right	78	0	78
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	28	1	28
	Left-Through		0	
	Through	449	2	**225**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	25	0	25
	Left-Through		1	
	Through	416	2	**137**
	Through-Right		1	
	Right	105	0	137
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	225
			East-West:	137
			SUM:	362
VOLUME/CAPACITY *(V/C)* RATIO:				0.254
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.154**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			
	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?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	415	1	**227**
	Through-Right		1	
	Right	38	0	38
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	16	1	**16**
	Left-Through		0	
	Through	420	2	210
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	49	1	49
	Left-Through		0	
	Through	231	2	**116**
	Through-Right		0	
	Right	83	1	83
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	172	1	**172**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	303	2	167
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	243
			East-West:	288
			SUM:	531
VOLUME/CAPACITY *(V/C)* RATIO:				0.386
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.286**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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	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			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	**81**
	Left-Through		0	
	Through	683	2	342
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	724	2	**261**
	Through-Right		1	
	Right	59	0	59
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	399	1	399
	Left-Through		1	
	Through	1940	1	**715**
	Through-Right		1	
	Right	205	0	205
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	342
			East-West:	715
			SUM:	1057
VOLUME/CAPACITY *(V/C)* RATIO:				0.742
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.642**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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
	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?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	569	2	**285**
	Through-Right		0	
	Right	117	1	45
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	122	1	**122**
	Left-Through		0	
	Through	975	3	325
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	63	2	35
	Left-Through		0	
	Through	48	1	48
	Through-Right		0	
	Right	157	1	**157**
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	144	1	**144**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	153	1	153
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		407
		East-West:		301
		SUM:		708
VOLUME/CAPACITY *(V/C)* RATIO:				0.497
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.397**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	**72**
	Left-Through		0	
	Through	819	2	410
	Through-Right		0	
	Right	96	1	96
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	17	1	17
	Left-Through		0	
	Through	891	2	**446**
	Through-Right		0	
	Right	87	1	21
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	66	1	**66**
	Left-Through		0	
	Through	130	1	92
	Through-Right		1	
	Right	53	0	53
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	3	0	0
	Left-Through		0	
	Through	655	1	**363**
	Through-Right		1	
	Right	70	0	70
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	518
			East-West:	429
			SUM:	947
VOLUME/CAPACITY *(V/C)* RATIO:				0.665
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.565**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	**123**
	Left-Through		0	
	Through	618	2	309
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	779	2	**390**
	Through-Right		0	
	Right	183	1	183
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	127	0	127
	Left-Through		1	
	Through	2358	3	**621**
	Through-Right		0	
	Right	314	1	314
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		513
		East-West:		621
		SUM:		1134
VOLUME/CAPACITY *(V/C)* RATIO:				0.796
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.696**
LEVEL OF SERVICE (LOS):				**B**
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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 Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	666	1	**362**
	Through-Right		1	
	Right	58	0	58
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	101	1	**101**
	Left-Through		0	
	Through	818	2	409
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	87	0	87
	Left-Through		1	
	Through	352	2	**146**
	Through-Right		0	
	Right	131	1	131
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		463
		East-West:		146
		SUM:		609
VOLUME/CAPACITY *(V/C)* RATIO:				0.406
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.306**
LEVEL OF SERVICE (LOS):				**A**
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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?			2				2				2				2				2				2
Override Capacity			0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	**127**
	Left-Through		0	
	Through	596	1	320
	Through-Right		1	
	Right	43	0	43
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	40	1	40
	Left-Through		0	
	Through	847	1	**481**
	Through-Right		1	
	Right	115	0	115
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	62	1	**62**
	Left-Through		0	
	Through	108	1	108
	Through-Right		1	
	Right	116	0	53
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	29	1	29
	Left-Through		0	
	Through	227	1	**139**
	Through-Right		1	
	Right	51	0	51
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	608
			East-West:	201
			SUM:	809
VOLUME/CAPACITY *(V/C)* RATIO:				0.568
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.468**
LEVEL OF SERVICE (LOS):				**A**
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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?			2				2				2				2				2				2
Override Capacity			0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	101	1	**101**
	Left-Through		0	
	Through	613	1	347
	Through-Right		1	
	Right	81	0	81
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	90	1	90
	Left-Through		0	
	Through	763	1	**447**
	Through-Right		1	
	Right	131	0	131
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	59	1	**59**
	Left-Through		0	
	Through	321	1	214
	Through-Right		1	
	Right	106	0	106
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	100	1	100
	Left-Through		0	
	Through	955	1	**544**
	Through-Right		1	
	Right	132	0	132
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	548
			East-West:	603
			SUM:	1151
VOLUME/CAPACITY *(V/C)* RATIO:				0.808
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.708
LEVEL OF SERVICE (LOS):				C
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	**39**
	Left-Through		0	
	Through	746	1	383
	Through-Right		1	
	Right	19	0	19
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	9	1	9
	Left-Through		0	
	Through	801	1	**461**
	Through-Right		1	
	Right	121	0	121
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	115	0	115
	Left-Through		0	
	Through	52	0	**236**
	Through-Right		0	
	Right	69	0	0
	Left-Through-Right		1	
	Left-Right		0	
WESTBOUND	Left	30	0	**30**
	Left-Through		0	
	Through	80	0	138
	Through-Right		0	
	Right	28	0	0
	Left-Through-Right		1	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	500
			East-West:	266
			SUM:	766
VOLUME/CAPACITY *(V/C)* RATIO:				0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.411**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82
	Left-Through		0	
	Through	631	1	**345**
	Through-Right		1	
	Right	58	0	58
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	88	1	**88**
	Left-Through		0	
	Through	597	2	299
	Through-Right		0	
	Right	146	1	116
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	60	1	**60**
	Left-Through		0	
	Through	579	1	324
	Through-Right		1	
	Right	68	0	68
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	94	1	94
	Left-Through		0	
	Through	1176	1	**622**
	Through-Right		1	
	Right	67	0	67
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	433
			East-West:	682
			SUM:	1115
VOLUME/CAPACITY *(V/C)* RATIO:				0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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
	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	421	1	**421**
	Left-Through		0	
	Through	947	1	475
	Through-Right		1	
	Right	3	0	3
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	10	1	10
	Left-Through		0	
	Through	769	2	**385**
	Through-Right		0	
	Right	367	1	251
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	233	1	**233**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	487	1	66
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	1	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	1	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		806
		East-West:		233
		SUM:		1039
VOLUME/CAPACITY *(V/C)* RATIO:				0.729
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.629**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

No. of Phases				3				3				3				3				3			
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--	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	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**1**
	Through-Right		0	
	Right	1	0	0
	Left-Through-Right		1	
	Left-Right		0	
SOUTHBOUND	Left	34	0	34
	Left-Through		1	
	Through	1	0	**35**
	Through-Right		0	
	Right	24	1	24
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	298	1	149
	Through-Right		1	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	2687	2	**896**
	Through-Right		1	
	Right	1	0	1
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	36
			East-West:	896
			SUM:	932
VOLUME/CAPACITY *(V/C)* RATIO:				0.654
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.554**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	**111**
	Left-Through		0	
	Through	154	0	156
	Through-Right		1	
	Right	2	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	12	1	12
	Left-Through		0	
	Through	207	0	**312**
	Through-Right		1	
	Right	105	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	84	1	84
	Left-Through		0	
	Through	13	0	**94**
	Through-Right		1	
	Right	81	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		423
		East-West:		94
		SUM:		517
VOLUME/CAPACITY *(V/C)* RATIO:				0.345
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.245**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**
	Left-Through		0	
	Through	175	0	212
	Through-Right		1	
	Right	37	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	56	1	56
	Left-Through		0	
	Through	199	0	**237**
	Through-Right		1	
	Right	38	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	33	1	**33**
	Left-Through		0	
	Through	329	1	196
	Through-Right		1	
	Right	62	0	62
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	153	1	153
	Left-Through		0	
	Through	1140	1	**623**
	Through-Right		1	
	Right	106	0	106
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	303
			East-West:	656
			SUM:	959
VOLUME/CAPACITY *(V/C)* RATIO:				0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	6
	Through-Right		0	
	Right	6	0	0
	Left-Through-Right		1	
	Left-Right		0	
SOUTHBOUND	Left	10	0	10
	Left-Through		0	
	Through	44	0	**60**
	Through-Right		0	
	Right	6	0	0
	Left-Through-Right		1	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	243	1	206
	Through-Right		1	
	Right	169	0	169
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	4	0	0
	Left-Through		0	
	Through	2686	2	**919**
	Through-Right		1	
	Right	71	0	71
	Left-Through-Right		0	
	Left-Right		0	

CRITICAL VOLUMES	*North-South:*	60
	East-West:	919
	SUM:	979
VOLUME/CAPACITY *(V/C)* RATIO:		0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.553**
LEVEL OF SERVICE (LOS):		**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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--	2	NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2
	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 Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	53	1	**53**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	33	1	33
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	252	2	126
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	2730	3	**910**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	53
			East-West:	910
			SUM:	963
VOLUME/CAPACITY *(V/C)* RATIO:				0.642
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.542**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 NB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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 Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1166	1	**596**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	26	0	596
	Left-Through-Right		0	
	Left-Right		1	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	295	2	148
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	1589	3	**530**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	596
			East-West:	530
			SUM:	1126
VOLUME/CAPACITY *(V/C)* RATIO:				0.751
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.651**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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	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			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97
	Left-Through		0	
	Through	63	0	**141**
	Through-Right		1	
	Right	78	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	151	1	**151**
	Left-Through		0	
	Through	255	2	128
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	1150	1	**852**
	Through-Right		1	
	Right	553	0	553
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	141
			East-West:	1003
			SUM:	1144
VOLUME/CAPACITY *(V/C)* RATIO:				0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**
LEVEL OF SERVICE (LOS):				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

Existing (2017) PM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	642	1	**402**
	Through-Right		1	
	Right	161	0	161
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	91	1	**91**
	Left-Through		0	
	Through	341	2	171
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	76	0	76
	Left-Through		1	
	Through	1538	0	**832**
	Through-Right		1	
	Right	50	0	832
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		493
		East-West:		832
		SUM:		1325
VOLUME/CAPACITY *(V/C)* RATIO:				0.883
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.783**
LEVEL OF SERVICE (LOS):				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	809	1	**442**
	Through-Right		1	
	Right	74	0	74
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	42	0	**42**
	Left-Through		1	
	Through	362	1	265
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	88	0	88
	Left-Through		1	
	Through	896	2	**265**
	Through-Right		1	
	Right	74	0	265
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		484
		East-West:		265
		SUM:		749
VOLUME/CAPACITY *(V/C)* RATIO:				0.499
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.399**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	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			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	708	1	**497**
	Through-Right		1	
	Right	286	0	286
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	101	1	**101**
	Left-Through		0	
	Through	300	2	150
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	110	0	110
	Left-Through		1	
	Through	1719	2	**495**
	Through-Right		1	
	Right	150	0	495
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		598
		East-West:		495
		SUM:		1093
VOLUME/CAPACITY *(V/C)* RATIO:				0.767
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.667**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0
	Left-Through		0	
	Through	846	1	**460**
	Through-Right		1	
	Right	73	0	73
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	23	1	**23**
	Left-Through		0	
	Through	359	2	180
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	185	1	185
	Left-Through		0	
	Through	602	2	**301**
	Through-Right		0	
	Right	187	1	187
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	146	1	146
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	306	2	**168**
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	483
			East-West:	469
			SUM:	952
VOLUME/CAPACITY *(V/C)* RATIO:				0.692
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.592**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	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			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23
	Left-Through		0	
	Through	1624	2	**812**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	549	2	192
	Through-Right		1	
	Right	28	0	28
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	246	1	246
	Left-Through		1	
	Through	582	1	**252**
	Through-Right		1	
	Right	174	0	174
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		812
		East-West:		252
		SUM:		1064
VOLUME/CAPACITY *(V/C)* RATIO:				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	NB--	0	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?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	1024	2	**512**
	Through-Right		0	
	Right	152	1	106
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	127	1	**127**
	Left-Through		0	
	Through	676	3	225
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	413	2	**227**
	Left-Through		0	
	Through	57	1	57
	Through-Right		0	
	Right	61	1	61
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	93	1	93
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	179	1	**179**
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		639
		East-West:		406
		SUM:		1045
VOLUME/CAPACITY *(V/C)* RATIO:				0.733
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.633**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	**73**
	Left-Through		0	
	Through	759	2	380
	Through-Right		0	
	Right	117	1	117
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	23	1	23
	Left-Through		0	
	Through	705	2	**353**
	Through-Right		0	
	Right	109	1	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	194	1	**194**
	Left-Through		0	
	Through	378	1	252
	Through-Right		1	
	Right	126	0	126
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	3	0	0
	Left-Through		0	
	Through	256	1	**137**
	Through-Right		1	
	Right	18	0	18
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		426
		East-West:		331
		SUM:		757
VOLUME/CAPACITY *(V/C)* RATIO:				0.531
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.431**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	344	1	**344**
	Left-Through		0	
	Through	696	2	348
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	713	2	**357**
	Through-Right		0	
	Right	148	1	148
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	171	0	171
	Left-Through		1	
	Through	971	3	**286**
	Through-Right		0	
	Right	89	1	89
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		701
		East-West:		286
		SUM:		987
VOLUME/CAPACITY *(V/C)* RATIO:				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**
LEVEL OF SERVICE (LOS):				**A**
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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 Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	907	1	**514**
	Through-Right		1	
	Right	120	0	120
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	95	1	**95**
	Left-Through		0	
	Through	778	2	389
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	156	0	156
	Left-Through		1	
	Through	1704	2	**620**
	Through-Right		0	
	Right	250	1	250
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		609
		East-West:		620
		SUM:		1229
VOLUME/CAPACITY *(V/C)* RATIO:				0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.719**
LEVEL OF SERVICE (LOS):				**C**
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			2				2				2				2				2				2
Override Capacity			0				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	137	1	**137**
	Left-Through		0	
	Through	830	1	435
	Through-Right		1	
	Right	39	0	39
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	73	1	73
	Left-Through		0	
	Through	856	1	**495**
	Through-Right		1	
	Right	133	0	133
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	142	1	142
	Left-Through		0	
	Through	395	1	**283**
	Through-Right		1	
	Right	171	0	171
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	15	1	**15**
	Left-Through		0	
	Through	145	1	96
	Through-Right		1	
	Right	46	0	46
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		632
		East-West:		298
		SUM:		930
VOLUME/CAPACITY *(V/C)* RATIO:				0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**
LEVEL OF SERVICE (LOS):				**A**
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			2			2			2			2			2								2
Override Capacity			0			0			0			0			0								0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111
	Left-Through		0	
	Through	755	1	**422**
	Through-Right		1	
	Right	89	0	89
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	159	1	**159**
	Left-Through		0	
	Through	835	1	452
	Through-Right		1	
	Right	68	0	68
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	86	1	86
	Left-Through		0	
	Through	859	1	**483**
	Through-Right		1	
	Right	106	0	106
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	101	1	**101**
	Left-Through		0	
	Through	616	1	374
	Through-Right		1	
	Right	132	0	132
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		581
		East-West:		584
		SUM:		1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.818
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.718
LEVEL OF SERVICE (LOS):				C
MITIGATION CREDIT:				
V/C LESS MITIGATION CREDIT:				

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**
	Left-Through		0	
	Through	827	1	428
	Through-Right		1	
	Right	28	0	28
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	31	1	31
	Left-Through		0	
	Through	980	1	**530**
	Through-Right		1	
	Right	80	0	80
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	37	0	**37**
	Left-Through		0	
	Through	22	0	87
	Through-Right		0	
	Right	28	0	0
	Left-Through-Right		1	
	Left-Right		0	
WESTBOUND	Left	36	0	36
	Left-Through		0	
	Through	29	0	**90**
	Through-Right		0	
	Right	25	0	0
	Left-Through-Right		1	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	539
			East-West:	127
			SUM:	666
VOLUME/CAPACITY *(V/C)* RATIO:				0.444
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.344**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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 Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	82
	Left-Through		0	
	Through	696	1	**428**
	Through-Right		1	
	Right	160	0	160
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	88	1	**88**
	Left-Through		0	
	Through	767	2	384
	Through-Right		0	
	Right	153	1	119
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	69	1	69
	Left-Through		0	
	Through	1198	1	**626**
	Through-Right		1	
	Right	54	0	54
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	86	1	**86**
	Left-Through		0	
	Through	1011	1	539
	Through-Right		1	
	Right	66	0	66
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	516
			East-West:	712
			SUM:	1228
VOLUME/CAPACITY *(V/C)* RATIO:				0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.719**
LEVEL OF SERVICE (LOS):				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2			
Override Capacity				0				0				0				0				0			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	468	1	**468**
	Left-Through		0	
	Through	981	1	492
	Through-Right		1	
	Right	3	0	3
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	1	0
	Left-Through		0	
	Through	1081	2	**541**
	Through-Right		0	
	Right	463	1	424
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	78	1	**78**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	365	1	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	1	0	**0**
	Through-Right		0	
	Right	3	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		1009
		East-West:		78
		SUM:		1087
VOLUME/CAPACITY *(V/C)* RATIO:				0.763
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

No. of Phases				3				3				3				3				3			
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--	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	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		1	
	Left-Right		0	
SOUTHBOUND	Left	81	0	**81**
	Left-Through		1	
	Through	0	0	81
	Through-Right		0	
	Right	38	1	38
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	6	0	0
	Left-Through		0	
	Through	1794	1	**897**
	Through-Right		1	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	874	2	291
	Through-Right		1	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	81
			East-West:	897
			SUM:	978
VOLUME/CAPACITY *(V/C)* RATIO:				0.686
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.586**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?				2				2				2				2				2
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**
	Left-Through		0	
	Through	180	0	186
	Through-Right		1	
	Right	6	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	28	1	28
	Left-Through		0	
	Through	176	0	**258**
	Through-Right		1	
	Right	82	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	279	1	**279**
	Left-Through		0	
	Through	51	0	270
	Through-Right		1	
	Right	219	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		349
		East-West:		279
		SUM:		628
VOLUME/CAPACITY *(V/C)* RATIO:				0.419
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.319**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	**104**
	Left-Through		0	
	Through	155	0	203
	Through-Right		1	
	Right	48	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	101	1	101
	Left-Through		0	
	Through	240	0	**279**
	Through-Right		1	
	Right	39	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	59	1	59
	Left-Through		0	
	Through	816	1	**499**
	Through-Right		1	
	Right	182	0	182
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	45	1	**45**
	Left-Through		0	
	Through	588	1	319
	Through-Right		1	
	Right	50	0	50
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		383
		East-West:		544
		SUM:		927
VOLUME/CAPACITY *(V/C)* RATIO:				0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.518**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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			

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	2	0	3
	Through-Right		0	
	Right	1	0	0
	Left-Through-Right		1	
	Left-Right		0	
SOUTHBOUND	Left	17	0	17
	Left-Through		0	
	Through	73	0	**94**
	Through-Right		0	
	Right	4	0	0
	Left-Through-Right		1	
	Left-Right		0	
EASTBOUND	Left	1	0	0
	Left-Through		0	
	Through	1201	2	601
	Through-Right		1	
	Right	791	0	**791**
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	4	0	**0**
	Left-Through		0	
	Through	1133	1	621
	Through-Right		1	
	Right	108	0	108
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	94
			East-West:	791
			SUM:	885
VOLUME/CAPACITY *(V/C)* RATIO:				0.590
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.490**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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--	2	NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2	NB--	0	SB--	2
	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	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	45	1	**45**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	11	1	11
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	1236	3	412
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	1243	2	**622**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES	*North-South:*			45
	East-West:			622
	SUM:			667
VOLUME/CAPACITY *(V/C)* RATIO:				0.445
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 NB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	EXISTING CONDITION Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	426	1	**282**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	137	0	282
	Left-Through-Right		0	
	Left-Right		1	
SOUTHBOUND	Left	0	0	0
	Left-Through		0	
	Through	0	0	**0**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	0	0	0
	Left-Through		0	
	Through	1240	3	**413**
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	1	0	**0**
	Left-Through		0	
	Through	726	2	363
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES			*North-South:*	282
			East-West:	413
			SUM:	695
VOLUME/CAPACITY *(V/C)* RATIO:				0.463
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.363**
LEVEL OF SERVICE (LOS):				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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
	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 Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41
	Left-Through		0	
	Through	52	0	**130**
	Through-Right		1	
	Right	78	0	0
	Left-Through-Right		0	
	Left-Right		0	
SOUTHBOUND	Left	0	0	**0**
	Left-Through		0	
	Through	0	0	0
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
EASTBOUND	Left	638	1	**638**
	Left-Through		0	
	Through	969	2	485
	Through-Right		0	
	Right	0	0	0
	Left-Through-Right		0	
	Left-Right		0	
WESTBOUND	Left	0	0	0
	Left-Through		0	
	Through	399	1	**370**
	Through-Right		1	
	Right	341	0	341
	Left-Through-Right		0	
	Left-Right		0	
CRITICAL VOLUMES		*North-South:*		130
		East-West:		1008
		SUM:		1138
VOLUME/CAPACITY *(V/C)* RATIO:				0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.699**
LEVEL OF SERVICE (LOS):				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

Baseline, Baseline Plus Project, Cumulative (2021), and Cumulative Plus Project AM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

		EXISTING BASE 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			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	
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	259	1	156	0	259	156	40	318	1	190	0	318	1	190	0	318	1	190
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	4	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	540	2	**270**	0	540	**270**	70	649	2	**325**	0	649	2	**325**	0	649	2	**325**
	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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		1							1				1				1	
	Through	436	0	**291**	4	440	**293**	476	943	0	**552**	4	947	0	**554**	4	947	0	**554**
	Through-Right		1							1				1				1	
	Right	98	0	291	0	98	293	5	110	0	552	0	110	0	554	0	110	0	554
	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:*	270		*North-South:*	270		*North-South:*			325	*North-South:*			325	*North-South:*			325
		East-West:	291		*East-West:*	293		*East-West:*			552	*East-West:*			554	*East-West:*			554
		SUM:	561		*SUM:*	563		*SUM:*			877	*SUM:*			879	*SUM:*			879
	VOLUME/CAPACITY *(V/C)* RATIO:		0.374			0.375					0.585				0.586				0.586
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.274**			**0.275**					**0.485**				**0.486**				**0.486**
	LEVEL OF SERVICE (LOS):		**A**			**A**					**A**				**A**				**A**

REMARKS:

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:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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 BASE 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	306	1	178	0	306	178	44	372	1	215	0	372	1	215	0	372	1	215
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	4	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		1							1				1				1	
	Through	594	1	**336**	0	594	**336**	74	711	1	**398**	0	711	1	**398**	0	711	1	**398**
	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	55	0	55	0	55	55	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		1							1				1				1	
	Through	452	2	**167**	4	456	**168**	380	865	2	**274**	4	869	2	**275**	4	869	2	**275**
	Through-Right		1							1				1				1	
	Right	159	0	167	0	159	168	0	170	0	274	0	170	0	275	0	170	0	275
	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:*		336	*North-South:*		336	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		167	*East-West:*		168	*East-West:*			274	*East-West:*			275	*East-West:*			275
		SUM:		503	*SUM:*		504	*SUM:*			672	*SUM:*			673	*SUM:*			673
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.336				0.448				0.449				0.449
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.235			0.236				0.348				0.349				0.349
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

		EXISTING BASE 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?		2			2			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	337	1	216	0	337	216	25	386	1	**268**	0	386	1	**268**	0	386	1	**268**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	48	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	5	40	40	0	38	1	**38**	5	43	1	**43**	5	43	1	**43**
	Left-Through		0							0				0				0	
	Through	522	2	**261**	0	522	**261**	46	606	2	303	0	606	2	303	0	606	2	303
	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	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	401	2	**132**	4	405	**133**	480	910	2	**262**	4	914	2	**263**	4	914	2	**263**
	Through-Right		1							1				1				1	
	Right	101	0	132	0	101	133	0	108	0	262	0	108	0	263	0	108	0	263
	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:*	261		*North-South:*	261		*North-South:*			306	*North-South:*			311	*North-South:*			311
		East-West:	132		*East-West:*	133		*East-West:*			262	*East-West:*			263	*East-West:*			263
		SUM:	393		*SUM:*	394		*SUM:*			568	*SUM:*			574	*SUM:*			574
	VOLUME/CAPACITY *(V/C)* RATIO:		0.276			0.276					0.399				0.403				0.403
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.176**			**0.176**					**0.299**				**0.303**				**0.303**
	LEVEL OF SERVICE (LOS):		**A**			**A**					**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	409	1	**238**	0	409	**244**	44	483	1	**283**	0	483	1	**290**	0	483	1	**290**
	Through-Right		1							1				1				1	
	Right	66	0	66	13	79	79	12	83	0	83	13	96	0	96	13	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	1	**24**	0	24	**24**	30	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	487	2	244	0	487	244	54	576	2	288	0	576	2	288	0	576	2	288
	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	57	1	57	0	57	57	13	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	341	2	**171**	4	345	**173**	401	767	2	**384**	4	771	2	**386**	4	771	2	**386**
	Through-Right		0							0				0				0	
	Right	129	1	129	0	129	129	8	146	1	146	0	146	1	146	0	146	1	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	309	1	**309**	16	325	**325**	28	359	1	359	16	375	1	375	16	375	1	375
	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	486	2	267	5	491	270	306	827	2	**455**	5	832	2	**458**	5	832	2	**458**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		262	*North-South:*		268	*North-South:*			339	*North-South:*			346	*North-South:*			346
		East-West:		480	*East-West:*		498	*East-West:*			839	*East-West:*			844	*East-West:*			844
		SUM:		742	*SUM:*		766	*SUM:*			1178	*SUM:*			1190	*SUM:*			1190
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.557				0.857				0.865				0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.440			0.457				0.757				0.765				0.765
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	39	1	39	0	39	39	5	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	650	2	**325**	9	659	**330**	532	1229	2	**615**	9	1238	2	**619**	9	1238	2	**619**
	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	757	2	278	5	762	279	432	1244	2	442	5	1249	2	443	5	1249	2	443
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
	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	492	1	492	3	495	495	473	1000	1	**820**	3	1003	1	**821**	3	1003	1	**821**
	Left-Through		1							1				1				1	
	Through	1319	1	**493**	0	1319	**660**	47	1461	1	820	0	1461	1	821	0	1461	1	821
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	23	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		325	*North-South:*		330	*North-South:*			615	*North-South:*			619	*North-South:*			619
		East-West:		493	*East-West:*		660	*East-West:*			820	*East-West:*			821	*East-West:*			821
		SUM:		818	*SUM:*		990	*SUM:*			1435	*SUM:*			1440	*SUM:*			1440
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.695				1.007				1.011				1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.595				0.907				0.911				0.911
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	533	2	**267**	9	542	**271**	463	1034	2	**517**	9	1043	2	**522**	9	1043	2	**522**
	Through-Right		0							0				0				0	
	Right	115	1	38	3	118	41	256	379	1	292	3	382	1	295	3	382	1	295
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	**129**	0	129	**129**	83	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	1100	3	367	8	1108	369	822	2001	3	667	8	2009	3	670	8	2009	3	670
	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	74	2	41	0	74	41	23	102	2	56	0	102	2	56	0	102	2	56
	Left-Through		0							0				0				0	
	Through	37	1	37	0	37	37	4	44	1	44	0	44	1	44	0	44	1	44
	Through-Right		0							0				0				0	
	Right	131	1	**131**	0	131	**131**	12	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	154	1	**154**	0	154	**154**	9	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	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	166	1	166	0	166	166	51	229	1	229	0	229	1	229	0	229	1	229
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		400	*North-South:*			738	*North-South:*			743	*North-South:*			743
		East-West:		285	*East-West:*		285	*East-West:*			326	*East-West:*			326	*East-West:*			326
		SUM:		681	*SUM:*		685	*SUM:*			1064	*SUM:*			1069	*SUM:*			1069
VOLUME/CAPACITY *(V/C)* RATIO:				0.478			0.481				0.747				0.750				0.750
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.378**			**0.381**				**0.647**				**0.650**				**0.650**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	54	1	**54**	0	54	**54**	262	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	622	2	311	15	637	319	673	1340	2	670	15	1355	2	678	15	1355	2	678
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	19	58	1	58	0	58	1	58	0	58	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	9	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	891	2	**446**	13	904	**452**	854	1809	2	**905**	13	1822	2	**911**	13	1822	2	**911**
	Through-Right		0							0				0				0	
	Right	174	1	79	0	174	79	55	242	1	106	0	242	1	106	0	242	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	**95**	0	95	**95**	34	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	202	1	134	0	202	134	89	306	1	281	0	306	1	281	0	306	1	281
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	186	256	0	256	0	256	0	256	0	256	0	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	3	3	0	11	11	0	0	3	14	0	0	3	14	0	0
	Left-Through		0							0				0				0	
	Through	651	1	**347**	0	651	**347**	145	843	1	**450**	0	843	1	**450**	0	843	1	**450**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	11	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		500	*North-South:*		506	*North-South:*			1225	*North-South:*			1231	*North-South:*			1231
		East-West:		442	*East-West:*		442	*East-West:*			586	*East-West:*			586	*East-West:*			586
		SUM:		942	*SUM:*		948	*SUM:*			1811	*SUM:*			1817	*SUM:*			1817
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.665				1.271				1.275				1.275
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.565**				**1.171**				**1.175**				**1.175**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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	NB--
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--
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	157	1	**157**	12	169	**169**	124	292	1	**292**	12	304	1	**304**	12	304	1	**304**
	Left-Through		0							0				0				0	
	Through	579	2	290	15	594	297	790	1411	2	706	15	1426	2	713	15	1426	2	713
	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	804	2	**402**	16	820	**410**	709	1571	2	**786**	16	1587	2	**794**	16	1587	2	**794**
	Through-Right		0							0				0				0	
	Right	157	1	157	0	157	157	15	183	1	183	0	183	1	183	0	183	1	183
	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	138	0	138	12	150	150	18	166	0	166	12	178	0	178	12	178	0	178
	Left-Through		1							1				1				1	
	Through	2203	3	**585**	0	2203	**588**	288	2650	3	**704**	0	2650	3	**707**	0	2650	3	**707**
	Through-Right		0							0				0				0	
	Right	142	1	142	0	142	142	141	293	1	293	0	293	1	293	0	293	1	293
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		559	*North-South:*		579	*North-South:*			1078	*North-South:*			1098	*North-South:*			1098
		East-West:		585	*East-West:*		588	*East-West:*			704	*East-West:*			707	*East-West:*			707
		SUM:		1144	*SUM:*		1167	*SUM:*			1782	*SUM:*			1805	*SUM:*			1805
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.819				1.251				1.267				1.267
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**			**0.719**				**1.151**				**1.167**				**1.167**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**1.157**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.006
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

		EXISTING BASE 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	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	686	1	**372**	27	713	**386**	707	1442	1	**752**	27	1469	1	**766**	27	1469	1	**766**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	5	91	**91**	40	132	1	**132**	5	137	1	**137**	5	137	1	**137**
	Left-Through		0							0				0				0	
	Through	840	2	420	22	862	431	642	1543	2	772	22	1565	2	783	22	1565	2	783
	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	84	0	84	0	84	84	123	213	0	213	0	213	0	213	0	213	0	213
	Left-Through		1							1				1				1	
	Through	281	2	122	9	290	125	310	611	2	**275**	9	620	2	**278**	9	620	2	**278**
	Through-Right		0							0				0				0	
	Right	154	1	**154**	0	154	**154**	101	266	1	266	0	266	1	266	0	266	1	266
	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:*		458	*North-South:*		477	*North-South:*			884	*North-South:*			903	*North-South:*			903
		East-West:		154	*East-West:*		154	*East-West:*			275	*East-West:*			278	*East-West:*			278
		SUM:		612	*SUM:*		631	*SUM:*			1159	*SUM:*			1181	*SUM:*			1181
	VOLUME/CAPACITY *(V/C)* RATIO:			0.408			0.421				0.773				0.787				0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.308**			**0.321**				**0.673**				**0.687**				**0.687**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**0.677**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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	86	1	**86**	0	86	**86**	46	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	616	1	349	23	639	360	607	1267	1	**677**	23	1290	1	**689**	23	1290	1	**689**
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	64	1	64	0	64	64	254	323	1	**323**	0	323	1	**323**	0	323	1	**323**
Left-Through		0							0				0				0	
Through	840	1	**458**	22	862	**479**	464	1365	1	753	22	1387	1	775	22	1387	1	775
Through-Right		1							1				1				1	
Right	75	0	75	21	96	96	61	141	0	141	21	162	0	162	21	162	0	162
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	18	61	**61**	42	88	1	**88**	18	106	1	**106**	18	106	1	**106**
Left-Through		0							0				0				0	
Through	249	1	181	0	249	181	297	564	1	395	0	564	1	395	0	564	1	395
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	104	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	133	1	133	0	133	133	78	221	1	221	0	221	1	221	0	221	1	221
Left-Through		0							0				0				0	
Through	678	1	**397**	0	678	**397**	227	954	1	**556**	0	954	1	**556**	0	954	1	**556**
Through-Right		1							1				1				1	
Right	116	0	116	0	116	116	34	158	0	158	0	158	0	158	0	158	0	158
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		544	*North-South:*		565	*North-South:*			1000	*North-South:*			1012	*North-South:*			1012
	East-West:		440	*East-West:*		458	*East-West:*			644	*East-West:*			662	*East-West:*			662
	SUM:		984	*SUM:*		1023	*SUM:*			1644	*SUM:*			1674	*SUM:*			1674
VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.718				1.154				1.175				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.618**				**1.054**				**1.075**				**1.075**
LEVEL OF SERVICE (LOS):			**A**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.065

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?			2				2				2				2				2
Override Capacity			0				0				0				0				0

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	∆*v/c* after mitigation:	0.011
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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			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	
	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	99	1	**99**	0	99	**99**	20	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	643	1	363	17	660	371	310	999	1	579	17	1016	1	587	17	1016	1	587
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	70	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	108	1	108	0	108	108	254	370	1	370	0	370	1	370	0	370	1	370
	Left-Through		0							0				0				0	
	Through	862	1	**528**	17	879	**540**	393	1317	1	**886**	17	1334	1	**898**	17	1334	1	**898**
	Through-Right		1							1				1				1	
	Right	194	0	194	6	200	200	247	455	0	455	6	461	0	461	6	461	0	461
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	1	**74**	5	79	**79**	204	283	1	**283**	5	288	1	**288**	5	288	1	**288**
	Left-Through		0							0				0				0	
	Through	349	1	244	0	349	244	415	789	1	471	0	789	1	471	0	789	1	471
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	129	1	129	0	129	129	51	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	658	1	**379**	0	658	**379**	264	969	1	**634**	0	969	1	**634**	0	969	1	**634**
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	191	298	0	298	0	298	0	298	0	298	0	298
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		627	*North-South:*		639	*North-South:*			1012	*North-South:*			1024	*North-South:*			1024
		East-West:		453	*East-West:*		458	*East-West:*			917	*East-West:*			922	*East-West:*			922
		SUM:		1080	*SUM:*		1097	*SUM:*			1929	*SUM:*			1946	*SUM:*			1946
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.770				1.354				1.366				1.366
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.670**				**1.254**				**1.266**				**1.266**
LEVEL OF SERVICE (LOS):				**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**1.256**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: **0.012** $\Delta v/c$ after mitigation: **0.002**

Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

		EXISTING BASE 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	49	1	**49**	0	49	**49**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	813	1	431	17	830	440	414	1286	1	670	17	1303	1	678	17	1303	1	678
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	822	1	**471**	17	839	**480**	457	1338	1	**734**	17	1355	1	**742**	17	1355	1	**742**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through		0							0				0				0	
	Through	68	0	**269**	0	68	**269**	0	73	0	**288**	0	73	0	**288**	0	73	0	**288**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	**48**	0	48	**48**	0	51	0	**51**	0	51	0	**51**	0	51	0	**51**
	Left-Through		0							0				0				0	
	Through	101	0	183	0	101	183	0	108	0	195	0	108	0	195	0	108	0	195
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		520	*North-South:*		529	*North-South:*			787	*North-South:*			795	*North-South:*			795
		East-West:		317	*East-West:*		317	*East-West:*			339	*East-West:*			339	*East-West:*			339
		SUM:		837	*SUM:*		846	*SUM:*			1126	*SUM:*			1134	*SUM:*			1134
	VOLUME/CAPACITY *(V/C)* RATIO:			0.558			0.564				0.751				0.756				0.756
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.458**			**0.464**				**0.651**				**0.656**				**0.656**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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 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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	117	1	117	0	117	117	28	153	1	**153**	0	153	1	**153**	0	153	1	**153**
	Left-Through		0							0				0				0	
	Through	692	1	**395**	13	705	**401**	414	1156	1	632	13	1169	1	639	13	1169	1	639
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	4	95	**95**	0	98	1	98	4	102	1	102	4	102	1	102
	Left-Through		0							0				0				0	
	Through	674	2	337	12	686	343	457	1180	2	**590**	12	1192	2	**596**	12	1192	2	**596**
	Through-Right		0							0				0				0	
	Right	133	1	90	0	133	90	0	143	1	97	0	143	1	97	0	143	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	**86**	0	86	**86**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	649	1	358	0	649	358	172	868	1	481	0	868	1	481	0	868	1	481
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	23	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	103	1	103	0	103	103	2	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	911	1	**482**	0	911	**484**	105	1082	1	**569**	0	1082	1	**572**	0	1082	1	**572**
	Through-Right		1							1				1				1	
	Right	52	0	52	5	57	57	0	56	0	56	5	61	0	61	5	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		486	*North-South:*		496	*North-South:*			743	*North-South:*			749	*North-South:*			749
		East-West:		568	*East-West:*		570	*East-West:*			661	*East-West:*			664	*East-West:*			664
		SUM:		1054	*SUM:*		1066	*SUM:*			1404	*SUM:*			1413	*SUM:*			1413
	VOLUME/CAPACITY *(V/C)* RATIO:			0.703			0.711				0.936				0.942				0.942
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.603**			**0.611**				**0.836**				**0.842**				**0.842**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

		EXISTING BASE 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-- 3 WB--		0	EB-- 3 WB--		0	EB-- 3 WB--		0		EB-- 3 WB--		0		EB-- 3 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	320	1	**320**	0	320	**320**	0	343	1	**343**	0	343	1	**343**	0	343	1	**343**
	Left-Through		0							0				0				0	
	Through	1091	1	546	3	1094	548	259	1429	1	715	3	1432	1	717	3	1432	1	717
	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	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0				0				0	
	Through	933	2	**467**	2	935	**468**	279	1279	2	**640**	2	1281	2	**641**	2	1281	2	**641**
	Through-Right		0							0				0				0	
	Right	296	1	154	4	300	155	87	404	1	194	4	408	1	195	4	408	1	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	284	1	**284**	6	290	**290**	116	420	1	**420**	6	426	1	**426**	6	426	1	**426**
	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	498	1	178	0	498	178	0	534	1	191	0	534	1	191	0	534	1	191
	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:*		787	*North-South:*		788	*North-South:*			983	*North-South:*			984	*North-South:*			984
		East-West:		284	*East-West:*		290	*East-West:*			420	*East-West:*			426	*East-West:*			426
		SUM:		1071	*SUM:*		1078	*SUM:*			1403	*SUM:*			1410	*SUM:*			1410
	VOLUME/CAPACITY *(V/C)* RATIO:			0.752			0.756				0.985				0.989				0.989
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.652**			**0.656**				**0.885**				**0.889**				**0.889**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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?	1	1	1	1	1
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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	37	0	37	0	37	37	134	174	0	174	0	174	0	174	0	174	0	174
	Left-Through		0							0				0				0	
	Through	10	0	**52**	0	10	**52**	83	94	0	**279**	0	94	0	**279**	0	94	0	**279**
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	6	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	11	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		1							1				1				1	
	Through	0	0	46	0	0	46	39	39	0	**99**	0	39	0	**99**	0	39	0	**99**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	19	49	1	49	0	49	1	49	0	49	1	49
	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	161	15	294	169	224	523	1	393	15	538	1	401	15	538	1	401
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	217	263	0	263	0	263	0	263	0	263	0	263
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through		0							0				0				0	
	Through	2422	2	**830**	12	2434	**834**	130	2727	2	**945**	12	2739	2	**949**	12	2739	2	**949**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	35	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		98	*North-South:*		98	*North-South:*			378	*North-South:*			378	*North-South:*			378
		East-West:		830	*East-West:*		834	*East-West:*			945	*East-West:*			949	*East-West:*			949
		SUM:		928	*SUM:*		932	*SUM:*			1323	*SUM:*			1327	*SUM:*			1327
	VOLUME/CAPACITY *(V/C)* RATIO:			0.651			0.654				0.928				0.931				0.931
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.554**				**0.828**				**0.831**				**0.831**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**D**				**D**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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?			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	43	1	**43**	0	43	**43**	63	109	1	**109**	0	109	1	**109**	0	109	1	**109**
	Left-Through		0							0				0				0	
	Through	74	0	78	17	91	95	146	225	0	269	17	242	0	286	17	242	0	286
	Through-Right		1							1				1				1	
	Right	4	0	0	0	4	0	40	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	1	16	10	26	26	146	163	1	163	10	173	1	173	10	173	1	173
	Left-Through		0							0				0				0	
	Through	115	0	**151**	16	131	**167**	258	381	0	**608**	16	397	0	**624**	16	397	0	**624**
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	188	227	0	0	0	227	0	0	0	227	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	**43**	0	43	**43**	180	226	1	**226**	0	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	203	1	152	0	203	152	227	445	1	423	0	445	1	423	0	445	1	423
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	293	401	0	401	0	401	0	401	0	401	0	401
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	69	1	69	0	69	69	37	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	836	1	**463**	0	836	**465**	165	1061	1	**619**	0	1061	1	**622**	0	1061	1	**622**
	Through-Right		1							1				1				1	
	Right	89	0	89	5	94	94	82	177	0	177	5	182	0	182	5	182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		194	*North-South:*		210	*North-South:*			717	*North-South:*			733	*North-South:*			733
		East-West:		506	*East-West:*		508	*East-West:*			845	*East-West:*			848	*East-West:*			848
		SUM:		700	*SUM:*		718	*SUM:*			1562	*SUM:*			1581	*SUM:*			1581
VOLUME/CAPACITY (*V/C*) RATIO:				0.467			0.479				1.041				1.054				1.054
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.367**			**0.379**				**0.941**				**0.954**				**0.954**
LEVEL OF SERVICE (LOS):				**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**0.944**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: **0.013** $\Delta v/c$ after mitigation: **0.003**

Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

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 BASE 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	69	1	**69**	0	69	**69**	39	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	93	0	118	13	106	131	164	264	0	**354**	13	277	0	**367**	13	277	0	**367**
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	63	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	4	40	40	204	243	1	**243**	4	247	1	**247**	4	247	1	**247**
	Left-Through		0							0				0				0	
	Through	165	0	**218**	12	177	**230**	91	268	0	413	12	280	0	425	12	280	0	425
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	88	145	0	0	0	145	0	0	0	145	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	1	**14**	0	14	**14**	118	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	369	1	212	0	369	212	572	968	1	549	0	968	1	549	0	968	1	549
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	70	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	77	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	765	1	**398**	0	765	**400**	362	1182	1	**630**	0	1182	1	**632**	0	1182	1	**632**
	Through-Right		1							1				1				1	
	Right	31	0	31	4	35	35	44	77	0	77	4	81	0	81	4	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		287	*North-South:*		299	*North-South:*			597	*North-South:*			614	*North-South:*			614
		East-West:		412	*East-West:*		414	*East-West:*			763	*East-West:*			765	*East-West:*			765
		SUM:		699	*SUM:*		713	*SUM:*			1360	*SUM:*			1379	*SUM:*			1379
VOLUME/CAPACITY *(V/C)* RATIO:				0.466			0.475				0.907				0.919				0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.366**			**0.375**				**0.807**				**0.819**				**0.819**
LEVEL OF SERVICE (LOS):				**A**			**A**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	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:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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?			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	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	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	44	0	**60**	0	44	**60**	0	46	0	**62**	0	46	0	**62**	0	46	0	**62**
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	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	243	1	206	15	258	214	155	408	1	319	15	423	1	327	15	423	1	327
	Through-Right		1							1				1				1	
	Right	169	0	169	0	169	169	54	230	0	230	0	230	0	230	0	230	0	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	2686	2	**919**	12	2698	**923**	281	3076	2	**1050**	12	3088	2	**1054**	12	3088	2	**1054**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	60		*North-South:*	60		*North-South:*	62			*North-South:*	62			*North-South:*	62	
			East-West:	919		*East-West:*	923		*East-West:*	1050			*East-West:*	1054			*East-West:*	1054	
			SUM:	979		*SUM:*	983		*SUM:*	1112			*SUM:*	1116			*SUM:*	1116	
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.655				0.741				0.744				0.744
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.555**				**0.641**				**0.644**				**0.644**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	53	1	**53**	0	53	**53**	0	55	1	55	0	55	1	55	0	55	1	55
	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	33	1	33	0	33	33	37	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	252	2	126	15	267	134	155	417	2	209	15	432	2	216	15	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	
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	2730	3	**910**	12	2742	**914**	244	3085	3	**1028**	12	3097	3	**1032**	12	3097	3	**1032**
	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:*	53		*North-South:*	53		*North-South:*	71			*North-South:*	71			*North-South:*	71		
		East-West:	910		*East-West:*	914		*East-West:*	1028			*East-West:*	1032			*East-West:*	1032		
		SUM:	963		*SUM:*	967		*SUM:*	1099			*SUM:*	1103			*SUM:*	1103		
	VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.645				0.733				0.735				0.735
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.545**				**0.633**				**0.635**				**0.635**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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?			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	1300	1	**660**	0	1300	**660**	42	1436	1	**729**	0	1436	1	**729**	0	1436	1	**729**
	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	20	0	660	0	20	660	0	21	0	729	0	21	0	729	0	21	0	729
	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	306	2	153	15	321	161	160	488	2	244	15	503	2	252	15	503	2	252
	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	1784	3	**595**	12	1796	**599**	224	2137	3	**712**	12	2149	3	**716**	12	2149	3	**716**
	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:*	660		*North-South:*	660		*North-South:*		729		*North-South:*		729		*North-South:*		729
			East-West:	595		*East-West:*	599		*East-West:*		712		*East-West:*		716		*East-West:*		716
			SUM:	1255		*SUM:*	1259		*SUM:*		1441		*SUM:*		1445		*SUM:*		1445
VOLUME/CAPACITY *(V/C)* RATIO:				0.837			0.839				0.961				0.963				0.963
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.737**			**0.739**				**0.861**				**0.863**				**0.863**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center

	EXISTING BASE 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 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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	115	1	**115**	0	115	**115**	13	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	3	0	66	0	3	66	0	3	0	71	0	3	0	71	0	3	0	71
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	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	160	1	**160**	7	167	**167**	31	203	1	**203**	7	210	1	**210**	7	210	1	**210**
	Left-Through		0							0				0				0	
	Through	275	2	138	9	284	142	125	420	2	210	9	429	2	215	9	429	2	215
	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	1054	1	**692**	5	1059	**695**	150	1280	1	**817**	5	1285	1	**820**	5	1285	1	**820**
	Through-Right		1							1				1				1	
	Right	330	0	330	0	330	330	0	354	0	354	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		115	North-South:		115	North-South:			136	North-South:			136	North-South:			136
		East-West:		852	East-West:		862	East-West:			1020	East-West:			1030	East-West:			1030
		SUM:		967	SUM:		977	SUM:			1156	SUM:			1166	SUM:			1166
	VOLUME/CAPACITY (V/C) RATIO:			0.679			0.686				0.811				0.818				0.818
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.579			0.586				0.711				0.718				0.718
	LEVEL OF SERVICE (LOS):			A			A				C				C				C

REMARKS:

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

Baseline, Baseline Plus Project, Cumulative (2021), and Cumulative Plus Project PM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

		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	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	734	1	**440**	0	734	**440**	75	862	1	**514**	0	862	1	**514**	0	862	1	**514**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	10	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	251	2	126	0	251	126	63	332	2	166	0	332	2	166	0	332	2	166
	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	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	1343	0	**756**	5	1348	**759**	509	1949	0	**1072**	5	1954	0	**1075**	5	1954	0	**1075**
	Through-Right		1							1				1				1	
	Right	88	0	756	0	88	759	14	108	0	1072	0	108	0	1075	0	108	0	1075
	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:*		532	*North-South:*		532	*North-South:*			613	*North-South:*			613	*North-South:*			613
		East-West:		756	*East-West:*		759	*East-West:*			1072	*East-West:*			1075	*East-West:*			1075
		SUM:		1288	*SUM:*		1291	*SUM:*			1685	*SUM:*			1688	*SUM:*			1688
	VOLUME/CAPACITY *(V/C)* RATIO:			0.859			0.861				1.123				1.125				1.125
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.759**			**0.761**				**1.023**				**1.025**				**1.025**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**F**				**F**				**F**

REMARKS:

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:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	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	814	1	**441**	0	814	**441**	85	958	1	**520**	0	958	1	**520**	0	958	1	**520**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	10	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	286	1	235	0	286	235	79	386	1	340	0	386	1	340	0	386	1	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	
EASTBOUND	Left	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	931	2	**273**	5	936	**275**	372	1370	2	**386**	5	1375	2	**387**	5	1375	2	**387**
	Through-Right		1							1				1				1	
	Right	81	0	273	0	81	275	0	87	0	386	0	87	0	387	0	87	0	387
	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:*		487	*North-South:*		487	*North-South:*			569	*North-South:*			569	*North-South:*			569
		East-West:		273	*East-West:*		275	*East-West:*			386	*East-West:*			387	*East-West:*			387
		SUM:		760	*SUM:*		762	*SUM:*			955	*SUM:*			956	*SUM:*			956
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.508				0.637				0.637				0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.408**				**0.537**				**0.537**				**0.537**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			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	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	792	1	**536**	0	792	**536**	27	876	1	**611**	0	876	1	**611**	0	876	1	**611**
	Through-Right		1							1				1				1	
	Right	279	0	279	0	279	279	47	346	0	346	0	346	0	346	0	346	0	346
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	**67**	7	74	**74**	0	72	1	**72**	7	79	1	**79**	7	79	1	**79**
	Left-Through		0							0				0				0	
	Through	248	2	124	0	248	124	71	337	2	169	0	337	2	169	0	337	2	169
	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	65	0	65	0	65	65	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		1							1				1				1	
	Through	1400	2	**391**	5	1405	**392**	524	2025	2	**550**	5	2030	2	**551**	5	2030	2	**551**
	Through-Right		1							1				1				1	
	Right	98	0	391	0	98	392	0	105	0	550	0	105	0	551	0	105	0	551
	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:*		603	*North-South:*		610	*North-South:*			683	*North-South:*			690	*North-South:*			690
		East-West:		391	*East-West:*		392	*East-West:*			550	*East-West:*			551	*East-West:*			551
		SUM:		994	*SUM:*		1002	*SUM:*			1233	*SUM:*			1241	*SUM:*			1241
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.703				0.865				0.871				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.603**				**0.765**				**0.771**				**0.771**
LEVEL OF SERVICE (LOS):				**A**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	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	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?			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	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	829	1	**519**	0	829	**527**	81	970	1	**623**	0	970	1	**631**	0	970	1	**631**
	Through-Right		1							1				1				1	
	Right	208	0	208	17	225	225	52	275	0	275	17	292	0	292	17	292	0	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	38	1	**38**	0	38	**38**	18	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	285	2	143	0	285	143	59	365	2	183	0	365	2	183	0	365	2	183
	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	138	1	138	0	138	138	5	153	1	153	0	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	727	2	**364**	5	732	**366**	388	1167	2	**584**	5	1172	2	**586**	5	1172	2	**586**
	Through-Right		0							0				0				0	
	Right	127	1	127	0	127	127	3	139	1	139	0	139	1	139	0	139	1	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	7	185	**185**	43	234	1	234	7	241	1	241	7	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	328	2	**180**	2	330	182	420	772	2	**425**	2	774	2	**426**	2	774	2	**426**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		557	*North-South:*		565	*North-South:*			682	*North-South:*			690	*North-South:*			690
		East-West:		544	*East-West:*		551	*East-West:*			1009	*East-West:*			1012	*East-West:*			1012
		SUM:		1101	*SUM:*		1116	*SUM:*			1691	*SUM:*			1702	*SUM:*			1702
VOLUME/CAPACITY *(V/C)* RATIO:				0.801			0.812				1.230				1.238				1.238
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.701			0.712				1.130				1.138				1.138
LEVEL OF SERVICE (LOS):				C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			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	17	1	17	0	17	17	12	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	1670	2	**835**	5	1675	**838**	827	2617	2	**1309**	5	2622	2	**1311**	5	2622	2	**1311**
	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	573	2	202	6	579	204	385	999	2	345	6	1005	2	347	6	1005	2	347
	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	270	1	**246**	3	273	**247**	394	683	1	**402**	3	686	1	**403**	3	686	1	**403**
	Left-Through		1							1				1				1	
	Through	468	1	246	0	468	247	22	524	1	402	0	524	1	403	0	524	1	403
	Through-Right		1							1				1				1	
	Right	193	0	193	0	193	193	33	240	0	240	0	240	0	240	0	240	0	240
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	835		*North-South:*	838		*North-South:*	1309			*North-South:*	1311			*North-South:*	1311	
			East-West:	246		*East-West:*	247		*East-West:*	402			*East-West:*	403			*East-West:*	403	
			SUM:	1081		*SUM:*	1085		*SUM:*	1711			*SUM:*	1714			*SUM:*	1714	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.761			1.201				1.203				1.203	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.659**			**0.661**			**1.101**				**1.103**				**1.103**	
	LEVEL OF SERVICE (LOS):			**B**			**B**			**F**				**F**				**F**	

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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--	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?			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	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	1155	2	**578**	5	1160	**580**	743	1981	2	**991**	5	1986	2	**993**	5	1986	2	**993**
	Through-Right		0							0				0				0	
	Right	177	1	118	1	178	119	374	564	1	496	1	565	1	497	1	565	1	497
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	84	232	1	**232**	0	232	1	**232**	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	712	3	237	9	721	240	695	1458	3	486	9	1467	3	489	9	1467	3	489
	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	383	2	**211**	0	383	**211**	33	444	2	**244**	0	444	2	**244**	0	444	2	**244**
	Left-Through		0							0				0				0	
	Through	40	1	40	0	40	40	2	45	1	45	0	45	1	45	0	45	1	45
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	6	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	118	0	118	118	9	136	1	136	0	136	1	136	0	136	1	136
	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	139	1	**139**	0	139	**139**	64	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		718	*North-South:*			1223	*North-South:*			1225	*North-South:*			1225
		East-West:		350	*East-West:*		350	*East-West:*			457	*East-West:*			457	*East-West:*			457
		SUM:		1066	*SUM:*		1068	*SUM:*			1680	*SUM:*			1682	*SUM:*			1682
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.749				1.179				1.180				1.180
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.649**				**1.079**				**1.080**				**1.080**
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			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	78	1	**78**	0	78	**78**	247	331	1	**331**	0	331	1	**331**	0	331	1	**331**
	Left-Through		0							0				0				0	
	Through	779	2	390	7	786	393	965	1800	2	900	7	1807	2	904	7	1807	2	904
	Through-Right		0							0				0				0	
	Right	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	0	52	52	16	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	779	2	**390**	16	795	**398**	837	1672	2	**836**	16	1688	2	**844**	16	1688	2	**844**
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	47	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	62	431	1	**431**	0	431	1	**431**	0	431	1	**431**
	Left-Through		0							0				0				0	
	Through	683	1	392	0	683	392	173	905	1	659	0	905	1	659	0	905	1	659
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	305	413	0	413	0	413	0	413	0	413	0	413
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	3	3	0	27	27	0	0	3	30	0	0	3	30	0	0
	Left-Through		0							0				0				0	
	Through	280	1	**148**	0	280	**148**	147	447	1	**240**	0	447	1	**240**	0	447	1	**240**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	15	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		468	*North-South:*		476	*North-South:*			1167	*North-South:*			1175	*North-South:*			1175
		East-West:		492	*East-West:*		492	*East-West:*			671	*East-West:*			671	*East-West:*			671
		SUM:		960	*SUM:*		968	*SUM:*			1838	*SUM:*			1846	*SUM:*			1846
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.679				1.290				1.295				1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.579				1.190				1.195				1.195
LEVEL OF SERVICE (LOS):				A			A				F				F				F

REMARKS:

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

		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?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	168	1	**168**	5	173	**173**	103	283	1	**283**	5	288	1	**288**	5	288	1	**288**
	Left-Through		0							0				0				0	
	Through	840	2	420	7	847	424	820	1721	2	861	7	1728	2	864	7	1728	2	864
	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	788	2	**394**	19	807	**404**	857	1702	2	**851**	19	1721	2	**861**	19	1721	2	**861**
	Through-Right		0							0				0				0	
	Right	148	1	148	0	148	148	17	176	1	176	0	176	1	176	0	176	1	176
	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	106	0	106	14	120	120	45	159	0	159	14	173	0	173	14	173	0	173
	Left-Through		1							1				1				1	
	Through	610	3	**179**	0	610	**183**	505	1159	3	330	0	1159	3	333	0	1159	3	333
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	261	336	1	**336**	0	336	1	**336**	0	336	1	**336**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		562	*North-South:*		577	*North-South:*			1134	*North-South:*			1149	*North-South:*			1149
		East-West:		179	*East-West:*		183	*East-West:*			336	*East-West:*			336	*East-West:*			336
		SUM:		741	*SUM:*		760	*SUM:*			1470	*SUM:*			1485	*SUM:*			1485
	VOLUME/CAPACITY *(V/C)* RATIO:			0.520			0.533				1.032				1.042				1.042
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.420**			**0.433**				**0.932**				**0.942**				**0.942**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**0.932**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.000
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

		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	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	813	1	**450**	13	826	**456**	785	1657	1	**875**	13	1670	1	**881**	13	1670	1	**881**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	6	131	**131**	43	177	1	**177**	6	183	1	**183**	6	183	1	**183**
	Left-Through		0							0				0				0	
	Through	743	2	372	27	770	385	670	1467	2	734	27	1494	2	747	27	1494	2	747
	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	140	0	140	0	140	140	92	242	0	242	0	242	0	242	0	242	0	242
	Left-Through		1							1				1				1	
	Through	1388	2	**509**	12	1400	**513**	362	1850	2	**697**	12	1862	2	**701**	12	1862	2	**701**
	Through-Right		0							0				0				0	
	Right	163	1	163	0	163	163	117	292	1	292	0	292	1	292	0	292	1	292
	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:*		575	*North-South:*		587	*North-South:*			1052	*North-South:*			1064	*North-South:*			1064
		East-West:		509	*East-West:*		513	*East-West:*			697	*East-West:*			701	*East-West:*			701
		SUM:		1084	*SUM:*		1100	*SUM:*			1749	*SUM:*			1765	*SUM:*			1765
	VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.733				1.166				1.177				1.177
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.623**			**0.633**				**1.066**				**1.077**				**1.077**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**1.067**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			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	111	1	111	0	111	111	83	202	1	202	0	202	1	202	0	202	1	202
	Left-Through		0							0				0				0	
	Through	793	1	**450**	26	819	**463**	645	1495	1	**805**	26	1521	1	**818**	26	1521	2	**761**
	Through-Right		1							1				1				0	
	Right	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	**107**	0	107	**107**	186	301	1	**301**	0	301	1	**301**	0	301	1	**301**
	Left-Through		0							0				0				0	
	Through	695	1	395	12	707	406	512	1257	1	712	12	1269	1	723	12	1269	1	723
	Through-Right		1							1				1				1	
	Right	94	0	94	10	104	104	65	166	0	166	10	176	0	176	10	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	119	1	119	22	141	141	64	192	1	192	22	214	1	214	22	214	1	214
	Left-Through		0							0				0				0	
	Through	763	1	**429**	0	763	**429**	322	1140	1	**656**	0	1140	1	**656**	0	1140	1	**656**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	71	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	**45**	0	45	**45**	64	112	1	**112**	0	112	1	**112**	0	112	1	**112**
	Left-Through		0							0				0				0	
	Through	268	1	163	0	268	163	315	602	1	392	0	602	1	392	0	602	1	392
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	121	182	0	182	0	182	0	182	0	182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		557	*North-South:*		570	*North-South:*			1106	*North-South:*			1119	*North-South:*			1062
		East-West:		474	*East-West:*		474	*East-West:*			768	*East-West:*			768	*East-West:*			768
		SUM:		1031	*SUM:*		1044	*SUM:*			1874	*SUM:*			1887	*SUM:*			1830
VOLUME/CAPACITY *(V/C)* RATIO:				0.724			0.733				1.315				1.324				1.284
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.624**			**0.633**				**1.215**				**1.224**				**1.184**
LEVEL OF SERVICE (LOS):				**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**1.174**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	-0.041
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

	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	97	1	97	0	97	97	10	114	1	114	0	114	1	114	0	114	1	114
Left-Through		0							0				0				0	
Through	801	1	**451**	20	821	**461**	417	1276	1	**729**	20	1296	1	**739**	20	1296	1	**739**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	74	181	0	181	0	181	0	181	0	181	0	181
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	119	1	**119**	0	119	**119**	196	324	1	**324**	0	324	1	**324**	0	324	1	**324**
Left-Through		0							0				0				0	
Through	675	1	366	9	684	372	351	1075	1	670	9	1084	1	676	9	1084	1	676
Through-Right		1							1				1				1	
Right	57	0	57	3	60	60	203	264	0	264	3	267	0	267	3	267	0	267
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	91	1	91	6	97	97	236	334	1	**334**	6	340	1	**340**	6	340	1	**340**
Left-Through		0							0				0				0	
Through	694	1	**396**	0	694	**396**	316	1060	1	593	0	1060	1	593	0	1060	1	593
Through-Right		1							1				1				1	
Right	97	0	97	0	97	97	21	125	0	125	0	125	0	125	0	125	0	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	75	1	**75**	0	75	**75**	86	166	1	166	0	166	1	166	0	166	1	166
Left-Through		0							0				0				0	
Through	390	1	259	0	390	259	494	912	1	**670**	0	912	1	**670**	0	912	1	**670**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	292	428	0	428	0	428	0	428	0	428	0	428
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		570	*North-South:*		580	*North-South:*			1053	*North-South:*			1063	*North-South:*			1063
	East-West:		471	*East-West:*		471	*East-West:*			1004	*East-West:*			1010	*East-West:*			1010
	SUM:		1041	*SUM:*		1051	*SUM:*			2057	*SUM:*			2073	*SUM:*			2073
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.738				1.444				1.455				1.455
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.638				1.344				1.355				1.355
LEVEL OF SERVICE (LOS):			B			B				F				F				F
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.345

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	773	1	394	20	793	404	510	1339	1	678	20	1359	1	688	20	1359	1	688
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1114	1	**649**	9	1123	**654**	472	1666	1	**932**	9	1675	1	**936**	9	1675	1	**936**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	197	0	197	0	197	0	197	0	197	0	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	0	95	0	95	95	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through		0							0				0				0	
	Through	17	0	**146**	0	17	**146**	0	18	0	**156**	0	18	0	**156**	0	18	0	**156**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	**24**	0	24	**24**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	17	0	61	0	17	61	0	18	0	65	0	18	0	65	0	18	0	65
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		666	*North-South:*		671	*North-South:*			950	*North-South:*			954	*North-South:*			954
		East-West:		170	*East-West:*		170	*East-West:*			182	*East-West:*			182	*East-West:*			182
		SUM:		836	*SUM:*		841	*SUM:*			1132	*SUM:*			1136	*SUM:*			1136
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.561				0.755				0.757				0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.461**				**0.655**				**0.657**				**0.657**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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	101	1	**101**	0	101	**101**	30	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	697	1	425	15	712	433	510	1257	1	712	15	1272	1	719	15	1272	1	719
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	2	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	2	101	101	0	106	1	106	2	108	1	108	2	108	1	108
	Left-Through		0							0				0				0	
	Through	892	2	**446**	6	898	**449**	472	1428	2	**714**	6	1434	2	**717**	6	1434	2	**717**
	Through-Right		0							0				0				0	
	Right	93	1	59	0	93	59	0	100	1	63	0	100	1	63	0	100	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1178	1	**626**	0	1178	**626**	149	1412	1	**763**	0	1412	1	**763**	0	1412	1	**763**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	35	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	**97**	0	97	**97**	4	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	835	1	439	0	835	442	181	1076	1	561	0	1076	1	564	0	1076	1	564
	Through-Right		1							1				1				1	
	Right	43	0	43	5	48	48	0	46	0	46	5	51	0	51	5	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	550		*North-South:*		852		*North-South:*		855		*North-South:*		855
			East-West:	723		*East-West:*	723		*East-West:*		871		*East-West:*		871		*East-West:*		871
			SUM:	1270		*SUM:*	1273		*SUM:*		1723		*SUM:*		1726		*SUM:*		1726
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.849				1.149				1.151				1.151
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.747**			**0.749**				**1.049**				**1.051**				**1.051**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

		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-- 3 WB--	0		EB-- 3 WB--	0		EB-- 3 WB--	0			EB-- 3 WB--	0			EB-- 3 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	416	1	**416**	0	416	**416**	0	446	1	**446**	0	446	1	**446**	0	446	1	**446**
	Left-Through		0							0				0				0	
	Through	915	1	458	3	918	460	332	1313	1	657	3	1316	1	659	3	1316	1	659
	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	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1177	2	**589**	1	1178	**589**	314	1576	2	**788**	1	1577	2	**789**	1	1577	2	**789**
	Through-Right		0							0				0				0	
	Right	467	1	404	2	469	403	71	572	1	441	2	574	1	440	2	574	1	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	126	1	**126**	7	133	**133**	127	262	1	**262**	7	269	1	**269**	7	269	1	**269**
	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	287	1	0	0	287	0	0	308	1	0	0	308	1	0	0	308	1	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	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:*	1005		*North-South:*	1005		*North-South:*	1234			*North-South:*	1235			*North-South:*	1235		
		East-West:	126		*East-West:*	133		*East-West:*	262			*East-West:*	269			*East-West:*	269		
		SUM:	1131		*SUM:*	1138		*SUM:*	1496			*SUM:*	1504			*SUM:*	1504		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.794			0.799			1.050				1.055				1.055		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.694**			**0.699**			**0.950**				**0.955**				**0.955**		
	LEVEL OF SERVICE (LOS):		**B**			**B**			**E**				**E**				**E**		

REMARKS:

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

No. of Phases			3			3			3			3			3			3	
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-- 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	53	0	53	0	53	53	233	290	0	290	0	290	0	290	0	290	0	290
	Left-Through		0							0				0				0	
	Through	19	0	**75**	0	19	**75**	61	81	0	**378**	0	81	0	**378**	0	81	0	**378**
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	4	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	0	**75**	0	75	**75**	67	147	0	147	0	147	0	147	0	147	0	147
	Left-Through		1							1				1				1	
	Through	0	0	75	0	0	75	86	86	0	**233**	0	86	0	**233**	0	86	0	**233**
	Through-Right		0							0				0				0	
	Right	30	1	30	0	30	30	115	147	1	147	0	147	1	147	0	147	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	1542	1	**793**	8	1550	**797**	183	1836	1	**1060**	8	1844	1	**1064**	8	1844	1	**1064**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	238	284	0	284	0	284	0	284	0	284	0	284
	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	562	2	201	14	576	206	271	874	2	311	14	888	2	316	14	888	2	316
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	14	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		150	*North-South:*		150	*North-South:*			611	*North-South:*			611	*North-South:*			611
		East-West:		793	*East-West:*		797	*East-West:*			1060	*East-West:*			1064	*East-West:*			1064
		SUM:		943	*SUM:*		947	*SUM:*			1671	*SUM:*			1675	*SUM:*			1675
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.665				1.173				1.175				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.565**				**1.073**				**1.075**				**1.075**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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-- 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--	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	47	1	47	0	47	47	144	194	1	**194**	0	194	1	**194**	0	194	1	**194**
	Left-Through		0							0				0				0	
	Through	146	0	**199**	19	165	**218**	261	418	0	582	19	437	0	601	19	437	0	601
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	107	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	5	33	**33**	135	165	1	165	5	170	1	170	5	170	1	170
	Left-Through		0							0				0				0	
	Through	123	0	160	8	131	168	239	371	0	**717**	8	379	0	**725**	8	379	0	**725**
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	306	346	0	0	0	346	0	0	0	346	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	194	293	1	293	0	293	1	293	0	293	1	293
	Left-Through		0							0				0				0	
	Through	830	1	**455**	0	830	**455**	200	1090	1	**676**	0	1090	1	**676**	0	1090	1	**676**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	175	261	0	261	0	261	0	261	0	261	0	261
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	19	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	259	1	139	0	259	142	207	485	1	313	0	485	1	316	0	485	1	316
	Through-Right		1							1				1				1	
	Right	19	0	19	6	25	25	120	140	0	140	6	146	0	146	6	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		227	*North-South:*		251	*North-South:*			911	*North-South:*			919	*North-South:*			919
		East-West:		475	*East-West:*		475	*East-West:*			716	*East-West:*			716	*East-West:*			716
		SUM:		702	*SUM:*		726	*SUM:*			1627	*SUM:*			1635	*SUM:*			1635
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.484				1.085				1.090				1.090
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.368			0.384				0.985				0.990				0.990
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

		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	65	1	65	0	65	65	73	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	149	0	**199**	15	164	**214**	168	328	0	**443**	15	343	0	**458**	15	343	0	**458**
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	61	115	0	0	0	115	0	0	0	115	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	2	30	**30**	122	152	1	**152**	2	154	1	**154**	2	154	1	**154**
	Left-Through		0							0				0				0	
	Through	115	0	149	7	122	156	107	230	0	410	7	237	0	417	7	237	0	417
	Through-Right		1							1				1				1	
	Right	34	0	0	0	34	0	144	180	0	0	0	180	0	0	0	180	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	76	0	76	76	122	203	1	**203**	0	203	1	**203**	0	203	1	**203**
	Left-Through		0							0				0				0	
	Through	764	1	**427**	0	764	**427**	376	1195	1	670	0	1195	1	670	0	1195	1	670
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	49	145	0	145	0	145	0	145	0	145	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	**31**	0	31	**31**	80	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	374	1	198	0	374	200	770	1171	1	**697**	0	1171	1	**699**	0	1171	1	**699**
	Through-Right		1							1				1				1	
	Right	21	0	21	4	25	25	200	223	0	223	4	227	0	227	4	227	0	227
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		227	*North-South:*		244	*North-South:*			595	*North-South:*			612	*North-South:*			612
		East-West:		458	*East-West:*		458	*East-West:*			900	*East-West:*			902	*East-West:*			902
		SUM:		685	*SUM:*		702	*SUM:*			1495	*SUM:*			1514	*SUM:*			1514
	VOLUME/CAPACITY *(V/C)* RATIO:			0.457			0.468				0.997				1.009				1.009
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.357**			**0.368**				**0.897**				**0.909**				**0.909**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**E**				**E**
	MITIGATION CREDIT:																		0.010
	V/C LESS MITIGATION CREDIT:																		0.899

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

		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	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	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right		0							0				0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	73	0	**94**	0	73	**94**	0	76	0	**98**	0	76	0	**98**	0	76	0	**98**
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	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	1201	2	601	8	1209	605	267	1517	2	759	8	1525	2	763	8	1525	2	763
	Through-Right		1							1				1				1	
	Right	791	0	**791**	0	791	**791**	63	886	0	**886**	0	886	0	**886**	0	886	0	**886**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**0**	0	4	**0**	0	4	0	**0**	0	4	0	**0**	0	4	0	**0**
	Left-Through		0							0				0				0	
	Through	1133	1	621	14	1147	628	284	1463	1	788	14	1477	1	795	14	1477	1	795
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		94	*North-South:*		94	*North-South:*			98	*North-South:*			98	*North-South:*			98
		East-West:		791	*East-West:*		791	*East-West:*			886	*East-West:*			886	*East-West:*			886
		SUM:		885	*SUM:*		885	*SUM:*			984	*SUM:*			984	*SUM:*			984
	VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.590				0.656				0.656				0.656
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.490**			**0.490**				**0.556**				**0.556**				**0.556**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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-- 2	NB--	0	SB-- 2	NB--	0	SB-- 2	NB--	0	SB-- 2	NB--	0	SB-- 2	NB--	0	SB-- 2	
	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	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	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	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	11	1	11	0	11	11	23	34	1	34	0	34	1	34	0	34	1	34
	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	1236	3	412	8	1244	415	267	1553	3	518	8	1561	3	520	8	1561	3	520
	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	1243	2	**622**	14	1257	**629**	261	1554	2	**777**	14	1568	2	**784**	14	1568	2	**784**
	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:*	45		*North-South:*	45		*North-South:*		47		*North-South:*		47		*North-South:*		47
			East-West:	622		*East-West:*	629		*East-West:*		777		*East-West:*		784		*East-West:*		784
			SUM:	667		*SUM:*	674		*SUM:*		824		*SUM:*		831		*SUM:*		831
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.449				0.549				0.554				0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**			**0.349**				**0.449**				**0.454**				**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

	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	332	1	**272**	0	332	**272**	74	430	1	**328**	0	430	1	**328**	0	430	1	**328**
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	211	0	272	0	211	272	0	226	0	328	0	226	0	328	0	226	0	328
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	1088	3	**363**	8	1096	**365**	267	1433	3	**478**	8	1441	3	**480**	8	1441	3	**480**
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	598	2	299	14	612	306	210	851	2	426	14	865	2	433	14	865	2	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	
CRITICAL VOLUMES	*North-South:*		272	*North-South:*		272	*North-South:*			328	*North-South:*			328	*North-South:*			328
	East-West:		363	*East-West:*		365	*East-West:*			478	*East-West:*			480	*East-West:*			480
	SUM:		635	*SUM:*		637	*SUM:*			806	*SUM:*			808	*SUM:*			808
VOLUME/CAPACITY *(V/C)* RATIO:			0.423			0.425				0.537				0.539				0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.323			0.325				0.437				0.439				0.439
LEVEL OF SERVICE (LOS):			A			A				A				A				A

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
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?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

REMARKS:

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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center

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?			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	41	1	41	0	41	41	7	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	10	0	**93**	0	10	**93**	0	11	0	**100**	0	11	0	**100**	0	11	0	**100**
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	89	0	0	0	89	0	0	0	89	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	644	1	**644**	3	647	**647**	69	759	1	**759**	3	762	1	**762**	3	762	1	**762**
	Left-Through		0							0				0				0	
	Through	898	2	449	4	902	451	186	1149	2	575	4	1153	2	577	4	1153	2	577
	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	361	1	**308**	6	367	**311**	151	538	1	**405**	6	544	1	**408**	6	544	1	**408**
	Through-Right		1							1				1				1	
	Right	254	0	254	0	254	254	0	272	0	272	0	272	0	272	0	272	0	272
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		93	*North-South:*		93	*North-South:*			100	*North-South:*			100	*North-South:*			100
		East-West:		952	*East-West:*		958	*East-West:*			1164	*East-West:*			1170	*East-West:*			1170
		SUM:		1045	*SUM:*		1051	*SUM:*			1264	*SUM:*			1270	*SUM:*			1270
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.738				0.887				0.891				0.891
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.633**			**0.638**				**0.787**				**0.791**				**0.791**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

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

Alternative 2 AM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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 BASE 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	259	1	156	0	259	156	40	318	1	190	0	318	1	190	0	318	1	190
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	4	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	540	2	**270**	0	540	**270**	70	649	2	**325**	0	649	2	**325**	0	649	2	**325**
	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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		1							1				1				1	
	Through	436	0	**291**	1	437	**291**	476	943	0	**552**	1	944	0	**552**	1	944	0	**552**
	Through-Right		1							1				1				1	
	Right	98	0	291	0	98	291	5	110	0	552	0	110	0	552	0	110	0	552
	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:*		270	*North-South:*		270	*North-South:*			325	*North-South:*			325	*North-South:*			325
		East-West:		291	*East-West:*		291	*East-West:*			552	*East-West:*			552	*East-West:*			552
		SUM:		561	*SUM:*		561	*SUM:*			877	*SUM:*			877	*SUM:*			877
VOLUME/CAPACITY *(V/C)* RATIO:				0.374			0.374				0.585				0.585				0.585
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.274			0.274				0.485				0.485				0.485
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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 BASE 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	306	1	178	0	306	178	44	372	1	215	0	372	1	215	0	372	1	215
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	4	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		1							1				1				1	
	Through	594	1	**336**	0	594	**336**	74	711	1	**398**	0	711	1	**398**	0	711	1	**398**
	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	55	0	55	0	55	55	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		1							1				1				1	
	Through	452	2	**167**	1	453	**167**	380	865	2	**274**	1	866	2	**274**	1	866	2	**274**
	Through-Right		1							1				1				1	
	Right	159	0	167	0	159	167	0	170	0	274	0	170	0	274	0	170	0	274
	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:*		336	*North-South:*		336	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		167	*East-West:*		167	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		503	*SUM:*		503	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.335				0.448				0.448				0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.348**				**0.348**				**0.348**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING BASE 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	337	1	216	0	337	216	25	386	1	**268**	0	386	1	**268**	0	386	1	**268**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	48	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	1	36	36	0	38	1	**38**	1	39	1	**39**	1	39	1	**39**
	Left-Through		0							0				0				0	
	Through	522	2	**261**	0	522	**261**	46	606	2	303	0	606	2	303	0	606	2	303
	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	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	401	2	**132**	1	402	**133**	480	910	2	**262**	1	911	2	**262**	1	911	2	**262**
	Through-Right		1							1				1				1	
	Right	101	0	132	0	101	133	0	108	0	262	0	108	0	262	0	108	0	262
	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:*		261	*North-South:*		261	*North-South:*			306	*North-South:*			307	*North-South:*			307
		East-West:		132	*East-West:*		133	*East-West:*			262	*East-West:*			262	*East-West:*			262
		SUM:		393	*SUM:*		394	*SUM:*			568	*SUM:*			569	*SUM:*			569
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.276				0.399				0.399				0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.176**			**0.176**				**0.299**				**0.299**				**0.299**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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?			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	
	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?			2			2			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	409	1	**238**	0	409	**239**	44	483	1	**283**	0	483	1	**285**	0	483	1	**285**
Through-Right		1							1				1				1	
Right	66	0	66	3	69	69	12	83	0	83	3	86	0	86	3	86	0	86
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	24	1	**24**	0	24	**24**	30	56	1	**56**	0	56	1	**56**	0	56	1	**56**
Left-Through		0							0				0				0	
Through	487	2	244	0	487	244	54	576	2	288	0	576	2	288	0	576	2	288
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	57	1	57	0	57	57	13	74	1	74	0	74	1	74	0	74	1	74
Left-Through		0							0				0				0	
Through	341	2	**171**	1	342	**171**	401	767	2	**384**	1	768	2	**384**	1	768	2	**384**
Through-Right		0							0				0				0	
Right	129	1	129	0	129	129	8	146	1	146	0	146	1	146	0	146	1	146
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	309	1	**309**	0	309	**309**	28	359	1	359	0	359	1	359	0	359	1	359
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	486	2	267	0	486	267	306	827	2	**455**	0	827	2	**455**	0	827	2	**455**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		262	*North-South:*		263	*North-South:*			339	*North-South:*			341	*North-South:*			341
	East-West:		480	*East-West:*		480	*East-West:*			839	*East-West:*			839	*East-West:*			839
	SUM:		742	*SUM:*		743	*SUM:*			1178	*SUM:*			1180	*SUM:*			1180
VOLUME/CAPACITY *(V/C)* RATIO:			0.540			0.540				0.857				0.858				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.440**			**0.440**				**0.757**				**0.758**				**0.758**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	39	1	39	0	39	39	5	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	650	2	**325**	0	650	**325**	532	1229	2	**615**	0	1229	2	**615**	0	1229	2	**615**
	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	757	2	278	1	758	278	432	1244	2	442	1	1245	2	442	1	1245	2	442
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
	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	492	1	492	1	493	493	473	1000	1	**820**	1	1001	1	**821**	1	1001	1	**821**
	Left-Through		1							1				1				1	
	Through	1319	1	**493**	0	1319	**660**	47	1461	1	820	0	1461	1	821	0	1461	1	821
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	23	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		325	*North-South:*		325	*North-South:*			615	*North-South:*			615	*North-South:*			615
		East-West:		493	*East-West:*		660	*East-West:*			820	*East-West:*			821	*East-West:*			821
		SUM:		818	*SUM:*		985	*SUM:*			1435	*SUM:*			1436	*SUM:*			1436
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.691				1.007				1.008				1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.591				0.907				0.908				0.908
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	533	2	**267**	0	533	**267**	463	1034	2	**517**	0	1034	2	**517**	0	1034	2	**517**
	Through-Right		0							0				0				0	
	Right	115	1	38	0	115	38	256	379	1	292	0	379	1	292	0	379	1	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	**129**	0	129	**129**	83	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	1100	3	367	2	1102	367	822	2001	3	667	2	2003	3	668	2	2003	3	668
	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	74	2	41	0	74	41	23	102	2	56	0	102	2	56	0	102	2	56
	Left-Through		0							0				0				0	
	Through	37	1	37	0	37	37	4	44	1	44	0	44	1	44	0	44	1	44
	Through-Right		0							0				0				0	
	Right	131	1	**131**	0	131	**131**	12	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	154	1	**154**	0	154	**154**	9	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	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	166	1	166	0	166	166	51	229	1	229	0	229	1	229	0	229	1	229
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	396		*North-South:*	396		*North-South:*	738			*North-South:*	738			*North-South:*	738		
		East-West:	285		*East-West:*	285		*East-West:*	326			*East-West:*	326			*East-West:*	326		
		SUM:	681		*SUM:*	681		*SUM:*	1064			*SUM:*	1064			*SUM:*	1064		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.478			0.478			0.747				0.747				0.747		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.378			0.378			0.647				0.647				0.647		
	LEVEL OF SERVICE (LOS):		A			A			B				B				B		

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	54	1	**54**	0	54	**54**	262	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	622	2	311	0	622	311	673	1340	2	670	0	1340	2	670	0	1340	2	670
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	19	58	1	58	0	58	1	58	0	58	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	9	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	891	2	**446**	3	894	**447**	854	1809	2	**905**	3	1812	2	**906**	3	1812	2	**906**
	Through-Right		0							0				0				0	
	Right	174	1	79	0	174	79	55	242	1	106	0	242	1	106	0	242	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	**95**	0	95	**95**	34	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	202	1	134	0	202	134	89	306	1	281	0	306	1	281	0	306	1	281
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	186	256	0	256	0	256	0	256	0	256	0	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	1	1	0	11	11	0	0	1	12	0	0	1	12	0	0
	Left-Through		0							0				0				0	
	Through	651	1	**347**	0	651	**347**	145	843	1	**450**	0	843	1	**450**	0	843	1	**450**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	11	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		500	*North-South:*		501	*North-South:*			1225	*North-South:*			1226	*North-South:*			1226
		East-West:		442	*East-West:*		442	*East-West:*			586	*East-West:*			586	*East-West:*			586
		SUM:		942	*SUM:*		943	*SUM:*			1811	*SUM:*			1812	*SUM:*			1812
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.662				1.271				1.272				1.272
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.562**				**1.171**				**1.172**				**1.172**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

		EXISTING BASE 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?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	157	1	**157**	0	157	**157**	124	292	1	**292**	0	292	1	**292**	0	292	1	**292**
	Left-Through		0							0				0				0	
	Through	579	2	290	0	579	290	790	1411	2	706	0	1411	2	706	0	1411	2	706
	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	804	2	**402**	3	807	**404**	709	1571	2	**786**	3	1574	2	**787**	3	1574	2	**787**
	Through-Right		0							0				0				0	
	Right	157	1	157	0	157	157	15	183	1	183	0	183	1	183	0	183	1	183
	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	138	0	138	3	141	141	18	166	0	166	3	169	0	169	3	169	0	169
	Left-Through		1							1				1				1	
	Through	2203	3	**585**	0	2203	**586**	288	2650	3	**704**	0	2650	3	**705**	0	2650	3	**705**
	Through-Right		0							0				0				0	
	Right	142	1	142	0	142	142	141	293	1	293	0	293	1	293	0	293	1	293
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		559	*North-South:*		561	*North-South:*			1078	*North-South:*			1079			*North-South:*	1079
		East-West:		585	*East-West:*		586	*East-West:*			704	*East-West:*			705			*East-West:*	705
		SUM:		1144	*SUM:*		1147	*SUM:*			1782	*SUM:*			1784			*SUM:*	1784
	VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.805				1.251				1.252				1.252
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.705**				**1.151**				**1.152**				**1.152**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**F**				**F**				**F**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**1.142**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	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	686	1	**372**	0	686	**372**	707	1442	1	**752**	0	1442	1	**752**	0	1442	1	**752**
Through-Right		1							1				1				1	
Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	86	1	**86**	1	87	**87**	40	132	1	**132**	1	133	1	**133**	1	133	1	**133**
Left-Through		0							0				0				0	
Through	840	2	420	5	845	423	642	1543	2	772	5	1548	2	774	5	1548	2	774
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	84	0	84	0	84	84	123	213	0	213	0	213	0	213	0	213	0	213
Left-Through		1							1				1				1	
Through	281	2	122	2	283	122	310	611	2	**275**	2	613	2	**275**	2	613	2	**275**
Through-Right		0							0				0				0	
Right	154	1	**154**	0	154	**154**	101	266	1	266	0	266	1	266	0	266	1	266
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:*		458	*North-South:*		459	*North-South:*			884	*North-South:*			885	*North-South:*			885
	East-West:		154	*East-West:*		154	*East-West:*			275	*East-West:*			275	*East-West:*			275
	SUM:		612	*SUM:*		613	*SUM:*			1159	*SUM:*			1160	*SUM:*			1160
VOLUME/CAPACITY *(V/C)* RATIO:			0.408			0.409				0.773				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.308**			**0.309**				**0.673**				**0.673**				**0.673**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		0.663

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING BASE 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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — 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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	86	1	**86**	0	86	**86**	46	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	616	1	349	5	621	351	607	1267	1	**677**	5	1272	1	**680**	5	1272	1	**680**
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	64	1	64	0	64	64	254	323	1	**323**	0	323	1	**323**	0	323	1	**323**
Left-Through		0							0				0				0	
Through	840	1	**458**	0	840	**458**	464	1365	1	753	0	1365	1	753	0	1365	1	753
Through-Right		1							1				1				1	
Right	75	0	75	0	75	75	61	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	43	1	**43**	4	47	**47**	42	88	1	**88**	4	92	1	**92**	4	92	1	**92**
Left-Through		0							0				0				0	
Through	249	1	181	0	249	181	297	564	1	395	0	564	1	395	0	564	1	395
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	104	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	133	1	133	0	133	133	78	221	1	221	0	221	1	221	0	221	1	221
Left-Through		0							0				0				0	
Through	678	1	**397**	0	678	**397**	227	954	1	**556**	0	954	1	**556**	0	954	1	**556**
Through-Right		1							1				1				1	
Right	116	0	116	0	116	116	34	158	0	158	0	158	0	158	0	158	0	158
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		544	*North-South:*		544	*North-South:*			1000	*North-South:*			1003	*North-South:*			1003
	East-West:		440	*East-West:*		444	*East-West:*			644	*East-West:*			648	*East-West:*			648
	SUM:		984	*SUM:*		988	*SUM:*			1644	*SUM:*			1651	*SUM:*			1651
VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.693				1.154				1.159				1.159
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.593**				**1.054**				**1.059**				**1.059**
LEVEL OF SERVICE (LOS):			**A**			**A**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.049**

	No. of Phases	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2?	Override Capacity
EXISTING BASE CONDITION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
EXISTING PLUS PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/O PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/ PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE W/ PROJECT W/ MITIGATION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	-0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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?			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	99	1	**99**	0	99	**99**	20	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	643	1	363	4	647	365	310	999	1	579	4	1003	1	581	4	1003	1	581
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	70	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	108	1	108	0	108	108	254	370	1	370	0	370	1	370	0	370	1	370
	Left-Through		0							0				0				0	
	Through	862	1	**528**	0	862	**528**	393	1317	1	**886**	0	1317	1	**886**	0	1317	1	**886**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	247	455	0	455	0	455	0	455	0	455	0	455
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	1	**74**	1	75	**75**	204	283	1	**283**	1	284	1	**284**	1	284	1	**284**
	Left-Through		0							0				0				0	
	Through	349	1	244	0	349	244	415	789	1	471	0	789	1	471	0	789	1	471
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	129	1	129	0	129	129	51	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	658	1	**379**	0	658	**379**	264	969	1	**634**	0	969	1	**634**	0	969	1	**634**
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	191	298	0	298	0	298	0	298	0	298	0	298
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		627	*North-South:*		627	*North-South:*			1012	*North-South:*			1012	*North-South:*			1012
		East-West:		453	*East-West:*		454	*East-West:*			917	*East-West:*			918	*East-West:*			918
		SUM:		1080	*SUM:*		1081	*SUM:*			1929	*SUM:*			1930	*SUM:*			1930
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.759				1.354				1.354				1.354
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.659**				**1.254**				**1.254**				**1.254**
LEVEL OF SERVICE (LOS):				**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**1.244**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

		EXISTING BASE 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	49	1	**49**	0	49	**49**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	813	1	431	4	817	433	414	1286	1	670	4	1290	1	672	4	1290	1	672
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	822	1	**471**	0	822	**471**	457	1338	1	**734**	0	1338	1	**734**	0	1338	1	**734**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through		0							0				0				0	
	Through	68	0	**269**	0	68	**269**	0	73	0	**288**	0	73	0	**288**	0	73	0	**288**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	**48**	0	48	**48**	0	51	0	**51**	0	51	0	**51**	0	51	0	**51**
	Left-Through		0							0				0				0	
	Through	101	0	183	0	101	183	0	108	0	195	0	108	0	195	0	108	0	195
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		520	*North-South:*		520	*North-South:*			787	*North-South:*			787	*North-South:*			787
		East-West:		317	*East-West:*		317	*East-West:*			339	*East-West:*			339	*East-West:*			339
		SUM:		837	*SUM:*		837	*SUM:*			1126	*SUM:*			1126	*SUM:*			1126
	VOLUME/CAPACITY *(V/C)* RATIO:			0.558			0.558				0.751				0.751				0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.458			0.458				0.651				0.651				0.651
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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 BASE 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	117	1	117	0	117	117	28	153	1	**153**	0	153	1	**153**	0	153	1	**153**
	Left-Through		0							0				0				0	
	Through	692	1	**395**	3	695	**396**	414	1156	1	632	3	1159	1	634	3	1159	1	634
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	0	91	**91**	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	674	2	337	0	674	337	457	1180	2	**590**	0	1180	2	**590**	0	1180	2	**590**
	Through-Right		0							0				0				0	
	Right	133	1	90	0	133	90	0	143	1	97	0	143	1	97	0	143	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	**86**	0	86	**86**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	649	1	358	0	649	358	172	868	1	481	0	868	1	481	0	868	1	481
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	23	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	103	1	103	0	103	103	2	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	911	1	**482**	0	911	**482**	105	1082	1	**569**	0	1082	1	**570**	0	1082	1	**570**
	Through-Right		1							1				1				1	
	Right	52	0	52	1	53	53	0	56	0	56	1	57	0	57	1	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		486	*North-South:*		487	*North-South:*			743	*North-South:*			743	*North-South:*			743
		East-West:		568	*East-West:*		568	*East-West:*			661	*East-West:*			662	*East-West:*			662
		SUM:		1054	*SUM:*		1055	*SUM:*			1404	*SUM:*			1405	*SUM:*			1405
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.703				0.936				0.937				0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.603**				**0.836**				**0.837**				**0.837**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	320	1	**320**	0	320	**320**	0	343	1	**343**	0	343	1	**343**	0	343	1	**343**
Left-Through		0							0				0				0	
Through	1091	1	546	1	1092	547	259	1429	1	715	1	1430	1	716	1	1430	1	716
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	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
Left-Through		0							0				0				0	
Through	933	2	**467**	0	933	**467**	279	1279	2	**640**	0	1279	2	**640**	0	1279	2	**640**
Through-Right		0							0				0				0	
Right	296	1	154	0	296	154	87	404	1	194	0	404	1	194	0	404	1	194
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	284	1	**284**	1	285	**285**	116	420	1	**420**	1	421	1	**421**	1	421	1	**421**
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	498	1	178	0	498	178	0	534	1	191	0	534	1	191	0	534	1	191
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:*	787	*North-South:*	787	*North-South:*	983	*North-South:*	983	*North-South:*	983
	East-West:	284	*East-West:*	285	*East-West:*	420	*East-West:*	421	*East-West:*	421
	SUM:	1071	*SUM:*	1072	*SUM:*	1403	*SUM:*	1404	*SUM:*	1404
VOLUME/CAPACITY *(V/C)* RATIO:		0.752		0.752		0.985		0.985		0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.652**		**0.652**		**0.885**		**0.885**		**0.885**
LEVEL OF SERVICE (LOS):		**B**		**B**		**D**		**D**		**D**

	NB--	SB--	WB--	EB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	3
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	3
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

No. of Phases			3			3			3			3			3			3	
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-- 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 BASE 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	37	0	37	0	37	37	134	174	0	174	0	174	0	174	0	174	0	174
	Left-Through		0							0				0				0	
	Through	10	0	**52**	0	10	**52**	83	94	0	**279**	0	94	0	**279**	0	94	0	**279**
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	6	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	11	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		1							1				1				1	
	Through	0	0	46	0	0	46	39	39	0	**99**	0	39	0	**99**	0	39	0	**99**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	19	49	1	49	0	49	1	49	0	49	1	49
	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	161	0	279	161	224	523	1	393	0	523	1	393	0	523	1	393
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	217	263	0	263	0	263	0	263	0	263	0	263
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through		0							0				0				0	
	Through	2422	2	**830**	3	2425	**831**	130	2727	2	**945**	3	2730	2	**946**	3	2730	2	**946**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	35	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	98		*North-South:*	98		*North-South:*	378			*North-South:*	378			*North-South:*	378	
			East-West:	830		*East-West:*	831		*East-West:*	945			*East-West:*	946			*East-West:*	946	
			SUM:	928		*SUM:*	929		*SUM:*	1323			*SUM:*	1324			*SUM:*	1324	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.651			0.652			0.928				0.929				0.929	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.552**			**0.828**				**0.829**				**0.829**	
	LEVEL OF SERVICE (LOS):			**A**			**A**			**D**				**D**				**D**	

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	43	1	**43**	0	43	**43**	63	109	1	**109**	0	109	1	**109**	0	109	1	**109**
Left-Through		0							0				0				0	
Through	74	0	78	4	78	82	146	225	0	269	4	229	0	273	4	229	0	273
Through-Right		1							1				1				1	
Right	4	0	0	0	4	0	40	44	0	0	0	44	0	0	0	44	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	16	1	16	0	16	16	146	163	1	163	0	163	1	163	0	163	1	163
Left-Through		0							0				0				0	
Through	115	0	**151**	0	115	**151**	258	381	0	**608**	0	381	0	**608**	0	381	0	**608**
Through-Right		1							1				1				1	
Right	36	0	0	0	36	0	188	227	0	0	0	227	0	0	0	227	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	0	43	**43**	180	226	1	**226**	0	226	1	**226**	0	226	1	**226**
Left-Through		0							0				0				0	
Through	203	1	152	0	203	152	227	445	1	423	0	445	1	423	0	445	1	423
Through-Right		1							1				1				1	
Right	101	0	101	0	101	101	293	401	0	401	0	401	0	401	0	401	0	401
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	69	1	69	0	69	69	37	111	1	111	0	111	1	111	0	111	1	111
Left-Through		0							0				0				0	
Through	836	1	**463**	0	836	**463**	165	1061	1	**619**	0	1061	1	**620**	0	1061	1	**620**
Through-Right		1							1				1				1	
Right	89	0	89	1	90	90	82	177	0	177	1	178	0	178	1	178	0	178
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		194	*North-South:*		194	*North-South:*			717	*North-South:*			717	*North-South:*			717
	East-West:		506	*East-West:*		506	*East-West:*			845	*East-West:*			846	*East-West:*			846
	SUM:		700	*SUM:*		700	*SUM:*			1562	*SUM:*			1563	*SUM:*			1563
VOLUME/CAPACITY *(V/C)* RATIO:			0.467			0.467				1.041				1.042				1.042
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.367**			**0.367**				**0.941**				**0.942**				**0.942**
LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**0.932**

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	2	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING BASE 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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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 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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	69	1	**69**	0	69	**69**	39	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	93	0	118	3	96	121	164	264	0	**354**	3	267	0	**357**	3	267	0	**357**
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	63	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	0	36	36	204	243	1	**243**	0	243	1	**243**	0	243	1	**243**
	Left-Through		0							0				0				0	
	Through	165	0	**218**	0	165	**218**	91	268	0	413	0	268	0	413	0	268	0	413
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	88	145	0	0	0	145	0	0	0	145	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	1	**14**	0	14	**14**	118	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	369	1	212	0	369	212	572	968	1	549	0	968	1	549	0	968	1	549
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	70	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	77	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	765	1	**398**	0	765	**399**	362	1182	1	**630**	0	1182	1	**630**	0	1182	1	**630**
	Through-Right		1							1				1				1	
	Right	31	0	31	1	32	32	44	77	0	77	1	78	0	78	1	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		287	*North-South:*		287	*North-South:*			597	*North-South:*			600	*North-South:*			600
		East-West:		412	*East-West:*		413	*East-West:*			763	*East-West:*			763	*East-West:*			763
		SUM:		699	*SUM:*		700	*SUM:*			1360	*SUM:*			1363	*SUM:*			1363
	VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.467				0.907				0.909				0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.366			0.367				0.807				0.809				0.809
	LEVEL OF SERVICE (LOS):			A			A				D				D				D

REMARKS:

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:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

		EXISTING BASE 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	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	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	44	0	**60**	0	44	**60**	0	46	0	**62**	0	46	0	**62**	0	46	0	**62**
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	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	243	1	206	0	243	206	155	408	1	319	0	408	1	319	0	408	1	319
	Through-Right		1							1				1				1	
	Right	169	0	169	0	169	169	54	230	0	230	0	230	0	230	0	230	0	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	2686	2	**919**	3	2689	**920**	281	3076	2	**1050**	3	3079	2	**1051**	3	3079	2	**1051**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	60		*North-South:*	60		*North-South:*	62			*North-South:*	62			*North-South:*	62	
			East-West:	919		*East-West:*	920		*East-West:*	1050			*East-West:*	1051			*East-West:*	1051	
			SUM:	979		*SUM:*	980		*SUM:*	1112			*SUM:*	1113			*SUM:*	1113	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.653				0.741				0.742				0.742
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.553**			**0.553**				**0.641**				**0.642**				**0.642**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	53	1	**53**	0	53	**53**	0	55	1	55	0	55	1	55	0	55	1	55
	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	33	1	33	0	33	33	37	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	252	2	126	0	252	126	155	417	2	209	0	417	2	209	0	417	2	209
	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	2730	3	**910**	3	2733	**911**	244	3085	3	**1028**	3	3088	3	**1029**	3	3088	3	**1029**
	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:		53	North-South:		53	North-South:			71	North-South:			71	North-South:			71
		East-West:		910	East-West:		911	East-West:			1028	East-West:			1029	East-West:			1029
		SUM:		963	SUM:		964	SUM:			1099	SUM:			1100	SUM:			1100
	VOLUME/CAPACITY (V/C) RATIO:			0.642			0.643				0.733				0.733				0.733
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.542			0.543				0.633				0.633				0.633
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	1300	1	660	0	1300	660	42	1436	1	729	0	1436	1	729	0	1436	1	729
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND Through-Right		0							0				0				0	
NORTHBOUND Right	20	0	660	0	20	660	0	21	0	729	0	21	0	729	0	21	0	729
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND 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
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Through-Right		0							0				0				0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND 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
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	306	2	153	0	306	153	160	488	2	244	0	488	2	244	0	488	2	244
EASTBOUND Through-Right		0							0				0				0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND 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
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	1784	3	595	3	1787	596	224	2137	3	712	3	2140	3	713	3	2140	3	713
WESTBOUND Through-Right		0							0				0				0	
WESTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		660	North-South:		660	North-South:			729	North-South:			729	North-South:			729
	East-West:		595	East-West:		596	East-West:			712	East-West:			713	East-West:			713
	SUM:		1255	SUM:		1256	SUM:			1441	SUM:			1442	SUM:			1442
VOLUME/CAPACITY (V/C) RATIO:			0.837			0.837				0.961				0.961				0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.737				0.861				0.861				0.861
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	115	1	**115**	0	115	**115**	13	136	1	**136**	0	136	1	**136**	0	136	1	**136**
Left-Through		0							0				0				0	
Through	3	0	66	0	3	66	0	3	0	71	0	3	0	71	0	3	0	71
Through-Right		1							1				1				1	
Right	63	0	0	0	63	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	160	1	**160**	0	160	**160**	31	203	1	**203**	0	203	1	**203**	0	203	1	**203**
Left-Through		0							0				0				0	
Through	275	2	138	0	275	138	125	420	2	210	0	420	2	210	0	420	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	
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	1054	1	**692**	1	1055	**693**	150	1280	1	**817**	1	1281	1	**818**	1	1281	1	**818**
Through-Right		1							1				1				1	
Right	330	0	330	0	330	330	0	354	0	354	0	354	0	354	0	354	0	354
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		115	*North-South:*		115	*North-South:*			136	*North-South:*			136	*North-South:*			136
	East-West:		852	*East-West:*		853	*East-West:*			1020	*East-West:*			1021	*East-West:*			1021
	SUM:		967	*SUM:*		968	*SUM:*			1156	*SUM:*			1157	*SUM:*			1157
VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.679				0.811				0.812				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.579			0.579				0.711				0.712				0.712
LEVEL OF SERVICE (LOS):			A			A				C				C				C

	NB--	SB--	EB--	WB--
Existing Base 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

	Existing Base 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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

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

Alternative 2 PM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

		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	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	734	1	**440**	0	734	**440**	75	862	1	**514**	0	862	1	**514**	0	862	1	**514**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	10	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	251	2	126	0	251	126	63	332	2	166	0	332	2	166	0	332	2	166
	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	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	1343	0	**756**	0	1343	**756**	509	1949	0	**1072**	0	1949	0	**1072**	5	1954	0	**1075**
	Through-Right		1							1				1				1	
	Right	88	0	756	0	88	756	14	108	0	1072	0	108	0	1072	0	108	0	1075
	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:*	532		*North-South:*	532		*North-South:*		613		*North-South:*		613		*North-South:*		613
			East-West:	756		*East-West:*	756		*East-West:*		1072		*East-West:*		1072		*East-West:*		1075
			SUM:	1288		*SUM:*	1288		*SUM:*		1685		*SUM:*		1685		*SUM:*		1688
	VOLUME/CAPACITY *(V/C)* RATIO:			0.859			0.859				1.123				1.123				1.125
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.759			0.759				1.023				1.023				1.025
	LEVEL OF SERVICE (LOS):			C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — 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:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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	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	814	1	**441**	0	814	**441**	85	958	1	**520**	0	958	1	**520**	0	958	1	**520**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	10	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	286	1	235	0	286	235	79	386	1	340	0	386	1	340	0	386	1	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	
EASTBOUND	Left	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	931	2	**273**	0	931	**273**	372	1370	2	**386**	0	1370	2	**386**	5	1375	2	**387**
	Through-Right		1							1				1				1	
	Right	81	0	273	0	81	273	0	87	0	386	0	87	0	386	0	87	0	387
	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:		487	North-South:		487	North-South:			569	North-South:			569	North-South:			569
		East-West:		273	East-West:		273	East-West:			386	East-West:			386	East-West:			387
		SUM:		760	SUM:		760	SUM:			955	SUM:			955	SUM:			956
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.507				0.637				0.637				0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.407				0.537				0.537				0.537
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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?			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	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	792	1	**536**	0	792	**536**	27	876	1	**611**	0	876	1	**611**	0	876	1	**611**
	Through-Right		1							1				1				1	
	Right	279	0	279	0	279	279	47	346	0	346	0	346	0	346	0	346	0	346
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	**67**	0	67	**67**	0	72	1	**72**	0	72	1	**72**	7	79	1	**79**
	Left-Through		0							0				0				0	
	Through	248	2	124	0	248	124	71	337	2	169	0	337	2	169	0	337	2	169
	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	65	0	65	0	65	65	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		1							1				1				1	
	Through	1400	2	**391**	0	1400	**391**	524	2025	2	**550**	0	2025	2	**550**	5	2030	2	**551**
	Through-Right		1							1				1				1	
	Right	98	0	391	0	98	391	0	105	0	550	0	105	0	550	0	105	0	551
	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:*		603	*North-South:*		603	*North-South:*			683	*North-South:*			683	*North-South:*			690
		East-West:		391	*East-West:*		391	*East-West:*			550	*East-West:*			550	*East-West:*			551
		SUM:		994	*SUM:*		994	*SUM:*			1233	*SUM:*			1233	*SUM:*			1241
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.698				0.865				0.865				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.598**				**0.765**				**0.765**				**0.771**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	
	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?			2			2			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	829	1	**519**	0	829	**519**	81	970	1	**623**	0	970	1	**623**	0	970	1	**631**
Through-Right		1							1				1				1	
Right	208	0	208	1	209	209	52	275	0	275	1	276	0	276	17	292	0	292
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	38	1	**38**	0	38	**38**	18	59	1	**59**	0	59	1	**59**	0	59	1	**59**
Left-Through		0							0				0				0	
Through	285	2	143	0	285	143	59	365	2	183	0	365	2	183	0	365	2	183
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	138	1	138	0	138	138	5	153	1	153	0	153	1	153	0	153	1	153
Left-Through		0							0				0				0	
Through	727	2	**364**	0	727	**364**	388	1167	2	**584**	0	1167	2	**584**	5	1172	2	**586**
Through-Right		0							0				0				0	
Right	127	1	127	0	127	127	3	139	1	139	0	139	1	139	0	139	1	139
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	178	1	178	3	181	**181**	43	234	1	234	3	237	1	237	7	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	328	2	**180**	1	329	181	420	772	2	**425**	1	773	2	**425**	2	774	2	**426**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		557	*North-South:*		557	*North-South:*			682	*North-South:*			682	*North-South:*			690
	East-West:		544	*East-West:*		545	*East-West:*			1009	*East-West:*			1009	*East-West:*			1012
	SUM:		1101	*SUM:*		1102	*SUM:*			1691	*SUM:*			1691	*SUM:*			1702
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.801				1.230				1.230				1.238
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.701				1.130				1.130				1.138
LEVEL OF SERVICE (LOS):			C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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?			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	17	1	17	0	17	17	12	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	1670	2	**835**	2	1672	**836**	827	2617	2	**1309**	2	2619	2	**1310**	5	2622	2	**1311**
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	573	2	202	0	573	202	385	999	2	345	0	999	2	345	6	1005	2	347
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	270	1	**246**	0	270	**246**	394	683	1	**402**	0	683	1	**402**	3	686	1	**403**
Left-Through		1							1				1				1	
Through	468	1	246	0	468	246	22	524	1	402	0	524	1	402	0	524	1	403
Through-Right		1							1				1				1	
Right	193	0	193	0	193	193	33	240	0	240	0	240	0	240	0	240	0	240
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		835	*North-South:*		836	*North-South:*			1309	*North-South:*			1310	*North-South:*			1311
	East-West:		246	*East-West:*		246	*East-West:*			402	*East-West:*			402	*East-West:*			403
	SUM:		1081	*SUM:*		1082	*SUM:*			1711	*SUM:*			1712	*SUM:*			1714
VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.759				1.201				1.201				1.203
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.659			0.659				1.101				1.101				1.103
LEVEL OF SERVICE (LOS):			B			B				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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-- 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?			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	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	1155	2	**578**	2	1157	**579**	743	1981	2	**991**	2	1983	2	**992**	5	1986	2	**993**
	Through-Right		0							0				0				0	
	Right	177	1	118	1	178	119	374	564	1	496	1	565	1	497	1	565	1	497
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	84	232	1	**232**	0	232	1	**232**	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	712	3	237	0	712	237	695	1458	3	486	0	1458	3	486	9	1467	3	489
	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	383	2	**211**	0	383	**211**	33	444	2	**244**	0	444	2	**244**	0	444	2	**244**
	Left-Through		0							0				0				0	
	Through	40	1	40	0	40	40	2	45	1	45	0	45	1	45	0	45	1	45
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	6	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	118	0	118	118	9	136	1	136	0	136	1	136	0	136	1	136
	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	139	1	**139**	0	139	**139**	64	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		717	*North-South:*			1223	*North-South:*			1224	*North-South:*			1225
		East-West:		350	*East-West:*		350	*East-West:*			457	*East-West:*			457	*East-West:*			457
		SUM:		1066	*SUM:*		1067	*SUM:*			1680	*SUM:*			1681	*SUM:*			1682
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.749				1.179				1.180				1.180
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.649**				**1.079**				**1.080**				**1.080**
LEVEL OF SERVICE (LOS):				**B**			**B**				**F**				**F**				**F**

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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?			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	78	1	**78**	0	78	**78**	247	331	1	**331**	0	331	1	**331**	0	331	1	**331**
	Left-Through		0							0				0				0	
	Through	779	2	390	3	782	391	965	1800	2	900	3	1803	2	902	7	1807	2	904
	Through-Right		0							0				0				0	
	Right	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	0	52	52	16	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	779	2	**390**	1	780	**390**	837	1672	2	**836**	1	1673	2	**837**	16	1688	2	**844**
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	47	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	62	431	1	**431**	0	431	1	**431**	0	431	1	**431**
	Left-Through		0							0				0				0	
	Through	683	1	392	0	683	392	173	905	1	659	0	905	1	659	0	905	1	659
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	305	413	0	413	0	413	0	413	0	413	0	413
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	27	27	0	0	0	27	0	0	3	30	0	0
	Left-Through		0							0				0				0	
	Through	280	1	**148**	0	280	**148**	147	447	1	**240**	0	447	1	**240**	0	447	1	**240**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	15	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		468	*North-South:*		468	*North-South:*			1167	*North-South:*			1168	*North-South:*			1175
		East-West:		492	*East-West:*		492	*East-West:*			671	*East-West:*			671	*East-West:*			671
		SUM:		960	*SUM:*		960	*SUM:*			1838	*SUM:*			1839	*SUM:*			1846
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.674				1.290				1.291				1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.574				1.190				1.191				1.195
LEVEL OF SERVICE (LOS):				A			A				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	NB--
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--
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	168	1	**168**	2	170	**170**	103	283	1	**283**	2	285	1	**285**	5	288	1	**288**
	Left-Through		0							0				0				0	
	Through	840	2	420	3	843	422	820	1721	2	861	3	1724	2	862	7	1728	2	864
	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	788	2	**394**	1	789	**395**	857	1702	2	**851**	1	1703	2	**852**	19	1721	2	**861**
	Through-Right		0							0				0				0	
	Right	148	1	148	0	148	148	17	176	1	176	0	176	1	176	0	176	1	176
	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	106	0	106	1	107	107	45	159	0	159	1	160	0	160	14	173	0	173
	Left-Through		1							1				1				1	
	Through	610	3	**179**	0	610	**179**	505	1159	3	330	0	1159	3	330	0	1159	3	333
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	261	336	1	**336**	0	336	1	**336**	0	336	1	**336**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		562	*North-South:*		565	*North-South:*			1134	*North-South:*			1137	*North-South:*			1149
		East-West:		179	*East-West:*		179	*East-West:*			336	*East-West:*			336	*East-West:*			336
		SUM:		741	*SUM:*		744	*SUM:*			1470	*SUM:*			1473	*SUM:*			1485
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.522				1.032				1.034				1.042
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.420**			**0.422**				**0.932**				**0.934**				**0.942**
LEVEL OF SERVICE (LOS):				**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**0.932**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	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	813	1	**450**	4	817	**452**	785	1657	1	**875**	4	1661	1	**877**	13	1670	1	**881**
Through-Right		1							1				1				1	
Right	86	0	86	0	86	86	0	92	0	92	0	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	125	1	**125**	0	125	**125**	43	177	1	**177**	0	177	1	**177**	6	183	1	**183**
Left-Through		0							0				0				0	
Through	743	2	372	1	744	372	670	1467	2	734	1	1468	2	734	27	1494	2	747
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	140	0	140	0	140	140	92	242	0	242	0	242	0	242	0	242	0	242
Left-Through		1							1				1				1	
Through	1388	2	**509**	0	1388	**509**	362	1850	2	**697**	0	1850	2	**697**	12	1862	2	**701**
Through-Right		0							0				0				0	
Right	163	1	163	0	163	163	117	292	1	292	0	292	1	292	0	292	1	292
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:*		575	*North-South:*		577	*North-South:*			1052	*North-South:*			1054	*North-South:*			1064
	East-West:		509	*East-West:*		509	*East-West:*			697	*East-West:*			697	*East-West:*			701
	SUM:		1084	*SUM:*		1086	*SUM:*			1749	*SUM:*			1751	*SUM:*			1765
VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.724				1.166				1.167				1.177
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.623**			**0.624**				**1.066**				**1.067**				**1.077**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.067**

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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	111	1	111	0	111	111	83	202	1	202	0	202	1	202	0	202	1	202
Left-Through		0							0				0				0	
Through	793	1	**450**	1	794	**451**	645	1495	1	**805**	1	1496	1	**806**	26	1521	2	**761**
Through-Right		1							1				1				0	
Right	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	1	59
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	**107**	0	107	**107**	186	301	1	**301**	0	301	1	**301**	0	301	1	**301**
Left-Through		0							0				0				0	
Through	695	1	395	5	700	399	512	1257	1	712	5	1262	1	716	12	1269	1	723
Through-Right		1							1				1				1	
Right	94	0	94	4	98	98	65	166	0	166	4	170	0	170	10	176	0	176
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	119	1	119	1	120	120	64	192	1	192	1	193	1	193	22	214	1	214
Left-Through		0							0				0				0	
Through	763	1	**429**	0	763	**429**	322	1140	1	**656**	0	1140	1	**656**	0	1140	1	**656**
Through-Right		1							1				1				1	
Right	94	0	94	0	94	94	71	172	0	172	0	172	0	172	0	172	0	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	**45**	0	45	**45**	64	112	1	**112**	0	112	1	**112**	0	112	1	**112**
Left-Through		0							0				0				0	
Through	268	1	163	0	268	163	315	602	1	392	0	602	1	392	0	602	1	392
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	121	182	0	182	0	182	0	182	0	182	0	182
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		557	*North-South:*		558	*North-South:*			1106	*North-South:*			1107	*North-South:*			1062
	East-West:		474	*East-West:*		474	*East-West:*			768	*East-West:*			768	*East-West:*			768
	SUM:		1031	*SUM:*		1032	*SUM:*			1874	*SUM:*			1875	*SUM:*			1830
VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.724				1.315				1.316				1.284
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.624**			**0.624**				**1.215**				**1.216**				**1.184**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.174**

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 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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -0.041

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	97	1	97	0	97	97	10	114	1	114	0	114	1	114	0	114	1	114
Left-Through		0							0				0				0	
Through	801	1	**451**	1	802	**451**	417	1276	1	**729**	1	1277	1	**729**	20	1296	1	**739**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	74	181	0	181	0	181	0	181	0	181	0	181
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	119	1	**119**	0	119	**119**	196	324	1	**324**	0	324	1	**324**	0	324	1	**324**
Left-Through		0							0				0				0	
Through	675	1	366	4	679	369	351	1075	1	670	4	1079	1	672	9	1084	1	676
Through-Right		1							1				1				1	
Right	57	0	57	1	58	58	203	264	0	264	1	265	0	265	3	267	0	267
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	91	1	91	0	91	91	236	334	1	**334**	0	334	1	**334**	6	340	1	**340**
Left-Through		0							0				0				0	
Through	694	1	**396**	0	694	**396**	316	1060	1	593	0	1060	1	593	0	1060	1	593
Through-Right		1							1				1				1	
Right	97	0	97	0	97	97	21	125	0	125	0	125	0	125	0	125	0	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	75	1	**75**	0	75	**75**	86	166	1	166	0	166	1	166	0	166	1	166
Left-Through		0							0				0				0	
Through	390	1	259	0	390	259	494	912	1	**670**	0	912	1	**670**	0	912	1	**670**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	292	428	0	428	0	428	0	428	0	428	0	428
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		570	*North-South:*		570	*North-South:*			1053	*North-South:*			1053	*North-South:*			1063
	East-West:		471	*East-West:*		471	*East-West:*			1004	*East-West:*			1004	*East-West:*			1010
	SUM:		1041	*SUM:*		1041	*SUM:*			2057	*SUM:*			2057	*SUM:*			2073
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.731				1.444				1.444				1.455
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.631				1.344				1.344				1.355
LEVEL OF SERVICE (LOS):			B			B				F				F				F
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.345

	No. of Phases	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2?	Override Capacity
EXISTING CONDITION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
EXISTING PLUS PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/O PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/ PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE W/ PROJECT W/ MITIGATION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	773	1	394	1	774	395	510	1339	1	678	1	1340	1	678	20	1359	1	688
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1114	1	**649**	4	1118	**651**	472	1666	1	**932**	4	1670	1	**934**	9	1675	1	**936**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	197	0	197	0	197	0	197	0	197	0	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	0	95	0	95	95	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through		0							0				0				0	
	Through	17	0	**146**	0	17	**146**	0	18	0	**156**	0	18	0	**156**	0	18	0	**156**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	**24**	0	24	**24**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	17	0	61	0	17	61	0	18	0	65	0	18	0	65	0	18	0	65
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		666	*North-South:*		668	*North-South:*			950	*North-South:*			952	*North-South:*			954
		East-West:		170	*East-West:*		170	*East-West:*			182	*East-West:*			182	*East-West:*			182
		SUM:		836	*SUM:*		838	*SUM:*			1132	*SUM:*			1134	*SUM:*			1136
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.559				0.755				0.756				0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.459				0.655				0.656				0.657
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — 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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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	101	1	**101**	0	101	**101**	30	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	697	1	425	1	698	426	510	1257	1	712	1	1258	1	712	15	1272	1	719
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	2	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	1	100	100	0	106	1	106	1	107	1	107	2	108	1	108
	Left-Through		0							0				0				0	
	Through	892	2	**446**	3	895	**448**	472	1428	2	**714**	3	1431	2	**716**	6	1434	2	**717**
	Through-Right		0							0				0				0	
	Right	93	1	59	0	93	59	0	100	1	63	0	100	1	63	0	100	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1178	1	**626**	0	1178	**626**	149	1412	1	**763**	0	1412	1	**763**	0	1412	1	**763**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	35	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	**97**	0	97	**97**	4	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	835	1	439	0	835	439	181	1076	1	561	0	1076	1	561	0	1076	1	564
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	0	46	0	46	0	46	0	46	5	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		547	*North-South:*		549	*North-South:*			852	*North-South:*			854	*North-South:*			855
		East-West:		723	*East-West:*		723	*East-West:*			871	*East-West:*			871	*East-West:*			871
		SUM:		1270	*SUM:*		1272	*SUM:*			1723	*SUM:*			1725	*SUM:*			1726
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.848				1.149				1.150				1.151
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.747**			**0.748**				**1.049**				**1.050**				**1.051**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				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	416	1	**416**	0	416	**416**	0	446	1	**446**	0	446	1	**446**	0	446	1	**446**
	Left-Through		0							0				0				0	
	Through	915	1	458	0	915	458	332	1313	1	657	0	1313	1	657	3	1316	1	659
	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	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1177	2	**589**	1	1178	**589**	314	1576	2	**788**	1	1577	2	**789**	1	1577	2	**789**
	Through-Right		0							0				0				0	
	Right	467	1	404	1	468	405	71	572	1	441	1	573	1	442	2	574	1	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	126	1	**126**	0	126	**126**	127	262	1	**262**	0	262	1	**262**	7	269	1	**269**
	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	287	1	0	0	287	0	0	308	1	0	0	308	1	0	0	308	1	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	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:*		1005	*North-South:*		1005	*North-South:*			1234	*North-South:*			1235	*North-South:*			1235
		East-West:		126	*East-West:*		126	*East-West:*			262	*East-West:*			262	*East-West:*			269
		SUM:		1131	*SUM:*		1131	*SUM:*			1496	*SUM:*			1497	*SUM:*			1504
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.794				1.050				1.051				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.694			0.694				0.950				0.951				0.955
LEVEL OF SERVICE (LOS):				B			B				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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
	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	53	0	53	0	53	53	233	290	0	290	0	290	0	290	0	290	0	290
	Left-Through		0							0				0				0	
	Through	19	0	**75**	0	19	**75**	61	81	0	**378**	0	81	0	**378**	0	81	0	**378**
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	4	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	0	**75**	0	75	**75**	67	147	0	147	0	147	0	147	0	147	0	147
	Left-Through		1							1				1				1	
	Through	0	0	75	0	0	75	86	86	0	**233**	0	86	0	**233**	0	86	0	**233**
	Through-Right		0							0				0				0	
	Right	30	1	30	0	30	30	115	147	1	147	0	147	1	147	0	147	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	1542	1	**793**	3	1545	**794**	183	1836	1	**1060**	3	1839	1	**1062**	8	1844	1	**1064**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	238	284	0	284	0	284	0	284	0	284	0	284
	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	562	2	201	1	563	202	271	874	2	311	1	875	2	311	14	888	2	316
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	14	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		150	*North-South:*		150	*North-South:*			611	*North-South:*			611	*North-South:*			611
		East-West:		793	*East-West:*		794	*East-West:*			1060	*East-West:*			1062	*East-West:*			1064
		SUM:		943	*SUM:*		944	*SUM:*			1671	*SUM:*			1673	*SUM:*			1675
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.662				1.173				1.174				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.562**				**1.073**				**1.074**				**1.075**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	47	1	47	0	47	47	144	194	1	**194**	0	194	1	**194**	0	194	1	**194**
	Left-Through		0							0				0				0	
	Through	146	0	**199**	1	147	**200**	261	418	0	582	1	419	0	583	19	437	0	601
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	107	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	2	30	**30**	135	165	1	165	2	167	1	167	5	170	1	170
	Left-Through		0							0				0				0	
	Through	123	0	160	4	127	164	239	371	0	**717**	4	375	0	**721**	8	379	0	**725**
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	306	346	0	0	0	346	0	0	0	346	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	194	293	1	293	0	293	1	293	0	293	1	293
	Left-Through		0							0				0				0	
	Through	830	1	**455**	0	830	**455**	200	1090	1	**676**	0	1090	1	**676**	0	1090	1	**676**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	175	261	0	261	0	261	0	261	0	261	0	261
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	19	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	259	1	139	0	259	139	207	485	1	313	0	485	1	313	0	485	1	316
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	120	140	0	140	0	140	0	140	6	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	227		*North-South:*	230		*North-South:*		911		*North-South:*		915		*North-South:*		919
			East-West:	475		*East-West:*	475		*East-West:*		716		*East-West:*		716		*East-West:*		716
			SUM:	702		*SUM:*	705		*SUM:*		1627		*SUM:*		1631		*SUM:*		1635
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.470				1.085				1.087				1.090
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.368			0.370				0.985				0.987				0.990
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — 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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	65	1	65	0	65	65	73	143	1	143	0	143	1	143	0	143	1	143
Left-Through		0							0				0				0	
Through	149	0	**199**	1	150	**200**	168	328	0	**443**	1	329	0	**444**	15	343	0	**458**
Through-Right		1							1				1				1	
Right	50	0	0	0	50	0	61	115	0	0	0	115	0	0	0	115	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	28	1	**28**	1	29	**29**	122	152	1	**152**	1	153	1	**153**	2	154	1	**154**
Left-Through		0							0				0				0	
Through	115	0	149	3	118	152	107	230	0	410	3	233	0	413	7	237	0	417
Through-Right		1							1				1				1	
Right	34	0	0	0	34	0	144	180	0	0	0	180	0	0	0	180	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	76	1	76	0	76	76	122	203	1	**203**	0	203	1	**203**	0	203	1	**203**
Left-Through		0							0				0				0	
Through	764	1	**427**	0	764	**427**	376	1195	1	670	0	1195	1	670	0	1195	1	670
Through-Right		1							1				1				1	
Right	90	0	90	0	90	90	49	145	0	145	0	145	0	145	0	145	0	145
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	31	1	**31**	0	31	**31**	80	113	1	113	0	113	1	113	0	113	1	113
Left-Through		0							0				0				0	
Through	374	1	198	0	374	198	770	1171	1	**697**	0	1171	1	**697**	0	1171	1	**699**
Through-Right		1							1				1				1	
Right	21	0	21	0	21	21	200	223	0	223	0	223	0	223	4	227	0	227
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		227	*North-South:*		229	*North-South:*			595	*North-South:*			597	*North-South:*			612
	East-West:		458	*East-West:*		458	*East-West:*			900	*East-West:*			900	*East-West:*			902
	SUM:		685	*SUM:*		687	*SUM:*			1495	*SUM:*			1497	*SUM:*			1514
VOLUME/CAPACITY *(V/C)* RATIO:			0.457			0.458				0.997				0.998				1.009
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.357			0.358				0.897				0.898				0.909
LEVEL OF SERVICE (LOS):			A			A				D				D				E
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		0.899

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

		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	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	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right		0							0				0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	73	0	**94**	0	73	**94**	0	76	0	**98**	0	76	0	**98**	0	76	0	**98**
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	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	1201	2	601	3	1204	602	267	1517	2	759	3	1520	2	760	8	1525	2	763
	Through-Right		1							1				1				1	
	Right	791	0	**791**	0	791	**791**	63	886	0	**886**	0	886	0	**886**	0	886	0	**886**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**0**	0	4	**0**	0	4	0	**0**	0	4	0	**0**	0	4	0	**0**
	Left-Through		0							0				0				0	
	Through	1133	1	621	1	1134	621	284	1463	1	788	1	1464	1	788	14	1477	1	795
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	94		*North-South:*	94		*North-South:*	98			*North-South:*	98			*North-South:*	98	
			East-West:	791		*East-West:*	791		*East-West:*	886			*East-West:*	886			*East-West:*	886	
			SUM:	885		*SUM:*	885		*SUM:*	984			*SUM:*	984			*SUM:*	984	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.590				0.656				0.656				0.656
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.490			0.490				0.556				0.556				0.556
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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--	2	NB-- 0	SB--	2	NB-- 0	SB--	2		NB-- 0	SB--	2		NB-- 0	SB--	2	
	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	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	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	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	11	1	11	0	11	11	23	34	1	34	0	34	1	34	0	34	1	34
	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	1236	3	412	3	1239	413	267	1553	3	518	3	1556	3	519	8	1561	3	520
	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	1243	2	**622**	1	1244	**622**	261	1554	2	**777**	1	1555	2	**778**	14	1568	2	**784**
	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:*	45		*North-South:*	45		*North-South:*		47		*North-South:*		47		*North-South:*		47
			East-West:	622		*East-West:*	622		*East-West:*		777		*East-West:*		778		*East-West:*		784
			SUM:	667		*SUM:*	667		*SUM:*		824		*SUM:*		825		*SUM:*		831
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.445				0.549				0.550				0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**			**0.345**				**0.449**				**0.450**				**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	332	1	**272**	0	332	**272**	74	430	1	**328**	0	430	1	**328**	0	430	1	**328**
	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	211	0	272	0	211	272	0	226	0	328	0	226	0	328	0	226	0	328
	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	1088	3	**363**	3	1091	**364**	267	1433	3	**478**	3	1436	3	**479**	8	1441	3	**480**
	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	598	2	299	1	599	300	210	851	2	426	1	852	2	426	14	865	2	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	
CRITICAL VOLUMES		*North-South:*		272	*North-South:*		272	*North-South:*			328	*North-South:*			328	*North-South:*			328
		East-West:		363	*East-West:*		364	*East-West:*			478	*East-West:*			479	*East-West:*			480
		SUM:		635	*SUM:*		636	*SUM:*			806	*SUM:*			807	*SUM:*			808
VOLUME/CAPACITY *(V/C)* RATIO:				0.423			0.424				0.537				0.538				0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.323**			**0.324**				**0.437**				**0.438**				**0.439**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	41	1	41	0	41	41	7	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	10	0	**93**	0	10	**93**	0	11	0	**100**	0	11	0	**100**	0	11	0	**100**
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	89	0	0	0	89	0	0	0	89	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	644	1	**644**	1	645	**645**	69	759	1	**759**	1	760	1	**760**	3	762	1	**762**
	Left-Through		0							0				0				0	
	Through	898	2	449	2	900	450	186	1149	2	575	2	1151	2	576	4	1153	2	577
	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	361	1	**308**	0	361	**308**	151	538	1	**405**	0	538	1	**405**	6	544	1	**408**
	Through-Right		1							1				1				1	
	Right	254	0	254	0	254	254	0	272	0	272	0	272	0	272	0	272	0	272
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		93	*North-South:*		93	*North-South:*			100	*North-South:*			100	*North-South:*			100
		East-West:		952	*East-West:*		953	*East-West:*			1164	*East-West:*			1165	*East-West:*			1170
		SUM:		1045	*SUM:*		1046	*SUM:*			1264	*SUM:*			1265	*SUM:*			1270
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.734				0.887				0.888				0.891
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.633**			**0.634**				**0.787**				**0.788**				**0.791**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Alternative 3 AM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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 BASE 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	259	1	156	0	259	156	40	318	1	190	0	318	1	190	0	318	1	190
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	4	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	540	2	**270**	0	540	**270**	70	649	2	**325**	0	649	2	**325**	0	649	2	**325**
	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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		1							1				1				1	
	Through	436	0	**291**	3	439	**292**	476	943	0	**552**	3	946	0	**553**	3	946	0	**553**
	Through-Right		1							1				1				1	
	Right	98	0	291	0	98	292	5	110	0	552	0	110	0	553	0	110	0	553
	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:*		270	*North-South:*		270	*North-South:*			325	*North-South:*			325	*North-South:*			325
		East-West:		291	*East-West:*		292	*East-West:*			552	*East-West:*			553	*East-West:*			553
		SUM:		561	*SUM:*		562	*SUM:*			877	*SUM:*			878	*SUM:*			878
VOLUME/CAPACITY *(V/C)* RATIO:				0.374			0.375				0.585				0.585				0.585
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.274			0.275				0.485				0.485				0.485
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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 BASE 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	306	1	178	0	306	178	44	372	1	215	0	372	1	215	0	372	1	215
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	4	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		1							1				1				1	
	Through	594	1	**336**	0	594	**336**	74	711	1	**398**	0	711	1	**398**	0	711	1	**398**
	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	55	0	55	0	55	55	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		1							1				1				1	
	Through	452	2	**167**	3	455	**167**	380	865	2	**274**	3	868	2	**274**	3	868	2	**274**
	Through-Right		1							1				1				1	
	Right	159	0	167	0	159	167	0	170	0	274	0	170	0	274	0	170	0	274
	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:*		336	*North-South:*		336	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		167	*East-West:*		167	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		503	*SUM:*		503	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.335				0.448				0.448				0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.348**				**0.348**				**0.348**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING BASE 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	337	1	216	0	337	216	25	386	1	**268**	0	386	1	**268**	0	386	1	**268**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	48	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	3	38	38	0	38	1	**38**	3	41	1	**41**	3	41	1	**41**
	Left-Through		0							0				0				0	
	Through	522	2	**261**	0	522	**261**	46	606	2	303	0	606	2	303	0	606	2	303
	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	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	401	2	**132**	3	404	**133**	480	910	2	**262**	3	913	2	**263**	3	913	2	**263**
	Through-Right		1							1				1				1	
	Right	101	0	132	0	101	133	0	108	0	262	0	108	0	263	0	108	0	263
	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:*		261	*North-South:*		261	*North-South:*			306	*North-South:*			309	*North-South:*			309
		East-West:		132	*East-West:*		133	*East-West:*			262	*East-West:*			263	*East-West:*			263
		SUM:		393	*SUM:*		394	*SUM:*			568	*SUM:*			572	*SUM:*			572
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.276				0.399				0.401				0.401
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.176			0.176				0.299				0.301				0.301
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING BASE 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	409	1	**238**	0	409	**242**	44	483	1	**283**	0	483	1	**288**	0	483	1	**288**
	Through-Right		1							1				1				1	
	Right	66	0	66	9	75	75	12	83	0	83	9	92	0	92	9	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	1	**24**	0	24	**24**	30	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	487	2	244	0	487	244	54	576	2	288	0	576	2	288	0	576	2	288
	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	57	1	57	0	57	57	13	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	341	2	**171**	3	344	**172**	401	767	2	**384**	3	770	2	**385**	3	770	2	**385**
	Through-Right		0							0				0				0	
	Right	129	1	129	0	129	129	8	146	1	146	0	146	1	146	0	146	1	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	309	1	**309**	10	319	**319**	28	359	1	359	10	369	1	369	10	369	1	369
	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	486	2	267	3	489	269	306	827	2	**455**	3	830	2	**457**	3	830	2	**457**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		262	*North-South:*		266	*North-South:*			339	*North-South:*			344	*North-South:*			344
		East-West:		480	*East-West:*		491	*East-West:*			839	*East-West:*			842	*East-West:*			842
		SUM:		742	*SUM:*		757	*SUM:*			1178	*SUM:*			1186	*SUM:*			1186
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.551				0.857				0.863				0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.440**			**0.451**				**0.757**				**0.763**				**0.763**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING BASE 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	39	1	39	0	39	39	5	47	1	47	0	47	1	47	0	47	1	47
Left-Through		0							0				0				0	
Through	650	2	**325**	6	656	**328**	532	1229	2	**615**	6	1235	2	**618**	6	1235	2	**618**
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	757	2	278	3	760	279	432	1244	2	442	3	1247	2	443	3	1247	2	443
Through-Right		1							1				1				1	
Right	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
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	492	1	492	2	494	494	473	1000	1	**820**	2	1002	1	**821**	2	1002	1	**821**
Left-Through		1							1				1				1	
Through	1319	1	**493**	0	1319	**660**	47	1461	1	820	0	1461	1	821	0	1461	1	821
Through-Right		1							1				1				1	
Right	159	0	159	0	159	159	23	193	0	193	0	193	0	193	0	193	0	193
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		325	North-South:		328	North-South:			615	North-South:			618	North-South:			618
	East-West:		493	East-West:		660	East-West:			820	East-West:			821	East-West:			821
	SUM:		818	SUM:		988	SUM:			1435	SUM:			1439	SUM:			1439
VOLUME/CAPACITY (V/C) RATIO:			0.574			0.693				1.007				1.010				1.010
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.474			0.593				0.907				0.910				0.910
LEVEL OF SERVICE (LOS):			A			A				E				E				E

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING BASE 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	533	2	**267**	6	539	**270**	463	1034	2	**517**	6	1040	2	**520**	6	1040	2	**520**
	Through-Right		0							0				0				0	
	Right	115	1	38	2	117	40	256	379	1	292	2	381	1	294	2	381	1	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	**129**	0	129	**129**	83	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	1100	3	367	5	1105	368	822	2001	3	667	5	2006	3	669	5	2006	3	669
	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	74	2	41	0	74	41	23	102	2	56	0	102	2	56	0	102	2	56
	Left-Through		0							0				0				0	
	Through	37	1	37	0	37	37	4	44	1	44	0	44	1	44	0	44	1	44
	Through-Right		0							0				0				0	
	Right	131	1	**131**	0	131	**131**	12	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	154	1	**154**	0	154	**154**	9	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	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	166	1	166	0	166	166	51	229	1	229	0	229	1	229	0	229	1	229
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		399	*North-South:*			738	*North-South:*			741	*North-South:*			741
		East-West:		285	*East-West:*		285	*East-West:*			326	*East-West:*			326	*East-West:*			326
		SUM:		681	*SUM:*		684	*SUM:*			1064	*SUM:*			1067	*SUM:*			1067
VOLUME/CAPACITY *(V/C)* RATIO:				0.478			0.480				0.747				0.749				0.749
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.378**			**0.380**				**0.647**				**0.649**				**0.649**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	54	1	**54**	0	54	**54**	262	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	622	2	311	10	632	316	673	1340	2	670	10	1350	2	675	10	1350	2	675
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	19	58	1	58	0	58	1	58	0	58	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	9	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	891	2	**446**	9	900	**450**	854	1809	2	**905**	9	1818	2	**909**	9	1818	2	**909**
	Through-Right		0							0				0				0	
	Right	174	1	79	0	174	79	55	242	1	106	0	242	1	106	0	242	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	**95**	0	95	**95**	34	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	202	1	134	0	202	134	89	306	1	281	0	306	1	281	0	306	1	281
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	186	256	0	256	0	256	0	256	0	256	0	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	2	2	0	11	11	0	0	2	13	0	0	2	13	0	0
	Left-Through		0							0				0				0	
	Through	651	1	**347**	0	651	**347**	145	843	1	**450**	0	843	1	**450**	0	843	1	**450**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	11	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	500		*North-South:*	504		*North-South:*	1225			*North-South:*	1229			*North-South:*	1229		
		East-West:	442		*East-West:*	442		*East-West:*	586			*East-West:*	586			*East-West:*	586		
		SUM:	942		*SUM:*	946		*SUM:*	1811			*SUM:*	1815			*SUM:*	1815		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.661			0.664			1.271				1.274				1.274		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.561**			**0.564**			**1.171**				**1.174**				**1.174**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**F**				**F**				**F**		

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	157	1	**157**	8	165	**165**	124	292	1	**292**	8	300	1	**300**	8	300	1	**300**
Left-Through		0							0				0				0	
Through	579	2	290	10	589	295	790	1411	2	706	10	1421	2	711	10	1421	2	711
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	804	2	**402**	10	814	**407**	709	1571	2	**786**	10	1581	2	**791**	10	1581	2	**791**
Through-Right		0							0				0				0	
Right	157	1	157	0	157	157	15	183	1	183	0	183	1	183	0	183	1	183
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	138	0	138	8	146	146	18	166	0	166	8	174	0	174	8	174	0	174
Left-Through		1							1				1				1	
Through	2203	3	**585**	0	2203	**587**	288	2650	3	**704**	0	2650	3	**706**	0	2650	3	**706**
Through-Right		0							0				0				0	
Right	142	1	142	0	142	142	141	293	1	293	0	293	1	293	0	293	1	293
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		559	*North-South:*		572	*North-South:*			1078	*North-South:*			1091	*North-South:*			1091
	East-West:		585	*East-West:*		587	*East-West:*			704	*East-West:*			706	*East-West:*			706
	SUM:		1144	*SUM:*		1159	*SUM:*			1782	*SUM:*			1797	*SUM:*			1797
VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.813				1.251				1.261				1.261
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.713**				**1.151**				**1.161**				**1.161**
LEVEL OF SERVICE (LOS):			**C**			**C**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.151**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.000
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		EXISTING BASE 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	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	686	1	**372**	18	704	**381**	707	1442	1	**752**	18	1460	1	**761**	18	1460	1	**761**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	3	89	**89**	40	132	1	**132**	3	135	1	**135**	3	135	1	**135**
	Left-Through		0							0				0				0	
	Through	840	2	420	14	854	427	642	1543	2	772	14	1557	2	779	14	1557	2	779
	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	84	0	84	0	84	84	123	213	0	213	0	213	0	213	0	213	0	213
	Left-Through		1							1				1				1	
	Through	281	2	122	6	287	124	310	611	2	**275**	6	617	2	**277**	6	617	2	**277**
	Through-Right		0							0				0				0	
	Right	154	1	**154**	0	154	**154**	101	266	1	266	0	266	1	266	0	266	1	266
	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:*		458	*North-South:*		470	*North-South:*			884	*North-South:*			896	*North-South:*			896
		East-West:		154	*East-West:*		154	*East-West:*			275	*East-West:*			277	*East-West:*			277
		SUM:		612	*SUM:*		624	*SUM:*			1159	*SUM:*			1173	*SUM:*			1173
	VOLUME/CAPACITY *(V/C)* RATIO:			0.408			0.416				0.773				0.782				0.782
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.308			0.316				0.673				0.682				0.682
	LEVEL OF SERVICE (LOS):			A			A				B				B				B
	MITIGATION CREDIT:																		0.010
	V/C LESS MITIGATION CREDIT:																		0.672

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	86	1	**86**	0	86	**86**	46	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	616	1	349	15	631	356	607	1267	1	**677**	15	1282	1	**685**	15	1282	1	**685**
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	64	1	64	0	64	64	254	323	1	**323**	0	323	1	**323**	0	323	1	**323**
Left-Through		0							0				0				0	
Through	840	1	**458**	14	854	**472**	464	1365	1	753	14	1379	1	767	14	1379	1	767
Through-Right		1							1				1				1	
Right	75	0	75	14	89	89	61	141	0	141	14	155	0	155	14	155	0	155
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	11	54	**54**	42	88	1	**88**	11	99	1	**99**	11	99	1	**99**
Left-Through		0							0				0				0	
Through	249	1	181	0	249	181	297	564	1	395	0	564	1	395	0	564	1	395
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	104	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	133	1	133	0	133	133	78	221	1	221	0	221	1	221	0	221	1	221
Left-Through		0							0				0				0	
Through	678	1	**397**	0	678	**397**	227	954	1	**556**	0	954	1	**556**	0	954	1	**556**
Through-Right		1							1				1				1	
Right	116	0	116	0	116	116	34	158	0	158	0	158	0	158	0	158	0	158
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		544	*North-South:*		558	*North-South:*			1000	*North-South:*			1008	*North-South:*			1008
	East-West:		440	*East-West:*		451	*East-West:*			644	*East-West:*			655	*East-West:*			655
	SUM:		984	*SUM:*		1009	*SUM:*			1644	*SUM:*			1663	*SUM:*			1663
VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.708				1.154				1.167				1.167
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.608**				**1.054**				**1.067**				**1.067**
LEVEL OF SERVICE (LOS):			**A**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.057

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?			2			2				2				2				2	
Override Capacity			0			0				0				0				0	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — Δ*v/c* after mitigation: 0.003

Significant impacted? YES — Fully mitigated? YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	99	1	**99**	0	99	**99**	20	126	1	**126**	0	126	1	**126**	0	126	1	**126**
Left-Through		0							0				0				0	
Through	643	1	363	11	654	368	310	999	1	579	11	1010	1	584	11	1010	1	584
Through-Right		1							1				1				1	
Right	82	0	82	0	82	82	70	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	108	1	108	0	108	108	254	370	1	370	0	370	1	370	0	370	1	370
Left-Through		0							0				0				0	
Through	862	1	**528**	11	873	**536**	393	1317	1	**886**	11	1328	1	**894**	11	1328	1	**894**
Through-Right		1							1				1				1	
Right	194	0	194	4	198	198	247	455	0	455	4	459	0	459	4	459	0	459
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	74	1	**74**	3	77	**77**	204	283	1	**283**	3	286	1	**286**	3	286	1	**286**
Left-Through		0							0				0				0	
Through	349	1	244	0	349	244	415	789	1	471	0	789	1	471	0	789	1	471
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	5	153	0	153	0	153	0	153	0	153	0	153
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	129	1	129	0	129	129	51	189	1	189	0	189	1	189	0	189	1	189
Left-Through		0							0				0				0	
Through	658	1	**379**	0	658	**379**	264	969	1	**634**	0	969	1	**634**	0	969	1	**634**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	191	298	0	298	0	298	0	298	0	298	0	298
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		627	*North-South:*		635	*North-South:*			1012	*North-South:*			1020	*North-South:*			1020
	East-West:		453	*East-West:*		456	*East-West:*			917	*East-West:*			920	*East-West:*			920
	SUM:		1080	*SUM:*		1091	*SUM:*			1929	*SUM:*			1940	*SUM:*			1940
VOLUME/CAPACITY *(V/C)* RATIO:			0.758			0.766				1.354				1.361				1.361
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.658**			**0.666**				**1.254**				**1.261**				**1.261**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.251

	NB--	SB--	EB--	WB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?		2		
Override Capacity		0		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: **0.007** $\Delta v/c$ after mitigation: **-0.003**

Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		EXISTING BASE 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	49	1	**49**	0	49	**49**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	813	1	431	11	824	437	414	1286	1	670	11	1297	1	675	11	1297	1	675
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	822	1	**471**	11	833	**477**	457	1338	1	**734**	11	1349	1	**739**	11	1349	1	**739**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through		0							0				0				0	
	Through	68	0	**269**	0	68	**269**	0	73	0	**288**	0	73	0	**288**	0	73	0	**288**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	**48**	0	48	**48**	0	51	0	**51**	0	51	0	**51**	0	51	0	**51**
	Left-Through		0							0				0				0	
	Through	101	0	183	0	101	183	0	108	0	195	0	108	0	195	0	108	0	195
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		520	*North-South:*		526	*North-South:*			787	*North-South:*			792	*North-South:*			792
		East-West:		317	*East-West:*		317	*East-West:*			339	*East-West:*			339	*East-West:*			339
		SUM:		837	*SUM:*		843	*SUM:*			1126	*SUM:*			1131	*SUM:*			1131
	VOLUME/CAPACITY *(V/C)* RATIO:			0.558			0.562				0.751				0.754				0.754
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.458**			**0.462**				**0.651**				**0.654**				**0.654**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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

	MOVEMENT	EXISTING BASE 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	117	1	117	0	117	117	28	153	1	**153**	0	153	1	**153**	0	153	1	**153**
	Left-Through		0							0				0				0	
	Through	692	1	**395**	8	700	**399**	414	1156	1	632	8	1164	1	636	8	1164	1	636
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	3	94	**94**	0	98	1	98	3	101	1	101	3	101	1	101
	Left-Through		0							0				0				0	
	Through	674	2	337	8	682	341	457	1180	2	**590**	8	1188	2	**594**	8	1188	2	**594**
	Through-Right		0							0				0				0	
	Right	133	1	90	0	133	90	0	143	1	97	0	143	1	97	0	143	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	**86**	0	86	**86**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	649	1	358	0	649	358	172	868	1	481	0	868	1	481	0	868	1	481
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	23	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	103	1	103	0	103	103	2	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	911	1	**482**	0	911	**483**	105	1082	1	**569**	0	1082	1	**571**	0	1082	1	**571**
	Through-Right		1							1				1				1	
	Right	52	0	52	3	55	55	0	56	0	56	3	59	0	59	3	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		486	*North-South:*		493	*North-South:*			743	*North-South:*			747	*North-South:*			747
		East-West:		568	*East-West:*		569	*East-West:*			661	*East-West:*			663	*East-West:*			663
		SUM:		1054	*SUM:*		1062	*SUM:*			1404	*SUM:*			1410	*SUM:*			1410
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.708				0.936				0.940				0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.608**				**0.836**				**0.840**				**0.840**
LEVEL OF SERVICE (LOS):				B			B				D				D				D

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 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	320	1	**320**	0	320	**320**	0	343	1	**343**	0	343	1	**343**	0	343	1	**343**
	Left-Through		0							0				0				0	
	Through	1091	1	546	2	1093	547	259	1429	1	715	2	1431	1	716	2	1431	1	716
	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	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0				0				0	
	Through	933	2	**467**	2	935	**468**	279	1279	2	**640**	2	1281	2	**641**	2	1281	2	**641**
	Through-Right		0							0				0				0	
	Right	296	1	154	3	299	155	87	404	1	194	3	407	1	195	3	407	1	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	284	1	**284**	4	288	**288**	116	420	1	**420**	4	424	1	**424**	4	424	1	**424**
	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	498	1	178	0	498	178	0	534	1	191	0	534	1	191	0	534	1	191
	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:*	787		*North-South:*	788		*North-South:*	983			*North-South:*	984			*North-South:*	984
			East-West:	284		*East-West:*	288		*East-West:*	420			*East-West:*	424			*East-West:*	424
			SUM:	1071		*SUM:*	1076		*SUM:*	1403			*SUM:*	1408			*SUM:*	1408
	VOLUME/CAPACITY *(V/C)* RATIO:			0.752			0.755			0.985				0.988				0.988
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.652**			**0.655**			**0.885**				**0.888**				**0.888**
	LEVEL OF SERVICE (LOS):			**B**			**B**			**D**				**D**				**D**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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?			1			1				1				1				1
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	NB-- 0 SB--	EB-- 0 WB--		0 0	NB-- 0 SB--	EB-- 0 WB--		0 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	37	0	37	0	37	37	134	174	0	174	0	174	0	174	0	174	0	174
	Left-Through		0							0				0				0	
	Through	10	0	**52**	0	10	**52**	83	94	0	**279**	0	94	0	**279**	0	94	0	**279**
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	6	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	11	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		1							1				1				1	
	Through	0	0	46	0	0	46	39	39	0	**99**	0	39	0	**99**	0	39	0	**99**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	19	49	1	49	0	49	1	49	0	49	1	49
	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	161	10	289	166	224	523	1	393	10	533	1	398	10	533	1	398
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	217	263	0	263	0	263	0	263	0	263	0	263
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through		0							0				0				0	
	Through	2422	2	**830**	8	2430	**833**	130	2727	2	**945**	8	2735	2	**948**	8	2735	2	**948**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	35	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	98		*North-South:*	98		*North-South:*		378		*North-South:*		378		*North-South:*		378
			East-West:	830		*East-West:*	833		*East-West:*		945		*East-West:*		948		*East-West:*		948
			SUM:	928		*SUM:*	931		*SUM:*		1323		*SUM:*		1326		*SUM:*		1326
VOLUME/CAPACITY *(V/C)* RATIO:				0.651			0.653				0.928				0.931				0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.553**				**0.828**				**0.831**				**0.831**
LEVEL OF SERVICE (LOS):				**A**			**A**				**D**				**D**				**D**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	43	1	**43**	0	43	**43**	63	109	1	**109**	0	109	1	**109**	0	109	1	**109**
Left-Through		0							0				0				0	
Through	74	0	78	11	85	89	146	225	0	269	11	236	0	280	11	236	0	280
Through-Right		1							1				1				1	
Right	4	0	0	0	4	0	40	44	0	0	0	44	0	0	0	44	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	16	1	16	7	23	23	146	163	1	163	7	170	1	170	7	170	1	170
Left-Through		0							0				0				0	
Through	115	0	**151**	10	125	**161**	258	381	0	**608**	10	391	0	**618**	10	391	0	**618**
Through-Right		1							1				1				1	
Right	36	0	0	0	36	0	188	227	0	0	0	227	0	0	0	227	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	0	43	**43**	180	226	1	**226**	0	226	1	**226**	0	226	1	**226**
Left-Through		0							0				0				0	
Through	203	1	152	0	203	152	227	445	1	423	0	445	1	423	0	445	1	423
Through-Right		1							1				1				1	
Right	101	0	101	0	101	101	293	401	0	401	0	401	0	401	0	401	0	401
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	69	1	69	0	69	69	37	111	1	111	0	111	1	111	0	111	1	111
Left-Through		0							0				0				0	
Through	836	1	**463**	0	836	**464**	165	1061	1	**619**	0	1061	1	**621**	0	1061	1	**621**
Through-Right		1							1				1				1	
Right	89	0	89	3	92	92	82	177	0	177	3	180	0	180	3	180	0	180
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		194	*North-South:*		204	*North-South:*			717	*North-South:*			727	*North-South:*			727
	East-West:		506	*East-West:*		507	*East-West:*			845	*East-West:*			847	*East-West:*			847
	SUM:		700	*SUM:*		711	*SUM:*			1562	*SUM:*			1574	*SUM:*			1574
VOLUME/CAPACITY (*V/C*) RATIO:			0.467			0.474				1.041				1.049				1.049
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.367**			**0.374**				**0.941**				**0.949**				**0.949**
LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**0.939**

Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB-- 0 EB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			
Override Capacity			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		EXISTING BASE 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	69	1	**69**	0	69	**69**	39	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	93	0	118	8	101	126	164	264	0	**354**	8	272	0	**362**	8	272	0	**362**
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	63	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	2	38	38	204	243	1	**243**	2	245	1	**245**	2	245	1	**245**
	Left-Through		0							0				0				0	
	Through	165	0	**218**	8	173	**226**	91	268	0	413	8	276	0	421	8	276	0	421
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	88	145	0	0	0	145	0	0	0	145	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	1	**14**	0	14	**14**	118	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	369	1	212	0	369	212	572	968	1	549	0	968	1	549	0	968	1	549
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	70	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	77	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	765	1	**398**	0	765	**399**	362	1182	1	**630**	0	1182	1	**631**	0	1182	1	**631**
	Through-Right		1							1				1				1	
	Right	31	0	31	2	33	33	44	77	0	77	2	79	0	79	2	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		287	*North-South:*		295	*North-South:*			597	*North-South:*			607	*North-South:*			607
		East-West:		412	*East-West:*		413	*East-West:*			763	*East-West:*			764	*East-West:*			764
		SUM:		699	*SUM:*		708	*SUM:*			1360	*SUM:*			1371	*SUM:*			1371
	VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.472				0.907				0.914				0.914
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.366**			**0.372**				**0.807**				**0.814**				**0.814**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**D**				**D**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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 BASE 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	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	44	0	**60**	0	44	**60**	0	46	0	**62**	0	46	0	**62**	0	46	0	**62**
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	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	243	1	206	10	253	211	155	408	1	319	10	418	1	324	10	418	1	324
	Through-Right		1							1				1				1	
	Right	169	0	169	0	169	169	54	230	0	230	0	230	0	230	0	230	0	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	2686	2	**919**	8	2694	**922**	281	3076	2	**1050**	8	3084	2	**1053**	8	3084	2	**1053**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	60		*North-South:*	60		*North-South:*	62			*North-South:*	62			*North-South:*	62	
			East-West:	919		*East-West:*	922		*East-West:*	1050			*East-West:*	1053			*East-West:*	1053	
			SUM:	979		*SUM:*	982		*SUM:*	1112			*SUM:*	1115			*SUM:*	1115	
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.655				0.741				0.743				0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.555**				**0.641**				**0.643**				**0.643**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	53	1	**53**	0	53	**53**	0	55	1	55	0	55	1	55	0	55	1	55
	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	33	1	33	0	33	33	37	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	252	2	126	10	262	131	155	417	2	209	10	427	2	214	10	427	2	214
	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	2730	3	**910**	8	2738	**913**	244	3085	3	**1028**	8	3093	3	**1031**	8	3093	3	**1031**
	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:*		53	*North-South:*		53	*North-South:*			71	*North-South:*			71	*North-South:*			71
		East-West:		910	*East-West:*		913	*East-West:*			1028	*East-West:*			1031	*East-West:*			1031
		SUM:		963	*SUM:*		966	*SUM:*			1099	*SUM:*			1102	*SUM:*			1102
	VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.644				0.733				0.735				0.735
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.544**				**0.633**				**0.635**				**0.635**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	1300	1	660	0	1300	660	42	1436	1	729	0	1436	1	729	0	1436	1	729
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND Through-Right		0							0				0				0	
NORTHBOUND Right	20	0	660	0	20	660	0	21	0	729	0	21	0	729	0	21	0	729
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND 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
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Through-Right		0							0				0				0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND 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
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	306	2	153	10	316	158	160	488	2	244	10	498	2	249	10	498	2	249
EASTBOUND Through-Right		0							0				0				0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND 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
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	1784	3	595	8	1792	597	224	2137	3	712	8	2145	3	715	8	2145	3	715
WESTBOUND Through-Right		0							0				0				0	
WESTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		660	North-South:		660	North-South:			729	North-South:			729	North-South:			729
	East-West:		595	East-West:		597	East-West:			712	East-West:			715	East-West:			715
	SUM:		1255	SUM:		1257	SUM:			1441	SUM:			1444	SUM:			1444
VOLUME/CAPACITY (V/C) RATIO:			0.837			0.838				0.961				0.963				0.963
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.738				0.861				0.863				0.863
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING BASE 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	115	1	**115**	0	115	**115**	13	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	3	0	66	0	3	66	0	3	0	71	0	3	0	71	0	3	0	71
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	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	160	1	**160**	4	164	**164**	31	203	1	**203**	4	207	1	**207**	4	207	1	**207**
	Left-Through		0							0				0				0	
	Through	275	2	138	6	281	141	125	420	2	210	6	426	2	213	6	426	2	213
	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	1054	1	**692**	3	1057	**694**	150	1280	1	**817**	3	1283	1	**819**	3	1283	1	**819**
	Through-Right		1							1				1				1	
	Right	330	0	330	0	330	330	0	354	0	354	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		115	*North-South:*		115	*North-South:*			136	*North-South:*			136	*North-South:*			136
		East-West:		852	*East-West:*		858	*East-West:*			1020	*East-West:*			1026	*East-West:*			1026
		SUM:		967	*SUM:*		973	*SUM:*			1156	*SUM:*			1162	*SUM:*			1162
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.683				0.811				0.815				0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**			**0.583**				**0.711**				**0.715**				**0.715**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

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

Alternative 3 PM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	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	734	1	**440**	0	734	**440**	75	862	1	**514**	0	862	1	**514**	0	862	1	**514**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	10	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	251	2	126	0	251	126	63	332	2	166	0	332	2	166	0	332	2	166
	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	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	1343	0	**756**	3	1346	**758**	509	1949	0	**1072**	3	1952	0	**1074**	3	1952	0	**1074**
	Through-Right		1							1				1				1	
	Right	88	0	756	0	88	758	14	108	0	1072	0	108	0	1074	0	108	0	1074
	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:*		532	*North-South:*		532	*North-South:*			613	*North-South:*			613	*North-South:*			613
		East-West:		756	*East-West:*		758	*East-West:*			1072	*East-West:*			1074	*East-West:*			1074
		SUM:		1288	*SUM:*		1290	*SUM:*			1685	*SUM:*			1687	*SUM:*			1687
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.860				1.123				1.125				1.125
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.759**			**0.760**				**1.023**				**1.025**				**1.025**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	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	814	1	**441**	0	814	**441**	85	958	1	**520**	0	958	1	**520**	0	958	1	**520**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	10	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	286	1	235	0	286	235	79	386	1	340	0	386	1	340	0	386	1	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	
EASTBOUND	Left	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	931	2	**273**	3	934	**274**	372	1370	2	**386**	3	1373	2	**387**	3	1373	2	**387**
	Through-Right		1							1				1				1	
	Right	81	0	273	0	81	274	0	87	0	386	0	87	0	387	0	87	0	387
	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:		487	North-South:		487	North-South:			569	North-South:			569	North-South:			569
		East-West:		273	East-West:		274	East-West:			386	East-West:			387	East-West:			387
		SUM:		760	SUM:		761	SUM:			955	SUM:			956	SUM:			956
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.507				0.637				0.637				0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.407**				**0.537**				**0.537**				**0.537**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	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	792	1	**536**	0	792	**536**	27	876	1	**611**	0	876	1	**611**	0	876	1	**611**
	Through-Right		1							1				1				1	
	Right	279	0	279	0	279	279	47	346	0	346	0	346	0	346	0	346	0	346
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	**67**	4	71	**71**	0	72	1	**72**	4	76	1	**76**	4	76	1	**76**
	Left-Through		0							0				0				0	
	Through	248	2	124	0	248	124	71	337	2	169	0	337	2	169	0	337	2	169
	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	65	0	65	0	65	65	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		1							1				1				1	
	Through	1400	2	**391**	3	1403	**392**	524	2025	2	**550**	3	2028	2	**551**	3	2028	2	**551**
	Through-Right		1							1				1				1	
	Right	98	0	391	0	98	392	0	105	0	550	0	105	0	551	0	105	0	551
	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:*		603	*North-South:*		607	*North-South:*			683	*North-South:*			687	*North-South:*			687
		East-West:		391	*East-West:*		392	*East-West:*			550	*East-West:*			551	*East-West:*			551
		SUM:		994	*SUM:*		999	*SUM:*			1233	*SUM:*			1238	*SUM:*			1238
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.701				0.865				0.869				0.869
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.601**				**0.765**				**0.769**				**0.769**
LEVEL OF SERVICE (LOS):				**A**			**B**				**C**				**C**				**C**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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?			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	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	829	1	**519**	0	829	**524**	81	970	1	**623**	0	970	1	**628**	0	970	1	**628**
	Through-Right		1							1				1				1	
	Right	208	0	208	10	218	218	52	275	0	275	10	285	0	285	10	285	0	285
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	38	1	**38**	0	38	**38**	18	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	285	2	143	0	285	143	59	365	2	183	0	365	2	183	0	365	2	183
	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	138	1	138	0	138	138	5	153	1	153	0	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	727	2	**364**	3	730	**365**	388	1167	2	**584**	3	1170	2	**585**	3	1170	2	**585**
	Through-Right		0							0				0				0	
	Right	127	1	127	0	127	127	3	139	1	139	0	139	1	139	0	139	1	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	4	182	**182**	43	234	1	234	4	238	1	238	4	238	1	238
	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	328	2	**180**	1	329	181	420	772	2	**425**	1	773	2	**425**	1	773	2	**425**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		557	North-South:		562	North-South:			682	North-South:			687	North-South:			687
		East-West:		544	East-West:		547	East-West:			1009	East-West:			1010	East-West:			1010
		SUM:		1101	SUM:		1109	SUM:			1691	SUM:			1697	SUM:			1697
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.807				1.230				1.234				1.234
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.707**				**1.130**				**1.134**				**1.134**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	17	1	17	0	17	17	12	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	1670	2	**835**	3	1673	**837**	827	2617	2	**1309**	3	2620	2	**1310**	3	2620	2	**1310**
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	573	2	202	4	577	203	385	999	2	345	4	1003	2	346	4	1003	2	346
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	270	1	**246**	2	272	**247**	394	683	1	**402**	2	685	1	**403**	2	685	1	**403**
Left-Through		1							1				1				1	
Through	468	1	246	0	468	247	22	524	1	402	0	524	1	403	0	524	1	403
Through-Right		1							1				1				1	
Right	193	0	193	0	193	193	33	240	0	240	0	240	0	240	0	240	0	240
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		835	*North-South:*		837	*North-South:*			1309	*North-South:*			1310	*North-South:*			1310
	East-West:		246	*East-West:*		247	*East-West:*			402	*East-West:*			403	*East-West:*			403
	SUM:		1081	*SUM:*		1084	*SUM:*			1711	*SUM:*			1713	*SUM:*			1713
VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.761				1.201				1.202				1.202
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.659			0.661				1.101				1.102				1.102
LEVEL OF SERVICE (LOS):			B			B				F				F				F

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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?			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	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	1155	2	**578**	3	1158	**579**	743	1981	2	**991**	3	1984	2	**992**	3	1984	2	**992**
	Through-Right		0							0				0				0	
	Right	177	1	118	1	178	119	374	564	1	496	1	565	1	497	1	565	1	497
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	84	232	1	**232**	0	232	1	**232**	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	712	3	237	5	717	239	695	1458	3	486	5	1463	3	488	5	1463	3	488
	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	383	2	**211**	0	383	**211**	33	444	2	**244**	0	444	2	**244**	0	444	2	**244**
	Left-Through		0							0				0				0	
	Through	40	1	40	0	40	40	2	45	1	45	0	45	1	45	0	45	1	45
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	6	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	118	0	118	118	9	136	1	136	0	136	1	136	0	136	1	136
	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	139	1	**139**	0	139	**139**	64	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		717	*North-South:*			1223	*North-South:*			1224	*North-South:*			1224
		East-West:		350	*East-West:*		350	*East-West:*			457	*East-West:*			457	*East-West:*			457
		SUM:		1066	*SUM:*		1067	*SUM:*			1680	*SUM:*			1681	*SUM:*			1681
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.749				1.179				1.180				1.180
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.649**				**1.079**				**1.080**				**1.080**
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	78	1	**78**	0	78	**78**	247	331	1	**331**	0	331	1	**331**	0	331	1	**331**
	Left-Through		0							0				0				0	
	Through	779	2	390	4	783	392	965	1800	2	900	4	1804	2	902	4	1804	2	902
	Through-Right		0							0				0				0	
	Right	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	0	52	52	16	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	779	2	**390**	10	789	**395**	837	1672	2	**836**	10	1682	2	**841**	10	1682	2	**841**
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	47	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	62	431	1	**431**	0	431	1	**431**	0	431	1	**431**
	Left-Through		0							0				0				0	
	Through	683	1	392	0	683	392	173	905	1	659	0	905	1	659	0	905	1	659
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	305	413	0	413	0	413	0	413	0	413	0	413
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	2	2	0	27	27	0	0	2	29	0	0	2	29	0	0
	Left-Through		0							0				0				0	
	Through	280	1	**148**	0	280	**148**	147	447	1	**240**	0	447	1	**240**	0	447	1	**240**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	15	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		468	*North-South:*		473	*North-South:*			1167	*North-South:*			1172	*North-South:*			1172
		East-West:		492	*East-West:*		492	*East-West:*			671	*East-West:*			671	*East-West:*			671
		SUM:		960	*SUM:*		965	*SUM:*			1838	*SUM:*			1843	*SUM:*			1843
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.677				1.290				1.293				1.293
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.577**				**1.190**				**1.193**				**1.193**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		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?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	168	1	**168**	3	171	**171**	103	283	1	**283**	3	286	1	**286**	3	286	1	**286**
	Left-Through		0							0				0				0	
	Through	840	2	420	4	844	422	820	1721	2	861	4	1725	2	863	4	1725	2	863
	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	788	2	**394**	12	800	**400**	857	1702	2	**851**	12	1714	2	**857**	12	1714	2	**857**
	Through-Right		0							0				0				0	
	Right	148	1	148	0	148	148	17	176	1	176	0	176	1	176	0	176	1	176
	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	106	0	106	9	115	115	45	159	0	159	9	168	0	168	9	168	0	168
	Left-Through		1							1				1				1	
	Through	610	3	**179**	0	610	**181**	505	1159	3	330	0	1159	3	332	0	1159	3	332
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	261	336	1	**336**	0	336	1	**336**	0	336	1	**336**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		562	*North-South:*		571	*North-South:*			1134	*North-South:*			1143	*North-South:*			1143
		East-West:		179	*East-West:*		181	*East-West:*			336	*East-West:*			336	*East-West:*			336
		SUM:		741	*SUM:*		752	*SUM:*			1470	*SUM:*			1479	*SUM:*			1479
	VOLUME/CAPACITY *(V/C)* RATIO:			0.520			0.528				1.032				1.038				1.038
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.420**			**0.428**				**0.932**				**0.938**				**0.938**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**0.928**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		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	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	813	1	**450**	7	820	**453**	785	1657	1	**875**	7	1664	1	**878**	7	1664	1	**878**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	4	129	**129**	43	177	1	**177**	4	181	1	**181**	4	181	1	**181**
	Left-Through		0							0				0				0	
	Through	743	2	372	17	760	380	670	1467	2	734	17	1484	2	742	17	1484	2	742
	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	140	0	140	0	140	140	92	242	0	242	0	242	0	242	0	242	0	242
	Left-Through		1							1				1				1	
	Through	1388	2	**509**	8	1396	**512**	362	1850	2	**697**	8	1858	2	**700**	8	1858	2	**700**
	Through-Right		0							0				0				0	
	Right	163	1	163	0	163	163	117	292	1	292	0	292	1	292	0	292	1	292
	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:*		575	*North-South:*		582	*North-South:*			1052	*North-South:*			1059	*North-South:*			1059
		East-West:		509	*East-West:*		512	*East-West:*			697	*East-West:*			700	*East-West:*			700
		SUM:		1084	*SUM:*		1094	*SUM:*			1749	*SUM:*			1759	*SUM:*			1759
	VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.729				1.166				1.173				1.173
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.623**			**0.629**				**1.066**				**1.073**				**1.073**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**1.063**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	-0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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	111	1	111	0	111	111	83	202	1	202	0	202	1	202	0	202	1	202
Left-Through		0							0				0				0	
Through	793	1	**450**	16	809	**458**	645	1495	1	**805**	16	1511	1	**813**	16	1511	1	**813**
Through-Right		1							1				1				1	
Right	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	0	115
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	**107**	0	107	**107**	186	301	1	**301**	0	301	1	**301**	0	301	1	**301**
Left-Through		0							0				0				0	
Through	695	1	395	6	701	401	512	1257	1	712	6	1263	1	718	6	1263	1	718
Through-Right		1							1				1				1	
Right	94	0	94	6	100	100	65	166	0	166	6	172	0	172	6	172	0	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	119	1	119	14	133	133	64	192	1	192	14	206	1	206	14	206	1	206
Left-Through		0							0				0				0	
Through	763	1	**429**	0	763	**429**	322	1140	1	**656**	0	1140	1	**656**	0	1140	1	**656**
Through-Right		1							1				1				1	
Right	94	0	94	0	94	94	71	172	0	172	0	172	0	172	0	172	0	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	**45**	0	45	**45**	64	112	1	**112**	0	112	1	**112**	0	112	1	**112**
Left-Through		0							0				0				0	
Through	268	1	163	0	268	163	315	602	1	392	0	602	1	392	0	602	1	392
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	121	182	0	182	0	182	0	182	0	182	0	182
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		557	*North-South:*		565	*North-South:*			1106	*North-South:*			1114	*North-South:*			1114
	East-West:		474	*East-West:*		474	*East-West:*			768	*East-West:*			768	*East-West:*			768
	SUM:		1031	*SUM:*		1039	*SUM:*			1874	*SUM:*			1882	*SUM:*			1882
VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.729				1.315				1.321				1.321
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.624**			**0.629**				**1.215**				**1.221**				**1.221**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.211**

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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	97	1	97	0	97	97	10	114	1	114	0	114	1	114	0	114	1	114
Left-Through		0							0				0				0	
Through	801	1	**451**	12	813	**457**	417	1276	1	**729**	12	1288	1	**735**	12	1288	1	**735**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	74	181	0	181	0	181	0	181	0	181	0	181
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	119	1	**119**	0	119	**119**	196	324	1	**324**	0	324	1	**324**	0	324	1	**324**
Left-Through		0							0				0				0	
Through	675	1	366	5	680	370	351	1075	1	670	5	1080	1	673	5	1080	1	673
Through-Right		1							1				1				1	
Right	57	0	57	2	59	59	203	264	0	264	2	266	0	266	2	266	0	266
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	91	1	91	4	95	95	236	334	1	**334**	4	338	1	**338**	4	338	1	**338**
Left-Through		0							0				0				0	
Through	694	1	**396**	0	694	**396**	316	1060	1	593	0	1060	1	593	0	1060	1	593
Through-Right		1							1				1				1	
Right	97	0	97	0	97	97	21	125	0	125	0	125	0	125	0	125	0	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	75	1	**75**	0	75	**75**	86	166	1	166	0	166	1	166	0	166	1	166
Left-Through		0							0				0				0	
Through	390	1	259	0	390	259	494	912	1	**670**	0	912	1	**670**	0	912	1	**670**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	292	428	0	428	0	428	0	428	0	428	0	428
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		570	*North-South:*		576	*North-South:*			1053	*North-South:*			1059	*North-South:*			1059
	East-West:		471	*East-West:*		471	*East-West:*			1004	*East-West:*			1008	*East-West:*			1008
	SUM:		1041	*SUM:*		1047	*SUM:*			2057	*SUM:*			2067	*SUM:*			2067
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.735				1.444				1.451				1.451
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.635				1.344				1.351				1.351
LEVEL OF SERVICE (LOS):			B			B				F				F				F
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.341

	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?										
Right Turns: FREE-1, NRTOR-2 or OLA-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?										
Override Capacity										

	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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	-0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	773	1	394	12	785	400	510	1339	1	678	12	1351	1	684	12	1351	1	684
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1114	1	**649**	5	1119	**652**	472	1666	1	**932**	5	1671	1	**934**	5	1671	1	**934**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	197	0	197	0	197	0	197	0	197	0	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	0	95	0	95	95	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through		0							0				0				0	
	Through	17	0	**146**	0	17	**146**	0	18	0	**156**	0	18	0	**156**	0	18	0	**156**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	**24**	0	24	**24**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	17	0	61	0	17	61	0	18	0	65	0	18	0	65	0	18	0	65
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		666	*North-South:*		669	*North-South:*			950	*North-South:*			952	*North-South:*			952
		East-West:		170	*East-West:*		170	*East-West:*			182	*East-West:*			182	*East-West:*			182
		SUM:		836	*SUM:*		839	*SUM:*			1132	*SUM:*			1134	*SUM:*			1134
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.559				0.755				0.756				0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.459**				**0.655**				**0.656**				**0.656**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	101	1	**101**	0	101	**101**	30	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	697	1	425	9	706	430	510	1257	1	712	9	1266	1	716	9	1266	1	716
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	2	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	1	100	100	0	106	1	106	1	107	1	107	1	107	1	107
	Left-Through		0							0				0				0	
	Through	892	2	**446**	3	895	**448**	472	1428	2	**714**	3	1431	2	**716**	3	1431	2	**716**
	Through-Right		0							0				0				0	
	Right	93	1	59	0	93	59	0	100	1	63	0	100	1	63	0	100	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1178	1	**626**	0	1178	**626**	149	1412	1	**763**	0	1412	1	**763**	0	1412	1	**763**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	35	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	**97**	0	97	**97**	4	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	835	1	439	0	835	441	181	1076	1	561	0	1076	1	563	0	1076	1	563
	Through-Right		1							1				1				1	
	Right	43	0	43	3	46	46	0	46	0	46	3	49	0	49	3	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		547	*North-South:*		549	*North-South:*			852	*North-South:*			854	*North-South:*			854
		East-West:		723	*East-West:*		723	*East-West:*			871	*East-West:*			871	*East-West:*			871
		SUM:		1270	*SUM:*		1272	*SUM:*			1723	*SUM:*			1725	*SUM:*			1725
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.848				1.149				1.150				1.150
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.747**			**0.748**				**1.049**				**1.050**				**1.050**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			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	416	1	**416**	0	416	**416**	0	446	1	**446**	0	446	1	**446**	0	446	1	**446**
	Left-Through		0							0				0				0	
	Through	915	1	458	2	917	459	332	1313	1	657	2	1315	1	658	2	1315	1	658
	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	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1177	2	**589**	1	1178	**589**	314	1576	2	**788**	1	1577	2	**789**	1	1577	2	**789**
	Through-Right		0							0				0				0	
	Right	467	1	404	1	468	403	71	572	1	441	1	573	1	440	1	573	1	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	126	1	**126**	4	130	**130**	127	262	1	**262**	4	266	1	**266**	4	266	1	**266**
	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	287	1	0	0	287	0	0	308	1	0	0	308	1	0	0	308	1	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	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:*		1005	*North-South:*		1005	*North-South:*			1234	*North-South:*			1235	*North-South:*			1235
		East-West:		126	*East-West:*		130	*East-West:*			262	*East-West:*			266	*East-West:*			266
		SUM:		1131	*SUM:*		1135	*SUM:*			1496	*SUM:*			1501	*SUM:*			1501
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.796				1.050				1.053				1.053
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.694**			**0.696**				**0.950**				**0.953**				**0.953**
LEVEL OF SERVICE (LOS):				**B**			**B**				**E**				**E**				**E**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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?	1	1	1	1	1
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?	2	2	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	53	0	53	0	53	53	233	290	0	290	0	290	0	290	0	290	0	290
	Left-Through		0							0				0				0	
	Through	19	0	**75**	0	19	**75**	61	81	0	**378**	0	81	0	**378**	0	81	0	**378**
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	4	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	0	**75**	0	75	**75**	67	147	0	147	0	147	0	147	0	147	0	147
	Left-Through		1							1				1				1	
	Through	0	0	75	0	0	75	86	86	0	**233**	0	86	0	**233**	0	86	0	**233**
	Through-Right		0							0				0				0	
	Right	30	1	30	0	30	30	115	147	1	147	0	147	1	147	0	147	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	1542	1	**793**	4	1546	**795**	183	1836	1	**1060**	4	1840	1	**1062**	4	1840	1	**1062**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	238	284	0	284	0	284	0	284	0	284	0	284
	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	562	2	201	9	571	204	271	874	2	311	9	883	2	314	9	883	2	314
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	14	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		150	*North-South:*		150	*North-South:*			611	*North-South:*			611	*North-South:*			611
		East-West:		793	*East-West:*		795	*East-West:*			1060	*East-West:*			1062	*East-West:*			1062
		SUM:		943	*SUM:*		945	*SUM:*			1671	*SUM:*			1673	*SUM:*			1673
	VOLUME/CAPACITY *(V/C)* RATIO:			0.662			0.663				1.173				1.174				1.174
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.562**			**0.563**				**1.073**				**1.074**				**1.074**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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--	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	47	1	47	0	47	47	144	194	1	**194**	0	194	1	**194**	0	194	1	**194**
	Left-Through		0							0				0				0	
	Through	146	0	**199**	12	158	**211**	261	418	0	582	12	430	0	594	12	430	0	594
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	107	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	3	31	**31**	135	165	1	165	3	168	1	168	3	168	1	168
	Left-Through		0							0				0				0	
	Through	123	0	160	5	128	165	239	371	0	**717**	5	376	0	**722**	5	376	0	**722**
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	306	346	0	0	0	346	0	0	0	346	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	194	293	1	293	0	293	1	293	0	293	1	293
	Left-Through		0							0				0				0	
	Through	830	1	**455**	0	830	**455**	200	1090	1	**676**	0	1090	1	**676**	0	1090	1	**676**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	175	261	0	261	0	261	0	261	0	261	0	261
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	19	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	259	1	139	0	259	141	207	485	1	313	0	485	1	315	0	485	1	315
	Through-Right		1							1				1				1	
	Right	19	0	19	4	23	23	120	140	0	140	4	144	0	144	4	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		227	*North-South:*		242	*North-South:*			911	*North-South:*			916	*North-South:*			916
		East-West:		475	*East-West:*		475	*East-West:*			716	*East-West:*			716	*East-West:*			716
		SUM:		702	*SUM:*		717	*SUM:*			1627	*SUM:*			1632	*SUM:*			1632
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.478				1.085				1.088				1.088
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.368**			**0.378**				**0.985**				**0.988**				**0.988**
LEVEL OF SERVICE (LOS):				**A**			**A**				**E**				**E**				**E**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		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	65	1	65	0	65	65	73	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	149	0	**199**	9	158	**208**	168	328	0	**443**	9	337	0	**452**	9	337	0	**452**
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	61	115	0	0	0	115	0	0	0	115	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	1	29	**29**	122	152	1	**152**	1	153	1	**153**	1	153	1	**153**
	Left-Through		0							0				0				0	
	Through	115	0	149	4	119	153	107	230	0	410	4	234	0	414	4	234	0	414
	Through-Right		1							1				1				1	
	Right	34	0	0	0	34	0	144	180	0	0	0	180	0	0	0	180	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	76	0	76	76	122	203	1	**203**	0	203	1	**203**	0	203	1	**203**
	Left-Through		0							0				0				0	
	Through	764	1	**427**	0	764	**427**	376	1195	1	670	0	1195	1	670	0	1195	1	670
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	49	145	0	145	0	145	0	145	0	145	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	**31**	0	31	**31**	80	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	374	1	198	0	374	199	770	1171	1	**697**	0	1171	1	**699**	0	1171	1	**699**
	Through-Right		1							1				1				1	
	Right	21	0	21	3	24	24	200	223	0	223	3	226	0	226	3	226	0	226
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		227	*North-South:*		237	*North-South:*			595	*North-South:*			605	*North-South:*			605
		East-West:		458	*East-West:*		458	*East-West:*			900	*East-West:*			902	*East-West:*			902
		SUM:		685	*SUM:*		695	*SUM:*			1495	*SUM:*			1507	*SUM:*			1507
	VOLUME/CAPACITY *(V/C)* RATIO:			0.457			0.463				0.997				1.005				1.005
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.357**			**0.363**				**0.897**				**0.905**				**0.905**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**E**				**E**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**0.895**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	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:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	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	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right		0							0				0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	73	0	**94**	0	73	**94**	0	76	0	**98**	0	76	0	**98**	0	76	0	**98**
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	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	1201	2	601	4	1205	603	267	1517	2	759	4	1521	2	761	4	1521	2	761
	Through-Right		1							1				1				1	
	Right	791	0	**791**	0	791	**791**	63	886	0	**886**	0	886	0	**886**	0	886	0	**886**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**0**	0	4	**0**	0	4	0	**0**	0	4	0	**0**	0	4	0	**0**
	Left-Through		0							0				0				0	
	Through	1133	1	621	9	1142	625	284	1463	1	788	9	1472	1	792	9	1472	1	792
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		94	*North-South:*		94	*North-South:*			98	*North-South:*			98	*North-South:*			98
		East-West:		791	*East-West:*		791	*East-West:*			886	*East-West:*			886	*East-West:*			886
		SUM:		885	*SUM:*		885	*SUM:*			984	*SUM:*			984	*SUM:*			984
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.590				0.656				0.656				0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.490**			**0.490**				**0.556**				**0.556**				**0.556**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	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	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	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	11	1	11	0	11	11	23	34	1	34	0	34	1	34	0	34	1	34
	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	1236	3	412	4	1240	413	267	1553	3	518	4	1557	3	519	4	1557	3	519
	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	1243	2	**622**	9	1252	**626**	261	1554	2	**777**	9	1563	2	**782**	9	1563	2	**782**
	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:		45	North-South:		45	North-South:			47	North-South:			47	North-South:			47
		East-West:		622	East-West:		626	East-West:			777	East-West:			782	East-West:			782
		SUM:		667	SUM:		671	SUM:			824	SUM:			829	SUM:			829
VOLUME/CAPACITY (V/C) RATIO:				0.445			0.447				0.549				0.553				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			0.347				0.449				0.453				0.453
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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 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?	2	2	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	332	1	**272**	0	332	**272**	74	430	1	**328**	0	430	1	**328**	0	430	1	**328**
	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	211	0	272	0	211	272	0	226	0	328	0	226	0	328	0	226	0	328
	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	1088	3	**363**	4	1092	**364**	267	1433	3	**478**	4	1437	3	**479**	4	1437	3	**479**
	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	598	2	299	9	607	304	210	851	2	426	9	860	2	430	9	860	2	430
	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:*	272		*North-South:*	272		*North-South:*	328			*North-South:*	328			*North-South:*	328	
			East-West:	363		*East-West:*	364		*East-West:*	478			*East-West:*	479			*East-West:*	479	
			SUM:	635		*SUM:*	636		*SUM:*	806			*SUM:*	807			*SUM:*	807	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.423			0.424			0.537				0.538				0.538	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.323			0.324			0.437				0.438				0.438	
	LEVEL OF SERVICE (LOS):			A			A			A				A				A	

REMARKS:

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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	41	1	41	0	41	41	7	51	1	51	0	51	1	51	0	51	1	51
Left-Through		0							0				0				0	
Through	10	0	**93**	0	10	**93**	0	11	0	**100**	0	11	0	**100**	0	11	0	**100**
Through-Right		1							1				1				1	
Right	83	0	0	0	83	0	0	89	0	0	0	89	0	0	0	89	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	644	1	**644**	2	646	**646**	69	759	1	**759**	2	761	1	**761**	2	761	1	**761**
Left-Through		0							0				0				0	
Through	898	2	449	2	900	450	186	1149	2	575	2	1151	2	576	2	1151	2	576
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	361	1	**308**	4	365	**310**	151	538	1	**405**	4	542	1	**407**	4	542	1	**407**
Through-Right		1							1				1				1	
Right	254	0	254	0	254	254	0	272	0	272	0	272	0	272	0	272	0	272
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		93	*North-South:*		93	*North-South:*			100	*North-South:*			100	*North-South:*			100
	East-West:		952	*East-West:*		956	*East-West:*			1164	*East-West:*			1168	*East-West:*			1168
	SUM:		1045	*SUM:*		1049	*SUM:*			1264	*SUM:*			1268	*SUM:*			1268
VOLUME/CAPACITY *(V/C)* RATIO:			0.733			0.736				0.887				0.890				0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.633**			**0.636**				**0.787**				**0.790**				**0.790**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

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

Alternative 2 AM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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 BASE 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	259	1	156	0	259	156	40	318	1	190	0	318	1	190	0	318	1	190
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	4	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	540	2	**270**	0	540	**270**	70	649	2	**325**	0	649	2	**325**	0	649	2	**325**
	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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		1							1				1				1	
	Through	436	0	**291**	1	437	**291**	476	943	0	**552**	1	944	0	**552**	1	944	0	**552**
	Through-Right		1							1				1				1	
	Right	98	0	291	0	98	291	5	110	0	552	0	110	0	552	0	110	0	552
	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:*		270	*North-South:*		270	*North-South:*			325	*North-South:*			325	*North-South:*			325
		East-West:		291	*East-West:*		291	*East-West:*			552	*East-West:*			552	*East-West:*			552
		SUM:		561	*SUM:*		561	*SUM:*			877	*SUM:*			877	*SUM:*			877
VOLUME/CAPACITY *(V/C)* RATIO:				0.374			0.374				0.585				0.585				0.585
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.274			0.274				0.485				0.485				0.485
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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 BASE 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	306	1	178	0	306	178	44	372	1	215	0	372	1	215	0	372	1	215
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	4	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		1							1				1				1	
	Through	594	1	**336**	0	594	**336**	74	711	1	**398**	0	711	1	**398**	0	711	1	**398**
	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	55	0	55	0	55	55	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		1							1				1				1	
	Through	452	2	**167**	1	453	**167**	380	865	2	**274**	1	866	2	**274**	1	866	2	**274**
	Through-Right		1							1				1				1	
	Right	159	0	167	0	159	167	0	170	0	274	0	170	0	274	0	170	0	274
	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:*		336	*North-South:*		336	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		167	*East-West:*		167	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		503	*SUM:*		503	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.335				0.448				0.448				0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.348**				**0.348**				**0.348**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING BASE 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	337	1	216	0	337	216	25	386	1	**268**	0	386	1	**268**	0	386	1	**268**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	48	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	1	36	36	0	38	1	**38**	1	39	1	**39**	1	39	1	**39**
	Left-Through		0							0				0				0	
	Through	522	2	**261**	0	522	**261**	46	606	2	303	0	606	2	303	0	606	2	303
	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	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	401	2	**132**	1	402	**133**	480	910	2	**262**	1	911	2	**262**	1	911	2	**262**
	Through-Right		1							1				1				1	
	Right	101	0	132	0	101	133	0	108	0	262	0	108	0	262	0	108	0	262
	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:*		261	*North-South:*		261	*North-South:*			306	*North-South:*			307	*North-South:*			307
		East-West:		132	*East-West:*		133	*East-West:*			262	*East-West:*			262	*East-West:*			262
		SUM:		393	*SUM:*		394	*SUM:*			568	*SUM:*			569	*SUM:*			569
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.276				0.399				0.399				0.399
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.176**			**0.176**				**0.299**				**0.299**				**0.299**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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?			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	
	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?			2			2			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	409	1	**238**	0	409	**239**	44	483	1	**283**	0	483	1	**285**	0	483	1	**285**
Through-Right		1							1				1				1	
Right	66	0	66	3	69	69	12	83	0	83	3	86	0	86	3	86	0	86
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	24	1	**24**	0	24	**24**	30	56	1	**56**	0	56	1	**56**	0	56	1	**56**
Left-Through		0							0				0				0	
Through	487	2	244	0	487	244	54	576	2	288	0	576	2	288	0	576	2	288
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	57	1	57	0	57	57	13	74	1	74	0	74	1	74	0	74	1	74
Left-Through		0							0				0				0	
Through	341	2	**171**	1	342	**171**	401	767	2	**384**	1	768	2	**384**	1	768	2	**384**
Through-Right		0							0				0				0	
Right	129	1	129	0	129	129	8	146	1	146	0	146	1	146	0	146	1	146
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	309	1	**309**	0	309	**309**	28	359	1	359	0	359	1	359	0	359	1	359
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	486	2	267	0	486	267	306	827	2	**455**	0	827	2	**455**	0	827	2	**455**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		262	*North-South:*		263	*North-South:*			339	*North-South:*			341	*North-South:*			341
	East-West:		480	*East-West:*		480	*East-West:*			839	*East-West:*			839	*East-West:*			839
	SUM:		742	*SUM:*		743	*SUM:*			1178	*SUM:*			1180	*SUM:*			1180
VOLUME/CAPACITY *(V/C)* RATIO:			0.540			0.540				0.857				0.858				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.440**			**0.440**				**0.757**				**0.758**				**0.758**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	39	1	39	0	39	39	5	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	650	2	**325**	0	650	**325**	532	1229	2	**615**	0	1229	2	**615**	0	1229	2	**615**
	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	757	2	278	1	758	278	432	1244	2	442	1	1245	2	442	1	1245	2	442
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
	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	492	1	492	1	493	493	473	1000	1	**820**	1	1001	1	**821**	1	1001	1	**821**
	Left-Through		1							1				1				1	
	Through	1319	1	**493**	0	1319	**660**	47	1461	1	820	0	1461	1	821	0	1461	1	821
	Through-Right		1							1				1				1	
	Right	159	0	159	0	159	159	23	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		325	*North-South:*		325	*North-South:*			615	*North-South:*			615	*North-South:*			615
		East-West:		493	*East-West:*		660	*East-West:*			820	*East-West:*			821	*East-West:*			821
		SUM:		818	*SUM:*		985	*SUM:*			1435	*SUM:*			1436	*SUM:*			1436
VOLUME/CAPACITY *(V/C)* RATIO:				0.574			0.691				1.007				1.008				1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.474			0.591				0.907				0.908				0.908
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2	NB-- 0 SB-- 0 EB-- 0 WB-- 2
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	533	2	**267**	0	533	**267**	463	1034	2	**517**	0	1034	2	**517**	0	1034	2	**517**
	Through-Right		0							0				0				0	
	Right	115	1	38	0	115	38	256	379	1	292	0	379	1	292	0	379	1	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	**129**	0	129	**129**	83	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	1100	3	367	2	1102	367	822	2001	3	667	2	2003	3	668	2	2003	3	668
	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	74	2	41	0	74	41	23	102	2	56	0	102	2	56	0	102	2	56
	Left-Through		0							0				0				0	
	Through	37	1	37	0	37	37	4	44	1	44	0	44	1	44	0	44	1	44
	Through-Right		0							0				0				0	
	Right	131	1	**131**	0	131	**131**	12	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	154	1	**154**	0	154	**154**	9	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	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	166	1	166	0	166	166	51	229	1	229	0	229	1	229	0	229	1	229
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	396		*North-South:*	396		*North-South:*	738			*North-South:*	738			*North-South:*	738		
		East-West:	285		*East-West:*	285		*East-West:*	326			*East-West:*	326			*East-West:*	326		
		SUM:	681		*SUM:*	681		*SUM:*	1064			*SUM:*	1064			*SUM:*	1064		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.478			0.478			0.747				0.747				0.747		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.378			0.378			0.647				0.647				0.647		
	LEVEL OF SERVICE (LOS):		A			A			B				B				B		

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING BASE 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	54	1	**54**	0	54	**54**	262	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	622	2	311	0	622	311	673	1340	2	670	0	1340	2	670	0	1340	2	670
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	19	58	1	58	0	58	1	58	0	58	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	9	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	891	2	**446**	3	894	**447**	854	1809	2	**905**	3	1812	2	**906**	3	1812	2	**906**
	Through-Right		0							0				0				0	
	Right	174	1	79	0	174	79	55	242	1	106	0	242	1	106	0	242	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	**95**	0	95	**95**	34	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	202	1	134	0	202	134	89	306	1	281	0	306	1	281	0	306	1	281
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	186	256	0	256	0	256	0	256	0	256	0	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	1	1	0	11	11	0	0	1	12	0	0	1	12	0	0
	Left-Through		0							0				0				0	
	Through	651	1	**347**	0	651	**347**	145	843	1	**450**	0	843	1	**450**	0	843	1	**450**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	11	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		500	*North-South:*		501	*North-South:*			1225	*North-South:*			1226	*North-South:*			1226
		East-West:		442	*East-West:*		442	*East-West:*			586	*East-West:*			586	*East-West:*			586
		SUM:		942	*SUM:*		943	*SUM:*			1811	*SUM:*			1812	*SUM:*			1812
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.662				1.271				1.272				1.272
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.562**				**1.171**				**1.172**				**1.172**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

		EXISTING BASE 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?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	157	1	**157**	0	157	**157**	124	292	1	**292**	0	292	1	**292**	0	292	1	**292**
	Left-Through		0							0				0				0	
	Through	579	2	290	0	579	290	790	1411	2	706	0	1411	2	706	0	1411	2	706
	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	804	2	**402**	3	807	**404**	709	1571	2	**786**	3	1574	2	**787**	3	1574	2	**787**
	Through-Right		0							0				0				0	
	Right	157	1	157	0	157	157	15	183	1	183	0	183	1	183	0	183	1	183
	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	138	0	138	3	141	141	18	166	0	166	3	169	0	169	3	169	0	169
	Left-Through		1							1				1				1	
	Through	2203	3	**585**	0	2203	**586**	288	2650	3	**704**	0	2650	3	**705**	0	2650	3	**705**
	Through-Right		0							0				0				0	
	Right	142	1	142	0	142	142	141	293	1	293	0	293	1	293	0	293	1	293
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		559	*North-South:*		561	*North-South:*			1078	*North-South:*			1079			*North-South:*	1079
		East-West:		585	*East-West:*		586	*East-West:*			704	*East-West:*			705			*East-West:*	705
		SUM:		1144	*SUM:*		1147	*SUM:*			1782	*SUM:*			1784			*SUM:*	1784
	VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.805				1.251				1.252				1.252
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.705**				**1.151**				**1.152**				**1.152**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**F**				**F**				**F**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**1.142**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	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	686	1	**372**	0	686	**372**	707	1442	1	**752**	0	1442	1	**752**	0	1442	1	**752**
Through-Right		1							1				1				1	
Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	86	1	**86**	1	87	**87**	40	132	1	**132**	1	133	1	**133**	1	133	1	**133**
Left-Through		0							0				0				0	
Through	840	2	420	5	845	423	642	1543	2	772	5	1548	2	774	5	1548	2	774
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	84	0	84	0	84	84	123	213	0	213	0	213	0	213	0	213	0	213
Left-Through		1							1				1				1	
Through	281	2	122	2	283	122	310	611	2	**275**	2	613	2	**275**	2	613	2	**275**
Through-Right		0							0				0				0	
Right	154	1	**154**	0	154	**154**	101	266	1	266	0	266	1	266	0	266	1	266
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:*		458	*North-South:*		459	*North-South:*			884	*North-South:*			885	*North-South:*			885
	East-West:		154	*East-West:*		154	*East-West:*			275	*East-West:*			275	*East-West:*			275
	SUM:		612	*SUM:*		613	*SUM:*			1159	*SUM:*			1160	*SUM:*			1160
VOLUME/CAPACITY *(V/C)* RATIO:			0.408			0.409				0.773				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.308**			**0.309**				**0.673**				**0.673**				**0.673**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		0.663

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING BASE 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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — 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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	86	1	**86**	0	86	**86**	46	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	616	1	349	5	621	351	607	1267	1	**677**	5	1272	1	**680**	5	1272	1	**680**
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	64	1	64	0	64	64	254	323	1	**323**	0	323	1	**323**	0	323	1	**323**
Left-Through		0							0				0				0	
Through	840	1	**458**	0	840	**458**	464	1365	1	753	0	1365	1	753	0	1365	1	753
Through-Right		1							1				1				1	
Right	75	0	75	0	75	75	61	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	43	1	**43**	4	47	**47**	42	88	1	**88**	4	92	1	**92**	4	92	1	**92**
Left-Through		0							0				0				0	
Through	249	1	181	0	249	181	297	564	1	395	0	564	1	395	0	564	1	395
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	104	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	133	1	133	0	133	133	78	221	1	221	0	221	1	221	0	221	1	221
Left-Through		0							0				0				0	
Through	678	1	**397**	0	678	**397**	227	954	1	**556**	0	954	1	**556**	0	954	1	**556**
Through-Right		1							1				1				1	
Right	116	0	116	0	116	116	34	158	0	158	0	158	0	158	0	158	0	158
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		544	*North-South:*		544	*North-South:*			1000	*North-South:*			1003	*North-South:*			1003
	East-West:		440	*East-West:*		444	*East-West:*			644	*East-West:*			648	*East-West:*			648
	SUM:		984	*SUM:*		988	*SUM:*			1644	*SUM:*			1651	*SUM:*			1651
VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.693				1.154				1.159				1.159
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.593**				**1.054**				**1.059**				**1.059**
LEVEL OF SERVICE (LOS):			**A**			**A**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.049**

	No. of Phases	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2?	Override Capacity
EXISTING BASE CONDITION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
EXISTING PLUS PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/O PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/ PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE W/ PROJECT W/ MITIGATION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	$\Delta v/c$ after mitigation:	-0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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?			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	99	1	**99**	0	99	**99**	20	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	643	1	363	4	647	365	310	999	1	579	4	1003	1	581	4	1003	1	581
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	70	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	108	1	108	0	108	108	254	370	1	370	0	370	1	370	0	370	1	370
	Left-Through		0							0				0				0	
	Through	862	1	**528**	0	862	**528**	393	1317	1	**886**	0	1317	1	**886**	0	1317	1	**886**
	Through-Right		1							1				1				1	
	Right	194	0	194	0	194	194	247	455	0	455	0	455	0	455	0	455	0	455
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	1	**74**	1	75	**75**	204	283	1	**283**	1	284	1	**284**	1	284	1	**284**
	Left-Through		0							0				0				0	
	Through	349	1	244	0	349	244	415	789	1	471	0	789	1	471	0	789	1	471
	Through-Right		1							1				1				1	
	Right	138	0	138	0	138	138	5	153	0	153	0	153	0	153	0	153	0	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	129	1	129	0	129	129	51	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	658	1	**379**	0	658	**379**	264	969	1	**634**	0	969	1	**634**	0	969	1	**634**
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	191	298	0	298	0	298	0	298	0	298	0	298
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		627	*North-South:*		627	*North-South:*			1012	*North-South:*			1012	*North-South:*			1012
		East-West:		453	*East-West:*		454	*East-West:*			917	*East-West:*			918	*East-West:*			918
		SUM:		1080	*SUM:*		1081	*SUM:*			1929	*SUM:*			1930	*SUM:*			1930
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.759				1.354				1.354				1.354
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.659**				**1.254**				**1.254**				**1.254**
LEVEL OF SERVICE (LOS):				**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**1.244**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

		EXISTING BASE 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	49	1	**49**	0	49	**49**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	813	1	431	4	817	433	414	1286	1	670	4	1290	1	672	4	1290	1	672
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	822	1	**471**	0	822	**471**	457	1338	1	**734**	0	1338	1	**734**	0	1338	1	**734**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through		0							0				0				0	
	Through	68	0	**269**	0	68	**269**	0	73	0	**288**	0	73	0	**288**	0	73	0	**288**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	**48**	0	48	**48**	0	51	0	**51**	0	51	0	**51**	0	51	0	**51**
	Left-Through		0							0				0				0	
	Through	101	0	183	0	101	183	0	108	0	195	0	108	0	195	0	108	0	195
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		520	*North-South:*		520	*North-South:*			787	*North-South:*			787	*North-South:*			787
		East-West:		317	*East-West:*		317	*East-West:*			339	*East-West:*			339	*East-West:*			339
		SUM:		837	*SUM:*		837	*SUM:*			1126	*SUM:*			1126	*SUM:*			1126
	VOLUME/CAPACITY *(V/C)* RATIO:			0.558			0.558				0.751				0.751				0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.458			0.458				0.651				0.651				0.651
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

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 BASE 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	117	1	117	0	117	117	28	153	1	**153**	0	153	1	**153**	0	153	1	**153**
	Left-Through		0							0				0				0	
	Through	692	1	**395**	3	695	**396**	414	1156	1	632	3	1159	1	634	3	1159	1	634
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	0	91	**91**	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	674	2	337	0	674	337	457	1180	2	**590**	0	1180	2	**590**	0	1180	2	**590**
	Through-Right		0							0				0				0	
	Right	133	1	90	0	133	90	0	143	1	97	0	143	1	97	0	143	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	**86**	0	86	**86**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	649	1	358	0	649	358	172	868	1	481	0	868	1	481	0	868	1	481
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	23	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	103	1	103	0	103	103	2	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	911	1	**482**	0	911	**482**	105	1082	1	**569**	0	1082	1	**570**	0	1082	1	**570**
	Through-Right		1							1				1				1	
	Right	52	0	52	1	53	53	0	56	0	56	1	57	0	57	1	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		486	*North-South:*		487	*North-South:*			743	*North-South:*			743	*North-South:*			743
		East-West:		568	*East-West:*		568	*East-West:*			661	*East-West:*			662	*East-West:*			662
		SUM:		1054	*SUM:*		1055	*SUM:*			1404	*SUM:*			1405	*SUM:*			1405
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.703				0.936				0.937				0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.603**				**0.836**				**0.837**				**0.837**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	320	1	**320**	0	320	**320**	0	343	1	**343**	0	343	1	**343**	0	343	1	**343**
Left-Through		0							0				0				0	
Through	1091	1	546	1	1092	547	259	1429	1	715	1	1430	1	716	1	1430	1	716
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	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
Left-Through		0							0				0				0	
Through	933	2	**467**	0	933	**467**	279	1279	2	**640**	0	1279	2	**640**	0	1279	2	**640**
Through-Right		0							0				0				0	
Right	296	1	154	0	296	154	87	404	1	194	0	404	1	194	0	404	1	194
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	284	1	**284**	1	285	**285**	116	420	1	**420**	1	421	1	**421**	1	421	1	**421**
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	498	1	178	0	498	178	0	534	1	191	0	534	1	191	0	534	1	191
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:*	787	*North-South:*	787	*North-South:*	983	*North-South:*	983	*North-South:*	983
	East-West:	284	*East-West:*	285	*East-West:*	420	*East-West:*	421	*East-West:*	421
	SUM:	1071	*SUM:*	1072	*SUM:*	1403	*SUM:*	1404	*SUM:*	1404
VOLUME/CAPACITY *(V/C)* RATIO:		0.752		0.752		0.985		0.985		0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.652**		**0.652**		**0.885**		**0.885**		**0.885**
LEVEL OF SERVICE (LOS):		**B**		**B**		**D**		**D**		**D**

	NB--	SB--	WB--	EB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	3
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	3
ATSAC-1 or ATSAC+ATCS-2?				2
Override Capacity				0

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

No. of Phases			3			3			3			3			3			3	
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-- 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 BASE 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	37	0	37	0	37	37	134	174	0	174	0	174	0	174	0	174	0	174
	Left-Through		0							0				0				0	
	Through	10	0	**52**	0	10	**52**	83	94	0	**279**	0	94	0	**279**	0	94	0	**279**
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	6	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	11	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		1							1				1				1	
	Through	0	0	46	0	0	46	39	39	0	**99**	0	39	0	**99**	0	39	0	**99**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	19	49	1	49	0	49	1	49	0	49	1	49
	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	161	0	279	161	224	523	1	393	0	523	1	393	0	523	1	393
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	217	263	0	263	0	263	0	263	0	263	0	263
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through		0							0				0				0	
	Through	2422	2	**830**	3	2425	**831**	130	2727	2	**945**	3	2730	2	**946**	3	2730	2	**946**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	35	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	98		*North-South:*	98		*North-South:*	378			*North-South:*	378			*North-South:*	378	
			East-West:	830		*East-West:*	831		*East-West:*	945			*East-West:*	946			*East-West:*	946	
			SUM:	928		*SUM:*	929		*SUM:*	1323			*SUM:*	1324			*SUM:*	1324	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.651			0.652			0.928				0.929				0.929	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.552**			**0.828**				**0.829**				**0.829**	
	LEVEL OF SERVICE (LOS):			**A**			**A**			**D**				**D**				**D**	

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	43	1	**43**	0	43	**43**	63	109	1	**109**	0	109	1	**109**	0	109	1	**109**
Left-Through		0							0				0				0	
Through	74	0	78	4	78	82	146	225	0	269	4	229	0	273	4	229	0	273
Through-Right		1							1				1				1	
Right	4	0	0	0	4	0	40	44	0	0	0	44	0	0	0	44	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	16	1	16	0	16	16	146	163	1	163	0	163	1	163	0	163	1	163
Left-Through		0							0				0				0	
Through	115	0	**151**	0	115	**151**	258	381	0	**608**	0	381	0	**608**	0	381	0	**608**
Through-Right		1							1				1				1	
Right	36	0	0	0	36	0	188	227	0	0	0	227	0	0	0	227	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	0	43	**43**	180	226	1	**226**	0	226	1	**226**	0	226	1	**226**
Left-Through		0							0				0				0	
Through	203	1	152	0	203	152	227	445	1	423	0	445	1	423	0	445	1	423
Through-Right		1							1				1				1	
Right	101	0	101	0	101	101	293	401	0	401	0	401	0	401	0	401	0	401
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	69	1	69	0	69	69	37	111	1	111	0	111	1	111	0	111	1	111
Left-Through		0							0				0				0	
Through	836	1	**463**	0	836	**463**	165	1061	1	**619**	0	1061	1	**620**	0	1061	1	**620**
Through-Right		1							1				1				1	
Right	89	0	89	1	90	90	82	177	0	177	1	178	0	178	1	178	0	178
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		194	*North-South:*		194	*North-South:*			717	*North-South:*			717	*North-South:*			717
	East-West:		506	*East-West:*		506	*East-West:*			845	*East-West:*			846	*East-West:*			846
	SUM:		700	*SUM:*		700	*SUM:*			1562	*SUM:*			1563	*SUM:*			1563
VOLUME/CAPACITY *(V/C)* RATIO:			0.467			0.467				1.041				1.042				1.042
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.367**			**0.367**				**0.941**				**0.942**				**0.942**
LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**0.932**

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	2	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	EXISTING BASE 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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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 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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	69	1	**69**	0	69	**69**	39	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	93	0	118	3	96	121	164	264	0	**354**	3	267	0	**357**	3	267	0	**357**
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	63	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	0	36	36	204	243	1	**243**	0	243	1	**243**	0	243	1	**243**
	Left-Through		0							0				0				0	
	Through	165	0	**218**	0	165	**218**	91	268	0	413	0	268	0	413	0	268	0	413
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	88	145	0	0	0	145	0	0	0	145	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	1	**14**	0	14	**14**	118	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	369	1	212	0	369	212	572	968	1	549	0	968	1	549	0	968	1	549
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	70	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	77	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	765	1	**398**	0	765	**399**	362	1182	1	**630**	0	1182	1	**630**	0	1182	1	**630**
	Through-Right		1							1				1				1	
	Right	31	0	31	1	32	32	44	77	0	77	1	78	0	78	1	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		287	*North-South:*		287	*North-South:*			597	*North-South:*			600	*North-South:*			600
		East-West:		412	*East-West:*		413	*East-West:*			763	*East-West:*			763	*East-West:*			763
		SUM:		699	*SUM:*		700	*SUM:*			1360	*SUM:*			1363	*SUM:*			1363
	VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.467				0.907				0.909				0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.366			0.367				0.807				0.809				0.809
	LEVEL OF SERVICE (LOS):			A			A				D				D				D

REMARKS:

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:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

		EXISTING BASE 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	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	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	44	0	**60**	0	44	**60**	0	46	0	**62**	0	46	0	**62**	0	46	0	**62**
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	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	243	1	206	0	243	206	155	408	1	319	0	408	1	319	0	408	1	319
	Through-Right		1							1				1				1	
	Right	169	0	169	0	169	169	54	230	0	230	0	230	0	230	0	230	0	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	2686	2	**919**	3	2689	**920**	281	3076	2	**1050**	3	3079	2	**1051**	3	3079	2	**1051**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	60		*North-South:*	60		*North-South:*	62			*North-South:*	62			*North-South:*	62	
			East-West:	919		*East-West:*	920		*East-West:*	1050			*East-West:*	1051			*East-West:*	1051	
			SUM:	979		*SUM:*	980		*SUM:*	1112			*SUM:*	1113			*SUM:*	1113	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.653			0.653				0.741				0.742				0.742
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.553**			**0.553**				**0.641**				**0.642**				**0.642**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	53	1	**53**	0	53	**53**	0	55	1	55	0	55	1	55	0	55	1	55
	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	33	1	33	0	33	33	37	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	252	2	126	0	252	126	155	417	2	209	0	417	2	209	0	417	2	209
	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	2730	3	**910**	3	2733	**911**	244	3085	3	**1028**	3	3088	3	**1029**	3	3088	3	**1029**
	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:		53	North-South:		53	North-South:			71	North-South:			71	North-South:			71
		East-West:		910	East-West:		911	East-West:			1028	East-West:			1029	East-West:			1029
		SUM:		963	SUM:		964	SUM:			1099	SUM:			1100	SUM:			1100
	VOLUME/CAPACITY (V/C) RATIO:			0.642			0.643				0.733				0.733				0.733
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.542			0.543				0.633				0.633				0.633
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	1300	1	660	0	1300	660	42	1436	1	729	0	1436	1	729	0	1436	1	729
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND Through-Right		0							0				0				0	
NORTHBOUND Right	20	0	660	0	20	660	0	21	0	729	0	21	0	729	0	21	0	729
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND 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
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Through-Right		0							0				0				0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND 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
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	306	2	153	0	306	153	160	488	2	244	0	488	2	244	0	488	2	244
EASTBOUND Through-Right		0							0				0				0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND 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
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	1784	3	595	3	1787	596	224	2137	3	712	3	2140	3	713	3	2140	3	713
WESTBOUND Through-Right		0							0				0				0	
WESTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		660	North-South:		660	North-South:			729	North-South:			729	North-South:			729
	East-West:		595	East-West:		596	East-West:			712	East-West:			713	East-West:			713
	SUM:		1255	SUM:		1256	SUM:			1441	SUM:			1442	SUM:			1442
VOLUME/CAPACITY (V/C) RATIO:			0.837			0.837				0.961				0.961				0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.737				0.861				0.861				0.861
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt. 2

	EXISTING BASE 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	115	1	**115**	0	115	**115**	13	136	1	**136**	0	136	1	**136**	0	136	1	**136**
Left-Through		0							0				0				0	
Through	3	0	66	0	3	66	0	3	0	71	0	3	0	71	0	3	0	71
Through-Right		1							1				1				1	
Right	63	0	0	0	63	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	160	1	**160**	0	160	**160**	31	203	1	**203**	0	203	1	**203**	0	203	1	**203**
Left-Through		0							0				0				0	
Through	275	2	138	0	275	138	125	420	2	210	0	420	2	210	0	420	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	
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	1054	1	**692**	1	1055	**693**	150	1280	1	**817**	1	1281	1	**818**	1	1281	1	**818**
Through-Right		1							1				1				1	
Right	330	0	330	0	330	330	0	354	0	354	0	354	0	354	0	354	0	354
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		115	*North-South:*		115	*North-South:*			136	*North-South:*			136	*North-South:*			136
	East-West:		852	*East-West:*		853	*East-West:*			1020	*East-West:*			1021	*East-West:*			1021
	SUM:		967	*SUM:*		968	*SUM:*			1156	*SUM:*			1157	*SUM:*			1157
VOLUME/CAPACITY *(V/C)* RATIO:			0.679			0.679				0.811				0.812				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.579			0.579				0.711				0.712				0.712
LEVEL OF SERVICE (LOS):			A			A				C				C				C

	NB--	SB--	EB--	WB--
Existing Base 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

	Existing Base 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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

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

Alternative 2 PM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

		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	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	734	1	**440**	0	734	**440**	75	862	1	**514**	0	862	1	**514**	0	862	1	**514**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	10	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	251	2	126	0	251	126	63	332	2	166	0	332	2	166	0	332	2	166
	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	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	1343	0	**756**	0	1343	**756**	509	1949	0	**1072**	0	1949	0	**1072**	5	1954	0	**1075**
	Through-Right		1							1				1				1	
	Right	88	0	756	0	88	756	14	108	0	1072	0	108	0	1072	0	108	0	1075
	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:*	532		*North-South:*	532		*North-South:*		613		*North-South:*		613		*North-South:*		613
			East-West:	756		*East-West:*	756		*East-West:*		1072		*East-West:*		1072		*East-West:*		1075
			SUM:	1288		*SUM:*	1288		*SUM:*		1685		*SUM:*		1685		*SUM:*		1688
	VOLUME/CAPACITY *(V/C)* RATIO:			0.859			0.859				1.123				1.123				1.125
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.759			0.759				1.023				1.023				1.025
	LEVEL OF SERVICE (LOS):			C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — 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:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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	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	814	1	**441**	0	814	**441**	85	958	1	**520**	0	958	1	**520**	0	958	1	**520**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	10	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	286	1	235	0	286	235	79	386	1	340	0	386	1	340	0	386	1	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	
EASTBOUND	Left	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	931	2	**273**	0	931	**273**	372	1370	2	**386**	0	1370	2	**386**	5	1375	2	**387**
	Through-Right		1							1				1				1	
	Right	81	0	273	0	81	273	0	87	0	386	0	87	0	386	0	87	0	387
	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:		487	North-South:		487	North-South:			569	North-South:			569	North-South:			569
		East-West:		273	East-West:		273	East-West:			386	East-West:			386	East-West:			387
		SUM:		760	SUM:		760	SUM:			955	SUM:			955	SUM:			956
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.507				0.637				0.637				0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.407			0.407				0.537				0.537				0.537
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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?			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	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	792	1	**536**	0	792	**536**	27	876	1	**611**	0	876	1	**611**	0	876	1	**611**
	Through-Right		1							1				1				1	
	Right	279	0	279	0	279	279	47	346	0	346	0	346	0	346	0	346	0	346
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	**67**	0	67	**67**	0	72	1	**72**	0	72	1	**72**	7	79	1	**79**
	Left-Through		0							0				0				0	
	Through	248	2	124	0	248	124	71	337	2	169	0	337	2	169	0	337	2	169
	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	65	0	65	0	65	65	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		1							1				1				1	
	Through	1400	2	**391**	0	1400	**391**	524	2025	2	**550**	0	2025	2	**550**	5	2030	2	**551**
	Through-Right		1							1				1				1	
	Right	98	0	391	0	98	391	0	105	0	550	0	105	0	550	0	105	0	551
	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:*		603	*North-South:*		603	*North-South:*			683	*North-South:*			683	*North-South:*			690
		East-West:		391	*East-West:*		391	*East-West:*			550	*East-West:*			550	*East-West:*			551
		SUM:		994	*SUM:*		994	*SUM:*			1233	*SUM:*			1233	*SUM:*			1241
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.698				0.865				0.865				0.871
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.598**				**0.765**				**0.765**				**0.771**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	
	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?			2			2			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	829	1	**519**	0	829	**519**	81	970	1	**623**	0	970	1	**623**	0	970	1	**631**
Through-Right		1							1				1				1	
Right	208	0	208	1	209	209	52	275	0	275	1	276	0	276	17	292	0	292
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	38	1	**38**	0	38	**38**	18	59	1	**59**	0	59	1	**59**	0	59	1	**59**
Left-Through		0							0				0				0	
Through	285	2	143	0	285	143	59	365	2	183	0	365	2	183	0	365	2	183
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	138	1	138	0	138	138	5	153	1	153	0	153	1	153	0	153	1	153
Left-Through		0							0				0				0	
Through	727	2	**364**	0	727	**364**	388	1167	2	**584**	0	1167	2	**584**	5	1172	2	**586**
Through-Right		0							0				0				0	
Right	127	1	127	0	127	127	3	139	1	139	0	139	1	139	0	139	1	139
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	178	1	178	3	181	**181**	43	234	1	234	3	237	1	237	7	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	328	2	**180**	1	329	181	420	772	2	**425**	1	773	2	**425**	2	774	2	**426**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		557	*North-South:*		557	*North-South:*			682	*North-South:*			682	*North-South:*			690
	East-West:		544	*East-West:*		545	*East-West:*			1009	*East-West:*			1009	*East-West:*			1012
	SUM:		1101	*SUM:*		1102	*SUM:*			1691	*SUM:*			1691	*SUM:*			1702
VOLUME/CAPACITY *(V/C)* RATIO:			0.801			0.801				1.230				1.230				1.238
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.701			0.701				1.130				1.130				1.138
LEVEL OF SERVICE (LOS):			C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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?			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	17	1	17	0	17	17	12	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	1670	2	**835**	2	1672	**836**	827	2617	2	**1309**	2	2619	2	**1310**	5	2622	2	**1311**
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	573	2	202	0	573	202	385	999	2	345	0	999	2	345	6	1005	2	347
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	270	1	**246**	0	270	**246**	394	683	1	**402**	0	683	1	**402**	3	686	1	**403**
Left-Through		1							1				1				1	
Through	468	1	246	0	468	246	22	524	1	402	0	524	1	402	0	524	1	403
Through-Right		1							1				1				1	
Right	193	0	193	0	193	193	33	240	0	240	0	240	0	240	0	240	0	240
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		835	*North-South:*		836	*North-South:*			1309	*North-South:*			1310	*North-South:*			1311
	East-West:		246	*East-West:*		246	*East-West:*			402	*East-West:*			402	*East-West:*			403
	SUM:		1081	*SUM:*		1082	*SUM:*			1711	*SUM:*			1712	*SUM:*			1714
VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.759				1.201				1.201				1.203
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.659			0.659				1.101				1.101				1.103
LEVEL OF SERVICE (LOS):			B			B				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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-- 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?			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	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	1155	2	**578**	2	1157	**579**	743	1981	2	**991**	2	1983	2	**992**	5	1986	2	**993**
	Through-Right		0							0				0				0	
	Right	177	1	118	1	178	119	374	564	1	496	1	565	1	497	1	565	1	497
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	84	232	1	**232**	0	232	1	**232**	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	712	3	237	0	712	237	695	1458	3	486	0	1458	3	486	9	1467	3	489
	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	383	2	**211**	0	383	**211**	33	444	2	**244**	0	444	2	**244**	0	444	2	**244**
	Left-Through		0							0				0				0	
	Through	40	1	40	0	40	40	2	45	1	45	0	45	1	45	0	45	1	45
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	6	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	118	0	118	118	9	136	1	136	0	136	1	136	0	136	1	136
	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	139	1	**139**	0	139	**139**	64	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		717	*North-South:*			1223	*North-South:*			1224	*North-South:*			1225
		East-West:		350	*East-West:*		350	*East-West:*			457	*East-West:*			457	*East-West:*			457
		SUM:		1066	*SUM:*		1067	*SUM:*			1680	*SUM:*			1681	*SUM:*			1682
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.749				1.179				1.180				1.180
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.649**				**1.079**				**1.080**				**1.080**
LEVEL OF SERVICE (LOS):				**B**			**B**				**F**				**F**				**F**

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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?			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	78	1	**78**	0	78	**78**	247	331	1	**331**	0	331	1	**331**	0	331	1	**331**
	Left-Through		0							0				0				0	
	Through	779	2	390	3	782	391	965	1800	2	900	3	1803	2	902	7	1807	2	904
	Through-Right		0							0				0				0	
	Right	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	0	52	52	16	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	779	2	**390**	1	780	**390**	837	1672	2	**836**	1	1673	2	**837**	16	1688	2	**844**
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	47	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	62	431	1	**431**	0	431	1	**431**	0	431	1	**431**
	Left-Through		0							0				0				0	
	Through	683	1	392	0	683	392	173	905	1	659	0	905	1	659	0	905	1	659
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	305	413	0	413	0	413	0	413	0	413	0	413
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	27	27	0	0	0	27	0	0	3	30	0	0
	Left-Through		0							0				0				0	
	Through	280	1	**148**	0	280	**148**	147	447	1	**240**	0	447	1	**240**	0	447	1	**240**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	15	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		468	*North-South:*		468	*North-South:*			1167	*North-South:*			1168	*North-South:*			1175
		East-West:		492	*East-West:*		492	*East-West:*			671	*East-West:*			671	*East-West:*			671
		SUM:		960	*SUM:*		960	*SUM:*			1838	*SUM:*			1839	*SUM:*			1846
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.674				1.290				1.291				1.295
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.574				1.190				1.191				1.195
LEVEL OF SERVICE (LOS):				A			A				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	NB--
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--
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	168	1	**168**	2	170	**170**	103	283	1	**283**	2	285	1	**285**	5	288	1	**288**
	Left-Through		0							0				0				0	
	Through	840	2	420	3	843	422	820	1721	2	861	3	1724	2	862	7	1728	2	864
	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	788	2	**394**	1	789	**395**	857	1702	2	**851**	1	1703	2	**852**	19	1721	2	**861**
	Through-Right		0							0				0				0	
	Right	148	1	148	0	148	148	17	176	1	176	0	176	1	176	0	176	1	176
	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	106	0	106	1	107	107	45	159	0	159	1	160	0	160	14	173	0	173
	Left-Through		1							1				1				1	
	Through	610	3	**179**	0	610	**179**	505	1159	3	330	0	1159	3	330	0	1159	3	333
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	261	336	1	**336**	0	336	1	**336**	0	336	1	**336**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		562	*North-South:*		565	*North-South:*			1134	*North-South:*			1137	*North-South:*			1149
		East-West:		179	*East-West:*		179	*East-West:*			336	*East-West:*			336	*East-West:*			336
		SUM:		741	*SUM:*		744	*SUM:*			1470	*SUM:*			1473	*SUM:*			1485
VOLUME/CAPACITY *(V/C)* RATIO:				0.520			0.522				1.032				1.034				1.042
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.420**			**0.422**				**0.932**				**0.934**				**0.942**
LEVEL OF SERVICE (LOS):				**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																			**0.010**
V/C LESS MITIGATION CREDIT:																			**0.932**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	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	813	1	**450**	4	817	**452**	785	1657	1	**875**	4	1661	1	**877**	13	1670	1	**881**
Through-Right		1							1				1				1	
Right	86	0	86	0	86	86	0	92	0	92	0	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	125	1	**125**	0	125	**125**	43	177	1	**177**	0	177	1	**177**	6	183	1	**183**
Left-Through		0							0				0				0	
Through	743	2	372	1	744	372	670	1467	2	734	1	1468	2	734	27	1494	2	747
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	140	0	140	0	140	140	92	242	0	242	0	242	0	242	0	242	0	242
Left-Through		1							1				1				1	
Through	1388	2	**509**	0	1388	**509**	362	1850	2	**697**	0	1850	2	**697**	12	1862	2	**701**
Through-Right		0							0				0				0	
Right	163	1	163	0	163	163	117	292	1	292	0	292	1	292	0	292	1	292
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:*		575	*North-South:*		577	*North-South:*			1052	*North-South:*			1054	*North-South:*			1064
	East-West:		509	*East-West:*		509	*East-West:*			697	*East-West:*			697	*East-West:*			701
	SUM:		1084	*SUM:*		1086	*SUM:*			1749	*SUM:*			1751	*SUM:*			1765
VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.724				1.166				1.167				1.177
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.623**			**0.624**				**1.066**				**1.067**				**1.077**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.067**

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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	111	1	111	0	111	111	83	202	1	202	0	202	1	202	0	202	1	202
Left-Through		0							0				0				0	
Through	793	1	**450**	1	794	**451**	645	1495	1	**805**	1	1496	1	**806**	26	1521	2	**761**
Through-Right		1							1				1				0	
Right	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	1	59
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	**107**	0	107	**107**	186	301	1	**301**	0	301	1	**301**	0	301	1	**301**
Left-Through		0							0				0				0	
Through	695	1	395	5	700	399	512	1257	1	712	5	1262	1	716	12	1269	1	723
Through-Right		1							1				1				1	
Right	94	0	94	4	98	98	65	166	0	166	4	170	0	170	10	176	0	176
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	119	1	119	1	120	120	64	192	1	192	1	193	1	193	22	214	1	214
Left-Through		0							0				0				0	
Through	763	1	**429**	0	763	**429**	322	1140	1	**656**	0	1140	1	**656**	0	1140	1	**656**
Through-Right		1							1				1				1	
Right	94	0	94	0	94	94	71	172	0	172	0	172	0	172	0	172	0	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	**45**	0	45	**45**	64	112	1	**112**	0	112	1	**112**	0	112	1	**112**
Left-Through		0							0				0				0	
Through	268	1	163	0	268	163	315	602	1	392	0	602	1	392	0	602	1	392
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	121	182	0	182	0	182	0	182	0	182	0	182
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		557	*North-South:*		558	*North-South:*			1106	*North-South:*			1107	*North-South:*			1062
	East-West:		474	*East-West:*		474	*East-West:*			768	*East-West:*			768	*East-West:*			768
	SUM:		1031	*SUM:*		1032	*SUM:*			1874	*SUM:*			1875	*SUM:*			1830
VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.724				1.315				1.316				1.284
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.624**			**0.624**				**1.215**				**1.216**				**1.184**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.174**

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 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?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — Δ*v/c* after mitigation: -0.041

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	97	1	97	0	97	97	10	114	1	114	0	114	1	114	0	114	1	114
Left-Through		0							0				0				0	
Through	801	1	**451**	1	802	**451**	417	1276	1	**729**	1	1277	1	**729**	20	1296	1	**739**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	74	181	0	181	0	181	0	181	0	181	0	181
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	119	1	**119**	0	119	**119**	196	324	1	**324**	0	324	1	**324**	0	324	1	**324**
Left-Through		0							0				0				0	
Through	675	1	366	4	679	369	351	1075	1	670	4	1079	1	672	9	1084	1	676
Through-Right		1							1				1				1	
Right	57	0	57	1	58	58	203	264	0	264	1	265	0	265	3	267	0	267
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	91	1	91	0	91	91	236	334	1	**334**	0	334	1	**334**	6	340	1	**340**
Left-Through		0							0				0				0	
Through	694	1	**396**	0	694	**396**	316	1060	1	593	0	1060	1	593	0	1060	1	593
Through-Right		1							1				1				1	
Right	97	0	97	0	97	97	21	125	0	125	0	125	0	125	0	125	0	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	75	1	**75**	0	75	**75**	86	166	1	166	0	166	1	166	0	166	1	166
Left-Through		0							0				0				0	
Through	390	1	259	0	390	259	494	912	1	**670**	0	912	1	**670**	0	912	1	**670**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	292	428	0	428	0	428	0	428	0	428	0	428
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		570	*North-South:*		570	*North-South:*			1053	*North-South:*			1053	*North-South:*			1063
	East-West:		471	*East-West:*		471	*East-West:*			1004	*East-West:*			1004	*East-West:*			1010
	SUM:		1041	*SUM:*		1041	*SUM:*			2057	*SUM:*			2057	*SUM:*			2073
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.731				1.444				1.444				1.455
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.631				1.344				1.344				1.355
LEVEL OF SERVICE (LOS):			B			B				F				F				F
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.345

	No. of Phases	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	Right Turns: FREE-1, NRTOR-2 or OLA-3?	ATSAC-1 or ATSAC+ATCS-2?	Override Capacity
EXISTING CONDITION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
EXISTING PLUS PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/O PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE CONDITION W/ PROJECT	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0
FUTURE W/ PROJECT W/ MITIGATION	3	0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	2	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	773	1	394	1	774	395	510	1339	1	678	1	1340	1	678	20	1359	1	688
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1114	1	**649**	4	1118	**651**	472	1666	1	**932**	4	1670	1	**934**	9	1675	1	**936**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	197	0	197	0	197	0	197	0	197	0	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	0	95	0	95	95	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through		0							0				0				0	
	Through	17	0	**146**	0	17	**146**	0	18	0	**156**	0	18	0	**156**	0	18	0	**156**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	**24**	0	24	**24**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	17	0	61	0	17	61	0	18	0	65	0	18	0	65	0	18	0	65
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		666	*North-South:*		668	*North-South:*			950	*North-South:*			952	*North-South:*			954
		East-West:		170	*East-West:*		170	*East-West:*			182	*East-West:*			182	*East-West:*			182
		SUM:		836	*SUM:*		838	*SUM:*			1132	*SUM:*			1134	*SUM:*			1136
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.559				0.755				0.756				0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.459				0.655				0.656				0.657
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 — 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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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	101	1	**101**	0	101	**101**	30	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	697	1	425	1	698	426	510	1257	1	712	1	1258	1	712	15	1272	1	719
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	2	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	1	100	100	0	106	1	106	1	107	1	107	2	108	1	108
	Left-Through		0							0				0				0	
	Through	892	2	**446**	3	895	**448**	472	1428	2	**714**	3	1431	2	**716**	6	1434	2	**717**
	Through-Right		0							0				0				0	
	Right	93	1	59	0	93	59	0	100	1	63	0	100	1	63	0	100	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1178	1	**626**	0	1178	**626**	149	1412	1	**763**	0	1412	1	**763**	0	1412	1	**763**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	35	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	**97**	0	97	**97**	4	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	835	1	439	0	835	439	181	1076	1	561	0	1076	1	561	0	1076	1	564
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	0	46	0	46	0	46	0	46	5	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		547	*North-South:*		549	*North-South:*			852	*North-South:*			854	*North-South:*			855
		East-West:		723	*East-West:*		723	*East-West:*			871	*East-West:*			871	*East-West:*			871
		SUM:		1270	*SUM:*		1272	*SUM:*			1723	*SUM:*			1725	*SUM:*			1726
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.848				1.149				1.150				1.151
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.747**			**0.748**				**1.049**				**1.050**				**1.051**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

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--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				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	416	1	**416**	0	416	**416**	0	446	1	**446**	0	446	1	**446**	0	446	1	**446**
	Left-Through		0							0				0				0	
	Through	915	1	458	0	915	458	332	1313	1	657	0	1313	1	657	3	1316	1	659
	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	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1177	2	**589**	1	1178	**589**	314	1576	2	**788**	1	1577	2	**789**	1	1577	2	**789**
	Through-Right		0							0				0				0	
	Right	467	1	404	1	468	405	71	572	1	441	1	573	1	442	2	574	1	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	126	1	**126**	0	126	**126**	127	262	1	**262**	0	262	1	**262**	7	269	1	**269**
	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	287	1	0	0	287	0	0	308	1	0	0	308	1	0	0	308	1	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	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:*		1005	*North-South:*		1005	*North-South:*			1234	*North-South:*			1235	*North-South:*			1235
		East-West:		126	*East-West:*		126	*East-West:*			262	*East-West:*			262	*East-West:*			269
		SUM:		1131	*SUM:*		1131	*SUM:*			1496	*SUM:*			1497	*SUM:*			1504
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.794				1.050				1.051				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.694			0.694				0.950				0.951				0.955
LEVEL OF SERVICE (LOS):				B			B				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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
	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	53	0	53	0	53	53	233	290	0	290	0	290	0	290	0	290	0	290
	Left-Through		0							0				0				0	
	Through	19	0	**75**	0	19	**75**	61	81	0	**378**	0	81	0	**378**	0	81	0	**378**
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	4	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	0	**75**	0	75	**75**	67	147	0	147	0	147	0	147	0	147	0	147
	Left-Through		1							1				1				1	
	Through	0	0	75	0	0	75	86	86	0	**233**	0	86	0	**233**	0	86	0	**233**
	Through-Right		0							0				0				0	
	Right	30	1	30	0	30	30	115	147	1	147	0	147	1	147	0	147	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	1542	1	**793**	3	1545	**794**	183	1836	1	**1060**	3	1839	1	**1062**	8	1844	1	**1064**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	238	284	0	284	0	284	0	284	0	284	0	284
	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	562	2	201	1	563	202	271	874	2	311	1	875	2	311	14	888	2	316
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	14	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		150	*North-South:*		150	*North-South:*			611	*North-South:*			611	*North-South:*			611
		East-West:		793	*East-West:*		794	*East-West:*			1060	*East-West:*			1062	*East-West:*			1064
		SUM:		943	*SUM:*		944	*SUM:*			1671	*SUM:*			1673	*SUM:*			1675
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.662				1.173				1.174				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.562**				**1.073**				**1.074**				**1.075**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	47	1	47	0	47	47	144	194	1	**194**	0	194	1	**194**	0	194	1	**194**
	Left-Through		0							0				0				0	
	Through	146	0	**199**	1	147	**200**	261	418	0	582	1	419	0	583	19	437	0	601
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	107	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	2	30	**30**	135	165	1	165	2	167	1	167	5	170	1	170
	Left-Through		0							0				0				0	
	Through	123	0	160	4	127	164	239	371	0	**717**	4	375	0	**721**	8	379	0	**725**
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	306	346	0	0	0	346	0	0	0	346	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	194	293	1	293	0	293	1	293	0	293	1	293
	Left-Through		0							0				0				0	
	Through	830	1	**455**	0	830	**455**	200	1090	1	**676**	0	1090	1	**676**	0	1090	1	**676**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	175	261	0	261	0	261	0	261	0	261	0	261
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	19	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	259	1	139	0	259	139	207	485	1	313	0	485	1	313	0	485	1	316
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	120	140	0	140	0	140	0	140	6	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	227		*North-South:*	230		*North-South:*		911		*North-South:*		915		*North-South:*		919
			East-West:	475		*East-West:*	475		*East-West:*		716		*East-West:*		716		*East-West:*		716
			SUM:	702		*SUM:*	705		*SUM:*		1627		*SUM:*		1631		*SUM:*		1635
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.470				1.085				1.087				1.090
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.368			0.370				0.985				0.987				0.990
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — 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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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	65	1	65	0	65	65	73	143	1	143	0	143	1	143	0	143	1	143
Left-Through		0							0				0				0	
Through	149	0	**199**	1	150	**200**	168	328	0	**443**	1	329	0	**444**	15	343	0	**458**
Through-Right		1							1				1				1	
Right	50	0	0	0	50	0	61	115	0	0	0	115	0	0	0	115	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	28	1	**28**	1	29	**29**	122	152	1	**152**	1	153	1	**153**	2	154	1	**154**
Left-Through		0							0				0				0	
Through	115	0	149	3	118	152	107	230	0	410	3	233	0	413	7	237	0	417
Through-Right		1							1				1				1	
Right	34	0	0	0	34	0	144	180	0	0	0	180	0	0	0	180	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	76	1	76	0	76	76	122	203	1	**203**	0	203	1	**203**	0	203	1	**203**
Left-Through		0							0				0				0	
Through	764	1	**427**	0	764	**427**	376	1195	1	670	0	1195	1	670	0	1195	1	670
Through-Right		1							1				1				1	
Right	90	0	90	0	90	90	49	145	0	145	0	145	0	145	0	145	0	145
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	31	1	**31**	0	31	**31**	80	113	1	113	0	113	1	113	0	113	1	113
Left-Through		0							0				0				0	
Through	374	1	198	0	374	198	770	1171	1	**697**	0	1171	1	**697**	0	1171	1	**699**
Through-Right		1							1				1				1	
Right	21	0	21	0	21	21	200	223	0	223	0	223	0	223	4	227	0	227
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		227	*North-South:*		229	*North-South:*			595	*North-South:*			597	*North-South:*			612
	East-West:		458	*East-West:*		458	*East-West:*			900	*East-West:*			900	*East-West:*			902
	SUM:		685	*SUM:*		687	*SUM:*			1495	*SUM:*			1497	*SUM:*			1514
VOLUME/CAPACITY *(V/C)* RATIO:			0.457			0.458				0.997				0.998				1.009
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.357			0.358				0.897				0.898				0.909
LEVEL OF SERVICE (LOS):			A			A				D				D				E
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		0.899

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	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?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

		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	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	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right		0							0				0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	73	0	**94**	0	73	**94**	0	76	0	**98**	0	76	0	**98**	0	76	0	**98**
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	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	1201	2	601	3	1204	602	267	1517	2	759	3	1520	2	760	8	1525	2	763
	Through-Right		1							1				1				1	
	Right	791	0	**791**	0	791	**791**	63	886	0	**886**	0	886	0	**886**	0	886	0	**886**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**0**	0	4	**0**	0	4	0	**0**	0	4	0	**0**	0	4	0	**0**
	Left-Through		0							0				0				0	
	Through	1133	1	621	1	1134	621	284	1463	1	788	1	1464	1	788	14	1477	1	795
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	94		*North-South:*	94		*North-South:*	98			*North-South:*	98			*North-South:*	98	
			East-West:	791		*East-West:*	791		*East-West:*	886			*East-West:*	886			*East-West:*	886	
			SUM:	885		*SUM:*	885		*SUM:*	984			*SUM:*	984			*SUM:*	984	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.590			0.590				0.656				0.656				0.656
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.490			0.490				0.556				0.556				0.556
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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--	2	NB-- 0	SB--	2	NB-- 0	SB--	2		NB-- 0	SB--	2		NB-- 0	SB--	2	
	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	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	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	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	11	1	11	0	11	11	23	34	1	34	0	34	1	34	0	34	1	34
	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	1236	3	412	3	1239	413	267	1553	3	518	3	1556	3	519	8	1561	3	520
	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	1243	2	**622**	1	1244	**622**	261	1554	2	**777**	1	1555	2	**778**	14	1568	2	**784**
	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:*	45		*North-South:*	45		*North-South:*		47		*North-South:*		47		*North-South:*		47
			East-West:	622		*East-West:*	622		*East-West:*		777		*East-West:*		778		*East-West:*		784
			SUM:	667		*SUM:*	667		*SUM:*		824		*SUM:*		825		*SUM:*		831
VOLUME/CAPACITY *(V/C)* RATIO:				0.445			0.445				0.549				0.550				0.554
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.345**			**0.345**				**0.449**				**0.450**				**0.454**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	332	1	**272**	0	332	**272**	74	430	1	**328**	0	430	1	**328**	0	430	1	**328**
	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	211	0	272	0	211	272	0	226	0	328	0	226	0	328	0	226	0	328
	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	1088	3	**363**	3	1091	**364**	267	1433	3	**478**	3	1436	3	**479**	8	1441	3	**480**
	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	598	2	299	1	599	300	210	851	2	426	1	852	2	426	14	865	2	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	
CRITICAL VOLUMES		*North-South:*		272	*North-South:*		272	*North-South:*			328	*North-South:*			328	*North-South:*			328
		East-West:		363	*East-West:*		364	*East-West:*			478	*East-West:*			479	*East-West:*			480
		SUM:		635	*SUM:*		636	*SUM:*			806	*SUM:*			807	*SUM:*			808
VOLUME/CAPACITY *(V/C)* RATIO:				0.423			0.424				0.537				0.538				0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.323**			**0.324**				**0.437**				**0.438**				**0.439**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 2

	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?			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	41	1	41	0	41	41	7	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	10	0	**93**	0	10	**93**	0	11	0	**100**	0	11	0	**100**	0	11	0	**100**
	Through-Right		1							1				1				1	
	Right	83	0	0	0	83	0	0	89	0	0	0	89	0	0	0	89	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	644	1	**644**	1	645	**645**	69	759	1	**759**	1	760	1	**760**	3	762	1	**762**
	Left-Through		0							0				0				0	
	Through	898	2	449	2	900	450	186	1149	2	575	2	1151	2	576	4	1153	2	577
	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	361	1	**308**	0	361	**308**	151	538	1	**405**	0	538	1	**405**	6	544	1	**408**
	Through-Right		1							1				1				1	
	Right	254	0	254	0	254	254	0	272	0	272	0	272	0	272	0	272	0	272
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		93	*North-South:*		93	*North-South:*			100	*North-South:*			100	*North-South:*			100
		East-West:		952	*East-West:*		953	*East-West:*			1164	*East-West:*			1165	*East-West:*			1170
		SUM:		1045	*SUM:*		1046	*SUM:*			1264	*SUM:*			1265	*SUM:*			1270
VOLUME/CAPACITY *(V/C)* RATIO:				0.733			0.734				0.887				0.888				0.891
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.633**			**0.634**				**0.787**				**0.788**				**0.791**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Alternative 3 AM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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 BASE 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	259	1	156	0	259	156	40	318	1	190	0	318	1	190	0	318	1	190
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	4	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	540	2	**270**	0	540	**270**	70	649	2	**325**	0	649	2	**325**	0	649	2	**325**
	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	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		1							1				1				1	
	Through	436	0	**291**	3	439	**292**	476	943	0	**552**	3	946	0	**553**	3	946	0	**553**
	Through-Right		1							1				1				1	
	Right	98	0	291	0	98	292	5	110	0	552	0	110	0	553	0	110	0	553
	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:*		270	*North-South:*		270	*North-South:*			325	*North-South:*			325	*North-South:*			325
		East-West:		291	*East-West:*		292	*East-West:*			552	*East-West:*			553	*East-West:*			553
		SUM:		561	*SUM:*		562	*SUM:*			877	*SUM:*			878	*SUM:*			878
VOLUME/CAPACITY *(V/C)* RATIO:				0.374			0.375				0.585				0.585				0.585
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.274			0.275				0.485				0.485				0.485
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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 BASE 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	306	1	178	0	306	178	44	372	1	215	0	372	1	215	0	372	1	215
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	4	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	0	39	0	39	39	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		1							1				1				1	
	Through	594	1	**336**	0	594	**336**	74	711	1	**398**	0	711	1	**398**	0	711	1	**398**
	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	55	0	55	0	55	55	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		1							1				1				1	
	Through	452	2	**167**	3	455	**167**	380	865	2	**274**	3	868	2	**274**	3	868	2	**274**
	Through-Right		1							1				1				1	
	Right	159	0	167	0	159	167	0	170	0	274	0	170	0	274	0	170	0	274
	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:*		336	*North-South:*		336	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		167	*East-West:*		167	*East-West:*			274	*East-West:*			274	*East-West:*			274
		SUM:		503	*SUM:*		503	*SUM:*			672	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY *(V/C)* RATIO:				0.335			0.335				0.448				0.448				0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.235**			**0.235**				**0.348**				**0.348**				**0.348**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING BASE 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	337	1	216	0	337	216	25	386	1	**268**	0	386	1	**268**	0	386	1	**268**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	48	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	3	38	38	0	38	1	**38**	3	41	1	**41**	3	41	1	**41**
	Left-Through		0							0				0				0	
	Through	522	2	**261**	0	522	**261**	46	606	2	303	0	606	2	303	0	606	2	303
	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	27	0	27	0	27	27	0	29	0	29	0	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	401	2	**132**	3	404	**133**	480	910	2	**262**	3	913	2	**263**	3	913	2	**263**
	Through-Right		1							1				1				1	
	Right	101	0	132	0	101	133	0	108	0	262	0	108	0	263	0	108	0	263
	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:*		261	*North-South:*		261	*North-South:*			306	*North-South:*			309	*North-South:*			309
		East-West:		132	*East-West:*		133	*East-West:*			262	*East-West:*			263	*East-West:*			263
		SUM:		393	*SUM:*		394	*SUM:*			568	*SUM:*			572	*SUM:*			572
VOLUME/CAPACITY *(V/C)* RATIO:				0.276			0.276				0.399				0.401				0.401
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.176			0.176				0.299				0.301				0.301
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING BASE 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	409	1	**238**	0	409	**242**	44	483	1	**283**	0	483	1	**288**	0	483	1	**288**
	Through-Right		1							1				1				1	
	Right	66	0	66	9	75	75	12	83	0	83	9	92	0	92	9	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	1	**24**	0	24	**24**	30	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	487	2	244	0	487	244	54	576	2	288	0	576	2	288	0	576	2	288
	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	57	1	57	0	57	57	13	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	341	2	**171**	3	344	**172**	401	767	2	**384**	3	770	2	**385**	3	770	2	**385**
	Through-Right		0							0				0				0	
	Right	129	1	129	0	129	129	8	146	1	146	0	146	1	146	0	146	1	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	309	1	**309**	10	319	**319**	28	359	1	359	10	369	1	369	10	369	1	369
	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	486	2	267	3	489	269	306	827	2	**455**	3	830	2	**457**	3	830	2	**457**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		262	*North-South:*		266	*North-South:*			339	*North-South:*			344	*North-South:*			344
		East-West:		480	*East-West:*		491	*East-West:*			839	*East-West:*			842	*East-West:*			842
		SUM:		742	*SUM:*		757	*SUM:*			1178	*SUM:*			1186	*SUM:*			1186
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.551				0.857				0.863				0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.440**			**0.451**				**0.757**				**0.763**				**0.763**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING BASE 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	39	1	39	0	39	39	5	47	1	47	0	47	1	47	0	47	1	47
Left-Through		0							0				0				0	
Through	650	2	**325**	6	656	**328**	532	1229	2	**615**	6	1235	2	**618**	6	1235	2	**618**
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	757	2	278	3	760	279	432	1244	2	442	3	1247	2	443	3	1247	2	443
Through-Right		1							1				1				1	
Right	76	0	76	0	76	76	0	81	0	81	0	81	0	81	0	81	0	81
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	492	1	492	2	494	494	473	1000	1	**820**	2	1002	1	**821**	2	1002	1	**821**
Left-Through		1							1				1				1	
Through	1319	1	**493**	0	1319	**660**	47	1461	1	820	0	1461	1	821	0	1461	1	821
Through-Right		1							1				1				1	
Right	159	0	159	0	159	159	23	193	0	193	0	193	0	193	0	193	0	193
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		325	North-South:		328	North-South:			615	North-South:			618	North-South:			618
	East-West:		493	East-West:		660	East-West:			820	East-West:			821	East-West:			821
	SUM:		818	SUM:		988	SUM:			1435	SUM:			1439	SUM:			1439
VOLUME/CAPACITY (V/C) RATIO:			0.574			0.693				1.007				1.010				1.010
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.474			0.593				0.907				0.910				0.910
LEVEL OF SERVICE (LOS):			A			A				E				E				E

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2	EB-- 0	WB--	2
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING BASE 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	533	2	**267**	6	539	**270**	463	1034	2	**517**	6	1040	2	**520**	6	1040	2	**520**
	Through-Right		0							0				0				0	
	Right	115	1	38	2	117	40	256	379	1	292	2	381	1	294	2	381	1	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	**129**	0	129	**129**	83	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	1100	3	367	5	1105	368	822	2001	3	667	5	2006	3	669	5	2006	3	669
	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	74	2	41	0	74	41	23	102	2	56	0	102	2	56	0	102	2	56
	Left-Through		0							0				0				0	
	Through	37	1	37	0	37	37	4	44	1	44	0	44	1	44	0	44	1	44
	Through-Right		0							0				0				0	
	Right	131	1	**131**	0	131	**131**	12	152	1	**152**	0	152	1	**152**	0	152	1	**152**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	154	1	**154**	0	154	**154**	9	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	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	166	1	166	0	166	166	51	229	1	229	0	229	1	229	0	229	1	229
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		399	*North-South:*			738	*North-South:*			741	*North-South:*			741
		East-West:		285	*East-West:*		285	*East-West:*			326	*East-West:*			326	*East-West:*			326
		SUM:		681	*SUM:*		684	*SUM:*			1064	*SUM:*			1067	*SUM:*			1067
VOLUME/CAPACITY *(V/C)* RATIO:				0.478			0.480				0.747				0.749				0.749
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.378**			**0.380**				**0.647**				**0.649**				**0.649**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	54	1	**54**	0	54	**54**	262	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	622	2	311	10	632	316	673	1340	2	670	10	1350	2	675	10	1350	2	675
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	19	58	1	58	0	58	1	58	0	58	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	1	21	0	21	21	9	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	891	2	**446**	9	900	**450**	854	1809	2	**905**	9	1818	2	**909**	9	1818	2	**909**
	Through-Right		0							0				0				0	
	Right	174	1	79	0	174	79	55	242	1	106	0	242	1	106	0	242	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	**95**	0	95	**95**	34	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	202	1	134	0	202	134	89	306	1	281	0	306	1	281	0	306	1	281
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	186	256	0	256	0	256	0	256	0	256	0	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	2	2	0	11	11	0	0	2	13	0	0	2	13	0	0
	Left-Through		0							0				0				0	
	Through	651	1	**347**	0	651	**347**	145	843	1	**450**	0	843	1	**450**	0	843	1	**450**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	11	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	500		*North-South:*	504		*North-South:*	1225			*North-South:*	1229			*North-South:*	1229		
		East-West:	442		*East-West:*	442		*East-West:*	586			*East-West:*	586			*East-West:*	586		
		SUM:	942		*SUM:*	946		*SUM:*	1811			*SUM:*	1815			*SUM:*	1815		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.661			0.664			1.271				1.274				1.274		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.561**			**0.564**			**1.171**				**1.174**				**1.174**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**F**				**F**				**F**		

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	157	1	**157**	8	165	**165**	124	292	1	**292**	8	300	1	**300**	8	300	1	**300**
Left-Through		0							0				0				0	
Through	579	2	290	10	589	295	790	1411	2	706	10	1421	2	711	10	1421	2	711
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	804	2	**402**	10	814	**407**	709	1571	2	**786**	10	1581	2	**791**	10	1581	2	**791**
Through-Right		0							0				0				0	
Right	157	1	157	0	157	157	15	183	1	183	0	183	1	183	0	183	1	183
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	138	0	138	8	146	146	18	166	0	166	8	174	0	174	8	174	0	174
Left-Through		1							1				1				1	
Through	2203	3	**585**	0	2203	**587**	288	2650	3	**704**	0	2650	3	**706**	0	2650	3	**706**
Through-Right		0							0				0				0	
Right	142	1	142	0	142	142	141	293	1	293	0	293	1	293	0	293	1	293
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		559	*North-South:*		572	*North-South:*			1078	*North-South:*			1091	*North-South:*			1091
	East-West:		585	*East-West:*		587	*East-West:*			704	*East-West:*			706	*East-West:*			706
	SUM:		1144	*SUM:*		1159	*SUM:*			1782	*SUM:*			1797	*SUM:*			1797
VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.813				1.251				1.261				1.261
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.713**				**1.151**				**1.161**				**1.161**
LEVEL OF SERVICE (LOS):			**C**			**C**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.151**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.000
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		EXISTING BASE 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	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	686	1	**372**	18	704	**381**	707	1442	1	**752**	18	1460	1	**761**	18	1460	1	**761**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	**86**	3	89	**89**	40	132	1	**132**	3	135	1	**135**	3	135	1	**135**
	Left-Through		0							0				0				0	
	Through	840	2	420	14	854	427	642	1543	2	772	14	1557	2	779	14	1557	2	779
	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	84	0	84	0	84	84	123	213	0	213	0	213	0	213	0	213	0	213
	Left-Through		1							1				1				1	
	Through	281	2	122	6	287	124	310	611	2	**275**	6	617	2	**277**	6	617	2	**277**
	Through-Right		0							0				0				0	
	Right	154	1	**154**	0	154	**154**	101	266	1	266	0	266	1	266	0	266	1	266
	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:*		458	*North-South:*		470	*North-South:*			884	*North-South:*			896	*North-South:*			896
		East-West:		154	*East-West:*		154	*East-West:*			275	*East-West:*			277	*East-West:*			277
		SUM:		612	*SUM:*		624	*SUM:*			1159	*SUM:*			1173	*SUM:*			1173
	VOLUME/CAPACITY *(V/C)* RATIO:			0.408			0.416				0.773				0.782				0.782
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.308			0.316				0.673				0.682				0.682
	LEVEL OF SERVICE (LOS):			A			A				B				B				B
	MITIGATION CREDIT:																		0.010
	V/C LESS MITIGATION CREDIT:																		0.672

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	86	1	**86**	0	86	**86**	46	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	616	1	349	15	631	356	607	1267	1	**677**	15	1282	1	**685**	15	1282	1	**685**
Through-Right		1							1				1				1	
Right	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	64	1	64	0	64	64	254	323	1	**323**	0	323	1	**323**	0	323	1	**323**
Left-Through		0							0				0				0	
Through	840	1	**458**	14	854	**472**	464	1365	1	753	14	1379	1	767	14	1379	1	767
Through-Right		1							1				1				1	
Right	75	0	75	14	89	89	61	141	0	141	14	155	0	155	14	155	0	155
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	11	54	**54**	42	88	1	**88**	11	99	1	**99**	11	99	1	**99**
Left-Through		0							0				0				0	
Through	249	1	181	0	249	181	297	564	1	395	0	564	1	395	0	564	1	395
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	104	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	133	1	133	0	133	133	78	221	1	221	0	221	1	221	0	221	1	221
Left-Through		0							0				0				0	
Through	678	1	**397**	0	678	**397**	227	954	1	**556**	0	954	1	**556**	0	954	1	**556**
Through-Right		1							1				1				1	
Right	116	0	116	0	116	116	34	158	0	158	0	158	0	158	0	158	0	158
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		544	*North-South:*		558	*North-South:*			1000	*North-South:*			1008	*North-South:*			1008
	East-West:		440	*East-West:*		451	*East-West:*			644	*East-West:*			655	*East-West:*			655
	SUM:		984	*SUM:*		1009	*SUM:*			1644	*SUM:*			1663	*SUM:*			1663
VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.708				1.154				1.167				1.167
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.608**				**1.054**				**1.067**				**1.067**
LEVEL OF SERVICE (LOS):			**A**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.057

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?			2			2				2				2				2	
Override Capacity			0			0				0				0				0	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.013 — Δ*v/c* after mitigation: 0.003

Significant impacted? YES — Fully mitigated? YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	99	1	**99**	0	99	**99**	20	126	1	**126**	0	126	1	**126**	0	126	1	**126**
Left-Through		0							0				0				0	
Through	643	1	363	11	654	368	310	999	1	579	11	1010	1	584	11	1010	1	584
Through-Right		1							1				1				1	
Right	82	0	82	0	82	82	70	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	108	1	108	0	108	108	254	370	1	370	0	370	1	370	0	370	1	370
Left-Through		0							0				0				0	
Through	862	1	**528**	11	873	**536**	393	1317	1	**886**	11	1328	1	**894**	11	1328	1	**894**
Through-Right		1							1				1				1	
Right	194	0	194	4	198	198	247	455	0	455	4	459	0	459	4	459	0	459
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	74	1	**74**	3	77	**77**	204	283	1	**283**	3	286	1	**286**	3	286	1	**286**
Left-Through		0							0				0				0	
Through	349	1	244	0	349	244	415	789	1	471	0	789	1	471	0	789	1	471
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	5	153	0	153	0	153	0	153	0	153	0	153
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	129	1	129	0	129	129	51	189	1	189	0	189	1	189	0	189	1	189
Left-Through		0							0				0				0	
Through	658	1	**379**	0	658	**379**	264	969	1	**634**	0	969	1	**634**	0	969	1	**634**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	191	298	0	298	0	298	0	298	0	298	0	298
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		627	*North-South:*		635	*North-South:*			1012	*North-South:*			1020	*North-South:*			1020
	East-West:		453	*East-West:*		456	*East-West:*			917	*East-West:*			920	*East-West:*			920
	SUM:		1080	*SUM:*		1091	*SUM:*			1929	*SUM:*			1940	*SUM:*			1940
VOLUME/CAPACITY *(V/C)* RATIO:			0.758			0.766				1.354				1.361				1.361
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.658**			**0.666**				**1.254**				**1.261**				**1.261**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.251

	NB--	SB--	EB--	WB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?		2		
Override Capacity		0		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: **0.007** $\Delta v/c$ after mitigation: **-0.003**

Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		EXISTING BASE 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	49	1	**49**	0	49	**49**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	813	1	431	11	824	437	414	1286	1	670	11	1297	1	675	11	1297	1	675
	Through-Right		1							1				1				1	
	Right	49	0	49	0	49	49	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	0	30	1	30	0	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	822	1	**471**	11	833	**477**	457	1338	1	**734**	11	1349	1	**739**	11	1349	1	**739**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	0	139	0	139	0	139	0	139	0	139	0	139
	Left-Through		0							0				0				0	
	Through	68	0	**269**	0	68	**269**	0	73	0	**288**	0	73	0	**288**	0	73	0	**288**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	0	**48**	0	48	**48**	0	51	0	**51**	0	51	0	**51**	0	51	0	**51**
	Left-Through		0							0				0				0	
	Through	101	0	183	0	101	183	0	108	0	195	0	108	0	195	0	108	0	195
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		520	*North-South:*		526	*North-South:*			787	*North-South:*			792	*North-South:*			792
		East-West:		317	*East-West:*		317	*East-West:*			339	*East-West:*			339	*East-West:*			339
		SUM:		837	*SUM:*		843	*SUM:*			1126	*SUM:*			1131	*SUM:*			1131
	VOLUME/CAPACITY *(V/C)* RATIO:			0.558			0.562				0.751				0.754				0.754
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.458**			**0.462**				**0.651**				**0.654**				**0.654**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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

	MOVEMENT	EXISTING BASE 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	117	1	117	0	117	117	28	153	1	**153**	0	153	1	**153**	0	153	1	**153**
	Left-Through		0							0				0				0	
	Through	692	1	**395**	8	700	**399**	414	1156	1	632	8	1164	1	636	8	1164	1	636
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	3	94	**94**	0	98	1	98	3	101	1	101	3	101	1	101
	Left-Through		0							0				0				0	
	Through	674	2	337	8	682	341	457	1180	2	**590**	8	1188	2	**594**	8	1188	2	**594**
	Through-Right		0							0				0				0	
	Right	133	1	90	0	133	90	0	143	1	97	0	143	1	97	0	143	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	**86**	0	86	**86**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	649	1	358	0	649	358	172	868	1	481	0	868	1	481	0	868	1	481
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	23	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	103	1	103	0	103	103	2	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	911	1	**482**	0	911	**483**	105	1082	1	**569**	0	1082	1	**571**	0	1082	1	**571**
	Through-Right		1							1				1				1	
	Right	52	0	52	3	55	55	0	56	0	56	3	59	0	59	3	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		486	*North-South:*		493	*North-South:*			743	*North-South:*			747	*North-South:*			747
		East-West:		568	*East-West:*		569	*East-West:*			661	*East-West:*			663	*East-West:*			663
		SUM:		1054	*SUM:*		1062	*SUM:*			1404	*SUM:*			1410	*SUM:*			1410
VOLUME/CAPACITY *(V/C)* RATIO:				0.703			0.708				0.936				0.940				0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.603**			**0.608**				**0.836**				**0.840**				**0.840**
LEVEL OF SERVICE (LOS):				B			B				D				D				D

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 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	320	1	**320**	0	320	**320**	0	343	1	**343**	0	343	1	**343**	0	343	1	**343**
	Left-Through		0							0				0				0	
	Through	1091	1	546	2	1093	547	259	1429	1	715	2	1431	1	716	2	1431	1	716
	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	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0				0				0	
	Through	933	2	**467**	2	935	**468**	279	1279	2	**640**	2	1281	2	**641**	2	1281	2	**641**
	Through-Right		0							0				0				0	
	Right	296	1	154	3	299	155	87	404	1	194	3	407	1	195	3	407	1	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	284	1	**284**	4	288	**288**	116	420	1	**420**	4	424	1	**424**	4	424	1	**424**
	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	498	1	178	0	498	178	0	534	1	191	0	534	1	191	0	534	1	191
	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:*	787		*North-South:*	788		*North-South:*	983			*North-South:*	984			*North-South:*	984
			East-West:	284		*East-West:*	288		*East-West:*	420			*East-West:*	424			*East-West:*	424
			SUM:	1071		*SUM:*	1076		*SUM:*	1403			*SUM:*	1408			*SUM:*	1408
	VOLUME/CAPACITY *(V/C)* RATIO:			0.752			0.755			0.985				0.988				0.988
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.652**			**0.655**			**0.885**				**0.888**				**0.888**
	LEVEL OF SERVICE (LOS):			**B**			**B**			**D**				**D**				**D**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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?			1			1				1				1				1
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	NB-- 0 SB--	EB-- 0 WB--		0 0	NB-- 0 SB--	EB-- 0 WB--		0 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	37	0	37	0	37	37	134	174	0	174	0	174	0	174	0	174	0	174
	Left-Through		0							0				0				0	
	Through	10	0	**52**	0	10	**52**	83	94	0	**279**	0	94	0	**279**	0	94	0	**279**
	Through-Right		0							0				0				0	
	Right	5	0	0	0	5	0	6	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	11	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		1							1				1				1	
	Through	0	0	46	0	0	46	39	39	0	**99**	0	39	0	**99**	0	39	0	**99**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	19	49	1	49	0	49	1	49	0	49	1	49
	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	161	10	289	166	224	523	1	393	10	533	1	398	10	533	1	398
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	217	263	0	263	0	263	0	263	0	263	0	263
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through		0							0				0				0	
	Through	2422	2	**830**	8	2430	**833**	130	2727	2	**945**	8	2735	2	**948**	8	2735	2	**948**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	35	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	98		*North-South:*	98		*North-South:*		378		*North-South:*		378		*North-South:*		378
			East-West:	830		*East-West:*	833		*East-West:*		945		*East-West:*		948		*East-West:*		948
			SUM:	928		*SUM:*	931		*SUM:*		1323		*SUM:*		1326		*SUM:*		1326
VOLUME/CAPACITY *(V/C)* RATIO:				0.651			0.653				0.928				0.931				0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.551**			**0.553**				**0.828**				**0.831**				**0.831**
LEVEL OF SERVICE (LOS):				**A**			**A**				**D**				**D**				**D**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	43	1	**43**	0	43	**43**	63	109	1	**109**	0	109	1	**109**	0	109	1	**109**
Left-Through		0							0				0				0	
Through	74	0	78	11	85	89	146	225	0	269	11	236	0	280	11	236	0	280
Through-Right		1							1				1				1	
Right	4	0	0	0	4	0	40	44	0	0	0	44	0	0	0	44	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	16	1	16	7	23	23	146	163	1	163	7	170	1	170	7	170	1	170
Left-Through		0							0				0				0	
Through	115	0	**151**	10	125	**161**	258	381	0	**608**	10	391	0	**618**	10	391	0	**618**
Through-Right		1							1				1				1	
Right	36	0	0	0	36	0	188	227	0	0	0	227	0	0	0	227	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	43	1	**43**	0	43	**43**	180	226	1	**226**	0	226	1	**226**	0	226	1	**226**
Left-Through		0							0				0				0	
Through	203	1	152	0	203	152	227	445	1	423	0	445	1	423	0	445	1	423
Through-Right		1							1				1				1	
Right	101	0	101	0	101	101	293	401	0	401	0	401	0	401	0	401	0	401
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	69	1	69	0	69	69	37	111	1	111	0	111	1	111	0	111	1	111
Left-Through		0							0				0				0	
Through	836	1	**463**	0	836	**464**	165	1061	1	**619**	0	1061	1	**621**	0	1061	1	**621**
Through-Right		1							1				1				1	
Right	89	0	89	3	92	92	82	177	0	177	3	180	0	180	3	180	0	180
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		194	*North-South:*		204	*North-South:*			717	*North-South:*			727	*North-South:*			727
	East-West:		506	*East-West:*		507	*East-West:*			845	*East-West:*			847	*East-West:*			847
	SUM:		700	*SUM:*		711	*SUM:*			1562	*SUM:*			1574	*SUM:*			1574
VOLUME/CAPACITY (*V/C*) RATIO:			0.467			0.474				1.041				1.049				1.049
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.367**			**0.374**				**0.941**				**0.949**				**0.949**
LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**0.939**

Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB-- 0 EB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			
Override Capacity			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		EXISTING BASE 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	69	1	**69**	0	69	**69**	39	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	93	0	118	8	101	126	164	264	0	**354**	8	272	0	**362**	8	272	0	**362**
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	63	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	1	36	2	38	38	204	243	1	**243**	2	245	1	**245**	2	245	1	**245**
	Left-Through		0							0				0				0	
	Through	165	0	**218**	8	173	**226**	91	268	0	413	8	276	0	421	8	276	0	421
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	88	145	0	0	0	145	0	0	0	145	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	1	**14**	0	14	**14**	118	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	369	1	212	0	369	212	572	968	1	549	0	968	1	549	0	968	1	549
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	70	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	77	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	765	1	**398**	0	765	**399**	362	1182	1	**630**	0	1182	1	**631**	0	1182	1	**631**
	Through-Right		1							1				1				1	
	Right	31	0	31	2	33	33	44	77	0	77	2	79	0	79	2	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		287	*North-South:*		295	*North-South:*			597	*North-South:*			607	*North-South:*			607
		East-West:		412	*East-West:*		413	*East-West:*			763	*East-West:*			764	*East-West:*			764
		SUM:		699	*SUM:*		708	*SUM:*			1360	*SUM:*			1371	*SUM:*			1371
	VOLUME/CAPACITY *(V/C)* RATIO:			0.466			0.472				0.907				0.914				0.914
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.366**			**0.372**				**0.807**				**0.814**				**0.814**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**D**				**D**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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 BASE 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	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	44	0	**60**	0	44	**60**	0	46	0	**62**	0	46	0	**62**	0	46	0	**62**
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		1							1				1				1	
	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	243	1	206	10	253	211	155	408	1	319	10	418	1	324	10	418	1	324
	Through-Right		1							1				1				1	
	Right	169	0	169	0	169	169	54	230	0	230	0	230	0	230	0	230	0	230
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	2686	2	**919**	8	2694	**922**	281	3076	2	**1050**	8	3084	2	**1053**	8	3084	2	**1053**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	60		*North-South:*	60		*North-South:*	62			*North-South:*	62			*North-South:*	62	
			East-West:	919		*East-West:*	922		*East-West:*	1050			*East-West:*	1053			*East-West:*	1053	
			SUM:	979		*SUM:*	982		*SUM:*	1112			*SUM:*	1115			*SUM:*	1115	
VOLUME/CAPACITY *(V/C)* RATIO:				0.653			0.655				0.741				0.743				0.743
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.555**				**0.641**				**0.643**				**0.643**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING BASE 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	53	1	**53**	0	53	**53**	0	55	1	55	0	55	1	55	0	55	1	55
	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	33	1	33	0	33	33	37	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	252	2	126	10	262	131	155	417	2	209	10	427	2	214	10	427	2	214
	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	2730	3	**910**	8	2738	**913**	244	3085	3	**1028**	8	3093	3	**1031**	8	3093	3	**1031**
	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:*		53	*North-South:*		53	*North-South:*			71	*North-South:*			71	*North-South:*			71
		East-West:		910	*East-West:*		913	*East-West:*			1028	*East-West:*			1031	*East-West:*			1031
		SUM:		963	*SUM:*		966	*SUM:*			1099	*SUM:*			1102	*SUM:*			1102
	VOLUME/CAPACITY *(V/C)* RATIO:			0.642			0.644				0.733				0.735				0.735
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.542**			**0.544**				**0.633**				**0.635**				**0.635**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	EXISTING BASE 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	1300	1	660	0	1300	660	42	1436	1	729	0	1436	1	729	0	1436	1	729
NORTHBOUND Left-Through		0							0				0				0	
NORTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND Through-Right		0							0				0				0	
NORTHBOUND Right	20	0	660	0	20	660	0	21	0	729	0	21	0	729	0	21	0	729
NORTHBOUND Left-Through-Right		0							0				0				0	
NORTHBOUND 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
SOUTHBOUND Left-Through		0							0				0				0	
SOUTHBOUND Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Through-Right		0							0				0				0	
SOUTHBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND Left-Through-Right		0							0				0				0	
SOUTHBOUND 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
EASTBOUND Left-Through		0							0				0				0	
EASTBOUND Through	306	2	153	10	316	158	160	488	2	244	10	498	2	249	10	498	2	249
EASTBOUND Through-Right		0							0				0				0	
EASTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND Left-Through-Right		0							0				0				0	
EASTBOUND 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
WESTBOUND Left-Through		0							0				0				0	
WESTBOUND Through	1784	3	595	8	1792	597	224	2137	3	712	8	2145	3	715	8	2145	3	715
WESTBOUND Through-Right		0							0				0				0	
WESTBOUND Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND Left-Through-Right		0							0				0				0	
WESTBOUND Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		660	North-South:		660	North-South:			729	North-South:			729	North-South:			729
	East-West:		595	East-West:		597	East-West:			712	East-West:			715	East-West:			715
	SUM:		1255	SUM:		1257	SUM:			1441	SUM:			1444	SUM:			1444
VOLUME/CAPACITY (V/C) RATIO:			0.837			0.838				0.961				0.963				0.963
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.737			0.738				0.861				0.863				0.863
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	12/22/17
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	AM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING BASE 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	115	1	**115**	0	115	**115**	13	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	3	0	66	0	3	66	0	3	0	71	0	3	0	71	0	3	0	71
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	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	160	1	**160**	4	164	**164**	31	203	1	**203**	4	207	1	**207**	4	207	1	**207**
	Left-Through		0							0				0				0	
	Through	275	2	138	6	281	141	125	420	2	210	6	426	2	213	6	426	2	213
	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	1054	1	**692**	3	1057	**694**	150	1280	1	**817**	3	1283	1	**819**	3	1283	1	**819**
	Through-Right		1							1				1				1	
	Right	330	0	330	0	330	330	0	354	0	354	0	354	0	354	0	354	0	354
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		115	*North-South:*		115	*North-South:*			136	*North-South:*			136	*North-South:*			136
		East-West:		852	*East-West:*		858	*East-West:*			1020	*East-West:*			1026	*East-West:*			1026
		SUM:		967	*SUM:*		973	*SUM:*			1156	*SUM:*			1162	*SUM:*			1162
VOLUME/CAPACITY *(V/C)* RATIO:				0.679			0.683				0.811				0.815				0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.579**			**0.583**				**0.711**				**0.715**				**0.715**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

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

Alternative 3 PM

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
1	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	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	734	1	**440**	0	734	**440**	75	862	1	**514**	0	862	1	**514**	0	862	1	**514**
	Through-Right		1							1				1				1	
	Right	145	0	145	0	145	145	10	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	**92**	0	92	**92**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	251	2	126	0	251	126	63	332	2	166	0	332	2	166	0	332	2	166
	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	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	1343	0	**756**	3	1346	**758**	509	1949	0	**1072**	3	1952	0	**1074**	3	1952	0	**1074**
	Through-Right		1							1				1				1	
	Right	88	0	756	0	88	758	14	108	0	1072	0	108	0	1074	0	108	0	1074
	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:*		532	*North-South:*		532	*North-South:*			613	*North-South:*			613	*North-South:*			613
		East-West:		756	*East-West:*		758	*East-West:*			1072	*East-West:*			1074	*East-West:*			1074
		SUM:		1288	*SUM:*		1290	*SUM:*			1685	*SUM:*			1687	*SUM:*			1687
VOLUME/CAPACITY *(V/C)* RATIO:				0.859			0.860				1.123				1.125				1.125
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.759**			**0.760**				**1.023**				**1.025**				**1.025**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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:	San Pedro	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
2	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	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	814	1	**441**	0	814	**441**	85	958	1	**520**	0	958	1	**520**	0	958	1	**520**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	10	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		1							1				1				1	
	Through	286	1	235	0	286	235	79	386	1	340	0	386	1	340	0	386	1	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	
EASTBOUND	Left	81	0	81	0	81	81	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	931	2	**273**	3	934	**274**	372	1370	2	**386**	3	1373	2	**387**	3	1373	2	**387**
	Through-Right		1							1				1				1	
	Right	81	0	273	0	81	274	0	87	0	386	0	87	0	387	0	87	0	387
	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:		487	North-South:		487	North-South:			569	North-South:			569	North-South:			569
		East-West:		273	East-West:		274	East-West:			386	East-West:			387	East-West:			387
		SUM:		760	SUM:		761	SUM:			955	SUM:			956	SUM:			956
VOLUME/CAPACITY (V/C) RATIO:				0.507			0.507				0.637				0.637				0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.407**				**0.537**				**0.537**				**0.537**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
3	East-West Street:	4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	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	792	1	**536**	0	792	**536**	27	876	1	**611**	0	876	1	**611**	0	876	1	**611**
	Through-Right		1							1				1				1	
	Right	279	0	279	0	279	279	47	346	0	346	0	346	0	346	0	346	0	346
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	**67**	4	71	**71**	0	72	1	**72**	4	76	1	**76**	4	76	1	**76**
	Left-Through		0							0				0				0	
	Through	248	2	124	0	248	124	71	337	2	169	0	337	2	169	0	337	2	169
	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	65	0	65	0	65	65	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		1							1				1				1	
	Through	1400	2	**391**	3	1403	**392**	524	2025	2	**550**	3	2028	2	**551**	3	2028	2	**551**
	Through-Right		1							1				1				1	
	Right	98	0	391	0	98	392	0	105	0	550	0	105	0	551	0	105	0	551
	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:*		603	*North-South:*		607	*North-South:*			683	*North-South:*			687	*North-South:*			687
		East-West:		391	*East-West:*		392	*East-West:*			550	*East-West:*			551	*East-West:*			551
		SUM:		994	*SUM:*		999	*SUM:*			1233	*SUM:*			1238	*SUM:*			1238
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.701				0.865				0.869				0.869
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.601**				**0.765**				**0.769**				**0.769**
LEVEL OF SERVICE (LOS):				**A**			**B**				**C**				**C**				**C**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Central	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
4	East-West Street:	6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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?			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	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	829	1	**519**	0	829	**524**	81	970	1	**623**	0	970	1	**628**	0	970	1	**628**
	Through-Right		1							1				1				1	
	Right	208	0	208	10	218	218	52	275	0	275	10	285	0	285	10	285	0	285
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	38	1	**38**	0	38	**38**	18	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	285	2	143	0	285	143	59	365	2	183	0	365	2	183	0	365	2	183
	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	138	1	138	0	138	138	5	153	1	153	0	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	727	2	**364**	3	730	**365**	388	1167	2	**584**	3	1170	2	**585**	3	1170	2	**585**
	Through-Right		0							0				0				0	
	Right	127	1	127	0	127	127	3	139	1	139	0	139	1	139	0	139	1	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	4	182	**182**	43	234	1	234	4	238	1	238	4	238	1	238
	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	328	2	**180**	1	329	181	420	772	2	**425**	1	773	2	**425**	1	773	2	**425**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		557	North-South:		562	North-South:			682	North-South:			687	North-South:			687
		East-West:		544	East-West:		547	East-West:			1009	East-West:			1010	East-West:			1010
		SUM:		1101	SUM:		1109	SUM:			1691	SUM:			1697	SUM:			1697
VOLUME/CAPACITY (V/C) RATIO:				0.801			0.807				1.230				1.234				1.234
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.701**			**0.707**				**1.130**				**1.134**				**1.134**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
5	East-West Street:	Arcadia St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	17	1	17	0	17	17	12	30	1	30	0	30	1	30	0	30	1	30
Left-Through		0							0				0				0	
Through	1670	2	**835**	3	1673	**837**	827	2617	2	**1309**	3	2620	2	**1310**	3	2620	2	**1310**
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	573	2	202	4	577	203	385	999	2	345	4	1003	2	346	4	1003	2	346
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	270	1	**246**	2	272	**247**	394	683	1	**402**	2	685	1	**403**	2	685	1	**403**
Left-Through		1							1				1				1	
Through	468	1	246	0	468	247	22	524	1	402	0	524	1	403	0	524	1	403
Through-Right		1							1				1				1	
Right	193	0	193	0	193	193	33	240	0	240	0	240	0	240	0	240	0	240
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		835	*North-South:*		837	*North-South:*			1309	*North-South:*			1310	*North-South:*			1310
	East-West:		246	*East-West:*		247	*East-West:*			402	*East-West:*			403	*East-West:*			403
	SUM:		1081	*SUM:*		1084	*SUM:*			1711	*SUM:*			1713	*SUM:*			1713
VOLUME/CAPACITY *(V/C)* RATIO:			0.759			0.761				1.201				1.202				1.202
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.659			0.661				1.101				1.102				1.102
LEVEL OF SERVICE (LOS):			B			B				F				F				F

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
6	East-West Street:	E Commercial St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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?			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	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	1155	2	**578**	3	1158	**579**	743	1981	2	**991**	3	1984	2	**992**	3	1984	2	**992**
	Through-Right		0							0				0				0	
	Right	177	1	118	1	178	119	374	564	1	496	1	565	1	497	1	565	1	497
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	**138**	0	138	**138**	84	232	1	**232**	0	232	1	**232**	0	232	1	**232**
	Left-Through		0							0				0				0	
	Through	712	3	237	5	717	239	695	1458	3	486	5	1463	3	488	5	1463	3	488
	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	383	2	**211**	0	383	**211**	33	444	2	**244**	0	444	2	**244**	0	444	2	**244**
	Left-Through		0							0				0				0	
	Through	40	1	40	0	40	40	2	45	1	45	0	45	1	45	0	45	1	45
	Through-Right		0							0				0				0	
	Right	36	1	36	0	36	36	6	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	118	1	118	0	118	118	9	136	1	136	0	136	1	136	0	136	1	136
	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	139	1	**139**	0	139	**139**	64	213	1	**213**	0	213	1	**213**	0	213	1	**213**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		716	*North-South:*		717	*North-South:*			1223	*North-South:*			1224	*North-South:*			1224
		East-West:		350	*East-West:*		350	*East-West:*			457	*East-West:*			457	*East-West:*			457
		SUM:		1066	*SUM:*		1067	*SUM:*			1680	*SUM:*			1681	*SUM:*			1681
VOLUME/CAPACITY *(V/C)* RATIO:				0.748			0.749				1.179				1.180				1.180
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.648**			**0.649**				**1.079**				**1.080**				**1.080**
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

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:	N Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
7	East-West Street:	1st	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	78	1	**78**	0	78	**78**	247	331	1	**331**	0	331	1	**331**	0	331	1	**331**
	Left-Through		0							0				0				0	
	Through	779	2	390	4	783	392	965	1800	2	900	4	1804	2	902	4	1804	2	902
	Through-Right		0							0				0				0	
	Right	75	1	75	0	75	75	22	102	1	102	0	102	1	102	0	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	0	52	52	16	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	779	2	**390**	10	789	**395**	837	1672	2	**836**	10	1682	2	**841**	10	1682	2	**841**
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	47	164	1	0	0	164	1	0	0	164	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	344	1	**344**	0	344	**344**	62	431	1	**431**	0	431	1	**431**	0	431	1	**431**
	Left-Through		0							0				0				0	
	Through	683	1	392	0	683	392	173	905	1	659	0	905	1	659	0	905	1	659
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	305	413	0	413	0	413	0	413	0	413	0	413
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	2	2	0	27	27	0	0	2	29	0	0	2	29	0	0
	Left-Through		0							0				0				0	
	Through	280	1	**148**	0	280	**148**	147	447	1	**240**	0	447	1	**240**	0	447	1	**240**
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	15	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		468	*North-South:*		473	*North-South:*			1167	*North-South:*			1172	*North-South:*			1172
		East-West:		492	*East-West:*		492	*East-West:*			671	*East-West:*			671	*East-West:*			671
		SUM:		960	*SUM:*		965	*SUM:*			1838	*SUM:*			1843	*SUM:*			1843
VOLUME/CAPACITY *(V/C)* RATIO:				0.674			0.677				1.290				1.293				1.293
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.577**				**1.190**				**1.193**				**1.193**
LEVEL OF SERVICE (LOS):				**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth (%):	1	Conducted by:	Ryan	Date:	07-26-2017
8	East-West Street:	E 4th Pl/3rd St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		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?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	168	1	**168**	3	171	**171**	103	283	1	**283**	3	286	1	**286**	3	286	1	**286**
	Left-Through		0							0				0				0	
	Through	840	2	420	4	844	422	820	1721	2	861	4	1725	2	863	4	1725	2	863
	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	788	2	**394**	12	800	**400**	857	1702	2	**851**	12	1714	2	**857**	12	1714	2	**857**
	Through-Right		0							0				0				0	
	Right	148	1	148	0	148	148	17	176	1	176	0	176	1	176	0	176	1	176
	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	106	0	106	9	115	115	45	159	0	159	9	168	0	168	9	168	0	168
	Left-Through		1							1				1				1	
	Through	610	3	**179**	0	610	**181**	505	1159	3	330	0	1159	3	332	0	1159	3	332
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	261	336	1	**336**	0	336	1	**336**	0	336	1	**336**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		562	*North-South:*		571	*North-South:*			1134	*North-South:*			1143	*North-South:*			1143
		East-West:		179	*East-West:*		181	*East-West:*			336	*East-West:*			336	*East-West:*			336
		SUM:		741	*SUM:*		752	*SUM:*			1470	*SUM:*			1479	*SUM:*			1479
	VOLUME/CAPACITY *(V/C)* RATIO:			0.520			0.528				1.032				1.038				1.038
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.420**			**0.428**				**0.932**				**0.938**				**0.938**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**E**				**E**				**E**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**0.928**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
9	East-West Street:	E 4th St	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		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	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	813	1	**450**	7	820	**453**	785	1657	1	**875**	7	1664	1	**878**	7	1664	1	**878**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	**125**	4	129	**129**	43	177	1	**177**	4	181	1	**181**	4	181	1	**181**
	Left-Through		0							0				0				0	
	Through	743	2	372	17	760	380	670	1467	2	734	17	1484	2	742	17	1484	2	742
	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	140	0	140	0	140	140	92	242	0	242	0	242	0	242	0	242	0	242
	Left-Through		1							1				1				1	
	Through	1388	2	**509**	8	1396	**512**	362	1850	2	**697**	8	1858	2	**700**	8	1858	2	**700**
	Through-Right		0							0				0				0	
	Right	163	1	163	0	163	163	117	292	1	292	0	292	1	292	0	292	1	292
	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:*		575	*North-South:*		582	*North-South:*			1052	*North-South:*			1059	*North-South:*			1059
		East-West:		509	*East-West:*		512	*East-West:*			697	*East-West:*			700	*East-West:*			700
		SUM:		1084	*SUM:*		1094	*SUM:*			1749	*SUM:*			1759	*SUM:*			1759
	VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.729				1.166				1.173				1.173
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.623**			**0.629**				**1.066**				**1.073**				**1.073**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**1.063**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	$\Delta v/c$ after mitigation:	-0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
10	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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	111	1	111	0	111	111	83	202	1	202	0	202	1	202	0	202	1	202
Left-Through		0							0				0				0	
Through	793	1	**450**	16	809	**458**	645	1495	1	**805**	16	1511	1	**813**	16	1511	1	**813**
Through-Right		1							1				1				1	
Right	107	0	107	0	107	107	0	115	0	115	0	115	0	115	0	115	0	115
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	**107**	0	107	**107**	186	301	1	**301**	0	301	1	**301**	0	301	1	**301**
Left-Through		0							0				0				0	
Through	695	1	395	6	701	401	512	1257	1	712	6	1263	1	718	6	1263	1	718
Through-Right		1							1				1				1	
Right	94	0	94	6	100	100	65	166	0	166	6	172	0	172	6	172	0	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	119	1	119	14	133	133	64	192	1	192	14	206	1	206	14	206	1	206
Left-Through		0							0				0				0	
Through	763	1	**429**	0	763	**429**	322	1140	1	**656**	0	1140	1	**656**	0	1140	1	**656**
Through-Right		1							1				1				1	
Right	94	0	94	0	94	94	71	172	0	172	0	172	0	172	0	172	0	172
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	**45**	0	45	**45**	64	112	1	**112**	0	112	1	**112**	0	112	1	**112**
Left-Through		0							0				0				0	
Through	268	1	163	0	268	163	315	602	1	392	0	602	1	392	0	602	1	392
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	121	182	0	182	0	182	0	182	0	182	0	182
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		557	*North-South:*		565	*North-South:*			1106	*North-South:*			1114	*North-South:*			1114
	East-West:		474	*East-West:*		474	*East-West:*			768	*East-West:*			768	*East-West:*			768
	SUM:		1031	*SUM:*		1039	*SUM:*			1874	*SUM:*			1882	*SUM:*			1882
VOLUME/CAPACITY *(V/C)* RATIO:			0.724			0.729				1.315				1.321				1.321
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.624**			**0.629**				**1.215**				**1.221**				**1.221**
LEVEL OF SERVICE (LOS):			**B**			**B**				**F**				**F**				**F**
MITIGATION CREDIT:																		**0.010**
V/C LESS MITIGATION CREDIT:																		**1.211**

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	NB--	SB--	EB--	WB--
No. of Phases				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				
Override Capacity				

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

	NB--	SB--	EB--	WB--
No. of Phases	3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2			
Override Capacity	0			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
11	East-West Street:	E 7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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	97	1	97	0	97	97	10	114	1	114	0	114	1	114	0	114	1	114
Left-Through		0							0				0				0	
Through	801	1	**451**	12	813	**457**	417	1276	1	**729**	12	1288	1	**735**	12	1288	1	**735**
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	74	181	0	181	0	181	0	181	0	181	0	181
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	119	1	**119**	0	119	**119**	196	324	1	**324**	0	324	1	**324**	0	324	1	**324**
Left-Through		0							0				0				0	
Through	675	1	366	5	680	370	351	1075	1	670	5	1080	1	673	5	1080	1	673
Through-Right		1							1				1				1	
Right	57	0	57	2	59	59	203	264	0	264	2	266	0	266	2	266	0	266
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	91	1	91	4	95	95	236	334	1	**334**	4	338	1	**338**	4	338	1	**338**
Left-Through		0							0				0				0	
Through	694	1	**396**	0	694	**396**	316	1060	1	593	0	1060	1	593	0	1060	1	593
Through-Right		1							1				1				1	
Right	97	0	97	0	97	97	21	125	0	125	0	125	0	125	0	125	0	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	75	1	**75**	0	75	**75**	86	166	1	166	0	166	1	166	0	166	1	166
Left-Through		0							0				0				0	
Through	390	1	259	0	390	259	494	912	1	**670**	0	912	1	**670**	0	912	1	**670**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	292	428	0	428	0	428	0	428	0	428	0	428
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		570	*North-South:*		576	*North-South:*			1053	*North-South:*			1059	*North-South:*			1059
	East-West:		471	*East-West:*		471	*East-West:*			1004	*East-West:*			1008	*East-West:*			1008
	SUM:		1041	*SUM:*		1047	*SUM:*			2057	*SUM:*			2067	*SUM:*			2067
VOLUME/CAPACITY *(V/C)* RATIO:			0.731			0.735				1.444				1.451				1.451
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.631			0.635				1.344				1.351				1.351
LEVEL OF SERVICE (LOS):			B			B				F				F				F
MITIGATION CREDIT:																		0.010
V/C LESS MITIGATION CREDIT:																		1.341

	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-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?		2		2		2		2		2
Override Capacity		0		0		0		0		0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — 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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
12	East-West Street:	8th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	17	1	**17**	0	17	**17**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	773	1	394	12	785	400	510	1339	1	678	12	1351	1	684	12	1351	1	684
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	1114	1	**649**	5	1119	**652**	472	1666	1	**932**	5	1671	1	**934**	5	1671	1	**934**
	Through-Right		1							1				1				1	
	Right	184	0	184	0	184	184	0	197	0	197	0	197	0	197	0	197	0	197
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	0	95	0	95	95	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through		0							0				0				0	
	Through	17	0	**146**	0	17	**146**	0	18	0	**156**	0	18	0	**156**	0	18	0	**156**
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	**24**	0	24	**24**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	17	0	61	0	17	61	0	18	0	65	0	18	0	65	0	18	0	65
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		666	*North-South:*		669	*North-South:*			950	*North-South:*			952	*North-South:*			952
		East-West:		170	*East-West:*		170	*East-West:*			182	*East-West:*			182	*East-West:*			182
		SUM:		836	*SUM:*		839	*SUM:*			1132	*SUM:*			1134	*SUM:*			1134
VOLUME/CAPACITY *(V/C)* RATIO:				0.557			0.559				0.755				0.756				0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.459**				**0.655**				**0.656**				**0.656**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
13	East-West Street:	Olympic	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	101	1	**101**	0	101	**101**	30	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	697	1	425	9	706	430	510	1257	1	712	9	1266	1	716	9	1266	1	716
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	2	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	1	100	100	0	106	1	106	1	107	1	107	1	107	1	107
	Left-Through		0							0				0				0	
	Through	892	2	**446**	3	895	**448**	472	1428	2	**714**	3	1431	2	**716**	3	1431	2	**716**
	Through-Right		0							0				0				0	
	Right	93	1	59	0	93	59	0	100	1	63	0	100	1	63	0	100	1	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1178	1	**626**	0	1178	**626**	149	1412	1	**763**	0	1412	1	**763**	0	1412	1	**763**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	35	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	**97**	0	97	**97**	4	108	1	**108**	0	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	835	1	439	0	835	441	181	1076	1	561	0	1076	1	563	0	1076	1	563
	Through-Right		1							1				1				1	
	Right	43	0	43	3	46	46	0	46	0	46	3	49	0	49	3	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		547	*North-South:*		549	*North-South:*			852	*North-South:*			854	*North-South:*			854
		East-West:		723	*East-West:*		723	*East-West:*			871	*East-West:*			871	*East-West:*			871
		SUM:		1270	*SUM:*		1272	*SUM:*			1723	*SUM:*			1725	*SUM:*			1725
VOLUME/CAPACITY *(V/C)* RATIO:				0.847			0.848				1.149				1.150				1.150
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.747**			**0.748**				**1.049**				**1.050**				**1.050**
LEVEL OF SERVICE (LOS):				**C**			**C**				**F**				**F**				**F**

REMARKS:

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:	S Alameda St	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
14	East-West Street:	I-10 EB	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			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	416	1	**416**	0	416	**416**	0	446	1	**446**	0	446	1	**446**	0	446	1	**446**
	Left-Through		0							0				0				0	
	Through	915	1	458	2	917	459	332	1313	1	657	2	1315	1	658	2	1315	1	658
	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	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1177	2	**589**	1	1178	**589**	314	1576	2	**788**	1	1577	2	**789**	1	1577	2	**789**
	Through-Right		0							0				0				0	
	Right	467	1	404	1	468	403	71	572	1	441	1	573	1	440	1	573	1	440
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	126	1	**126**	4	130	**130**	127	262	1	**262**	4	266	1	**266**	4	266	1	**266**
	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	287	1	0	0	287	0	0	308	1	0	0	308	1	0	0	308	1	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	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:*		1005	*North-South:*		1005	*North-South:*			1234	*North-South:*			1235	*North-South:*			1235
		East-West:		126	*East-West:*		130	*East-West:*			262	*East-West:*			266	*East-West:*			266
		SUM:		1131	*SUM:*		1135	*SUM:*			1496	*SUM:*			1501	*SUM:*			1501
VOLUME/CAPACITY *(V/C)* RATIO:				0.794			0.796				1.050				1.053				1.053
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.694**			**0.696**				**0.950**				**0.953**				**0.953**
LEVEL OF SERVICE (LOS):				**B**			**B**				**E**				**E**				**E**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Merrick/Molino	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
15	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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?	1	1	1	1	1
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?	2	2	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	53	0	53	0	53	53	233	290	0	290	0	290	0	290	0	290	0	290
	Left-Through		0							0				0				0	
	Through	19	0	**75**	0	19	**75**	61	81	0	**378**	0	81	0	**378**	0	81	0	**378**
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	4	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	0	**75**	0	75	**75**	67	147	0	147	0	147	0	147	0	147	0	147
	Left-Through		1							1				1				1	
	Through	0	0	75	0	0	75	86	86	0	**233**	0	86	0	**233**	0	86	0	**233**
	Through-Right		0							0				0				0	
	Right	30	1	30	0	30	30	115	147	1	147	0	147	1	147	0	147	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through		0							0				0				0	
	Through	1542	1	**793**	4	1546	**795**	183	1836	1	**1060**	4	1840	1	**1062**	4	1840	1	**1062**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	238	284	0	284	0	284	0	284	0	284	0	284
	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	562	2	201	9	571	204	271	874	2	311	9	883	2	314	9	883	2	314
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	14	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		150	*North-South:*		150	*North-South:*			611	*North-South:*			611	*North-South:*			611
		East-West:		793	*East-West:*		795	*East-West:*			1060	*East-West:*			1062	*East-West:*			1062
		SUM:		943	*SUM:*		945	*SUM:*			1671	*SUM:*			1673	*SUM:*			1673
	VOLUME/CAPACITY *(V/C)* RATIO:			0.662			0.663				1.173				1.174				1.174
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.562**			**0.563**				**1.073**				**1.074**				**1.074**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**F**				**F**				**F**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
16	East-West Street:	E 6th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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-- 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--	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	47	1	47	0	47	47	144	194	1	**194**	0	194	1	**194**	0	194	1	**194**
	Left-Through		0							0				0				0	
	Through	146	0	**199**	12	158	**211**	261	418	0	582	12	430	0	594	12	430	0	594
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	107	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	3	31	**31**	135	165	1	165	3	168	1	168	3	168	1	168
	Left-Through		0							0				0				0	
	Through	123	0	160	5	128	165	239	371	0	**717**	5	376	0	**722**	5	376	0	**722**
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	306	346	0	0	0	346	0	0	0	346	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	0	92	92	194	293	1	293	0	293	1	293	0	293	1	293
	Left-Through		0							0				0				0	
	Through	830	1	**455**	0	830	**455**	200	1090	1	**676**	0	1090	1	**676**	0	1090	1	**676**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	175	261	0	261	0	261	0	261	0	261	0	261
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	**20**	0	20	**20**	19	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	259	1	139	0	259	141	207	485	1	313	0	485	1	315	0	485	1	315
	Through-Right		1							1				1				1	
	Right	19	0	19	4	23	23	120	140	0	140	4	144	0	144	4	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		227	*North-South:*		242	*North-South:*			911	*North-South:*			916	*North-South:*			916
		East-West:		475	*East-West:*		475	*East-West:*			716	*East-West:*			716	*East-West:*			716
		SUM:		702	*SUM:*		717	*SUM:*			1627	*SUM:*			1632	*SUM:*			1632
VOLUME/CAPACITY *(V/C)* RATIO:				0.468			0.478				1.085				1.088				1.088
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.368**			**0.378**				**0.985**				**0.988**				**0.988**
LEVEL OF SERVICE (LOS):				**A**			**A**				**E**				**E**				**E**

REMARKS:

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:	Mateo	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
17	East-West Street:	7th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

		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	65	1	65	0	65	65	73	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	149	0	**199**	9	158	**208**	168	328	0	**443**	9	337	0	**452**	9	337	0	**452**
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	61	115	0	0	0	115	0	0	0	115	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	**28**	1	29	**29**	122	152	1	**152**	1	153	1	**153**	1	153	1	**153**
	Left-Through		0							0				0				0	
	Through	115	0	149	4	119	153	107	230	0	410	4	234	0	414	4	234	0	414
	Through-Right		1							1				1				1	
	Right	34	0	0	0	34	0	144	180	0	0	0	180	0	0	0	180	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	76	0	76	76	122	203	1	**203**	0	203	1	**203**	0	203	1	**203**
	Left-Through		0							0				0				0	
	Through	764	1	**427**	0	764	**427**	376	1195	1	670	0	1195	1	670	0	1195	1	670
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	49	145	0	145	0	145	0	145	0	145	0	145
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	**31**	0	31	**31**	80	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	374	1	198	0	374	199	770	1171	1	**697**	0	1171	1	**699**	0	1171	1	**699**
	Through-Right		1							1				1				1	
	Right	21	0	21	3	24	24	200	223	0	223	3	226	0	226	3	226	0	226
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		227	*North-South:*		237	*North-South:*			595	*North-South:*			605	*North-South:*			605
		East-West:		458	*East-West:*		458	*East-West:*			900	*East-West:*			902	*East-West:*			902
		SUM:		685	*SUM:*		695	*SUM:*			1495	*SUM:*			1507	*SUM:*			1507
	VOLUME/CAPACITY *(V/C)* RATIO:			0.457			0.463				0.997				1.005				1.005
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.357**			**0.363**				**0.897**				**0.905**				**0.905**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**D**				**E**				**E**
	MITIGATION CREDIT:																		**0.010**
	V/C LESS MITIGATION CREDIT:																		**0.895**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	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:	Pecan	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
18	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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	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	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right		0							0				0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	73	0	**94**	0	73	**94**	0	76	0	**98**	0	76	0	**98**	0	76	0	**98**
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	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	1201	2	601	4	1205	603	267	1517	2	759	4	1521	2	761	4	1521	2	761
	Through-Right		1							1				1				1	
	Right	791	0	**791**	0	791	**791**	63	886	0	**886**	0	886	0	**886**	0	886	0	**886**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**0**	0	4	**0**	0	4	0	**0**	0	4	0	**0**	0	4	0	**0**
	Left-Through		0							0				0				0	
	Through	1133	1	621	9	1142	625	284	1463	1	788	9	1472	1	792	9	1472	1	792
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		94	*North-South:*		94	*North-South:*			98	*North-South:*			98	*North-South:*			98
		East-West:		791	*East-West:*		791	*East-West:*			886	*East-West:*			886	*East-West:*			886
		SUM:		885	*SUM:*		885	*SUM:*			984	*SUM:*			984	*SUM:*			984
VOLUME/CAPACITY *(V/C)* RATIO:				0.590			0.590				0.656				0.656				0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.490**			**0.490**				**0.556**				**0.556**				**0.556**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramp	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
19	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0	NB-- 0 SB-- 2 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	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	45	1	**45**	0	45	**45**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	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	11	1	11	0	11	11	23	34	1	34	0	34	1	34	0	34	1	34
	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	1236	3	412	4	1240	413	267	1553	3	518	4	1557	3	519	4	1557	3	519
	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	1243	2	**622**	9	1252	**626**	261	1554	2	**777**	9	1563	2	**782**	9	1563	2	**782**
	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:		45	North-South:		45	North-South:			47	North-South:			47	North-South:			47
		East-West:		622	East-West:		626	East-West:			777	East-West:			782	East-West:			782
		SUM:		667	SUM:		671	SUM:			824	SUM:			829	SUM:			829
VOLUME/CAPACITY (V/C) RATIO:				0.445			0.447				0.549				0.553				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			0.347				0.449				0.453				0.453
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

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 Workheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
20	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

	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 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?	2	2	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	332	1	**272**	0	332	**272**	74	430	1	**328**	0	430	1	**328**	0	430	1	**328**
	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	211	0	272	0	211	272	0	226	0	328	0	226	0	328	0	226	0	328
	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	1088	3	**363**	4	1092	**364**	267	1433	3	**478**	4	1437	3	**479**	4	1437	3	**479**
	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	598	2	299	9	607	304	210	851	2	426	9	860	2	430	9	860	2	430
	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:*	272		*North-South:*	272		*North-South:*	328			*North-South:*	328			*North-South:*	328	
			East-West:	363		*East-West:*	364		*East-West:*	478			*East-West:*	479			*East-West:*	479	
			SUM:	635		*SUM:*	636		*SUM:*	806			*SUM:*	807			*SUM:*	807	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.423			0.424			0.537				0.538				0.538	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.323			0.324			0.437				0.438				0.438	
	LEVEL OF SERVICE (LOS):			A			A			A				A				A	

REMARKS:

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:	I-5 NB Ramp	Year of Count:	2014	Ambient Growth: (%):	1	Conducted by:	Ryan	Date:	07-26-2017
21	East-West Street:	E 4th	Projection Year:	2021	Peak Hour:	PM	Reviewed by:	Amanda	Project:	Arts District Center - Alt 3

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?			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	41	1	41	0	41	41	7	51	1	51	0	51	1	51	0	51	1	51
Left-Through		0							0				0				0	
Through	10	0	**93**	0	10	**93**	0	11	0	**100**	0	11	0	**100**	0	11	0	**100**
Through-Right		1							1				1				1	
Right	83	0	0	0	83	0	0	89	0	0	0	89	0	0	0	89	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	644	1	**644**	2	646	**646**	69	759	1	**759**	2	761	1	**761**	2	761	1	**761**
Left-Through		0							0				0				0	
Through	898	2	449	2	900	450	186	1149	2	575	2	1151	2	576	2	1151	2	576
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	361	1	**308**	4	365	**310**	151	538	1	**405**	4	542	1	**407**	4	542	1	**407**
Through-Right		1							1				1				1	
Right	254	0	254	0	254	254	0	272	0	272	0	272	0	272	0	272	0	272
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		93	*North-South:*		93	*North-South:*			100	*North-South:*			100	*North-South:*			100
	East-West:		952	*East-West:*		956	*East-West:*			1164	*East-West:*			1168	*East-West:*			1168
	SUM:		1045	*SUM:*		1049	*SUM:*			1264	*SUM:*			1268	*SUM:*			1268
VOLUME/CAPACITY *(V/C)* RATIO:			0.733			0.736				0.887				0.890				0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.633**			**0.636**				**0.787**				**0.790**				**0.790**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

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

APPENDIX E:
INTERNALIZATION DISCUSSION

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	2671 Arts District Center	**Organization:**	Fehr & Peers
Project Location:	1129 East 5th Street	**Performed By:**	Emily Finkel
Scenario Description:	Project	**Date:**	1/9/17
Analysis Year:	2018	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	27	ksf	26	16	10
Restaurant	931	32	ksf	286	163	123
Cinema/Entertainment				0		
Residential	230	129	units	57	10	47
Hotel	310	113	units	60	35	25
All Other Land Uses[2]				0		
				429	224	205

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.70	0%	0%	1.70	0%	0%
Restaurant	1.70	0%	0%	1.70	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.40	0%	0%	1.40	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		2	0	0	0
Restaurant	0	2		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	13	0		0
Hotel	0	1	2	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	670	353	317
Internal Capture Percentage	7%	7%	7%
External Vehicle-Trips[5]	399	210	189
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	15%	12%
Restaurant	6%	2%
Cinema/Entertainment	N/A	N/A
Residential	7%	21%
Hotel	3%	12%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	2671 Arts District Center	**Organization:**	Fehr & Peers
Project Location:	1129 East 5th Street	**Performed By:**	Emily Finkel
Scenario Description:	Project	**Date:**	1/9/17
Analysis Year:	2018	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	27	ksf	100	48	52
Restaurant	931	32	ksf	324	195	129
Cinema/Entertainment				0		
Residential	230	129	units	67	45	22
Hotel	310	113	units	68	35	33
All Other Land Uses[2]				0		
				559	323	236

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.70	0%	0%	1.70	0%	0%
Restaurant	1.70	0%	0%	1.70	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.40	0%	0%	1.40	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		100	100		100	
Retail					100	
Restaurant					100	
Cinema/Entertainment					100	
Residential		100	100			
Hotel					100	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		26	0	23	4
Restaurant	0	41		0	10	15
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	7	0		1
Hotel	0	2	17	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	883	512	371
Internal Capture Percentage	35%	30%	42%
External Vehicle-Trips[5]	356	220	136
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	62%	60%
Restaurant	15%	30%
Cinema/Entertainment	N/A	N/A
Residential	52%	52%
Hotel	57%	58%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

APPENDIX F:
SIGNAL WARRANT ANALYSIS

FEHR PEERS

Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	AM
Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	11	5	18	4
Through	5	4	47	32
Right	4	6	9	8
Total	20	15	74	44

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	44

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**1.1**	**20**	**153**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Seaton St

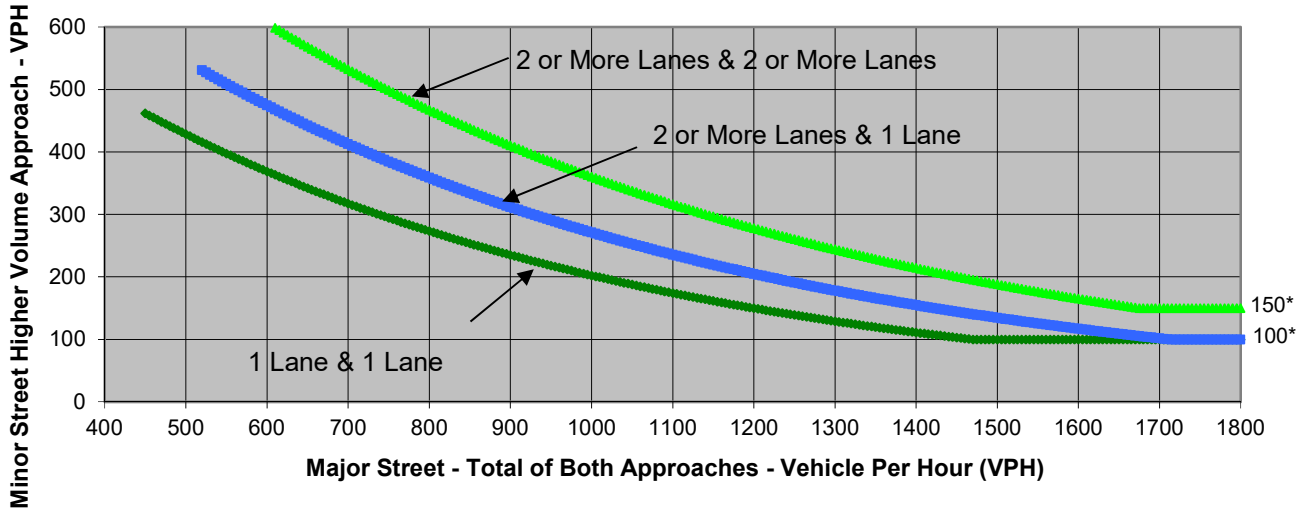
Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	11	5	18	4
Through	5	4	47	32
Right	4	6	9	8
Total	20	15	74	44

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**118**	**20**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	PM
Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	14	10	16	4
Through	13	5	55	49
Right	5	15	8	12
Total	32	30	79	65

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	65

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**1.6**	**32**	**206**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Seaton St

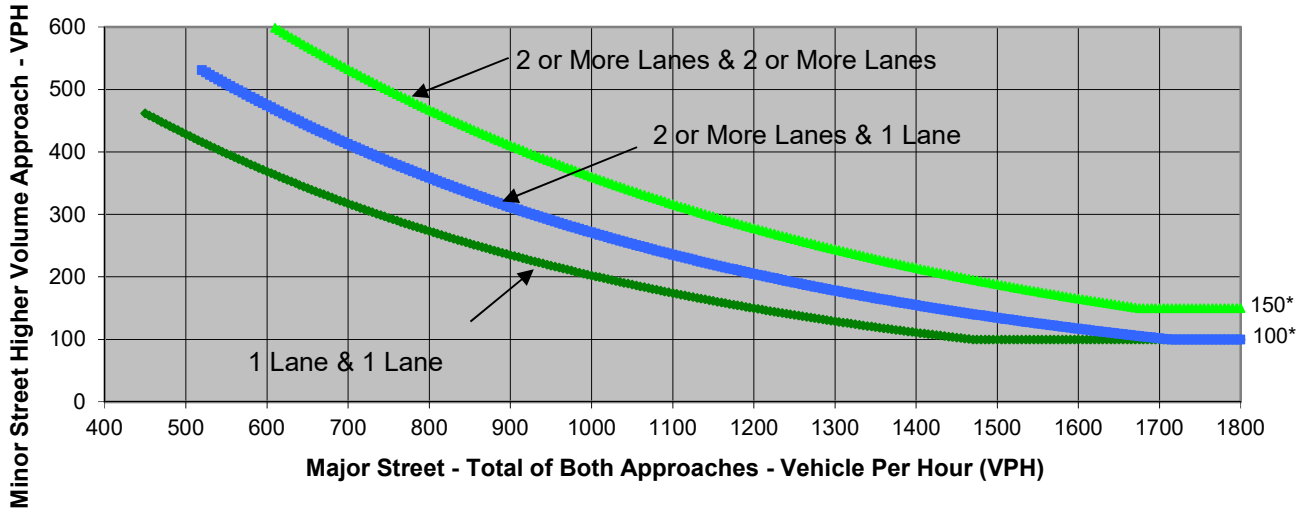
Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	14	10	16	4
Through	13	5	55	49
Right	5	15	8	12
Total	32	30	79	65

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**144**	**32**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Existing+Project Conditions
Peak Hour	AM
Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	15	7	23	5
Through	4	2	60	54
Right	3	10	30	10
Total	22	19	113	69

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	69

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing+Project Conditions	**1.7**	**22**	**223**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

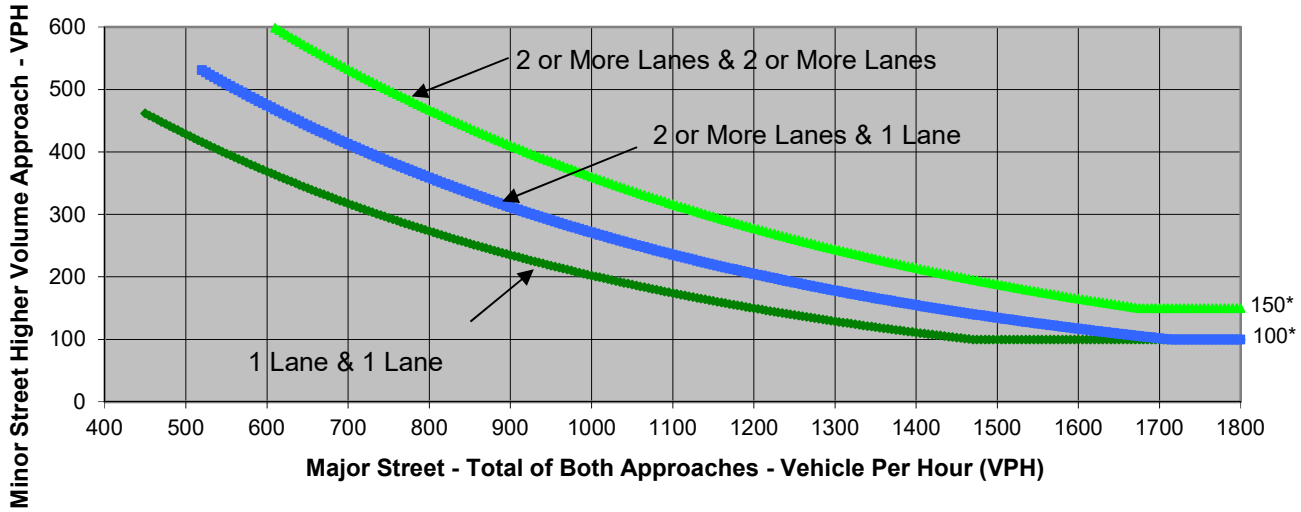
Major Street	5th St	Project	Arts District Center
Minor Street	Seaton St	Scenario	Existing+Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	15	7	23	5
Through	4	2	60	54
Right	3	10	30	10
Total	22	19	113	69

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**182**	**22**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Major Street	5th St
Scenario	Existing+Project Conditions
Minor Street	Seaton St
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	7	20	4
Through	6	5	60	55
Right	6	12	31	9
Total	16	24	111	68

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	68

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing+Project Conditions	**1.7**	**24**	**219**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

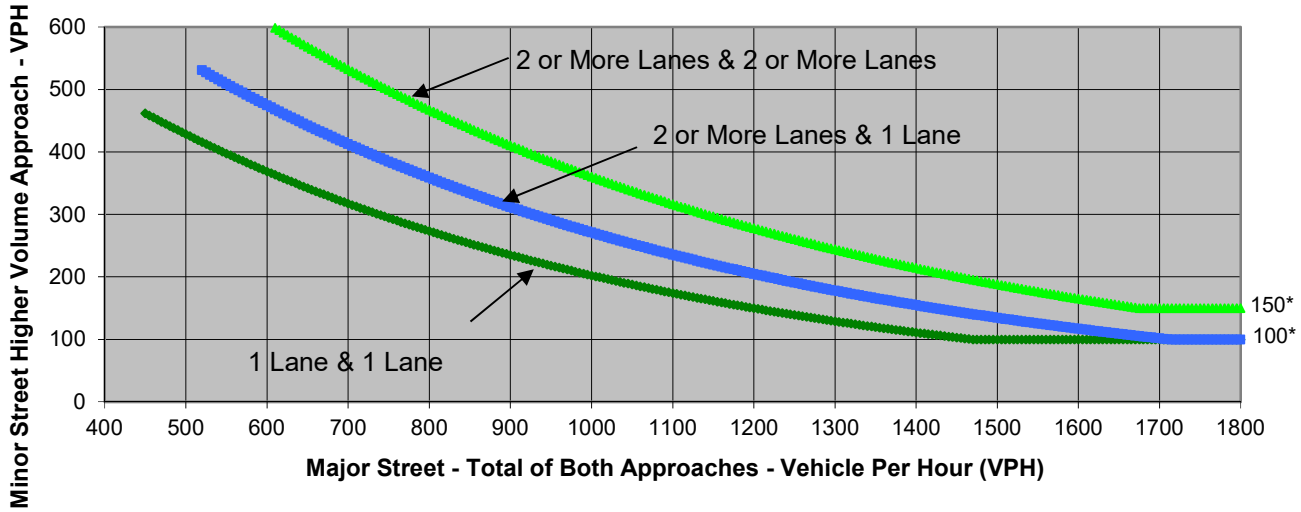
Major Street	5th St	Project	Arts District Center
Minor Street	Seaton St	Scenario	Existing+Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	7	20	4
Through	6	5	60	55
Right	6	12	31	9
Total	16	24	111	68

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**179**	**24**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	AM
Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	16	8	25	5
Through	4	2	203	577
Right	3	134	308	11
Total	23	144	536	593

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	593

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**14.7**	**144**	**1,296**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	5th St
Minor Street	Seaton St

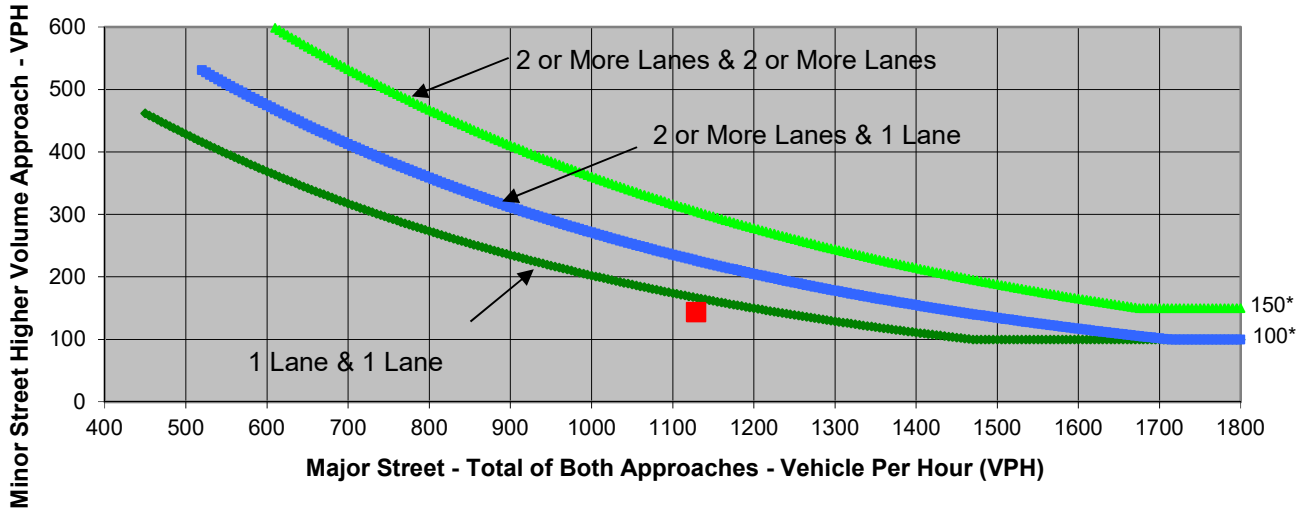
Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	16	8	25	5
Through	4	2	203	577
Right	3	134	308	11
Total	23	144	536	593

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,129**	**144**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	PM

Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	8	21	4
Through	6	5	321	555
Right	6	84	413	10
Total	16	97	755	569

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	569

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**14.1**	**97**	**1,437**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Not Met**	**Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Seaton St

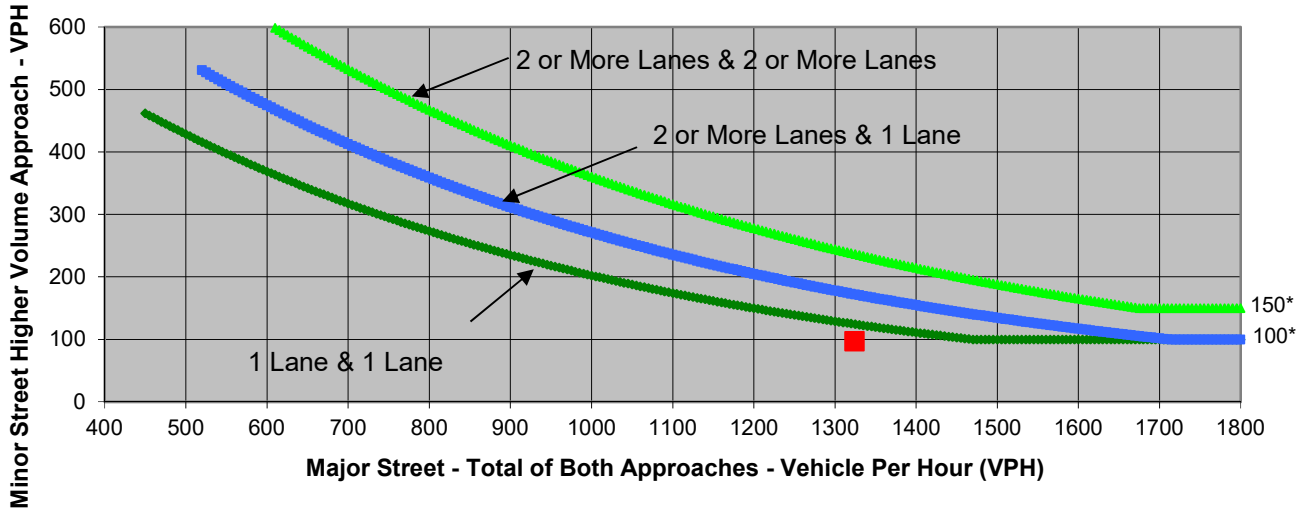
Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	8	21	4
Through	6	5	321	555
Right	6	84	413	10
Total	16	97	755	569

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,324**	**97**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	AM
Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	16	8	25	5
Through	4	2	207	585
Right	3	138	313	11
Total	23	148	545	601

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	601

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative+Project Conditions	**14.9**	**148**	**1,317**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

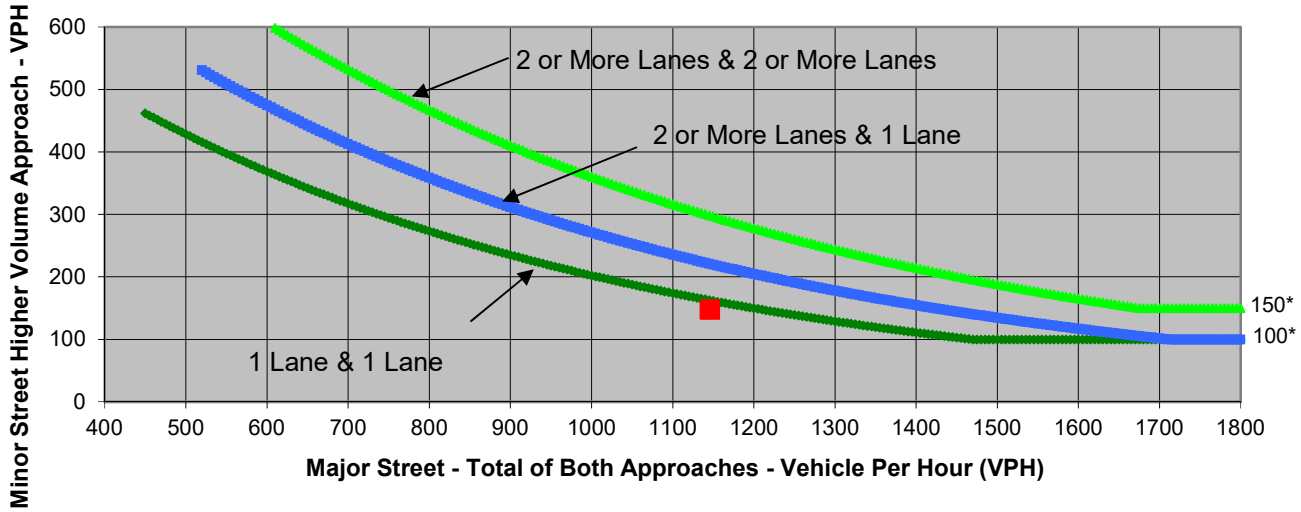
Major Street	5th St	Project	Arts District Center
Minor Street	Seaton St	Scenario	Cumulative+Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	16	8	25	5
Through	4	2	207	585
Right	3	138	313	11
Total	23	148	545	601

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,146**	**148**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	PM

Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	8	21	4
Through	6	5	323	564
Right	6	89	415	10
Total	16	102	759	578

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	578

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative+Project Conditions	**14.3**	**102**	**1,455**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Met**	**Met**
Warrant Met	**YES**		

FEHR PEERS

Major Street	5th St
Minor Street	Seaton St

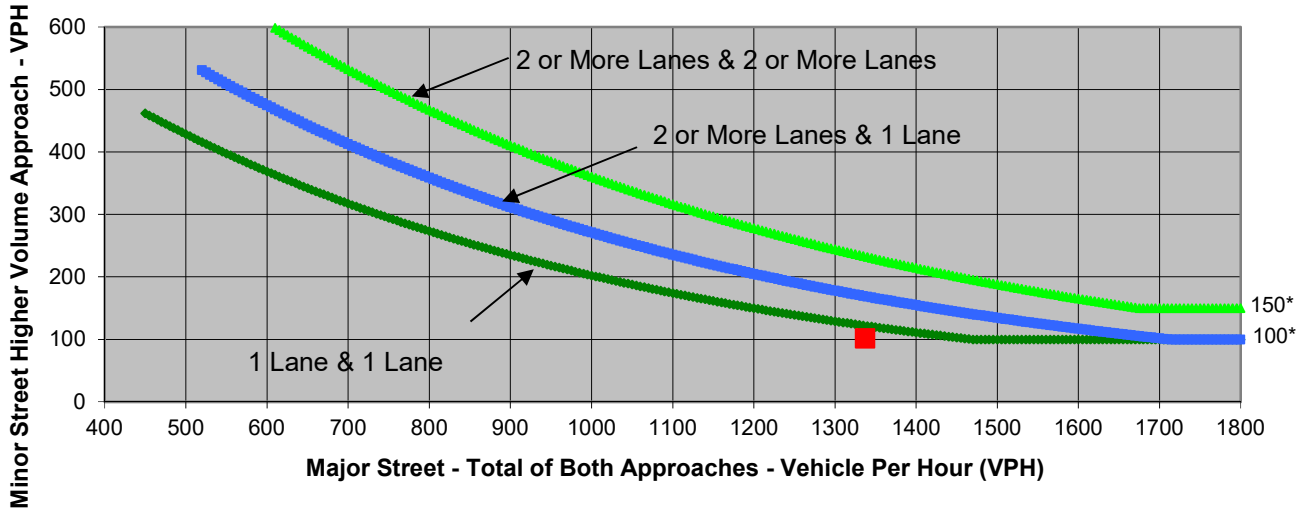
Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	8	21	4
Through	6	5	323	564
Right	6	89	415	10
Total	16	102	759	578

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**1,337**	**102**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	AM

Major Street	5th St
Minor Street	Colyton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	11	4	15	14
Through	15	4	27	25
Right	9	5	13	10
Total	35	13	55	49

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	49

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**1.2**	**35**	**152**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

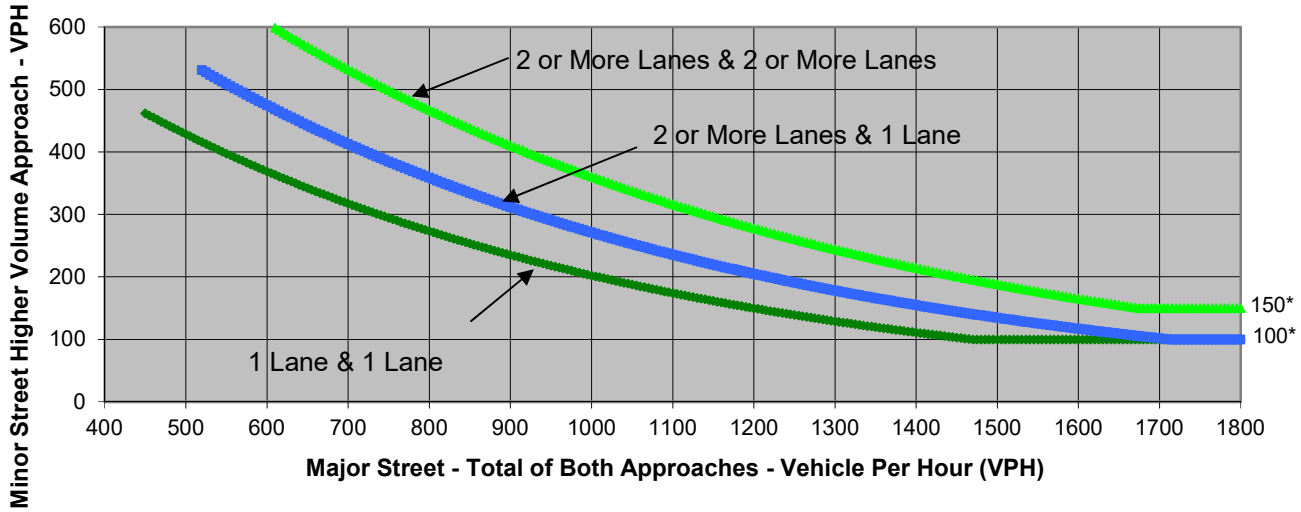
Major Street	5th St	Project	Arts District Center
Minor Street	Colyton St	Scenario	Existing Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	11	4	15	14
Through	15	4	27	25
Right	9	5	13	10
Total	35	13	55	49

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**104**	**35**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	PM
Major Street	5th St
Minor Street	Colyton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	11	19	21
Through	10	18	37	37
Right	12	9	11	29
Total	32	38	67	87

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	87

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing Conditions	**2.2**	**38**	**224**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Colyton St

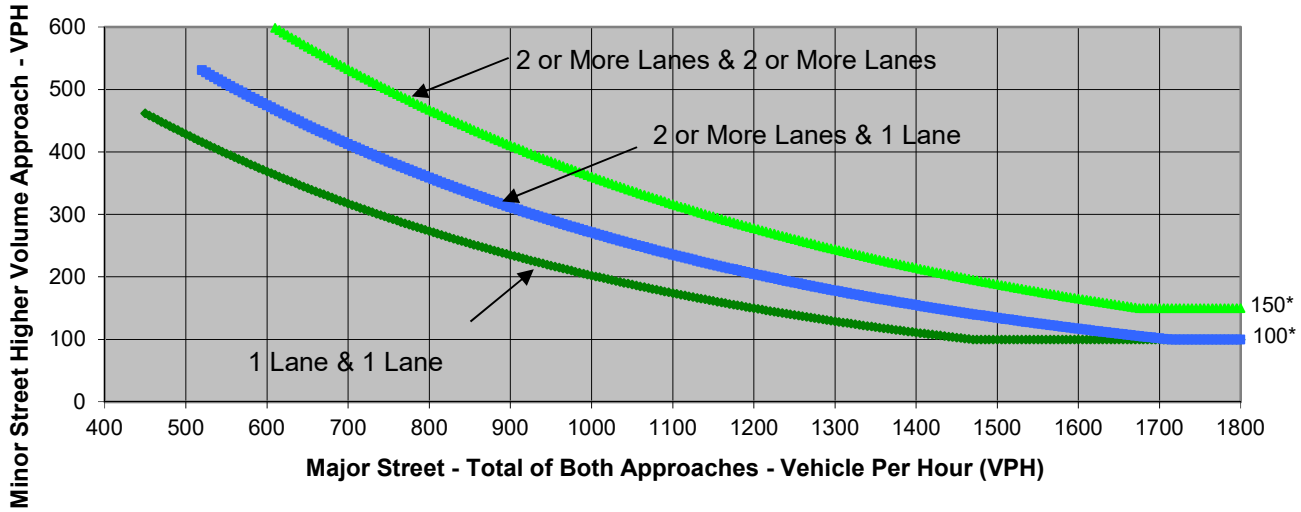
Project	Arts District Center
Scenario	Existing Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	10	11	19	21
Through	10	18	37	37
Right	12	9	11	29
Total	32	38	67	87

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**154**	**38**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Existing+Project Conditions
Peak Hour	AM
Major Street	5th St
Minor Street	Colyton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	18	16	9	16
Through	9	2	73	82
Right	15	15	8	11
Total	42	33	90	109

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	109

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing+Project Conditions	**2.7**	**42**	**274**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

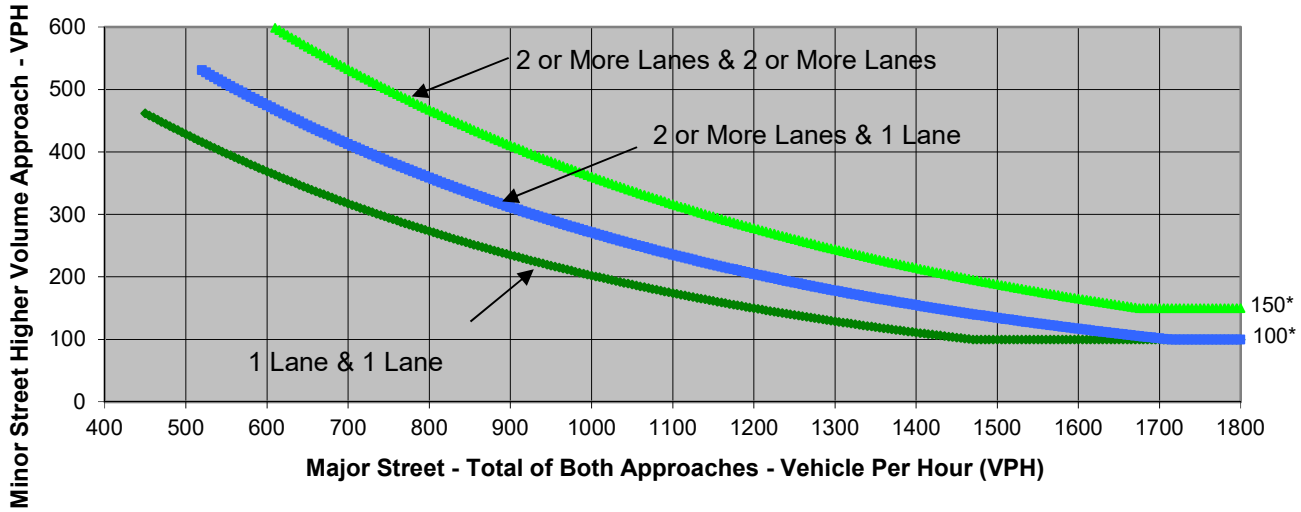
Major Street	5th St	Project	Arts District Center
Minor Street	Colyton St	Scenario	Existing+Project Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	18	16	9	16
Through	9	2	73	82
Right	15	15	8	11
Total	42	33	90	109

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**199**	**42**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Existing+Project Conditions
Peak Hour	PM
Major Street	5th St
Minor Street	Seaton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	15	9	9
Through	15	8	83	64
Right	19	9	7	9
Total	41	32	99	82

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	82

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Existing+Project Conditions	**2**	**41**	**254**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

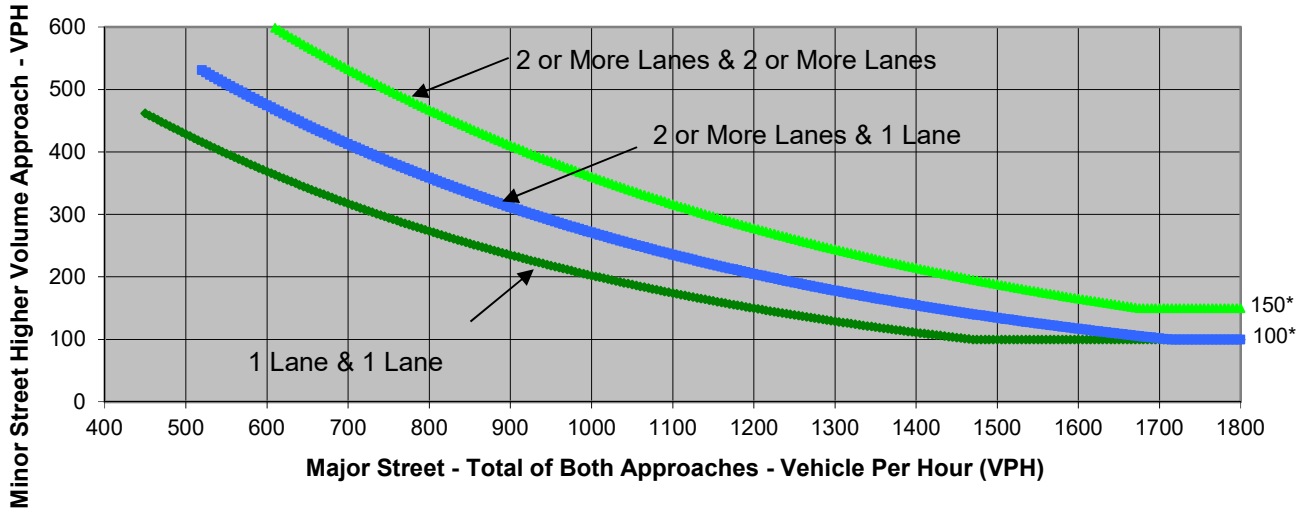
Major Street	5th St	Project	Arts District Center
Minor Street	Seaton St	Scenario	Existing+Project Conditions
		Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	7	15	9	9
Through	15	8	83	64
Right	19	9	7	9
Total	41	32	99	82

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Seaton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**181**	**41**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	AM

Major Street	5th St
Minor Street	Colyton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	19	12	10	17
Through	10	10	64	83
Right	8	16	17	12
Total	37	38	91	112

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	112

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**2.8**	**38**	**278**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

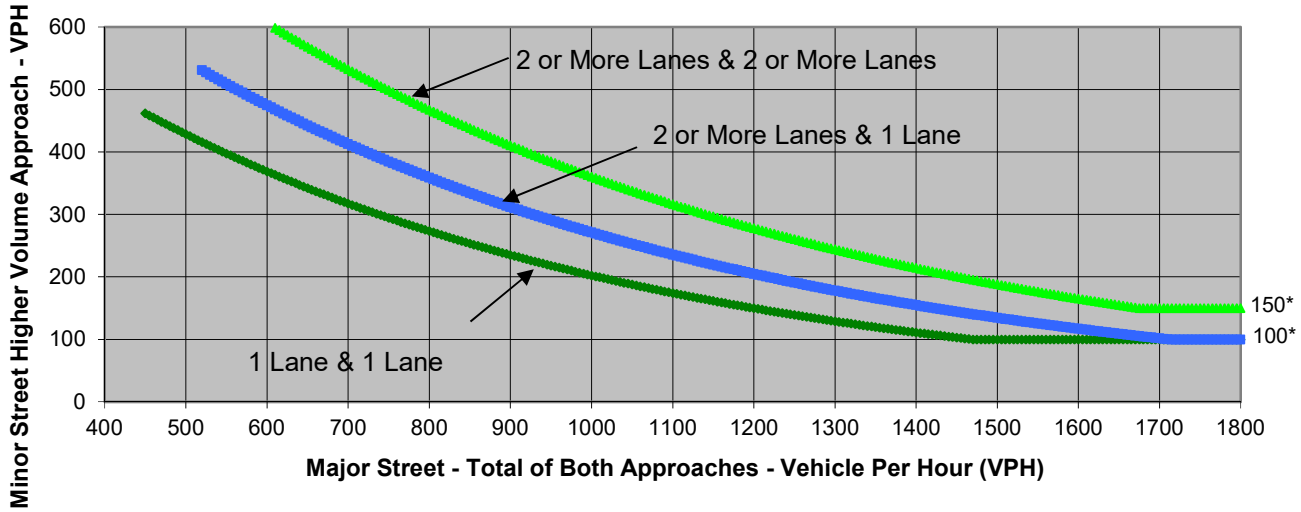
Major Street	5th St	Project	Arts District Center
Minor Street	Colyton St	Scenario	Cumulative Base Conditions
		Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	19	12	10	17
Through	10	10	64	83
Right	8	16	17	12
Total	37	38	91	112

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**203**	**38**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	PM
Major Street	5th St
Minor Street	Colyton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	10	10	10
Through	16	22	86	74
Right	10	10	21	10
Total	34	42	117	94

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	94

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative Base Conditions	**2.3**	**42**	**287**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Colyton St

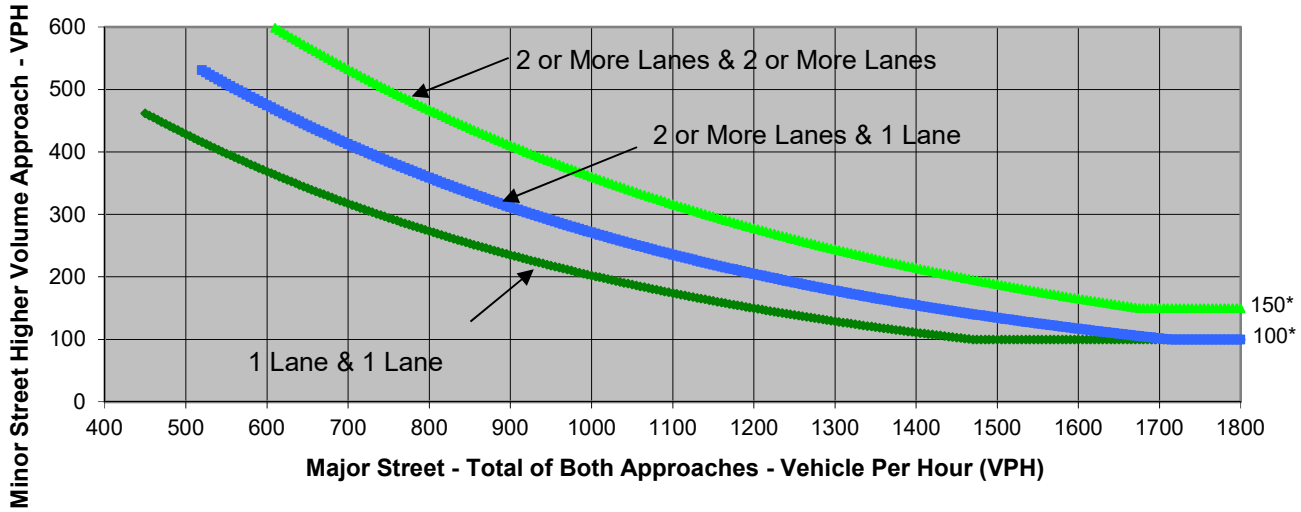
Project	Arts District Center
Scenario	Cumulative Base Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	10	10	10
Through	16	22	86	74
Right	10	10	21	10
Total	34	42	117	94

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**211**	**42**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	AM
Major Street	5th St
Minor Street	Colyton St

Turn Movement Volumes

	NB	SB	EB	WB
Left	19	17	10	17
Through	10	10	107	132
Right	16	16	17	12
Total	45	43	134	161

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	161

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative+Project Conditions	**4**	**45**	**383**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Colyton St

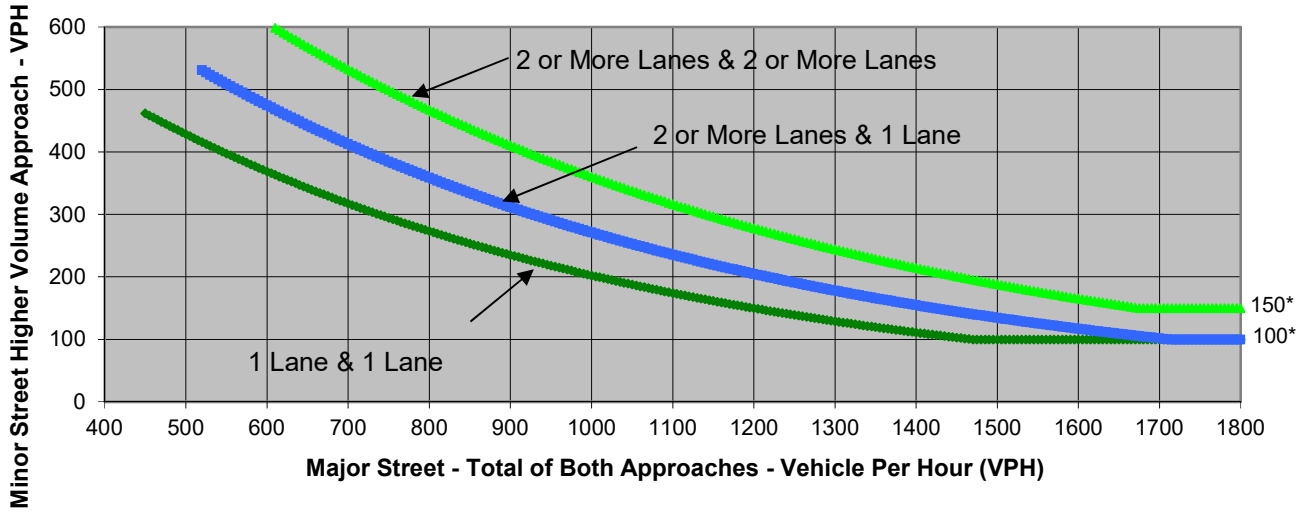
Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	AM

Turn Movement Volumes

	NB	SB	EB	WB
Left	19	17	10	17
Through	10	10	107	132
Right	16	16	17	12
Total	45	43	134	161

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**295**	**45**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

FEHR PEERS

Major Street	5th St
Minor Street	Colyton St

Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	16	10	10
Through	16	22	138	97
Right	20	10	21	10
Total	44	48	169	117

Major Street Direction

	North/South
x	East/West

Intersection Geometry

Number of Approach Lanes for Minor Street	1
Total Approaches	4

Worst Case Delay for Minor Street

Stopped Delay (seconds per vehicle)	89.3
Approach with Worst Case Delay	WB
Total Vehicles on Approach	117

Warrant 3A, Peak Hour			
	Peak Hour Delay on Minor Approach (vehicle-hours)	**Peak Hour Volume on Minor Approach (vph)**	**Peak Hour Entering Volume Serviced (vph)**
Cumulative+Project Conditions	**2.9**	**48**	**378**
Limiting Value	**4**	**100**	**800**
Condition Satisfied?	**Not Met**	**Not Met**	**Not Met**
Warrant Met	**NO**		

FEHR PEERS

Major Street	5th St
Minor Street	Colyton St

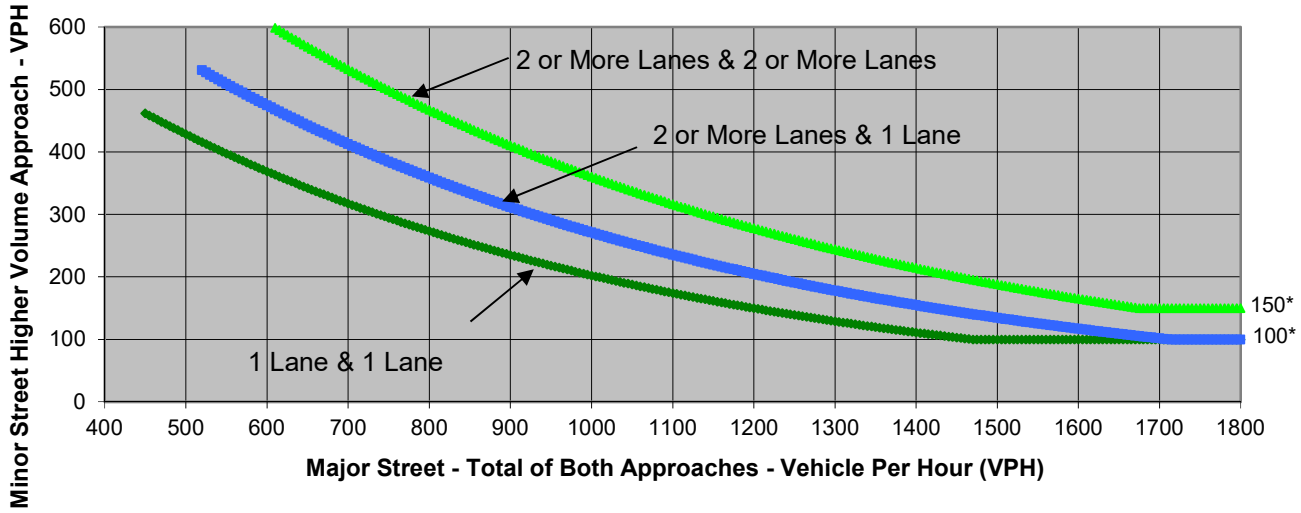
Project	Arts District Center
Scenario	Cumulative+Project Conditions
Peak Hour	PM

Turn Movement Volumes

	NB	SB	EB	WB
Left	8	16	10	10
Through	16	22	138	97
Right	20	10	21	10
Total	44	48	169	117

Major Street Direction

	North/South
x	East/West



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	5th St	Colyton St	
Number of Approach Lanes	**1**	**1**	**NO**
Traffic Volume (VPH) *	**286**	**48**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1129 E 5th St
DOT Case No. CEN 15-43414

Date: May 3, 2018

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED ARTS DISTRICT CENTER DEVELOPMENT LOCATED AT 1129 E 5th STREET**

The Department of Transportation (DOT) has reviewed the transportation impact analysis dated January 2018, prepared by Fehr & Peers, for the proposed mixed-use development located at 1129 East 5th Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The transportation impact analysis included the detailed analysis of 21 signalized intersections. Based on DOT's current traffic impact criteria[1], six of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level, although the impacts at one intersection remains significant and unavoidable.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will replace the current mix of retail, creative office space, warehousing, and residential space with 129 residential units, 113 hotel rooms, 26,979 square feet of retail, 31,719 square feet of restaurant, 3,430 square feet of design incubator, and 10,341 square feet of art gallery space. The project will provide 321 vehicle parking spaces and 220 bicycle parking spaces. Vehicular access to the project site will be provided via two driveways, one on 5th Street and one on Colyton Street. A loading entrance for truck deliveries will be located on Seaton Street. The project is expected to be completed by 2021.

[1] Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

B. Trip Generation

The project is estimated to generate 4,713 daily trips, a net increase of 273 trips in the a.m. peak hour, and a net increase of 229 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses; therefore, no additional freeway analysis was required.

D. Traffic Impacts

The study determined that the project would result in significant traffic impacts (pre-mitigation) at the following intersections:

1. Alameda Street & 4th Place/3rd Street (A.M. and P.M. Peak Hours)
2. Alameda Street & 4th Street (P.M. Peak Hour)
3. Alameda Street & 6th Street (A.M. Peak Hour)
4. Alameda Street & 7th Street (A.M. and P.M. Peak Hours)
5. Mateo Street & 6th Street (A.M. Peak Hour)
6. Mateo Street & 7th Street (P.M. Peak Hour)

In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation mitigation program designed to reduce project-related trips and promote other travel modes. The transportation mitigation program (described below) would partially but not fully mitigate the project's significant traffic impacts during the peak commute hours at the above intersections (see **Attachment 3**). Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions and recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide. Due to these new standards and geometric design constraints, no feasible and effective physical improvements proposed would fully mitigate the project-related traffic impact to a level below significance at the following intersection:

1. Alameda Street & 6th Street (A.M. Peak Hour)

PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip

reduction and multi-modal transportation goals, the project's mitigation first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM)**
   The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

   A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

   - An on-site Transportation Information Center;
   - Preferential rideshare loading/unloading or parking location;
   - Convenient parking and facilities for bicycle riders;
   - Guaranteed ride home programs for employees;
   - Allowance for flexible and alternative work schedules;
   - Administrative support for the formation of carpools/vanpools;
   - Promotion of transit, walk, or bike to work events;
   - Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
   - Unbundled parking from housing cost;
   - Parking cash-out programs for Project and uses as appropriate;
   - A Covenant and Agreement to ensure that the TDM program will be maintained;
   - Make a one-time financial contribution of **$50,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
   - Make a one-time fixed-fee financial contribution of **$50,000** to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.

2. **Transportation Systems Management (TSM) Improvements**
   The project would contribute up to **$175,000** toward TSM improvements within the Central District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Section has identified the need of new system upgrades from Alameda Street & 4th Place/3rd Street to Alameda Street & 7th Street, and from Alameda Street & 7th Street to 7th Street & Mateo Street. The system upgrades would provide and improve the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Downtown Los Angeles. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement these system upgrades will be made by DOT prior to the issuance of the first building permit. These installations will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$175,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$175,000** to DOT, and DOT shall design and construct the upgrades.

If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

B. Implementation of Improvements and Mitigation Measures

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

D. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **East 5th Street, Seaton Street, and Colyton Street** have all been designated as a Collector, which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to

DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours, to the extent feasible.

F. Parking Requirements

The project will provide 321 vehicle parking spaces and 220 bicycle parking spaces. Vehicular access to the project site will be provided via two driveways, one on 5th Street and one on Colyton Street. A loading entrance for truck deliveries will be located on Seaton Street. The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

G. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 4** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

H. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for transportation impact analysis review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

K:\Letters\2018\CEN 16-44536_222 W 2nd St_LA Times Tribune.1.docx

c: Shawn Kuk, Council District No. 14
Mehrdad Moshksar, Central, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Amanda Heinke, Fehr & Peers

ATTACHMENT 1
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

TABLE 6
ARTS DISTRICT CENTER PROJECT
BASELINE PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	BASELINE		BASELINE + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.274	A	0.275	A	0.001	No
	E 4th St	PM	0.759	C	0.761	C	0.002	No
2	San Pedro St &	AM	0.235	A	0.236	A	0.001	No
	E 6th St	PM	0.407	A	0.408	A	0.001	No
3	Central Ave &	AM	0.176	A	0.176	A	0.000	No
	E 4th St	PM	0.598	A	0.603	B	0.005	No
4	Central Ave &	AM	0.440	A	0.457	A	0.017	No
	E 6th St	PM	0.701	C	0.712	C	0.011	No
5	N Alameda St &	AM	0.474	A	0.595	A	0.121	No
	Arcadia St	PM	0.659	B	0.661	B	0.002	No
6	N Alameda St &	AM	0.378	A	0.381	A	0.003	No
	E Commercial St	PM	0.648	B	0.649	B	0.001	No
7	N Alameda St &	AM	0.561	A	0.565	A	0.004	No
	E 1st St	PM	0.574	A	0.579	A	0.005	No
8	S Alameda St &	AM	0.703	C	0.719	C	0.016	No
	E 4th Pl/3rd St	PM	0.420	A	0.433	A	0.013	No
9	S Alameda St &	AM	0.308	A	0.321	A	0.013	No
	E 4th St	PM	0.623	B	0.633	B	0.010	No
10	S Alameda St &	AM	0.591	A	0.618	B	0.027	No
	E 6th St	PM	0.624	B	0.633	B	0.009	No
11	S Alameda St &	AM	0.658	B	0.670	B	0.012	No
	E 7th St	PM	0.631	B	0.638	B	0.007	No
12	S Alameda St &	AM	0.458	A	0.464	A	0.006	No
	E 8th St	PM	0.457	A	0.461	A	0.004	No
13	S Alameda St &	AM	0.603	B	0.611	B	0.008	No
	Olympic Blvd	PM	0.747	C	0.749	C	0.002	No
14	S Alameda St &	AM	0.652	B	0.656	B	0.004	No
	I-10 EB On-Ramp	PM	0.694	B	0.699	B	0.005	No
15	Merrick St/Molino St &	AM	0.551	A	0.554	A	0.003	No
	E 4th St	PM	0.562	A	0.565	A	0.003	No
16	Mateo St	AM	0.367	A	0.379	A	0.012	No
	E 6th St	PM	0.368	A	0.384	A	0.016	No
17	Mateo St	AM	0.366	A	0.375	A	0.009	No
	E 7th St	PM	0.357	A	0.368	A	0.011	No
18	Pecan St	AM	0.553	A	0.555	A	0.002	No
	E 4th St	PM	0.490	A	0.490	A	0.000	No
19	US-101 SB Ramp &	AM	0.542	A	0.545	A	0.003	No
	E 4th St	PM	0.345	A	0.349	A	0.004	No
20	US-101 NB Ramp &	AM	0.737	C	0.739	C	0.002	No
	E 4th St	PM	0.323	A	0.325	A	0.002	No
21	I-5 NB Ramp &	AM	0.579	A	0.586	A	0.007	No
	E 4th St	PM	0.633	B	0.638	B	0.005	No

TABLE 7
ARTS DISTRICT CENTER PROJECT
FUTURE YEAR (2021) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	San Pedro St &	AM	0.485	A	0.486	A	0.001	No
	E 4th St	PM	1.023	F	1.025	F	0.002	No
2	San Pedro St &	AM	0.348	A	0.349	A	0.001	No
	E 6th St	PM	0.537	A	0.537	A	0.000	No
3	Central Ave &	AM	0.299	A	0.303	A	0.004	No
	E 4th St	PM	0.765	C	0.771	C	0.006	No
4	Central Ave &	AM	0.757	C	0.765	C	0.008	No
	E 6th St	PM	1.130	F	1.138	F	0.008	No
5	N Alameda St &	AM	0.907	E	0.911	E	0.004	No
	Arcadia St	PM	1.101	F	1.103	F	0.002	No
6	N Alameda St &	AM	0.647	B	0.650	B	0.003	No
	E Commercial St	PM	1.079	F	1.080	F	0.001	No
7	N Alameda St &	AM	1.171	F	1.175	F	0.004	No
	E 1st St	PM	1.190	F	1.195	F	0.005	No
8	S Alameda St &	AM	1.151	F	1.167	F	0.016	**Yes**
	E 4th Pl/3rd St	PM	0.932	E	0.942	E	0.010	**Yes**
9	S Alameda St &	AM	0.673	B	0.687	B	0.014	No
	E 4th St	PM	1.066	F	1.077	F	0.011	**Yes**
10	S Alameda St &	AM	1.054	F	1.075	F	0.021	**Yes**
	E 6th St	PM	1.215	F	1.224	F	0.009	No
11	S Alameda St &	AM	1.254	F	1.266	F	0.012	**Yes**
	E 7th St	PM	1.344	F	1.355	F	0.011	**Yes**
12	S Alameda St &	AM	0.651	B	0.656	B	0.005	No
	E 8th St	PM	0.655	B	0.657	B	0.002	No
13	S Alameda St &	AM	0.836	D	0.842	D	0.006	No
	Olympic Blvd	PM	1.049	F	1.051	F	0.002	No
14	S Alameda St &	AM	0.885	D	0.889	D	0.004	No
	I-10 EB On-Ramp	PM	0.950	E	0.955	E	0.005	No
15	Merrick St/Molino St &	AM	0.828	D	0.831	D	0.003	No
	E 4th St	PM	1.073	F	1.075	F	0.002	No
16	Mateo St	AM	0.941	E	0.954	E	0.013	**Yes**
	E 6th St	PM	0.985	E	0.990	E	0.005	No
17	Mateo St	AM	0.807	D	0.819	D	0.012	No
	E 7th St	PM	0.897	D	0.909	E	0.012	**Yes**
18	Pecan St	AM	0.641	B	0.644	B	0.003	No
	E 4th St	PM	0.556	A	0.556	A	0.000	No
19	US-101 SB Ramp &	AM	0.633	B	0.635	B	0.002	No
	E 4th St	PM	0.449	A	0.454	A	0.005	No
20	US-101 NB Ramp &	AM	0.861	D	0.863	D	0.002	No
	E 4th St	PM	0.437	A	0.439	A	0.002	No
21	I-5 NB Ramp &	AM	0.711	C	0.718	C	0.007	No
	E 4th St	PM	0.787	C	0.791	C	0.004	No

ATTACHMENT 2
Project Trip Generation Estimates

TABLE 4
THE ARTS DISTRICT CENTER PROJECT
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour Rate	AM Peak Hour In%	AM Peak Hour Out%	PM Peak Hour Rate	PM Peak Hour In%	PM Peak Hour Out%	Daily	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
PROPOSED PROJECT																
Shopping Center	820	26.979 ksf	42.7	0.96	62%	38%	3.71	48%	52%	1,152	16	10	26	48	52	100
Less: Internal Capture [b]			*18%*		*15%*	*12%*		*62%*	*60%*	*(207)*	*(2)*	*(1)*	*(3)*	*(30)*	*(31)*	*(61)*
Total Driveway Trips										945	14	9	23	18	21	39
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(472)*	*(7)*	*(4)*	*(11)*	*(9)*	*(10)*	*(19)*
Net External Vehicle Trips										473	7	5	12	9	11	20
Quality Restaurant	931	15.197 ksf	89.95	0.81	50%	50%	7.49	67%	33%	1,367	6	6	12	76	38	114
Less: Internal Capture [b]			*5%*		*6%*	*2%*		*75%*	*30%*	*(68)*	*0*	*0*	*0*	*(11)*	*(11)*	*(22)*
Total Driveway Trips										1,299	6	6	12	65	27	92
Less: Pass-by [c]			*10%*	*10%*			*10%*			*(129)*	*0*	*0*	*0*	*(6)*	*(2)*	*(8)*
Net External Vehicle Trips										1,170	6	6	12	59	25	84
Fast-Food Restaurant	933	2.888 ksf	716	43.87	60%	40%	26.15	51%	49%	2,068	76	51	127	39	37	76
Less: Internal Capture [b]			*7%*		*6%*	*2%*		*75%*	*30%*	*(145)*	*(5)*	*(1)*	*(6)*	*(6)*	*(11)*	*(17)*
Total Driveway Trips										1,923	71	50	121	33	26	59
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(961)*	*(35)*	*(25)*	*(60)*	*(16)*	*(13)*	*(29)*
Net External Vehicle Trips										962	36	25	61	17	13	30
High-Turnover Restaurant	932	13.634 ksf	127.15	10.81	55%	45%	9.85	60%	40%	1,734	81	66	147	80	54	134
Less: Internal Capture [b]			*6%*		*6%*	*2%*		*75%*	*30%*	*(104)*	*(5)*	*(1)*	*(6)*	*(12)*	*(16)*	*(28)*
Total Driveway Trips										1,630	76	65	141	68	38	106
Less: Pass-by [c]			*20%*	*20%*			*20%*			*(326)*	*(15)*	*(13)*	*(28)*	*(13)*	*(7)*	*(20)*
Net External Vehicle Trips										1,304	61	52	113	55	31	86
Hotel	310	113 rooms	8.17	0.53	59%	41%	0.6	51%	49%	923	35	25	60	35	33	68
Less: Internal Capture [b]			*16%*		*3%*	*12%*		*57%*	*58%*	*(148)*	*(1)*	*(3)*	*(4)*	*(20)*	*(19)*	*(39)*
Total Driveway Trips										775	34	22	56	15	14	29
Residential	230	129 DU	5.81	0.44	17%	83%	0.52	67%	33%	749	10	47	57	45	22	67
Less: Internal Capture [b]			*18%*		*7%*	*21%*		*52%*	*52%*	*(135)*	*(1)*	*(10)*	*(11)*	*(24)*	*(11)*	*(35)*
Total Driveway Trips										614	9	37	46	21	11	32
Design Incubator [d]	540	3.430 ksf	27.49	2.99	74%	26%	2.54	58%	42%	94	7	3	10	5	4	9
Total Driveway Trips										94	7	3	10	5	4	9
Art Gallery [e]	580	10.341 ksf	1.8	0.28	86%	14%	0.18	16%	84%	19	3	0	3	0	2	2
Total Driveway Trips										19	3	0	3	0	2	2
TOTAL DRIVEWAY TRIPS										7,299	220	192	412	225	143	368
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										5,411	163	150	313	181	111	292
EXISTING USE CREDIT																
Shopping Center	820	22 ksf	42.7	0.96	62%	38%	3.71	48%	52%	939	13	8	21	39	43	82
Less: Internal Capture [b]			*4%*		*5%*	*7%*		*8%*	*5%*	*(38)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
Total Driveway Trips										901	12	7	19	36	41	77
Less: Pass-by [c]			*50%*	*50%*			*50%*			*(450)*	*(6)*	*(3)*	*(9)*	*(18)*	*(20)*	*(38)*
Net External Vehicle Trips										451	6	4	10	18	21	39
Creative Office	710	16 ksf	11.03	1.56	88%	12%	1.49	17%	83%	176	22	3	25	4	20	24
Less: Internal Capture [b]			*7%*		*4%*	*33%*		*25%*	*18%*	*(12)*	*(1)*	*(1)*	*(2)*	*(1)*	*(4)*	*(5)*
Net External Vehicle Trips										164	21	2	23	3	16	19
Warehousing	150	7 ksf	3.56	0.3	79%	21%	0.32	25%	75%	25	2	0	2	1	1	2
Net External Vehicle Trips										25	2	0	2	1	1	2
Residential	220	10 DU	6.65	0.51	20%	80%	0.62	65%	35%	67	1	4	5	4	2	6
Less: Internal Capture [b]			*13%*		*0%*	*0%*		*50%*	*33%*	(9)	0	0	0	(2)	(1)	(3)
Net External Vehicle Trips										58	1	4	5	2	1	3
TOTAL EXISTING USE CREDIT										698	30	10	40	24	39	63
NET INCREMENTAL EXTERNAL TRIPS										4,713	133	140	273	157	72	229

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition*, 2012

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.

[c] The pass-by credit is based on Attachment I of LADOT's *Traffic Study Policies and Procedures*, December, 2016.

[d] Trip generation rates for community college used for design incubator.

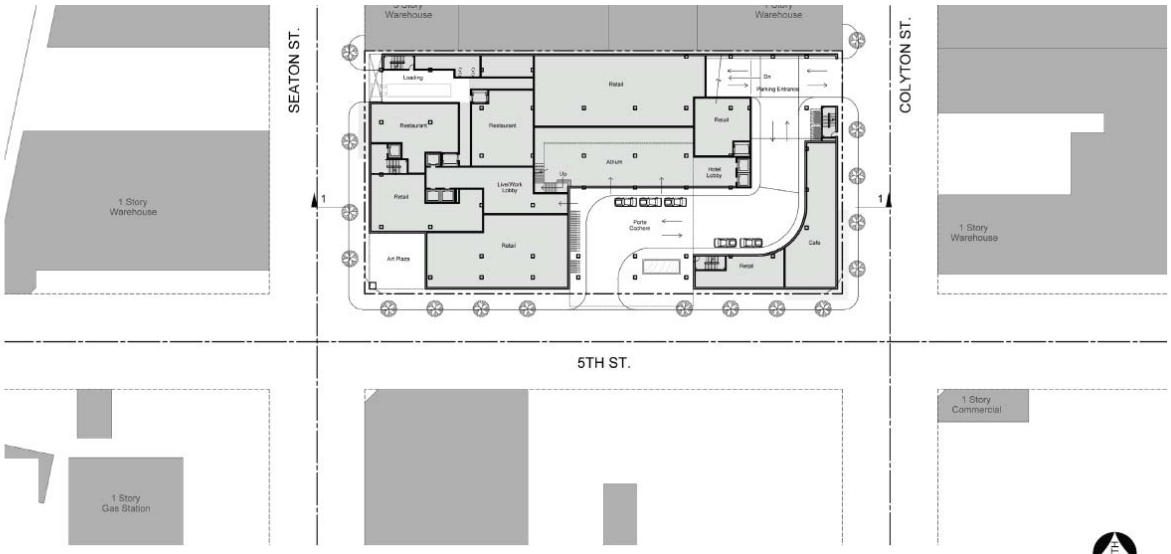
[e] Trip generation rates for museum used for Art Gallery. Since ITE does not provide a daily trip rate for this use, the peak hour rate was multiplied by 10 to develop a daily trip estimate.

ATTACHMENT 3
Volume to Capacity Ratios (V/C) and Level of Service (LOS) after Mitigation

TABLE 9
ARTS DISTRICT CENTER PROJECT
FUTURE YEAR (2021) PLUS PROJECT MITIGATIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2021)		FUTURE (2021) + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?	FUTURE + PROJECT WITH MITIGATION		V/C INCREASE	RESIDUAL IMPACT?
			V/C	LOS	V/C	LOS			V/C	LOS		
8	S Alameda St &	AM	1.151	F	1.167	F	0.016	**Yes**	1.157	F	0.006	No
	E 4th Pl/3rd St	PM	0.932	E	0.942	E	0.010	**Yes**	0.932	E	0.000	No
9	S Alameda St &	AM	0.673	B	0.687	B	0.014	No	--	--	--	--
	E 4th St	PM	1.066	F	1.077	F	0.011	**Yes**	1.067	F	0.001	No
10	S Alameda St &	AM	1.054	F	1.075	F	0.021	**Yes**	1.065	F	0.011	**Yes**
	E 6th St	PM	1.215	F	1.224	F	0.009	No	--	--	--	--
11	S Alameda St &	AM	1.254	F	1.266	F	0.012	**Yes**	1.256	F	0.002	No
	E 7th St	PM	1.344	F	1.355	F	0.011	**Yes**	1.345	F	0.001	No
16	Mateo St	AM	0.941	E	0.954	E	0.013	**Yes**	0.944	E	0.003	No
	E 6th St	PM	0.985	E	0.990	E	0.005	No	--	--	--	--
17	Mateo St	AM	0.807	D	0.819	D	0.012	No	--	--	--	--
	E 7th St	PM	0.897	D	0.909	E	0.012	**Yes**	0.899	E	0.002	No

ATTACHMENT 4
Project Site plan



Source: Togawa Smith Martin Architects, 2016.

Figure 2
Site Plan

TRIBAL CULTURAL RESOURCE ASSESSMENT FOR THE ARTS DISTRICT CENTER PROJECT, CITY OF LOS ANGELES, CALIFORNIA

CASE NO. ENV-2016-4476-EIR

December 2018

PREPARED FOR

Arts District Development, LLC
1129 East 5th Street
Los Angeles, CA 90013

PREPARED BY

SWCA Environmental Consultants
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Pasadena, California 91105

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Tribal Cultural Resource Assessment for the Arts District Center Project, City of Los Angeles, California

CASE NO. ENV-2016-4476-EIR

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SWCA CRRD Report No. 18-151

December 2018

Keywords: CEQA; tribal cultural resources; Yaanga, Yagna; 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, City of Los Angeles, Los Angeles County; Assessor's Parcel Number 5163-025-009; Township 1 South, Range 13 West; USGS Hollywood, California 7.5-minute topographic quadrangle

MANAGEMENT SUMMARY

Purpose and Scope: Arts District Development, LLC (the Project Applicant), retained SWCA Environmental Consultants (SWCA) to conduct an tribal cultural resources review and sensitivity assessment in support of the proposed Arts District Center Project (the Project) in the city of Los Angeles (the city), California. The Project proposes to demolish existing lot uses and construct a high-rise mixed-use commercial and residential building on a 1.05-acre parcel (Project area). The Project is in the Arts District neighborhood of the city with street frontages on 5th Street to the south, Seaton Street to the west and Colyton Street to the east. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency for the Project. The following study was conducted to analyze any potential impacts this Project may have on tribal cultural resources located in the Project area for purposes of compliance with the California Environmental Quality Act (CEQA), including Assembly Bill 52 (AB 52) and relevant portions of Public Resources Code (PRC) Sections 5024.1, 15064.5, 21074, 21083.2, 21084.1, and 21084.2. The report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), Sacred Lands Files (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood of tribal cultural resources within the Project area. The report also includes a summary of Native American coordination carried out by City Planning in accordance with AB 52 and an assessment of documents submitted during consultation, which are included here as a confidential attachment (Appendix B).

Dates of Investigation: SWCA conducted a confidential search of the CHRIS for the Project area plus a 0.5-mile radius on February 14, 2018, at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. Confidential CHRIS results include specific information on the nature and location of sensitive archaeological sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented tribal cultural resources and inform the impact analysis.

On July 11, 2017, the results of an SLF search were received from the NAHC. The NAHC letter indicated that there are no sacred sites in the SLF documented within the Project area, but that the area is "sensitive for potential tribal cultural resources." A list of five Native American contacts was provided and suggests contacting them to provide information on sacred lands that may not be listed in the SLF. Each of these individuals were already included in the City's AB 52 notification list and all additional outreach was conducted as part of compliance with AB 52 (PRC Section 21082.3).

On April 6, 2017, the NAHC notified City Planning that they received the notice of preparation for the Project's draft environmental impact report and provided a list of 10 Native American tribes to be notified under AB 52. As lead agency, City Planning mailed letters to the listed Native American tribes that were identified by the NAHC and are included on the City's consultation list. Letters were sent out to all contacts on June 15, 2017. To date, City Planning has received one response in a letter dated June 13, 2017 from Mr. Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians-Kizh Nation. Chairman Sala stated that the Project area is in a sensitive area and that the project may cause a substantial adverse change in the significance of tribal cultural resources. City Planning responded to a request for consultation via email and scheduled a conference call that occurred on July 12, 2017. A follow-up email was sent on July 13 and 14, 2017, in which Chairman Salas provided three documents—two confidential archaeological reports, one from a publicly available book—as evidence to substantiate their sensitivity finding and request for monitoring. The results of the July 12, 2017 meeting were summarized in an email by City Planning and sent to Chairman Salas on July 12, 2017. On October 31 and November 11, 2018 requests for additional evidence regarding the potential for tribal cultural

resources on the Project area were sent via email from City Planning to the Gabrieleño Band of Mission Indians–Kizh Nation. City Planning requested that any additional information be sent within 14 days. No response was received and after acting in good faith and reasonable effort, the City concluded that mutual agreement could not be reached for purposes of AB 52 and consultation was completed.

Summary of Findings: Results of the CHRIS search indicated that 64 cultural resource studies have been conducted within 0.8 km (0.5 mile) of the Project area, one of which intersects the Project area. The intersecting study (Gust 2017) consists only of a 1:24,000 scale map showing hypothetical alignments of zanja system components but lacks any specific information of relevance to the current analysis. A total of nine previously recorded cultural resources were documented in the CHRIS within a 0.5-mile radius of the Project area, none of which are located within the Project area. Each of the sites are historic archaeological resources and do not contain prehistoric components. Developments within the Project area throughout the late-nineteenth to early-twentieth centuries were identified through historical maps and photographs that record a long history of building construction and demolition, including a variety of industrial and warehouse facilities and two 1890s residences.

No known tribal cultural resources are present within the Project area. Because of the proximity to the Los Angeles River and the estimated location of Gabrielino village site of Yaanga relative to the Project area, SWCA finds an overall increase in the sensitivity for Native American activity near the Project area. However, SWCA finds that the presence of non-native or otherwise historically modified disturbances at depths of 8–12 feet (2.5–3.7 m), combined with evidence of a high-energy depositional setting in the alluvial substrate, significantly reduces the potential for the preservation of any tribal cultural resources within the Project area. Given these considerations, SWCA finds the Project area has a **low to moderate sensitivity for containing tribal cultural resources**.

Three documents submitted during Native American consultation were reviewed here and found not to contain substantial evidence that the Project may cause a significant impact on a tribal cultural resource. The documents provide strong evidence of increased sensitivity for unidentified tribal cultural resources in the general vicinity of the Project area, but given the existing disturbances, the likelihood of any such resources being preserved is sufficiently low, such that mitigation measures including monitoring for tribal cultural resources are not required. As a result of tribal consultation under AB 52, the City in its discretion and based on the evidence in the record (including the current report), determined that the Project would not cause a substantial adverse change in the significance of a tribal cultural resource pursuant to the criteria in PRC Section 5024.1(c). As an additional protection, the City attached a condition of approval under its police powers to protect the inadvertent discovery of tribal cultural resources.

SWCA finds that the Project would not impact known tribal cultural resources. The Project is subject to the City's standard Condition of Approval for the Inadvertent Discovery of Tribal Cultural Resources, which provides that in the event objects or artifacts that may be tribal cultural resources are encountered during ground disturbances, activities shall temporarily cease until they can be assessed pursuant to the process described therein. Therefore, any potential impacts to unidentified tribal cultural resources would be reduced to less than significant levels. **Therefore, SWCA finds that the Project will have Less than Significant Impacts to tribal cultural resources.**

Recommendations: If any mitigation measures addressing treatment of inadvertent discovery of archaeological resources are identified for the Project, in the event of a discovery SWCA recommends they be followed in concert with those described in the Condition of Approval for the Inadvertent Discovery of Tribal Cultural Resources.

Disposition of Data: The final report and any subsequent related reports will be submitted to Arts District Development, LLC; the Los Angeles Department of City Planning; and the SCCIC at California State University, Fullerton. Research materials and the report are also on file at the SWCA Pasadena Office.

CONTENTS

MANAGEMENT SUMMARY ..... **I**

INTRODUCTION **1**

PROJECT DESCRIPTION **1**

REGULATORY SETTING **5**
STATE REGULATIONS 5
California Environmental Quality Act 5
California Register of Historical Resources 8
Treatment of Human Remains 8
LOCAL REGULATIONS 9
City of Los Angeles 9

METHODS **10**
CHRIS RECORDS SEARCH 10
ARCHIVAL RESEARCH 10
SENSITIVITY ASSESSMENT 11

ENVIRONMENTAL SETTING **11**

CULTURAL SETTING **12**
PREHISTORY 12
Prehistoric Overview 12
ETHNOGRAPHIC OVERVIEW 15
Yaanga and other Native American Communities in Los Angeles 16
HISTORY 23
Spanish Period (1769–1822) 23
Mexican Period (1822–1848) 23
American Period (1848–Present) 24
Los Angeles: From Pueblo to City 25

RESULTS **29**
CHRIS RECORDS SEARCH 29
Previously Conducted Cultural Resources Studies 29
Previously Recorded Cultural Resources 29
ARCHIVAL RESEARCH 30

NATIVE AMERICAN COORDINATION **33**
SACRED LANDS FILE SEARCH 33
AB 52 NOTIFICATION AND TRIBAL CONSULTATION 34
AB 52 CONSULTATION DOCUMENT REVIEW 36
AB 52 CONSULTATION CONCLUSION 40

SENSITIVITY ASSESSMENT 40

CONCLUSION 42

REFERENCES CITED 43

Figures

Figure 1. Project area and vicinity within Los Angeles County, 1:800,000 scale. 2
Figure 2. Project area and 0.5-mile radius plotted on USGS Los Angeles and Hollywood, California 7.5-minute topographic quadrangles. 3
Figure 3. Project area (red outline) on a 2016 aerial photograph. 4
Figure 4. Multiple courses of the Los Angeles River channel as depicted by Gumprecht (2001:140). 13
Figure 5. Project area and 0.5-mile radius plotted on McCawley's (1996:36) map showing the approximate location of villages cited in Gabrielieno/Tongva ethnographic sources. 18
Figure 6. Project area plotted on Gumprecht's (2001:30) map showing hypothetical locations of Native American villages along the Los Angeles River and other waterways in the Los Angeles Basin. 19
Figure 7. Project area plotted on map of alleged Native American village locations and historical features in the Los Angeles Basin published by the Southwest Museum (1962) and re-printed in Johnston (1962). 20
Figure 8. Project area shown on Ord's 1849 survey map appended with prominent historical landmarks and the location of Yaanga reported by Morris et al. (2016). 21
Figure 9. Kirkman-Harriman's pictorial and historical map of Los Angeles County, 1860–1937. Historical sites and features are depicted with symbols to indicate representational rather than explicit geographic locations. (Courtesy of Los Angeles Public Library. Call Number 91.7941 L88Ki.) 22
Figure 10. Glover's *Bird's eye view of Los Angeles* published in 1877, shown with the approximate location of the Project area (red arrow) south of 1st Street (Source: Library of Congress). 26
Figure 11. Project area (red arrow) and vicinity on the 1894 illustration of Los Angeles (Pierce, B. W. & Semi-Tropic Homestead Co. 1894). 27
Figure 12. Project area (red arrow) and vicinity on the 1909 bird's eye view illustration of Los Angeles (Birdseye View Publishing Co. 1909). 27
Figure 13. Project area depicted on a 1927 aerial photograph (Fairchild Aerial Survey, Flight C-113, Frame No. 307). 28
Figure 14. Survey map created in 1871 for the Johnston Tract, located north of the Project area, depicting the precise north-south alignment of Zanja No. 2 (red arrow in the inset) on the east side of Hewitt Street. 31
Figure 15. Sanborn Fire Insurance Map from 1894 depicting Zanja No. 2 (red arrow) and the Project area (red outline). 32
Figure 16. Sanborn Fire Insurance Map from 1906 and the Project area (red outline). 33
Figure 17. Locations discussed in documents submitted during AB 52 tribal consultation (cited in Exhibits 1–3). 37

Tables

Table 1. Previously Recorded Resources Within 0.5-mile of the Project Area. 29
Table 2. Native American Outreach Results 34

Appendices

Appendix A. California Historical Resources Information System (CHRIS) Record Search Results— Reports
Appendix B. Non-Confidential Native American Coordination Documents
Appendix C. Confidential Native American Coordination Documents

INTRODUCTION

Arts District Development, LLC (the Project Applicant), retained SWCA Environmental Consultants (SWCA) to conduct an archaeological and tribal cultural resources review and sensitivity assessment in support of the proposed Arts District Center Project (the Project) in the city of Los Angeles (the city), California. The Project proposes to demolish existing lot uses and construct a high-rise mixed-use commercial and residential building on a 1.05-acre parcel (Project area). The Project is in the Arts District neighborhood of the city with street frontages on 5th Street to the south, Seaton Street to the west and Colyton Street to the east. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency for the Project. The following study was conducted to analyze any potential impacts this Project may have on archaeological and tribal cultural resources located in the Project area for purposes of compliance with the California Environmental Quality Act (CEQA), including Assembly Bill 52 (AB 52) and relevant portions of Public Resources Code (PRC) Sections 5024.1, 15064.5, 21074, 21083.2, 21084.1, and 21084.2. The report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), Sacred Lands Files (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood of archaeological and tribal cultural resources within the Project area. The report also includes a summary of Native American coordination carried out by City Planning in accordance with AB 52 and an evaluation of documents submitted during consultation included here as non-confidential and confidential attachments (Appendices B and C).

SWCA Cultural Resources Project Manager Chris Millington, M.A., Registered Professional Archaeologist (RPA), managed the project, conducted background research, authored the report, and prepared all of the figures. SWCA Archaeologist Trevor Gittelhough, B.A., conducted background research and co-authored the report. This report was reviewed for quality assurance/quality control by Cultural Resources Principal Investigator Heather Gibson, Ph.D., RPA. Copies of the report are on file with SWCA's Pasadena Office, City Planning, and the South Central Coastal Information Center (SCCIC).

PROJECT DESCRIPTION

The Project Applicant proposes to construct a high-rise mixed-use commercial and residential building at 1101 East 5th Street in downtown Los Angeles, California (Figure 1). The Project would demolish an existing building and remove all existing lot uses and construct a 12-story building with approximately 370,340 square feet on a total lot area of 45,721 square feet. The Project would include at most 129 residential units, approximately 113 hotel rooms, 63,830 square feet of commercial space (including retail, restaurants, and an art gallery), and four to five levels of subterranean parking with 373 spaces. The surrounding area is heavily urbanized and is defined by commercial and residential properties. This location is plotted in an unsectioned portion of Township 1 South, Range 13 West as depicted on the U.S. Geological Survey (USGS) Los Angeles, California 7.5-minute topographic quadrangle (Figure 2). The Project area occupies a 1.05-acre parcel subdivided into six lots (Assessor's Parcel Number 5163-025-009), listed by the following addresses: 1101 East 5th Street, 445–457 South Colyton Street, and 450–456 South Seaton Street (Figure 3).



Figure 1. Project area and vicinity within Los Angeles County, 1:800,000 scale.

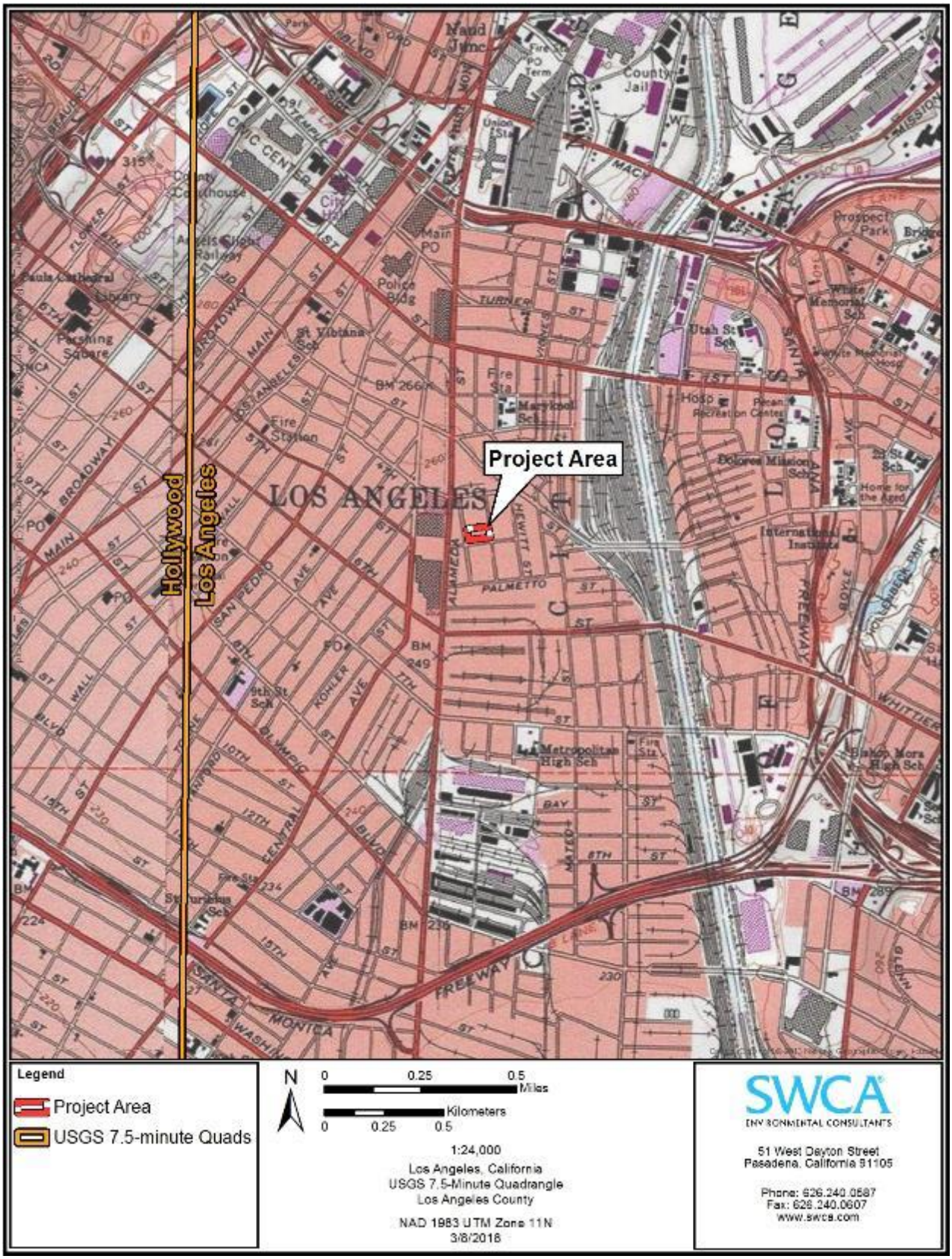

Figure 2. Project area and 0.5-mile radius plotted on USGS Los Angeles and Hollywood, California 7.5-minute topographic quadrangles.

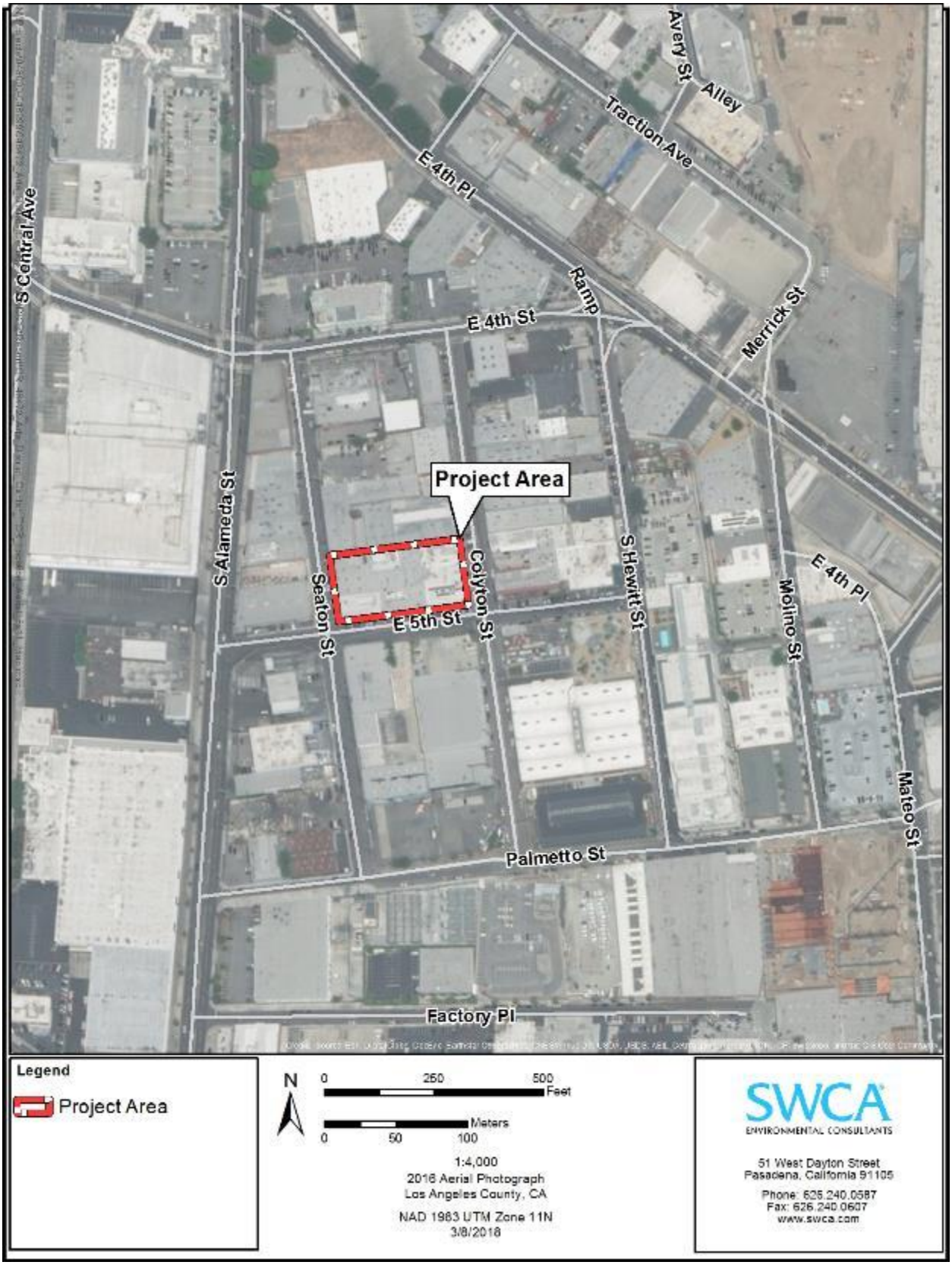

Figure 3. Project area (red outline) on a 2016 aerial photograph.

REGULATORY SETTING

State Regulations

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation (DPR), is responsible for carrying out the duties described in the California PRC and maintaining the California Historic Resources Inventory and CRHR. The state-level regulatory framework also includes CEQA, which requires the identification and mitigation of substantial adverse impacts that may affect the significance of eligible historical and archaeological resources.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely affected by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). Answering this question is a two-part process: first, the determination must be made as to whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

HISTORICAL RESOURCES

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible…for listing in the CRHR (PRC 5024.1, 14 CCR 4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significance in a historic resources survey meeting the requirements of PRC Section 5024.1(g).
- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA) if the resource meets the criteria for listing on the CRHR (as defined in PRC Section 5024.1, 14 CCR 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet NRHP criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be an historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "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" (CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or

demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

The following guides and requirements are of particular relevance to this study's analysis of indirect impacts to historic resources. Pursuant to CEQA Guidelines (Section 15378), study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." CEQA Guidelines (Section 15064[d]) further define direct and indirect impacts:

(1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project.

(2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.

(3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project.

ARCHAEOLOGICAL RESOURCES

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If it can be demonstrated that a proposed project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (PRC Sections 21083.2[a], [b], and [c]). CEQA notes that, if an archaeological resource is neither a unique archaeological resource nor an historical resource, the effects of the project on those resources shall not be considered to be a significant effect on the environment (CEQA Guidelines Section 15064.5[c][4]).

TRIBAL CULTURAL RESOURCES

Assembly Bill 52 of 2014 (AB 52) amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. Section 4 of AB 52 adds

Sections 21074 (a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074 (a) defines tribal cultural resources as one of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

    (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

AB 52 Tribal Consultation

California Native American tribes are defined in AB 52 as any Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC), whether or not they are federally recognized. AB 52 specifies that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources. Once an application for a project is completed or a public agency makes a decision to undertake a project, the lead agency has 14 days to send formal notification formally notify Native American tribes designated by the NAHC as having traditional and cultural affiliation with a given project area and previously requested in writing to be notified by the lead agency (PRC Section 21082.3.1[b][d]). The notification shall include a brief description of the proposed project, the location, contract information for the agency contact, and notice that the tribe has 30 days to request, in writing, consultation (PRC Section 21082.3.1[d]). Consultation must be initiated by the lead agency within 30 days of receiving any California Native American tribe's request for consultation. Furthermore, consultation must be initiated prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project (PRC Section 21082.3.1[b][e]).

Consistent with the stipulations stated in Senate Bill 18 (Government Code Section 65352.4), consultation may include discussion concerning the type of environmental review necessary, the significance of the project's impacts on the tribal cultural resources, and, if necessary, project alternatives or the appropriate measures for preservation and mitigation that the California Native American tribe may recommend to the lead agency. The consultation shall be considered concluded when either the parties agree to measures mitigating or avoiding a significant effect, if one exists, on a tribal cultural resource; or a party, acting in

good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21082.3.2[b]).

Pursuant to Government Code Sections 6254 and 6254.10, and PRC Section 21082.3(c), information submitted by a California Native American tribe during consultation under AB 52 shall not be included in the environmental document or otherwise disclosed to the public by the lead agency, project applicant, or the project applicant's agent, unless written permission is given. Exemptions to the confidentiality provisions include any information already publicly available, in lawful possession of the project applicant before being provided by the tribe, independently developed by the project applicant or the applicant's public agent, or lawfully obtained by a third party (PRC Section 21082.3[c]).

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "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 prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It 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.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

Treatment of Human Remains

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at CCR Section 15064.5; PRC Section 5097.98 illustrates the process to be followed in the event that remains are discovered. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road

Los Angeles, CA 90033
323-343-0512 (8 am to 5 pm Monday through Friday) or
323-343-0714 (After hours, Saturday, Sunday, and Holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

Local Regulations

City of Los Angeles

CONDITION OF APPROVAL

The City has provided the following Condition of Approval under its policing powers to protect the inadvertent discovery of tribal cultural resources and ensure that they will be handled in compliance with State law such that any potential impacts would be reduced to less than significant levels. The Condition of Approval provides that in the event objects or artifacts that may be tribal cultural resources are encountered during ground disturbances, activities shall temporarily cease until they can be assessed pursuant to the process described therein.

Inadvertent discovery of Tribal Cultural Resources: In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the Project; (2) and the Department of City Planning at (213) 978-1454.
- If the City determines, pursuant to PRC Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project permittee may request

mediation by a mediator agreed to by the permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project permittee shall pay any costs associated with the mediation.

- The project permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the SCCIC at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California PRC, and shall comply with the City's AB 52 Confidentiality Protocols.

METHODS

The following section presents an overview of the methodology used to identify the potential for archaeological resources within the Project area.

CHRIS Records Search

On February 14, 2018 SWCA conducted a confidential search of the CHRIS records at the SCCIC, located on the campus of California State University, Fullerton. The SCCIC maintains records of previously documented cultural resources (including those that meet the definition of a tribal cultural resource) and technical studies; it also maintains copies of the OHP's portion of the Historic Resources Inventory. The search included any previously recorded archaeological resources (i.e., excludes historic buildings) within the Project area and surrounding 0.8-km (0.5-mile) area. The purpose of the CHRIS records search is to identify whether any archaeological or tribal cultural resources have been documented in the Project area and assess the potential for undocumented resources to be present by comparison to adjacent areas. Confidential CHRIS results include specific information on the nature and location of sensitive archaeological sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented tribal cultural resources and inform the impact analysis. Appendix A includes a summary of previous studies conducted in the Project area and records search radius, but site records and copies of reports have been excluded; therefore, Appendix A is not considered confidential.

Archival Research

Concurrent with the confidential CHRIS records search, SWCA also reviewed property-specific historical and ethnographic context research to identify information relevant to the Project area. Research focused on a variety of primary and secondary materials relating to the history and development of the Project area, including historical maps, aerial and ground photographs, ethnographic reports, and technical reports prepared for the Project. Historical maps drawn to-scale were georeferenced using ESRI ArcMAP v10.5 in order to show precise relationships to the Project area. Sources consulted included the following publicly accessible data sources:

- City of Los Angeles OHR (SurveyLA);
- City of Los Angeles Department of Building and Safety (building permits);

- Sanborn Fire Insurance Company Maps (Sanborn maps);
- Los Angeles Public Library (maps and photographs);
- Huntington Library Digital Archives (maps);
- University of Southern California Digital Library (photographs and manuscripts);
- University of California, Santa Barbara Digital Library (aerial photographs);
- David Rumsey Historical Map Collection;
- Library of Congress (maps and illustrations); and
- USGS historical topographic maps.

In addition, SWCA reviewed technical reports prepared for the project including the geotechnical report (Zadoorian 2017) and the historical resources report (Grimes et al. 2018).

Sensitivity Assessment

In circumstances where a known archaeological resource or tribal cultural resource is not present, SWCA assessed the potential for an undocumented resource (in the form of a buried archaeological site) to be present. That determination considers historical use of the Project vicinity, broadly, and the physical setting, specifically, including an assessment of whether the setting is capable of containing buried archaeological material. Lacking any data specifically gathered to assess the presence or absence of archaeological material below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high. SWCA assessed the sensitivity of the Project area to contain tribal cultural resource, including either prehistoric or historic-period Native American archaeological resources. In general, for areas in which there was historical use and poor physical integrity within the Project area, (e.g., high levels of disturbances from recent development), the resulting sensitivity assessment would be low. Areas that show some evidence of activity or a likelihood based on the presence of natural features (e.g. perennial water), and retain sediments dated to the approximate time period of that activity, the resulting sensitivity assessment will be either moderate or high. In some cases, evidence of archaeological material from non-archaeological by sources (e.g. geotechnical boring logs, anecdotal accounts by local residents or listed in historical accounts) can be sufficient for elevating the sensitivity from moderate to high.

ENVIRONMENTAL SETTING

The Project area is in the Los Angeles Basin, a broad, level plain defined by the Pacific Ocean to the west, the Santa Monica Mountains and Puente Hills to the north, and the Santa Ana Mountains and San Joaquin Hills to the south. This extensive basin is filled with predominantly alluvial sediments and is drained by several major watercourses, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. The Project area is currently set within a complete urbanize environment since it was developed in the middle nineteenth century.

The south-flowing Los Angeles River is currently located approximately 0.6 km (0.4 miles) east of the Project area; however, historically the channel has shifted courses several times during flood events, with the main channel shifting its location relative to the Project area twice in the last 100 years (Figure 4). The first recorded shift of the river occurred in 1815 when floodwaters overflowed the former channel, shifting the course, previously located to the east of the project area, at least 0.8 km (0.5 mile) to the southwest, near the present route of North Spring Street, now west of the Project area. That flood destroyed structures built as part of the original Los Angeles Pueblo and is presumed to have also destroyed a Native American village site (Yaanga) also located north of the Project area (Gumprecht 2001:139–141). At that time and before 1825, the river flowed west within the Los Angeles Basin, discharging into the Ballona Wetlands along what is now Ballona Creek, near Santa Monica. Flooding in

1825 then produced the most dramatic shift historically observed in the river's course as the newly formed channel overflowed its banks and shifted its course again, relocating the channel back east of the Project area, now flowing fully south and emptying into the bay near San Pedro. Subsequent shifts occurred along the braided streams within the broader, south-flowing flood plain. The Los Angeles River flooded multiple times, including a catastrophic flood in 1938. Flood events such as these can produce substantial deposits of alluvial sediments within the respective floodplains. Alluvial terraces formed where flooding water eroded into adjacent hillsides. In the downtown Los Angeles area, the backslopes in the location of Bunker Hill delineate the edge of the historical floodplain.

Before the last decades of the nineteenth century the Project area and vicinity were subject to ranching and farming, followed by industrialization during the early twentieth century. Disturbances to the physical setting from these historic-period developments are represented in the sediment profiles presented in the geotechnical report prepared for the Project (Zadoorian 2017:2, Figures 3–4, A-2–A-4). Bore samples drilled at four locations within the Project area identified artificial fill extending up to 12 feet below the modern concrete surface and containing pieces of brick, glass, concrete, and metal. Below these fill soils, Quaternary-age alluvium extends to a depth of at least 50 feet. These sediments form strata consisting of sand, sand with gravels, cobbles, and potentially larger boulders, and intermittent lenses of silty sand, which are consistent with high-energy depositional trends near rivers with shifting courses and flooding events.

CULTURAL SETTING

Prehistory

Prehistoric Overview

In the past several decades, researchers have devised numerous prehistoric chronological sequences to aid in understanding cultural changes in southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four horizons are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's 1955 synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates that have been obtained by southern California researchers in the last three decades (Byrd and Raab 2007:217). As such, several revisions were subsequently made to Wallace's 1955 synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The summary of prehistoric chronological sequences for southern California coastal and near-coastal areas presented below is a composite of information in Wallace (1955) and Warren (1968), as well as more recent studies, including Koerper and Drover (1983).

HORIZON I: EARLY MAN (CA. 10,000–6,000 BC)

The earliest accepted dates for archaeological sites on the southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area approximately 10,000 years ago (Erlandson 1991:105). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002). Present-day Orange and San Diego counties contain several sites dating from 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006). Although the dating of these finds remains controversial, several sets of human remains from the Los Angeles Basin (e.g., "Los Angeles Man," "La Brea Woman," and the Haverty skeletons) apparently date to the middle Holocene, if not earlier (Brooks et al. 1990; Erlandson et al. 2007:54).

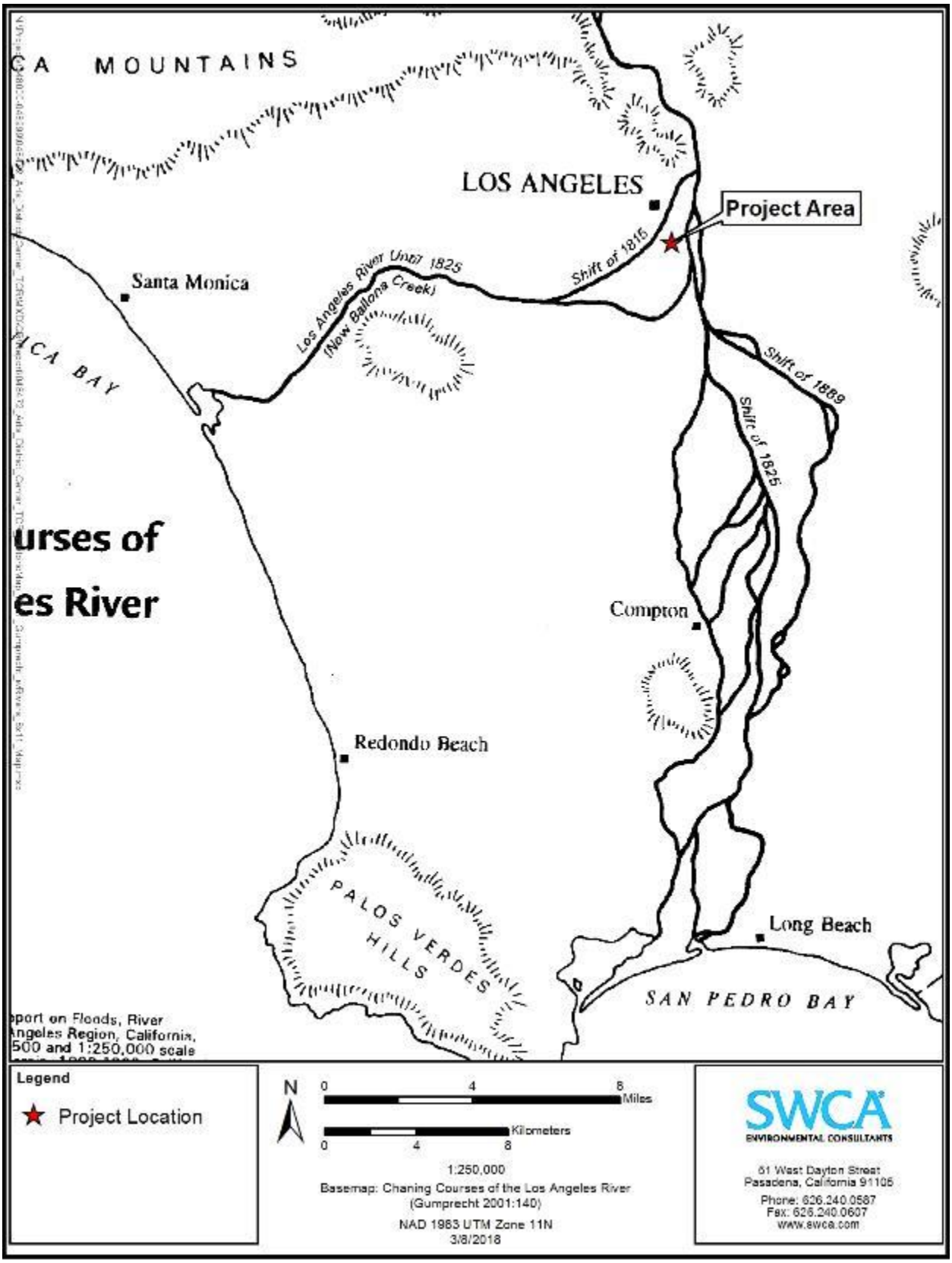

Figure 4. Multiple courses of the Los Angeles River channel as depicted by Gumprecht (2001:140).

Recent data from Horizon I sites indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002), and a greater emphasis on large-game hunting inland.

HORIZON II: MILLING STONE (6,000–3,000 BC)

Set during a drier climatic regime than the previous horizon, the Milling Stone horizon is characterized by subsistence strategies centered on collecting plant foods and small animals. The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates) and handstones (manos). Recent research indicates that Milling Stone horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

HORIZON III: INTERMEDIATE (3,000 BC–AD 500)

The Intermediate horizon is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. An increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites from this horizon along the California coast. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks became part of the toolkit during this period. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment and signaling a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993).

HORIZON IV: LATE PREHISTORIC (AD 500–HISTORIC CONTACT)

In the Late Prehistoric horizon, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric horizon, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points suggests increased use of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Steatite cooking vessels and containers are also present in sites from this time, and there is an increased presence of smaller bone and shell circular fishhooks; perforated stones; arrow shaft straighteners made of steatite; a variety of bone tools; and personal ornaments such as beads made from shell, bone, and stone. There was also an increased use of asphalt for waterproofing and as an adhesive. Late Prehistoric burial practices are discussed in the Ethnographic Overview section below.

By AD 1000, fired clay smoking pipes and ceramic vessels were being used at some sites (Drover 1971, 1975; Meighan 1954; Warren and True 1961). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between AD 500 and European contact, which occurred as early as 1542, is divided into three regional patterns: Chumash (Santa Barbara and Ventura

counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). The seemingly abrupt introduction of cremation, pottery, and small triangular arrow points in parts of modern-day Los Angeles, Orange, and western Riverside counties at the beginning of the Late Prehistoric period is thought to be the result of a Takic migration to the coast from inland desert regions. Modern Gabrielino/Tongva, Juaneño, and Luiseño people in this region are considered to be the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast in this period.

Ethnographic Overview

The Project area is in an area historically occupied by the Gabrielino/Tongva (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Surrounding native groups included the Chumash and Tataviam/Alliklik to the north, the Serrano to the east, and the Luiseño/Juaneño to the south. There is well-documented interaction between the Gabrielino and many of their neighbors in the form of intermarriage and trade.

The name Gabrielino (sometimes spelled Gabrieleno or Gabrieleño) denotes those people who were administered by the Spanish from Mission San Gabriel. This group is now considered to be a regional dialect of the Gabrielino language, along with the Santa Catalina Island and San Nicolas Island dialects (Bean and Smith 1978:538). In the post-European contact period, Mission San Gabriel included natives of the greater Los Angeles area, as well as members of surrounding groups such as Kitanemuk, Serrano, and Cahuilla. There is little evidence that the people we call Gabrielino had a broad term for their group (Dakin 1978:222); rather, they identified themselves as an inhabitant of a specific community through the use of locational suffixes (e.g., a resident of Yaanga was called a Yabit, much the same way that a resident of New York is called a New Yorker; Johnston 1962:10).

Native words that have been suggested as labels for the broader group of Native Americans in the Los Angeles region include Tongva (or Tong-v; Merriam 1955:7–86) and Kizh (Kij or Kichereno; Heizer 1968:105), although there is evidence that these terms originally referred to local places or smaller groups of people within the larger group that we now call Gabrielino. Nevertheless, many present-day descendants of these people have taken on Tongva as a preferred group name because it has a native rather than Spanish origin (King 1994:12). Thus, the term Gabrielino/Tongva is used in the remainder of this report to designate native people of the Los Angeles Basin and their descendants.

The Gabrielino/Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate period). Inhabitants supplemented acorns with the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

The Gabrielino/Tongva used a variety of tools and implements to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Gabrielino/Tongva people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Gabrielino/Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino/Tongva were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Remains were buried in distinct burial areas, either associated with villages or without apparent village association (Altschul et al. 2007). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Dakin 1978:234–365; Johnston 1962:52–54; McCawley 1996:155–165).

Yaanga and other Native American Communities in Los Angeles

The Project area is situated within traditional territory of the Gabrielino/Tongva (King 2004; McCawley 1996: 36–40). The closest ethnographically documented village to the Project area is Yaanga (alternative spellings and names include Yang-na, Yangna, and Yabit). Though the actual location is disputed, generally Yaanga is believed to have been located near present-day Union Station, approximately 1.4 km (0.86 mile) north of the Project area (Goldberg 1999; McCawley 1996:57; Morris et al. 2016; Figure 5–Figure 8). In general, it has proven very difficult or impossible to establish definitively the precise location of Native American villages occupied in the Ethnohistoric period (McCawley 1996:31–32). Native American place names referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location. Instead, in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features that were subject to change over generations (see Johnston 1962:122). Many of the villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point the former village sites were affected by urban and agricultural development, and Native American lifeways had been irrevocably changed. Alternative names and spellings for communities, and conflicting reports on their meaning or locational reference, further confound efforts at relocation. McCawley quotes Kroeber (1925:616) for his remarks on the subject, writing that "the opportunity to prepare a true map of village locations 'passed away 50 years ago'" (McCawley 1996:32). Thus, even with archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

Historical records place Yaanga in the vicinity of Los Angeles's original plaza, located near present-day Union Station. Historians and archaeologists have presented multiple possible village locations in this general area; however, like the pueblo itself, it is likely that the village was relocated from time to time due to major shifts of the Los Angeles River during years of intense flooding. Dillon (1994) presented an exhaustive review of the potential locations, most within several blocks of the pueblo plaza. Johnston (1962:122) concluded that "in all probability *Yangna* lay scattered in a fairly wide zone along the whole arc [from the base of Fort Moore Hill to Union Station], and its bailiwick included as well seed-gathering grounds and oak groves where seasonal camps were set up." A second village, known as Geveronga, has also been described in ethnographic accounts as immediately adjoining the Pueblo of Los Angeles,

though much like Yaangna, its location can only be inferred from ethnographic information (McCawley 1996:57).

Aside from the ethnographic evidence suggesting the location of these villages, little direct, indisputable archaeological evidence for the location of either village has been produced to date. Archaeological materials reportedly were unearthed during the construction of Union Station in 1939 and "considerably more" during the rebuilding of the Bella Union Hotel in 1970—on the 300 block of North Main Street (Johnston 1962:121; Robinson 1979:12). The preponderance of the available evidence indicates that one or more early historic Native American communities were situated west of the Los Angeles River in the vicinity of the original plaza site. This assumption is supported through several lines of ethnographic evidence including the expedition journal of Fr. Juan Crespi and engineer Miguel Costansó, both of whom were associated with the 1769 Portolá expedition. The notes from these sources indicate the village was located between 2.0 and 2.4 km (1.3 and 1.5 miles) west-southwest from the Los Angeles River on high-level ground. The Pueblo of Los Angeles was documented to have been founded directly adjacent to this village. The location of Yaanga was also referenced by long-time Los Angeles resident Narciso Botello and Gabrielino consultant José María Zalvidea, who indicated that Yaanga was originally located adjacent to the original site of the Los Angeles plaza (Morris et al. 2016:112).

After the settlement of Los Angeles in 1781, Yaanga faced many new challenges because of its proximity to the new city. The last recorded birth at Yaanga is believed to have been in 1813, after which the village was forced to relocate south of the original site (Morris et al. 2016:97). This new village, known as Ranchería de los Poblanos by the Angelenos, is believed to have been located at the intersection of Main Street and First Street (Morris et al. 2016:96–97; see Figure 8).

Although the precise location of any given village is subject to much speculation, it is clear that the banks of the Los Angeles River were home to many Gabrielino/Tongva villages throughout the greater Los Angeles area, and several maps have been produced throughout the twentieth century depicting this settlement pattern. This pattern of settlements concentrated along the Los Angeles River appears in Gumprecht (2001:21; Figure 6), as well as Johnston (1962:x; see Figure 7), and George Kirkman's (1938) map of historical sites ca. 1860–1937 (Figure 9). These maps convey a general sense of significant historical areas and were created using the best available evidence at respective times; however, these documents are intended as a representational depiction of these locations rather than explicit geographic points.

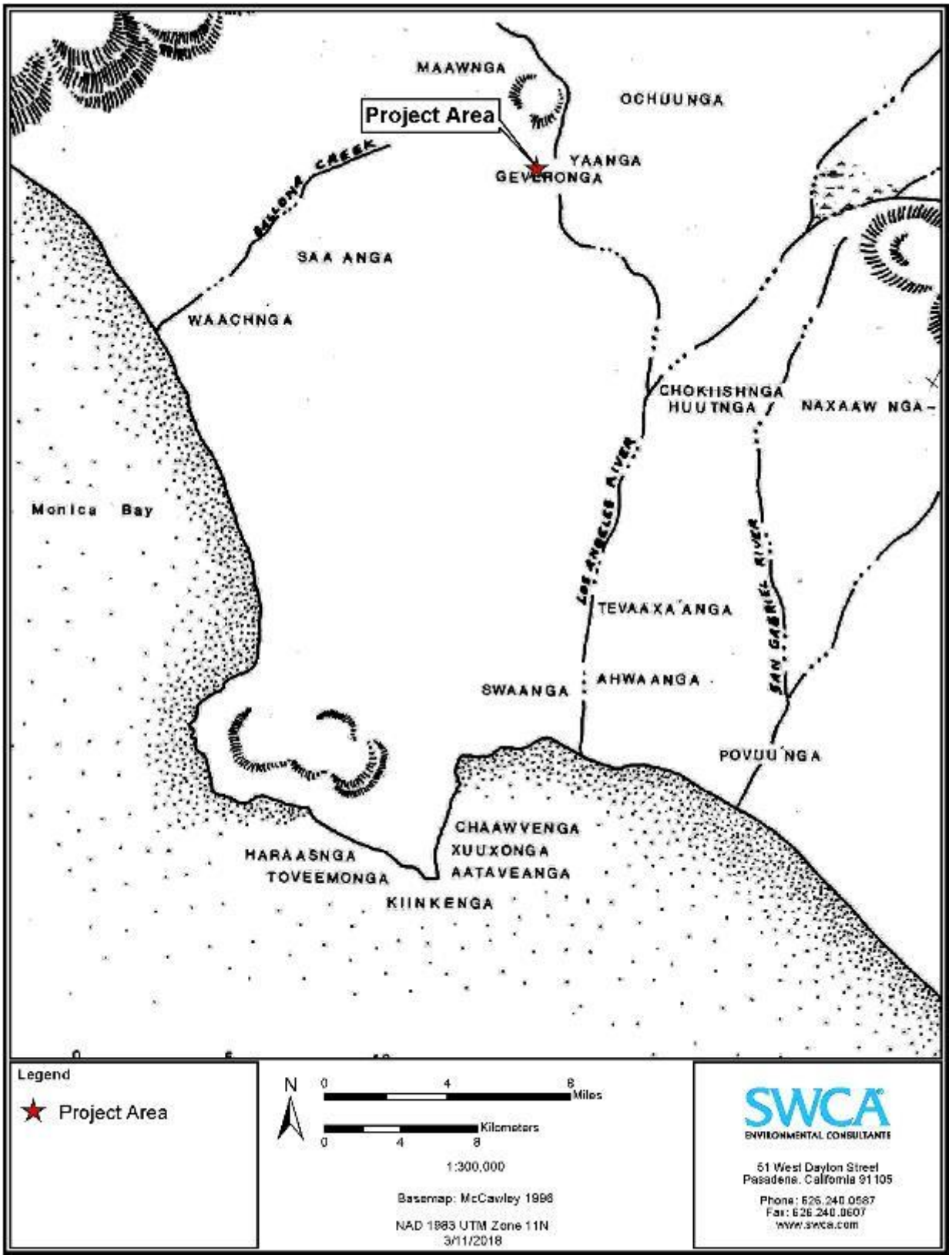

Figure 5. Project area and 0.5-mile radius plotted on McCawley's (1996:36) map showing the approximate location of villages cited in Gabrielieno/Tongva ethnographic sources.

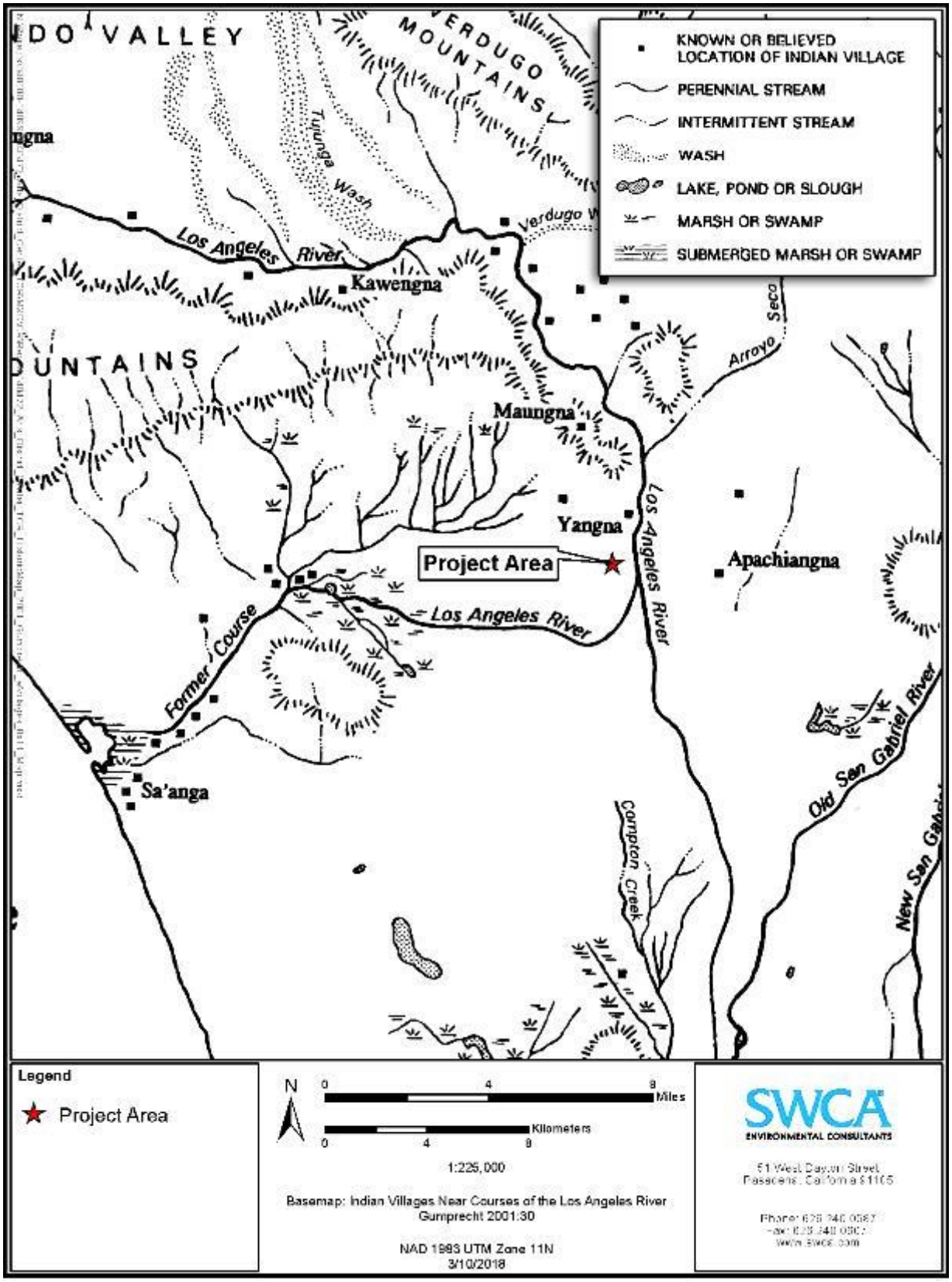

Figure 6. Project area plotted on Gumprecht's (2001:30) map showing hypothetical locations of Native American villages along the Los Angeles River and other waterways in the Los Angeles Basin.

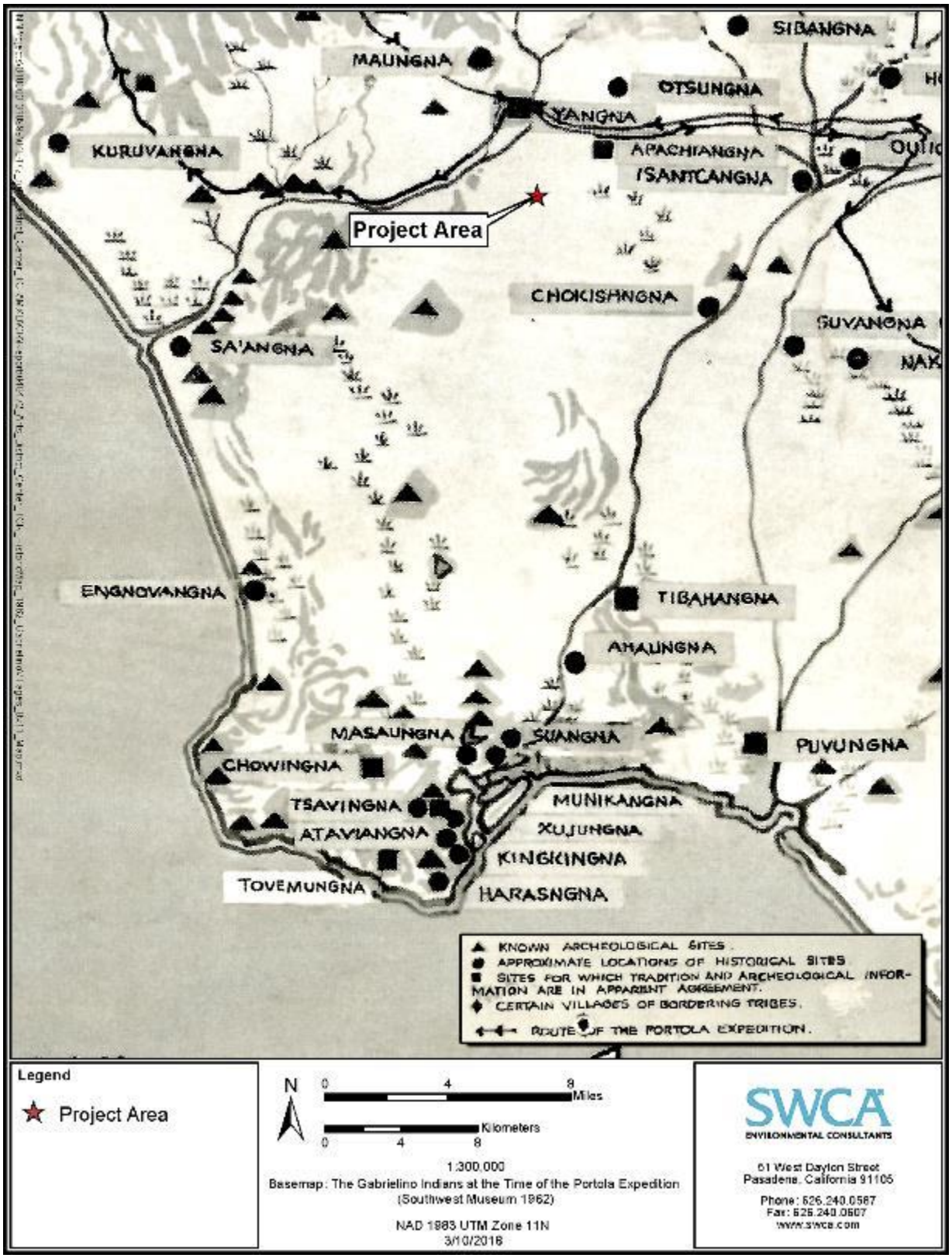

Figure 7. Project area plotted on map of alleged Native American village locations and historical features in the Los Angeles Basin published by the Southwest Museum (1962) and re-printed in Johnston (1962).

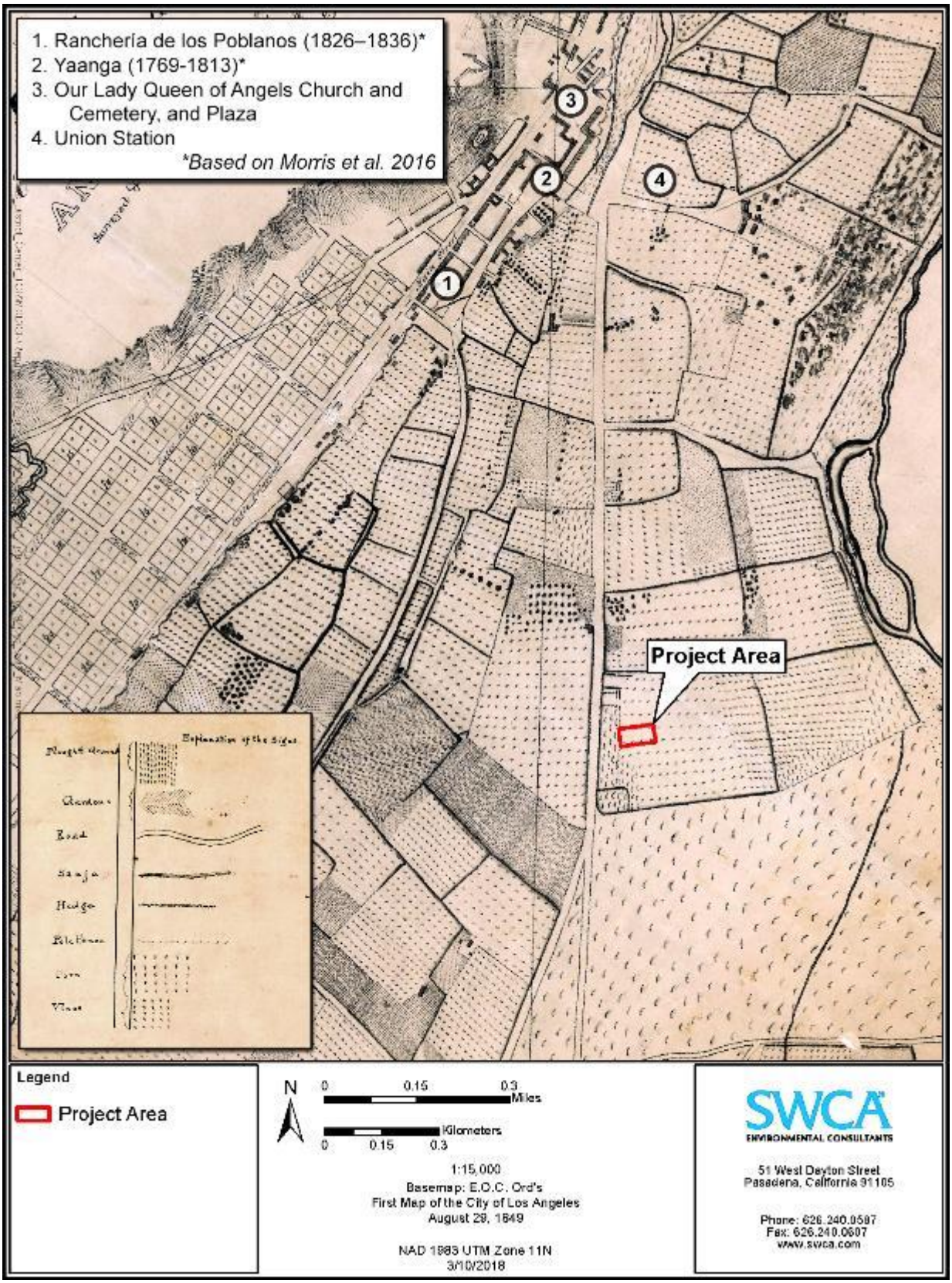

Figure 8. Project area shown on Ord's 1849 survey map appended with prominent historical landmarks and the location of Yaanga reported by Morris et al. (2016).

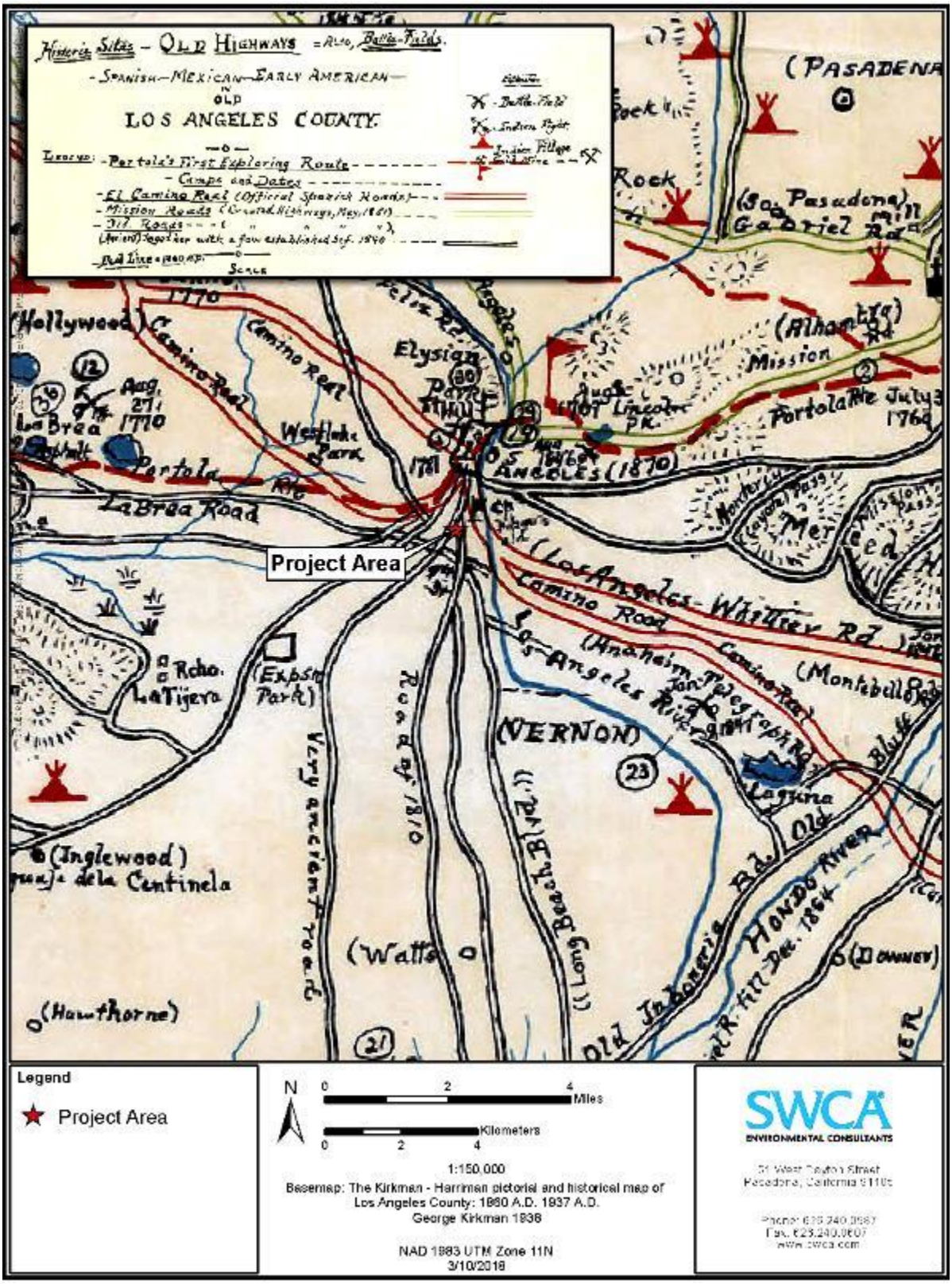

Figure 9. Kirkman-Harriman's pictorial and historical map of Los Angeles County, 1860–1937. Historical sites and features are depicted with symbols to indicate representational rather than explicit geographic locations. (Courtesy of Los Angeles Public Library. Call Number 91.7941 L88Ki.)

History

Post-Contact history for the state of California is generally divided into three periods: the Spanish period (1769–1822), Mexican period (1822–1848), and American period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American period, when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabríllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1886:96–99; Gumprecht 2001:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named "the campsite by the river *Nuestra Señora la Reina de los Angeles de la Porciúncula*" or "Our Lady the Queen of the Angeles of the Porciúncula." Two years later, Fr. Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Engelhardt 1927). In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles (the Pueblo of the Queen of the Angels). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles (City of Angels).

Mexican Period (1822–1848)

A major emphasis during the Spanish period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist

policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants.

Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

War in 1846 between Mexico and the United States began at the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. This battle was a defeat for the Americans and bolstered the Calfiornios' resolve against American rule, emboldening them to continue the offensive in later battles at Dominguez Field and in San Gabriel (Beattie 1942). However, this early skirmish was not a sign of things to come and the Americans were ultimately the victors of this two-year war. The Mexican–American War officially ended with the Treaty of Guadalupe Hidalgo in 1848, which resulted in the annexation of California and much of the present-day southwest, ushering California into its American period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. territories. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 1941).

On April 4, 1850, only two years after the Mexican–American War and five months prior to California's achieving statehood, Los Angeles was officially incorporated as an American city. Settlement of the Los Angeles region continued steadily throughout the early American period. Los Angeles County was established on February 18, 1850, one of 27 counties established in the months prior to California's acquiring official statehood in the United States. The city at this time was bordered on the north by the Los Felis and the San Rafael Land Grant and on the south by the San Antonio Luge-Land Grant. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ranching retained its importance through the mid-nineteenth century, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, the county had a

population of 30,000 (Dumke 1944:7). Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944). By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Los Angeles: From Pueblo to City

On September 4, 1781, 44 settlers from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site alongside the Rio de Porciúncula (later renamed the Los Angeles River), which was officially declared El Pueblo de Nuestra Señora de los Angeles de Porciúncula, or the Town of Our Lady of the Angels of Porciúncula (Robinson 1979:238; Ríos-Bustamante 1992; Weber 1980). The site chosen for the new pueblo was elevated on a broad terrace 0.8 km (0.5 mile) west of the river (Gumprecht 2001). By 1786, the area's abundant resources allowed the pueblo to attain self-sufficiency, and funding by the Spanish government ceased.

Efforts to develop ecclesiastical property in the pueblo began as early as 1784 with the construction of a small chapel northwest of the plaza. Though little is known about this building, it was located at the pueblo's original central square near the corner of present-day Cesar Chavez Avenue and North Broadway (Newcomb 1980:67–68; Owen 1960:7). Following continued flooding, however, the pueblo was relocated to its current location on higher ground and the new town plaza soon emerged.

Alta California became a state in 1821, and the town slowly grew in size as the removal of economic restrictions attracted settlers to Los Angeles. The population continued to expand throughout the Mexican period and on April 4, 1850, only 2 years after the Mexican–American War and 5 months prior to California earning statehood, the city of Los Angeles was formally incorporated. Los Angeles maintained its role as a regional business center in the early American period and the transition of many former rancho lands to agriculture, as well as the development of citriculture in the late 1800s, further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977; Dumke 1944).

HISTORICAL DEVELOPMENT OF THE PROJECT AREA

Maps and illustrations depicting pre-1880s Los Angeles capture an important, pre-industrial phase of the city's history, before small farms gave way to residential, commercial, and industrial developments (Figure 10). These documents depict the Project area within what was, for most of the nineteenth century, one of several abutting agricultural properties—mostly vineyards, but also fruit and nut trees—located immediately south of the city's historic core and west of the Los Angeles River (Ord et al. 1857). Farms

in this area varied in size and shape—ranging up to approximately 50 acres with boundaries defined within a non-linear street grid—and were irrigated by water from Zanja Nos. 1, 2, 3, and 4.

The 1880s population boom resulted quickly in the subdivision of these small farms into lots, which were sold for primarily residential and commercial properties (Figure 11 and Figure 12). However, industrial developments quickly came to define the vicinity of the Project area, so that by 1924 the entirety of the block was devoted to industrial and commercial buildings (Figure 13). Most of these developments were built as general storage warehouses or as purpose-built facilities. By 1906 at least three lines extended form the main AT&SF railroad to Carolina Street (now Hewitt Street) and Palmetto Street. The City Council's decision to create an industrial district between Main Street and the river, and subsequent zoning changes in the 1910s quickened the conversion of the area into a fully industrial sector, with few remaining residences and an increasing number of manufacturers establishing warehouses and other facilities (Bray and Strauss 2015). Smaller gauge railroad spurs were constructed along many of the smaller streets to connect each block to the primary rail lines. A few of the original houses remained until the 1950s (Bray and Strauss 2015).

The mid-twentieth century saw many changes within the Project area and Los Angeles as a whole. There was a growth in automobile sales, as well as the demise of Los Angeles's public transportation system, and as the railroads gave way to the trucking industry. By 1964 the Central Depot and the railways it served were demolished and built over and vacant warehouses began to decay, before being repurposed in the 1970's and beyond.

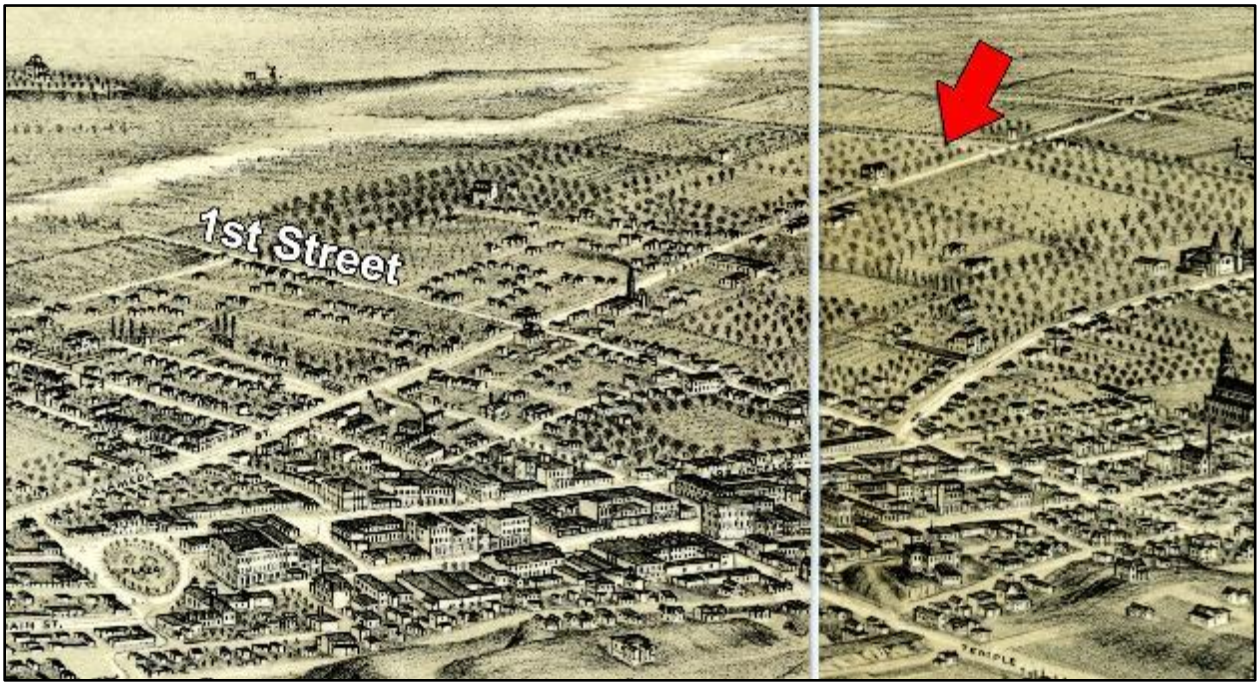

Figure 10. Glover's *Bird's eye view of Los Angeles* published in 1877, shown with the approximate location of the Project area (red arrow) south of 1st Street (Source: Library of Congress).

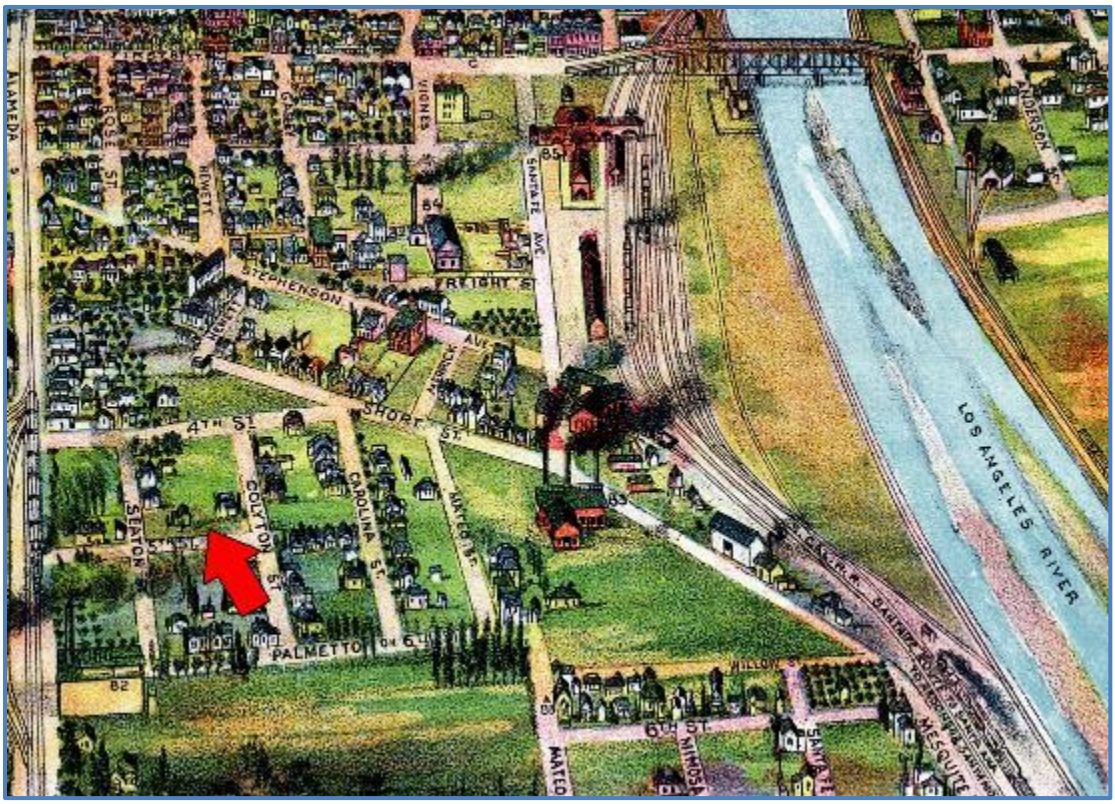

Figure 11. Project area (red arrow) and vicinity on the 1894 illustration of Los Angeles (Pierce, B. W. & Semi-Tropic Homestead Co. 1894).



Figure 12. Project area (red arrow) and vicinity on the 1909 bird's eye view illustration of Los Angeles (Birdseye View Publishing Co. 1909).



Figure 13. Project area depicted on a 1927 aerial photograph (Fairchild Aerial Survey, Flight C-113, Frame No. 307).

RESULTS

CHRIS Records Search

Previously Conducted Cultural Resources Studies

Results of the cultural resources records search at the SCCIC indicate that 64 cultural resource studies have been conducted within 0.8 km (0.5 mile) of the Project area (see Appendix A). One of these previous studies (LA-13239) intersects the Project area; however, the only information included in the report is a map of the entire zanja system, mistakenly referred to as the Zanja Madre, and a list of three segments of the zanja system (possibly only segments of the Zanja Madre) that have been documented as archaeological sites. No original sources for the creation of the map were identified.

Previously Recorded Cultural Resources

A total of nine previously recorded cultural resources were documented in the CHRIS within a 0.5-mile radius of the Project area, none of which are located within the Project area (Table 1). Each of the sites are historic archaeological resources and do not contain prehistoric components. Though not directly within the Project area, P-19-004460 (hereafter LAN-4460H) was documented in an adjacent block with a nearly identical land-use history to the present Project area. LAN-4460H was a historic archaeological site identified in 2014 by Environmental Science Associates (ESA) during construction monitoring within the boundaries of a city block bound by Fifth Street to the north, Colyton Street to the west, Palmetto Street to the south, and South Hewitt Street to the east. No tribal cultural resources were found intermixed or underlying the Historic-period materials.

Table 1. Previously Recorded Resources Within 0.5-mile of the Project Area.

Primary Number	Trinomial Number	Time Period	Resource Description	Recorded By, Affiliation	Year	Relationship to Project Area
P-19-002563	CA-LAN-002563H	Historic	Y & S #1	John M. Foster, Robin D. Turner, Greenwood & Associates	1997	Outside
P-19-002610	CA-LAN-002610H	Historic	Old Santa Fe Ave / Stone Pavement, Street Car	Shelley M Owen, Greenwood & Associates; Shannon Loftus, ACE Environmental	1997; 2011	Outside
P-19-003338	CA-LAN-003338H	Historic	--	Humphries, Frank, William Self Associates; Moore, Leann, Cogstone Resource Management	2000; 2000; 2006	Outside
P-19-003588	CA-LAN-003588H	Historic	--	John M. Foster, Greenwood & Associates.	2006	Outside
P-19-004171	CA-LAN-004171H	Historic	Little Tokyo / Art District Station	Denise Ruzicka, ArchaeoPaleo Resource Management	2009	Outside
P-19-004174	CA-LAN-004174H	Historic	1st / Vignes	Denise Ruzicka, ArchaeoPaleo Resource Management	2009	Outside
P-19-004192	CA-LAN-004192H	Historic	MTA-Temp-1	L. Solis, N. Orsi, URS Corporation	2010	Outside
P-19-004193	CA-LAN-004193H	Historic	MTA-Temp-2	L. Solis, N. Orsi, URS Corporation	2010	Outside
P-19-004460	CA-LAN-004460H	Historic	Block F Site	Michael Vader, ESA; V. Ortiz, ESA	2014; 2016	Outside

Archival Research

SWCA's archival research included a review of historical maps and descriptions of the Project area and vicinity, with a focus on identifying any potential natural or artificial features with relevance to use by Native Americans or (e.g., stream courses, vegetation, historical topography, roads, habitation markers) or use of the location by non-Native American people in the Historic period, and documenting historical modifications and disturbances to the physical setting as it relates to the potential of any tribal cultural resources associated with Native American use to be persevered below the surface. The Project area is located south of the historic core of downtown Los Angeles and was included in the earliest surveys of the city, first by Lieutenant E. O. C. Ord in 1849 and then by Henry Hancock and George Hanson in 1853 and 1857 (see Figure 8). Ord's map depicts the Project area in a corn field, directly adjacent to a ploughed field. H.J. Stevenson's 1884 map of Los Angeles shows the Project area within a property owned by O.H. Bliss, who in 1874 purchased for $18,000 what was described as the "old Rowland homestead property" (Los Angeles Herald 1874a, see also Bray and Strauss 2015). Other descriptions of the sale gave a more detailed inventory of the property as containing a residence, tens of acres of fruit trees (orange, walnut, lime, lemon, apple, peach, and pear), an acre of "fine old grapes," and was noted as being irrigated by one of the zanjas (Zanja No. 2) (Los Angeles Herald 1874b). Stevenson's map and (later) Hall's 1888 irrigation map both confirm the presence of Zanja No. 2 (irrigation ditch) within the Project area, though the scale at which the maps were drawn include a margin of error in the accuracy of the alignment, which is estimated at upwards of 100 feet in some location.

The 1880s population boom in Los Angeles quickly manifested in the sale and subdivision of many such agricultural properties. Sale of parcels within the Bliss Tract had commenced by 1886, at which point residential developments had already begun in the adjacent areas, such as the Johnston Tract located one block to the north between First Street and Georgie Street (now Third Street). As farms were developed into residential tracts, surveys were commissioned to define property boundaries and delineate lots. The alignment of Zanja No. 2 is depicted in survey maps drawn for the Johnston Tract (Figure 14) and the M. Keller Tract to the south between Palmetto Street and Seventh Street. Though less accurate than the city survey maps, the 1894 Sanborn Insurance maps drawn for the O.H. Bliss Tract also shows the south-trending zanja passing through the western half of the Project area (Figure 15). The 1894 Sanborn Insurance map also depicts two residences in the northeast corner of the Project area, listed at 443 and 445 Colyton Street. In 1906 the F.O. Engstrom Company had constructed two buildings within the Project area, including a planing mill—the largest in the entire city containing a dry kiln, glue room, oil storage, and lumber storage (Guinn 1915)—and a small iron and cement operation, on the east-facing side of the property along Seaton Street and west-facing side along Colyton Street, respectively (Sanborn Map Company 1906; Figure 16). Sometime around 1915 the property was purchased by Weber Showcase & Fixtures Company (Los Angeles City Directory, 1912–1916). Research conducted for the current Project by GPA Consulting (Grimes et al. 2018) found that the former F.O. Engstrom Company warehouse on Seaton Street was demolished around the time they acquired the property in 1915; however, the existing office building on the southeast corner was apparently retained and incorporated into the subsequent construction of the two-story warehouse that currently occupies the Project area.

A Baist Real Estate map from 1921 shows the existing Project area split between the Wiley Machine Company and the American Railway Export Company in the western and eastern halves, respectively (Baist 1921). At this point the two residences previously located in the northeast corner of the Project area were likely demolished or relocated. The property was later purchased by the Jenny Nibley Warehouse, who owned the entire block by 1923 and occupied the former warehouse complex until 1970, using the former Weber Company building for general storage (GPA Consulting 2018: 13). Subsequent maps depict railway spurs running along Fifth Street and Colyton Street, connecting to the Southern Pacific Railroad Company tracks along Alameda Street. By 1972 the tracks were either paved over or removed.

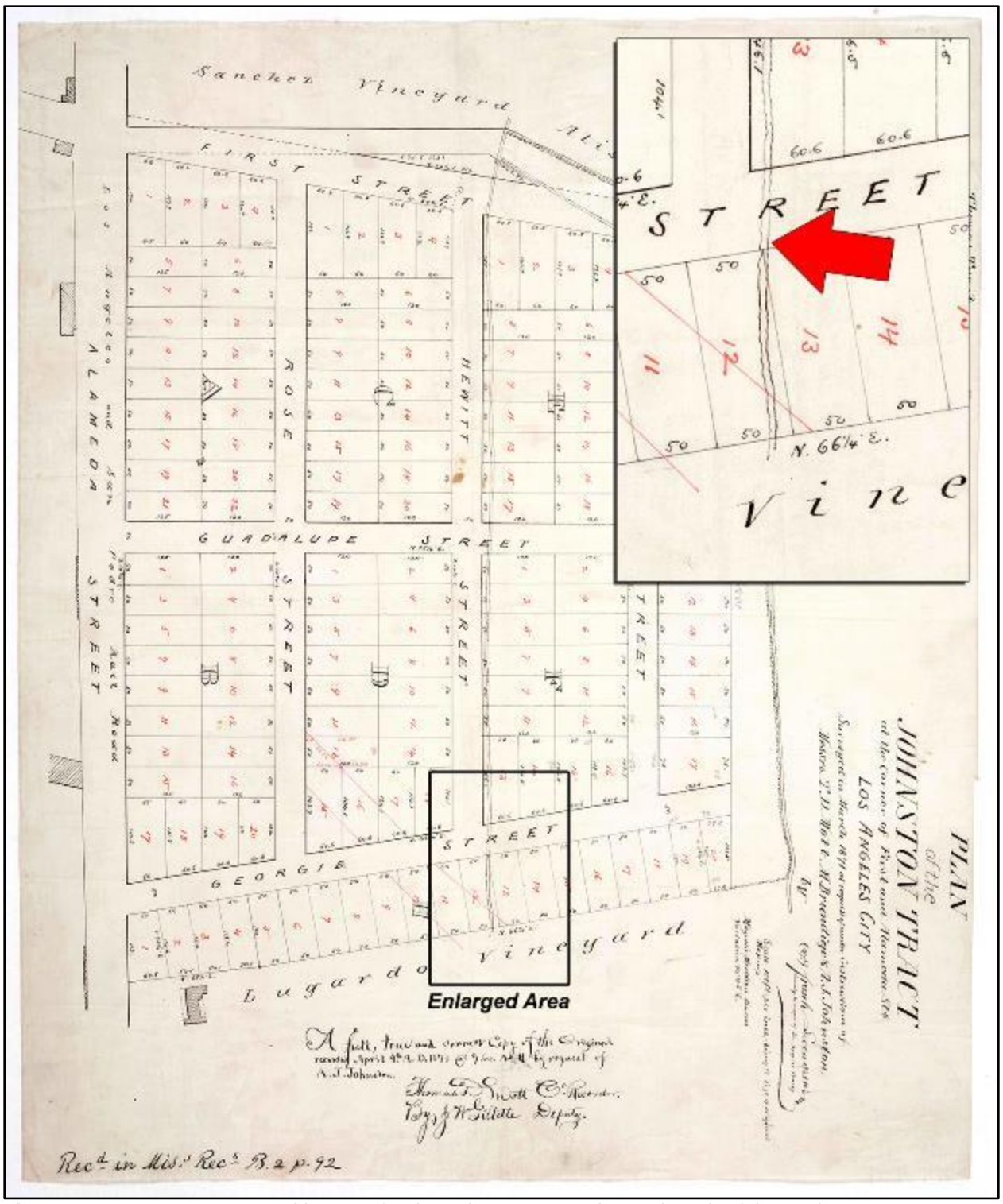

Figure 14. Survey map created in 1871 for the Johnston Tract, located north of the Project area, depicting the precise north-south alignment of Zanja No. 2 (red arrow in the inset) on the east side of Hewitt Street.



Figure 15. Sanborn Fire Insurance Map from 1894 depicting Zanja No. 2 (red arrow) and the Project area (red outline).

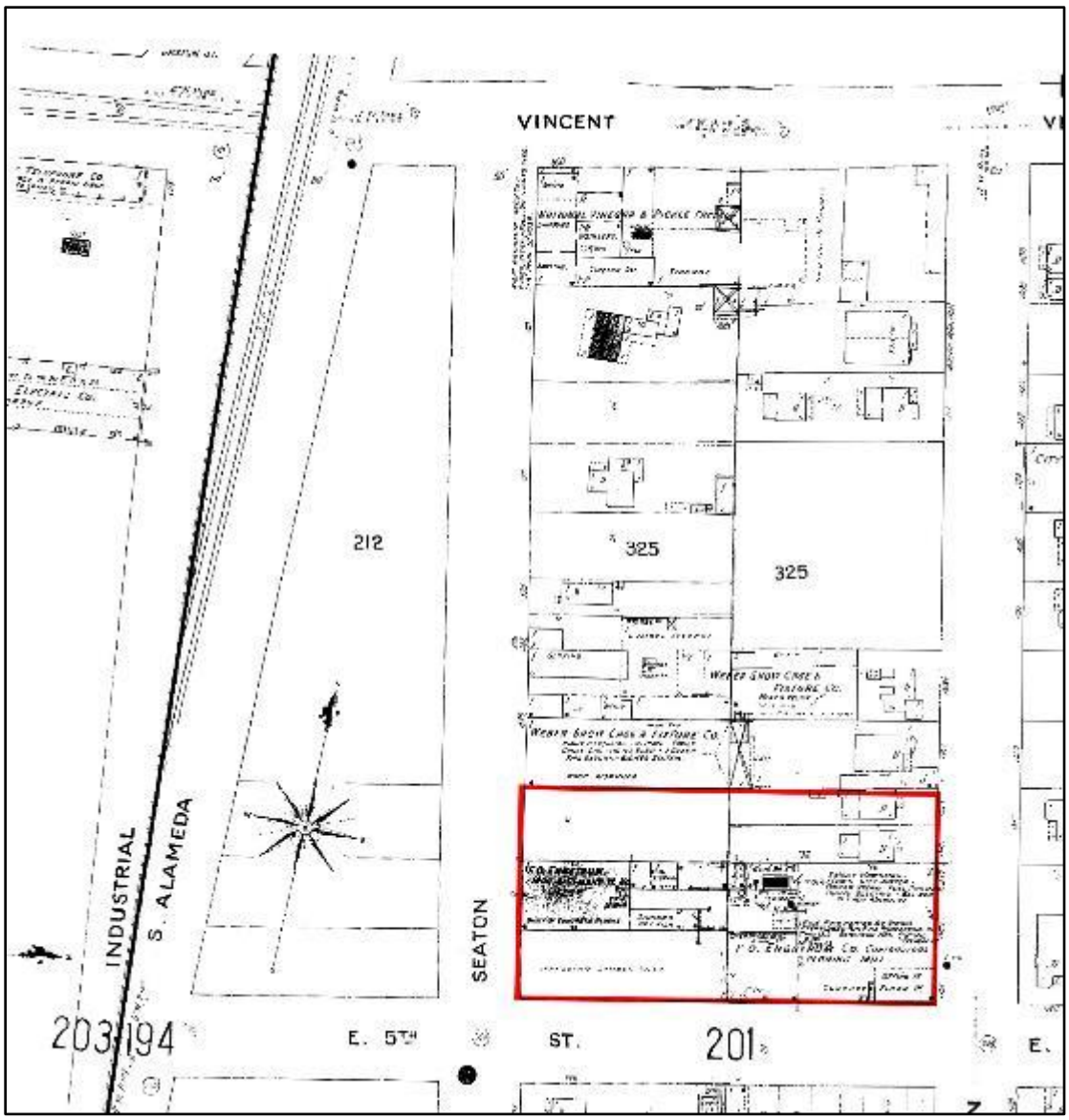

Figure 16. Sanborn Fire Insurance Map from 1906 and the Project area (red outline).

NATIVE AMERICAN COORDINATION

Sacred Lands File Search

In a letter submitted on July 11, 2017, the NAHC indicated that the SLF search was negative, but that the area is "sensitive for potential tribal cultural resources." The letter also notes that neither the SLF or CHRIS are exhaustive inventories of resources that may be present in any given area, and that tribes may uniquely possess information on the presence of an archaeological or tribal cultural resource. A list of five Native American contacts was provided and the letter suggests contacting them to provide information on sacred lands that may not be listed in the SLF. Each of these individuals were already included in the City's AB 52 notification list and all additional outreach was conducted as part of compliance with AB 52 (PRC Section 21082.3), described below. The NAHC letter is included in Appendix B.

AB 52 Notification and Tribal Consultation

On April 6, 2017, the NAHC notified City Planning that they received the notice of preparation for the Project's draft environmental impact report and provided a list of 10 Native American tribes to be notified under AB 52. As lead agency, City Planning mailed letters to the listed Native American tribes that were identified by the NAHC and are included on the City's consultation list. Letters were sent out to all contacts on June 15, 2017. Table 2 summarizes the results of Native American outreach conducted in compliance of AB 52 (PRC Section 21082.3).

Table 2. Native American Outreach Results

Native American Contact	City Planning Consultation Effort	Tribal Response
Gabrieleno/Tongva Tribe Linda Candelaria, Co-Chairperson 1199 Avenue of the Stars, unit 1100 Los Angeles, CA 90067	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Gabrieleno/Tongva Indians of California Tribal Council Robert F. Dorame, Chairperson P.O. Box 490 Bellflower, CA 90707	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Gabrieleno/Tongva Nation Sam Dunlap, Cultural Resources Director PO Box 86908 Los Angeles, CA 90086	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Fernandeño Tataviam Band of Mission Indians Kimia Fatehi 1019 2nd Street San Fernando, CA 91340	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Gabrieleno/Tongva Nation Sandonne Goad, Chairperson 106 1/2 Judge John Aiso St., #231 Los Angeles, CA 90012	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Torres Martinez Desert Cahuilla Indians Michael Mirelez, Cultural Resources Coordinator PO Box 1160 Thermal, CA 92274	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson P.O. Box 693 San Gabriel, CA 91778	**June 15, 2017:** Letter sent by U.S. Mail.	No response.

Table 2. Native American Outreach Results

Native American Contact	City Planning Consultation Effort	Tribal Response
Soboba Band of Luiseño Indians Joseph Ontiveros, Cultural Resources Director, and Ms. Morillo PO Box 487 San Jacinto, CA 92581	**June 15, 2017:** Letter sent by U.S. Mail.	No response.
Gabrieleno Band of Mission Indians-Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA 91723	**June 15, 2017:** Letter sent by U.S. Mail; **June 21, 2017:** Consultation initiated—request for consultation acknowledged and coordination for follow-up meeting began, via email. **July 12, 2017:** Conference call and follow-up email. **October 31 and November 7, 2018:** Request (within 14 days) for additional evidence regarding the potential for tribal cultural resources on the site sent via email. **November 28, 2018:** Letter sent summarizing consultation efforts and stating conclusion of consultation.	**June 21, 2017:** Response letter sent acknowledging receipt of notification letter and indicating the area is sensitive for tribal cultural resources and requesting consultation. **July 12, 2017:** Participated in conference call; provided information on traditional use of the area and known resources in the vicinity. **July 13 and 14, 2017:** Emails providing three documents cited as evidence of tribal cultural resource presence and sensitivity.
San Fernando Band of Mission Indians John Valenzuela, Chairperson PO Box 221838 Newhall, CA 91322	**June 15, 2017:** Letter sent by U.S. Mail.	No response.

To date, City Planning has received one response to the notification letters. In a letter written on June 21, 2017, Mr. Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians-Kizh Nation, stated that the Project area is in a sensitive area and that the project may cause a substantial adverse change in the significance of tribal cultural resources. Mr. Salas requested consultation with City Planning during which time further information would be provided regarding tribal history and potential resources located within or near the Project area. City Planning responded via email and scheduled a conference call that occurred on July 12, 2017. The call was attended by Chairman Salas and Mr. Matt Teutimez, staff biologist with the Gabrieleño Band of Mission Indians-Kizh Nation. Chairman Salas and Mr. Teutimez shared tribal information related to traditional Native American use of the area, which they consider to be highly sensitive for tribal cultural resources and requested a Native American monitor be present during construction. Discoveries made at three locations (between 1.1 and 0.9 miles from the Project area) in downtown Los Angeles near Union Station were cited on the call, and in follow-up email correspondences on July 13 and 14, 2017, Chairman Salas provided three documents (one a confidential source[1] and two publicly available texts) as evidence to substantiate their sensitivity finding and request for monitoring:

[1] Exhibit 3 consists of excerpts from a technical report. Although the excerpted pages do not specifically contain reference to the location of a tribal cultural resource, the report is not publicly available because it contains potentially sensitive information. Furthermore, permission to share the information was not requested by the City. As a result, the exhibit was determined to be confidential.

Non-Confidential

Exhibit 1. Full text copy of *Cultural Resources Assessment for the Metro Emergency Security Operations Center, Los Angeles, California* (Beherec et al. 2015); and

Exhibit 2. Pages 1, 121, 122, 176 from *California's Gabrielino Indians* (Johnston 1962).

Confidential

Exhibit 3. Cover and pages 16, 28–30, and 32 from *The Metropolitan Water District of Southern California Headquarters Facility Project, The People of Yaanga?: Archaeological Investigations at CA-LAN-1575/H* (Goldberg 1999).

The results of the conference call were summarized in an email by City Planning and sent to Chairman Salas and Mr. Teutimez on July 12, 2017. Pursuant to PRC Section 21082.3 (c), non-confidential exhibits are included in Appendix B, and the consultation correspondence record and confidential exhibit are included here as a confidential appendix (Appendix C).

AB 52 Consultation Document Review

According to PRC Section 21074(a)(2), a tribal cultural resource is any resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, and that the significance of the resource to a California Native American tribe shall be considered. In their capacity as lead agency, the City must determine whether substantial evidence exists for a tribal cultural resource in the Project area. City Planning requested SWCA assess the three documents submitted by the Gabrieleño Band of Mission Indians–Kizh Nation during consultation and determine: 1) whether there is substantial evidence of a tribal cultural resource; and 2) whether the requested mitigation measures are required to avoid potential adverse impacts to any tribal cultural resources that might be present.

SWCA reviewed Exhibits 1 through 3 to assist the City in determining whether the information submitted could demonstrate the presence of a tribal cultural resource within the Project area. Locations discussed in the exhibits are shown in relationship to the Project area in Figure 17. Consistent with the confidentiality requirements of PRC Section 21082.3(c), the confidential exhibit (Exhibit 3) is discussed here in general terms.

Exhibit 1. *Cultural Resources Assessment for the Metro Emergency Security Operations Center, Los Angeles, California* (Beherec et al. 2015).

AECOM prepared this paleontological and cultural resources study for the Los Angeles County Metropolitan Authority (Metro) Emergency Security Operations Center (ESOC) project located at 410 Center Street, approximately 0.7 mile north of the current Project area. The Metro ESOC report documents the results of a Phase I resources assessment conducted in compliance with NHPA, NEPA, and CEQA to identify cultural resources within the project's area of potential effects (referred to here as Metro ESOC APE). At the time of the study the project parcel was developed with structures, a paved surface, prepared gravel surfaces, and a narrow swath of unpaved ground adjacent to Jackson Street. AECOM conducted an SLF through the NAHC, a CHRIS records search (0.5-mile radius), archival research, and a pedestrian survey. Two historical built environment structures were identified in the Metro ESOC APE; no known archaeological or tribal cultural resources were identified by the records searches, background research, and/or survey. The authors assess the sensitivity for unidentified buried archaeological resources and conclude there is potential for the presence of prehistoric and historic sites. Specifically, Beherec et al. cite the project's proximity (within 0.5 mile) to the village site of Yaanga, the historic heart of el Pueblo de Nuestra Senora la Reina de los Angeles (Los Angeles Pueblo), and the Los Angeles River as an indication of prehistoric archaeological resource sensitivity. The potential for deeply

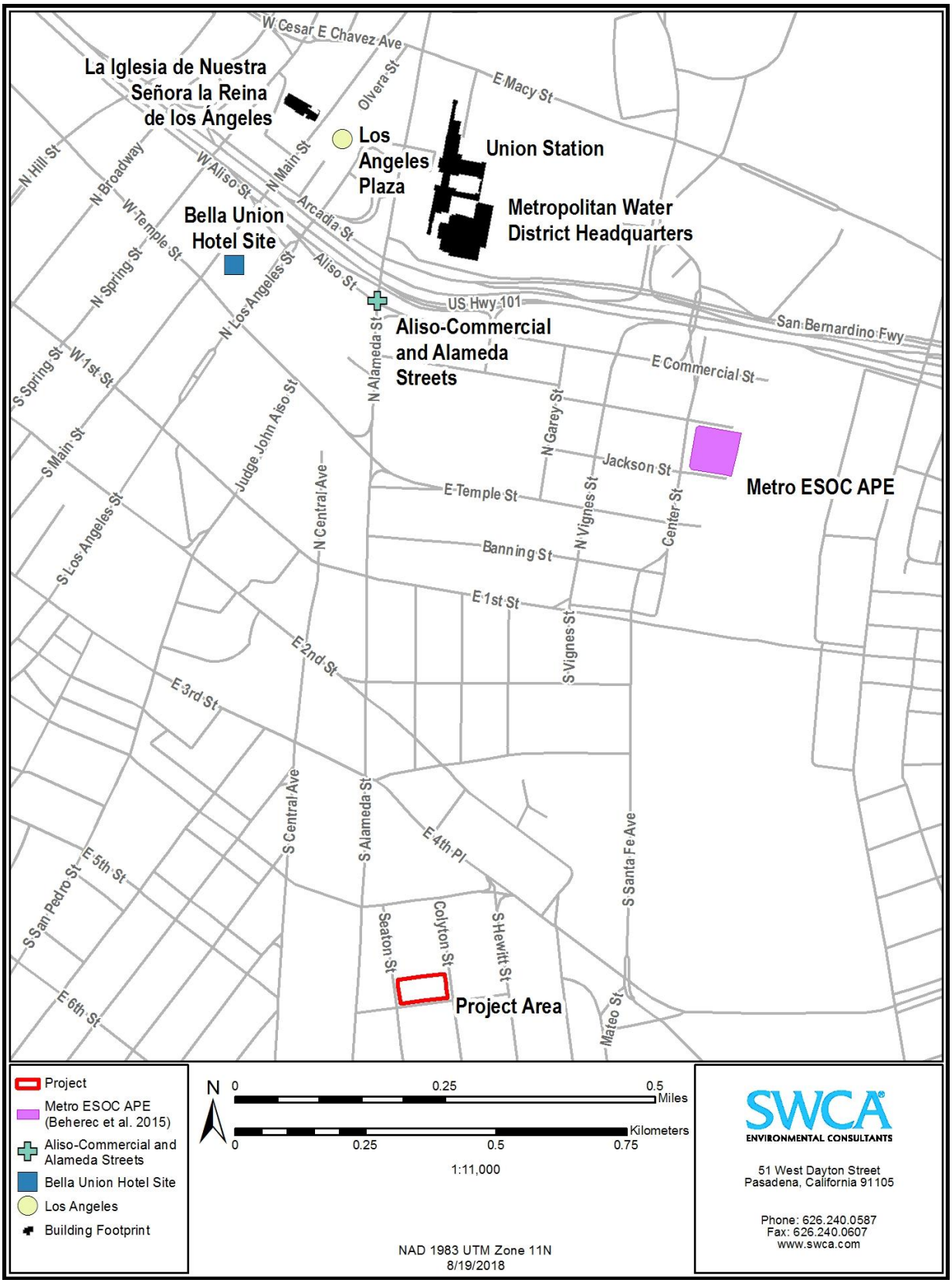

Figure 17. Locations discussed in documents submitted during AB 52 tribal consultation (cited in Exhibits 1–3).

buried archaeological resources resulting from the shifting courses of the Los Angeles River is also referenced (Beherec et al. 2015:30).

Several factors constrain the applicability of the Metro ESOC report to the analysis of potential for tribal cultural resources within the Arts District Center Project area. First, the CHRIS records search and background research conducted by Beherec et al. (2015) is based on a 0.5-mile radius surrounding the Metro ESOC APE. The sensitivity assessment and recommendations provided in the report were specifically stated as applying to the Metro ESOC APE and not the surrounding 0.5-mile radius. The current project area is located approximately 0.2 mile south of the Metro ESOC search radius. Therefore, the Metro ESOC report does not identify any known tribal cultural resources within the Project area for the Arts District Center, and the sensitivity assessment finding does not directly extend to the current Project area.

Second, whereas the Metro ESOC APE is within 0.25 mile of significant prehistoric archaeological sites in the vicinity of the Metropolitan Water District (MWD) headquarters, Union Station, and the historical location of the Los Angeles Pueblo (near the Los Angeles Plaza and La Iglesia de Nuestra Señora la Reina de los Ángeles [Plaza Church]), the Arts District Center Project area is 0.9 mile south. These sites are considered potential remnants of the Gabrielino village of Yaanga. Background research presented by Beherec et al. (2015:11–12) and in the current report suggest that the greatest sensitivity for the former site of Yaanga (and any associated tribal cultural resources) occurs generally along an east-west gradient between the Los Angeles Plaza and MWD building, well outside of the current Project area.

Finally, the Metro ESOC report cites the potential for buried prehistoric archaeological resources, including those that could be deeply buried by alluvial sediments from the Los Angeles River. However, the report does not provide detailed information on the soil conditions within the Metro ESOC APE, including measurements of prior historical or natural disturbances (i.e., from development and flooding, respectively). Therefore, there is no means of directly comparing the sensitivity specifically for prehistoric archaeological resources (including those that could be considered tribal cultural resources) within the Metro ESOC APE with those of the current Project area, except by general reference to their location within alluvial sediments.

For these reasons stated above, SWCA concludes that Exhibit 1 does not include evidence for the presence of a known tribal cultural resource or increased sensitivity for unidentified resources within the Project area.

Exhibit 2. *California's Gabrielino Indians* (Johnston 1962:1, 121, 122, 176).

This is a four-page excerpt from a book published in 1962 by Bernice Johnston on the Gabrielino Indians. The selected pages all discuss the Gabrielino village Yaanga (spelled Yangna in the text), including its possible location and archaeological finds in the vicinity, specifically those near Union Station and the Bella Union Hotel as described in the following passages:

> The ford by which the Spaniards crossed the (Los Angeles) river may have been the one at old Downey Street, near the present North Broadway bridge and from which can be seen the silhouette of the public buildings in the Civic Center of Los Angeles. The records of the expedition mention two Indian rancherias, one in the lovely spot where camp made on the night of August 2nd, another which was reached the next day after traveling "half a league" from crossing the river. This second village was undoubtedly *Yangna*…. Measuring with a radius of half a league from the probable crossing, one can draw an arc extending from the base of Fort Moore hill, now greatly cut back from its original girth, to the Union Station. There are those who place *Yangna* at the intersection

> of Aliso or Commercial and Alameda Streets but the rancheria there was merely a segregated district, a sad remnant of the original settlement. Where, on this arc, was the prehistoric village? …In actuality some characteristic items were unearthed during the building of Union Station in 1939, and considerably more, enough to interest the local newspapermen in 1870, when the historic Bella Union Hotel was rebuilt. This site, between Main and Los Angeles Streets north of Commercial, was cleared for a parking lot in 1940. It is on higher ground and appears to be more typical of the place in which a Gabrielino would have chosen to live… (Johnston 1962:121).
>
> …in all probability *Yangna* lay scattered in a fairly wide zone along the whole arc, and its bailiwick included as well seed-gathering grounds and oak groves where seasonal camps were set up (Johnston 1962:122).
>
> Harrington's informant placed *Jangna* on the site of the plaza in the Pueblo of Los Angeles (Johnston 1962:122).

All locations referenced by Johnston are located between 0.8 and 1.1 miles north of the Arts District Center Project area. Therefore, SWCA concludes that Exhibit 2 does not include evidence for the presence of a known tribal cultural resource or increased sensitivity for unidentified resources within the Project area.

Exhibit 3 (CONFIDENTIAL). *The Metropolitan Water District of Southern California Headquarters Facility Project, The People of Yaanga?: Archaeological Investigations at CA-LAN-1575/H* (Goldberg 1999:16, 28–30, 32)

This is a five-page excerpt taken from a confidential technical report (Goldberg et al. 1999) summarizing the results of archaeological data recovery conducted in 1996 by Applied Earthworks for the MWD Headquarters Facility Project. The report specifically discusses the prehistoric component of site P-19-001575/H (CA-LAN-1575/H) uncovered during excavation for the project. The site included extensive historical features including privies, wells, and architectural remains (reported separately), as well as a prehistoric Native American cemetery with several primary and secondary internments and numerous prehistoric artifacts, which were analyzed and presented in the report. The excerpted pages submitted during consultation include a section from the historical context that describes the ethnographic evidence for the location of Yaanga and previous archaeological research conducted within P-19-001575/H and the vicinity (Goldberg et al. 1999:16, 28–30). The last page is taken from a section describing the methods and means by which burials and archaeological features were identified and recorded. Specifically, the text describes Native American deposits identified below, but also partially intermixed with a stratum of Historic-period sediments, both of which were identified underneath a surface stratum of construction fill (Goldberg et al. 1999:32). The section also notes disturbances to the human remains from a utility trench.

The data obtained from P-19-001575/H clearly demonstrates the potential for significant prehistoric archaeological resources to be preserved beneath Historic-period deposits, which, in turn, can be preserved underneath asphalt and modern construction debris in a fully urbanized setting. The report documents archaeological remains preserved as far below the modern grade as 3.0 m (9.8 feet). The material was discovered within lenses of alluvial sediments deposited during floods within the Los Angeles River floodplain. Furthermore, they show that the deeper, coarse, and gravelly deposits lacked any archaeological materials, whereas the comparatively finer lenses of pebbly sand, sand, silty sand, and clayey silt were those that contained Native American human remains, artifacts, and features.

The relevance of the Goldberg et al. (1999) study to the Arts District Center Project area is constrained by the scope of its research, which was not intended as a tribal cultural resources assessment for the entirety

of the Los Angeles River floodplain. The authors do not specifically cite any known archaeological resources or the sensitivity for unidentified resources near the Arts District Center Project area. Rather, Goldberg et al. focus on the specific site location and consider its physical setting and historical developments. The only discussion of the potential for resource potential outside its study are for the immediately adjoining parcels for which excavation was not continued, and the other known prehistoric finds between the MWD building and the Los Angeles Plaza, where the village site of Yaanga was reported to exist. Given these constraints, SWCA finds that the excerpts from Goldberg et al. (1999) evaluated here support three conclusions on the potential for unidentified sensitivity for the Arts District Center Project area: that the presence of historical disturbances does not eliminate any possibility for tribal cultural resources to be preserved underneath; that the presence of low-energy alluvial sediments increases the overall potential; and that depth below surface is not an absolute indicator of potential.

To summarize, SWCA's review of Exhibits 1 through 3 did not find substantial evidence of an existing tribal cultural resource within the Project area. The exhibits provide strong evidence of an overall increase in sensitivity for undocumented tribal cultural resources within the greater vicinity of the Project area, particularly to the north, including underneath any non-native sediments, based on the proximity of the Project area to the Los Angeles River, the former village site of Yaanga, and the recent archaeological discoveries described in Exhibits 1 and 3. However, no evidence was submitted that considers the specific location of the Project area, including an account of its land-use history and the effect on resource preservation, and no criteria were provided to indicate why the Project area should be considered sensitive enough such that monitoring for tribal cultural resources would be required to avoid adverse impacts.

AB 52 Consultation Conclusion

On October 31 and November 11, 2018 requests for additional evidence regarding the potential for tribal cultural resources on the Project area were sent via email from City Planning to the Gabrieleño Band of Mission Indians–Kizh Nation. City Planning requested that any additional information be sent within 14 days. No response was received and on November 28, 2018 City Planning issued a letter to the to the Gabrieleño Band of Mission Indians–Kizh Nation summarizing the results of consultation to-date and concluding the consultation. The City determined that review of the documents submitted did not find substantial evidence of an existing tribal cultural resource within the Project area or why the sensitivity should be considered sensitive enough such that monitoring for tribal cultural resources would be required to avoid impacts. Therefore, after acting in good faith and reasonable effort, the City concluded that mutual agreement could not be reach for purposes of AB 52. Accordingly, the City determined, in its discretion and based on the evidence in the record, that the Project would not cause a substantial adverse change in the significance of a tribal cultural resource pursuant to the criteria in PRC Section 5024.1(c). However, as an additional protection, the City attached a condition of approval under its police powers to protect the inadvertent discovery of tribal cultural resources.

SENSITIVITY ASSESSMENT

A CHRIS records search and archival research identified nine archaeological resources, all historic period sites, within a 0.8-km (0.5-mile) radius of the Project area. The NAHC returned negative results in their SLF search, though the Project area was noted to be sensitive for the presence of undocumented tribal cultural resources. A previously recorded historic archaeological site (LAN-4460H) was identified during construction monitoring immediately southwest of the Project area. The site contained a substantial deposit of domestic items and structural remains associated with residential development between the 1880s and 1920s. Archival research documents the land-use history of the Project area in its conversion from agriculture in the mid-nineteenth century, to mixed residential and industrial properties in the 1880s, to primarily industrial uses by the 1910s. Agricultural uses almost certainly involved plowing, which would have disturbed any native surface sediments and displacing any archaeological material that might

have been located within the Project area. Though no specific figures are available for middle nineteenth century agricultural practices in Los Angeles, plow zones observed in archaeological contexts typically do not extend more than a few feet (less than 1 m) below the surface.

One segment of the historical zanja system—Zanja No. 2—was historically located within the western half of the Project area. The segment is depicted on historical maps as late as 1894, but not after 1906. Two 1890s residences were formerly located on the northeastern corner of the Project area and were demolished or moved sometime between 1915 and 1921. In the lots adjacent to the residences, two warehouses were constructed and demolished prior to 1924, when the two-story building currently occupying the Project area was constructed. Notably, one two-story office building at the northwest corner of Fifth Street and Colyton Street, originally constructed in 1915, was not demolished and is incorporated (with modifications) into the existing building in the southeast corner of the Project area.

Geotechnical boring for the current Project documented up to 12 feet of fill directly underneath the paved surface and building. This fill material is described as containing construction debris, specifically brick fragments. Below the fill are deposits of dense sand with inclusions of gravel, cobbles, and potentially boulders, extending at least 80 feet below the surface. The bore samples also identified relatively thin—up to 8 or 9 feet thick—lenses of sandy silt and silty sand, and loose-medium density sand within the larger sand matrix. The depositional pattern is consistent with high-energy alluvial deposits resulting from flood events along the Los Angeles River. Since 1815, two shifts of the river's alignment have been documented, with the main channel shifting from the east to the west side, then back again in 1825. Floods along the Los Angeles River were episodic but occurred numerous times in recorded history, which can potentially preserve archaeological remains where lower energy deposition occurs, or displace archaeological material in higher energy, erosional settings. These differential patterns of preservation would have varied on both large and small scales within the flood plain of the Los Angeles River and throughout the prehistoric and historic periods, until the modern flood control infrastructure was built in the middle twentieth century.

Archaeological finds near Union Station (approximately 0.9 miles north of the Project area), also situated within the flood plain between the two former river courses, demonstrate that significant Native American archaeological remains can exist within alluvial sediment deposits underlying pavement, historic period disturbances, and fill (Goldberg et al. 1999). Many archaeologists have speculated that the archaeological site documented at Union Station was affiliated with the ethnographically documented Native American village of Yaanga, but archaeological finds at the MWD Headquarters Facility found the association with those materials and the village site to be unsupported (Goldberg et al. 1999: 154–159). Most accounts of the village location consider it to have been situated throughout a relatively broad area between Fort Moore Hill and Union station, within a few blocks of the pueblo plaza (Dillon 1994; Goldberg et al. 1999; Johnston 1962).

That Native American settlements and activity occur in higher concentration around permanent water sources is undisputed by archaeologists. The significance of the Los Angeles River to the Gabrielino is well-documented in ethnographic works and oral history and was emphasized in Native American consultation conducted for the current Project. Because of the proximity to the Los Angeles River and the estimated location of Yaanga relative to the Project area, SWCA finds an overall increase in the sensitivity for Native American activity near the Project area. However, additional criteria are required to distinguish levels of sensitivity for unidentified tribal cultural resource potential. Specifically, land-use history, existing disturbances to the Project area, and the depositional setting must be considered in greater detail and given weight in determining the sensitivity. SWCA finds the presence of non-native or otherwise historically modified sediments at depths of 8–12 feet (2.5–3.7 m), combined with the evidence of a high-energy depositional setting in the alluvial substrate, significantly reduces the sensitivity for the

preservation of any tribal cultural resources within the Project area. Given these considerations, SWCA finds the Project area has a **low to moderate sensitivity for containing tribal cultural resources**.

CONCLUSION

No previously recorded tribal cultural resources were identified within the Project area. The Project area was further assessed for the potential to contain deeply buried, previously unidentified archaeological materials, including those that meet the definition of a tribal cultural resources, and this potential was found to be low to moderate. The City submitted notification letters to the Tribal parties listed on the AB 52 Consultation Notification List. The City received one response requesting consultation from the Gabrieleño Band of Mission Indians—Kizh Nation. During a conference call conducted on July 12, 2017 and in subsequent email correspondences, the Gabrieleño Band of Mission Indians—Kizh Nation stated that tribal cultural resources could be present to a depth of 40 feet below the surface, submitted three documents as evidence to substantiate the claim of a tribal cultural resource being potentially present, and requested a Native American monitor be present during all ground disturbing activities. The documents submitted during consultation were reviewed as part of the current report and found not to provide substantial evidence of a known tribal cultural resource within the Project area. The documents provide strong evidence of increased sensitivity for undocumented tribal cultural resources in the general vicinity of the Project area, but given the existing disturbances, the likelihood of any such resources being preserved is sufficiently low, such that the level of Native American monitoring for tribal cultural resources would not be warranted. Additional evidence was not submitted and after acting in good faith and reasonable effort, the City concluded that mutual agreement could not be reached for purposes of AB 52 and consultation was closed on November 28, 2018. Accordingly, the City in its discretion and based on the evidence in the record, determined that the Project would not cause a substantial adverse change in the significance of a tribal cultural resource pursuant to the criteria in PRC Section 5024.1(c). As an additional protection, the City attached a condition of approval under its police powers to protect the inadvertent discovery of tribal cultural resources.

SWCA finds that the Project would not impact known tribal cultural resources. The Project is subject to the City's standard Condition of Approval for the Inadvertent Discovery of Tribal Cultural Resources, which provides that in the event objects or artifacts that may be tribal cultural resources are encountered during ground disturbances, activities shall temporarily cease until they can be assessed pursuant to the process described therein. The Condition of Approval ensures that any potential impacts to unidentified tribal cultural resources would be reduced to less than significant levels. Therefore, SWCA finds that the Project will have Less than Significant Impacts to tribal cultural resources.

If any mitigation measures addressing treatment of inadvertent discovery of archaeological resources are identified for the Project, in the event of a discovery SWCA recommends they be followed in concert with those described in the Condition of Approval for the Inadvertent Discovery of Tribal Cultural Resources.

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Appendix A.
California Historical Resources Information System (CHRIS) Record Search Results— Reports

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Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-01770	Report of Archaeological Reconnaissance Survey Project 7217b, City of Los Angeles, Los Angeles County, Ca	Salls, Roy A.	Northridge Center for Public Archaeology, CSUN	1989	Archaeological, Field study	Within 0.5-mile radius
LA-01997	First Street North Draft Environmental Impact Report	Anonymous	Environmental Science Assoc.	1990	Archaeological, Field study	Within 0.5-mile radius
LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Wlodarski, Robert J.		1992	Literature search	Within 0.5-mile radius
LA-02644	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Wlodarski, Robert J.		1992	Archaeological, Field study	Within 0.5-mile radius
LA-02788	Archaeological Literature and Records Review, and Impact Analysis for the Eastside Corridor Alternatives Los Angeles, California	Brown, Joan C.	RMW Paleo Associates, Inc.	1992	Literature search	Within 0.5-mile radius
LA-02815	Native American Placenames in the Vicinity of the Pacific Pipeline Part 1: the Los Angeles Basin	King, Chester	Topanga Anthropological Consultants	1993	Overview Report	Overview Report
LA-02950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Anonymous	Peak & Associates, Inc.	1992	Archaeological, Field study	Within 0.5-mile radius
LA-02966	Draft Stage I Environmental Site Assessment Eastside Extension (from Whittier Boulevard and Atlantic Boulevard Intersection to Union Station Area) Metro Red Line Los Angeles, California	Anonymous	Geotransit Consultants	1993	Other research	Within 0.5-mile radius
LA-03103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Greenwood, Roberta S.		1993	Monitoring	Within 0.5-mile radius
LA-03511	Assessment of the Archaeological Impact by the Development of the Waste Water Facilities Plan W.O. 31389	Romani, John F.	Northridge Archaeological Research Center, CSUN	1977	Archaeological, Field study, Literature search	Overview Report
LA-03583	The Los Angeles Basin and Vicinity: a Gazetteer and Compilation of Archaeological Site Information	Bucknam, Bonnie M.	Archaeological Research, Inc.	1974	Overview Report	Overview Report

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-03584	Our Pioneer Mother	MacDonald, Lenora Johnson		1931	Architectural/historical	Overview Report
LA-03813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Anonymous	Peak & Associates, Inc.	1992	Literature search	Within 0.5-mile radius
LA-03923	Archaeological Investigations at Maintenance of Way Facility, South Santa Fe Avenue (CA-LAN-2563h)	Foster, John M. and Roberta S. Greewood	Greenwood and Associates	1998	Monitoring	Within 0.5-mile radius
LA-04047	Transportation-related Resources on South Sante Fe Avenue, Los Angeles	Greenwood, Roberta S. and Lee, Portia	Greenwood and Associates	1998	Monitoring	Within 0.5-mile radius
LA-04074	Sixth Street Viaduct Over Los Angeles River Earthquake Damages - W.o. E6000000 Determination of Effect Report	Ohara, Cindy L.	City of Los Angeles	1989	Architectural/historical	Within 0.5-mile radius
LA-04217	Seismic Retrofit of First Street Bridge Over the Los Angeles River	Lee, Portia			Architectural/historical	Within 0.5-mile radius
LA-04323	Cultural Evolution in the Archaic/mesolithic: a Research Design for the Los Angeles Basin	Hill, James N.	Archaeological Resource Management Corp.	1985	Overview Report	Overview Report
LA-04448	Section 106 Documentation for the Metro Rail Red Line East Extension in the City and County of Los Angeles, California	Richard Starzak	Myra L. Frank & Associates	1994	Literature search	Within 0.5-mile radius
LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor From the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	Starzak, Richard	Myra L. Frank & Associates	1994	Other research	Within 0.5-mile radius
LA-04743	Cultural Resource Assessment for Pacific Bell Mobil Services Facility La 648-07, in the County of Los Angeles, California	Gray, Deborah	LSA Associates, Inc.	1999	Architectural/historical, Evaluation	Within 0.5-mile radius
LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Ashkar, Shahira	Jones & Stokes Associates, Inc.	1999	Archaeological, Field study	Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-04835	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Ashkar, Shahira	Jones & Stokes Associates, Inc.	1999	Archaeological, Field study	Within 0.5-mile radius
LA-04836	Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project		Science Applications International Corporation	2000	Archaeological, Field study	Within 0.5-mile radius
LA-05426	Negative Hpsr Form: Central Ave. Improvements	Hale, Alice E.	Caltrans District 7	2001	Archaeological, Field study	Within 0.5-mile radius
LA-05433	Exposure of Brick Remains Along Central Avenue Little Tokyo, City of Los Angeles	Slawson, Dana N.	Greenwood and Associates	2001	Excavation	Within 0.5-mile radius
LA-07178	Report on Cultural Resources Mitigation and Monitoring Activities Fluor/level (3) Los Angeles Local Loops	Unknown	William Self Associates	2001	Excavation, Monitoring	Within 0.5-mile radius
LA-07425	City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines	McMorris, Christopher	JRP Historical Consulting	2004	Architectural/historical, Evaluation	Within 0.5-mile radius
LA-07427	Caltrans Historic Bridge Inventory Update: Metal Truss, Movable, and Steel Arch Bridges	McMorris, Christopher	JRP Historical Consulting	2004	Architectural/historical, Evaluation	Within 0.5-mile radius
LA-07533	Archaeological/paleontological Monitoring at 3rd Street and San Pedro	McKenna, Jeanette A.	McKenna et al.	2004	Monitoring	Within 0.5-mile radius
LA-07555	Inspection of Auger Bore Samples for the Coyote Pass Geotechnical Project	Hale, Alice E.	Greenwood and Associates	2004	Other research	Within 0.5-mile radius
LA-07564	Archaeological Status Report: Collections and Reports	Greenwood, Roberta S.	Greenwood and Associates	1998	Architectural/historical, Excavation, Other research	Within 0.5-mile radius
LA-07568	Palaeontological Resource Survey and Impact Evaluation for a Proposed Rapid Transit System in the City of Los Angeles, Los Angeles County, California	Bernor, Raymond L.	Archaeological Resource Management Corp.	1978	Overview Report	Overview Report

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-07826	Cultural Resources Records Search and Constraints Analysis Report: LAX/South (Orange County) High Speed Ground Access Study, Los Angeles and Orange Counties, California	Shepard, Richard S. and Roger D. Mason	Chambers Group, Inc.	2001	Overview Report	Overview Report
LA-07888	Archaeological Resources Assessment for the Proposed Public Safety Facilities Master Plan Project, City of Los Angeles, California	Strauss, Monica	EDAW, Inc.	2004	Archaeological, Field study	Within 0.5-mile radius
LA-08252	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch	Snyder, John W., Mikesell, Stephen, and Pierzinski	Caltrans	1986	Architectural/historical, Evaluation, Other research	Within 0.5-mile radius
LA-08514	Historical Assessment and Technical Report for the Proposed Public Safety Facilities Master Plan, Los Angeles, California	Gregory, Carrie and Margarita Wuellner	EDAW, Inc.	2004	Other research	Within 0.5-mile radius
LA-08516	Re: 3rd and San Pedro Archaeological Monitoring (addendum)	McKenna, Jeanette A.	McKenna et al.	2004	Monitoring	Within 0.5-mile radius
LA-08910	Archaeological Monitoring Report Mangrove Parking Lot Project, Los Angeles, California	Messick, Peter and Alice E. Hale	Greenwood and Associates	2007	Monitoring	Within 0.5-mile radius
LA-09843	Final Supplemental Environmental Impact Statement / Final Subsequent Environmental Impact Report: Los Angeles Eastside Corridor	Anonymous	Greenwood & Associates	2001	Management/planning	Within 0.5-mile radius
LA-09844	Draft: Los Angeles Eastside Corridor, Revised Cultural Resources Technical Report, Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report	Anonymous	Greenwood & Associates, and Eastside Corridor Transit Consultants	2001	Archaeological, Architectural/historical, Field study, Management/planning, Other research	Within 0.5-mile radius
LA-10451	Finding of Effect - 6th Street Viaduct Seismic Improvement Project	Chasteen, Carrie	Parsons	2008	Architectural/historical	Within 0.5-mile radius
LA-10452	Historical Resources Evaluation Report - 6th Street Viaduct Seismic Improvement Project	Smith, Francesca	Parsons	2007		Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-10606	Final Archaeological Assessment for the Temple Street widening project, City of Los Angeles, California	Dietler, Sara, Adela Amaral, and Linda Kry	AECOM	2010	Monitoring, Other research	Within 0.5-mile radius
LA-10638	Preliminary Historical/ Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California	Tang, Bai "Tom"	CRM Tech	2010	Archaeological, Field study	Within 0.5-mile radius
LA-10805	Cultural Resources Mitigation Compliance Report for the Metro Gold Line Eastside Extension, City of Los Angeles, California. For the Period 2004 to 2006	Gust, Sherry and Amy Glover	Cogstone Resource Management, Inc.	2009	Monitoring	Within 0.5-mile radius
LA-10806	Addendum-Paleontological and Cultural Resource Compliance Monitoring Report, Los Angeles County, Metropolitan Transit Authority, Eastside Gold Line Transit Corridor Project	Loftus, Shannon L.	ArchaeoPaleo Resource Management, Inc.	2010	Monitoring	Within 0.5-mile radius
LA-10856	Cultural Resource Monitoring and Mitigation Plan for the Los Angeles County Metropolitan Transportation Authority Eastside Gold Line Transit Corridor, Los Angeles, Los Angeles County, California	Glenn, Brian K. and Sherri Gust	Cogstone Resource Management Inc.	2004	Monitoring	Within 0.5-mile radius
LA-10862	Historic American Buildings Survey James K. Hill and Sons Pickle Works (Santa Fe Lofts)	Dodson, Jodie	URS	2008	Other research	Within 0.5-mile radius
LA-11048	American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112359) - Improved Access Controls, Station Hardening, CCTV Surveillance System, and Airborne Particle Detection at Los Angeles Station and Maintenance Yard, LA, CA	Speed, Lawrence	URS	2009	Archaeological, Field study	Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-11484	Partial List of Indian Village Sites in Lost [sic] Angeles County, with a few in Orange County. (Information from Eugene Robinson, Handwritten, in "Reconnaissance Sites 15 F" looseleaf notbook of Mr. E.F. Walker, Southwest Museum, Los Angeles, California	Walker, E.F. and Robinson, Eugene	Southwest Museum	0	Overview Report	Overview Report
LA-11618	Los Angeles Wholesale Terminal Market Historic Resource Report	Grimes, Teresa, MacKenzie, Jessica, and Fatone, Jessica	Christopher A. Joseph & Associates	2007	Architectural/historical, Evaluation, Other research	Within 0.5-mile radius
LA-11642	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Daly, Pam and Sikes, Nancy	Cogstone	2012	Archaeological, Field study, Other research	Within 0.5-mile radius
LA-11710	Regional Connector Transit Corridor Draft Environmental Impact Statement/ Draft Environmental Impact Report, Appendix Y Cultural Resources-Archaeology	Unknown	CDM and SWCA	2011	Management/planning	Within 0.5-mile radius
LA-11747	Programmatic Agreement Compliance Report, twenty-first Reporting Period, July 1, 2005-- March 31, 2006	Sakai, Rodney	Historic Resources Group	2006	Architectural/historical	Overview Report
LA-11748	Programmatic Agreement Compliance Report Fifteenth Reporting Period July 1-- December 31, 2002	Sakai, Rodney	SHPO & Advisory Council on Hitsoric Preservation	2003	Architectural/historical	Overview Report
LA-11765	Cultural Resources Monitoring and Discovery Plan for the Union Station/Patsaouras Plaza El Monte Busway Station Project	Robinson, Mark and Crawford, Karen	ICF International	2012	Archaeological, Field study, Monitoring	Within 0.5-mile radius
LA-11785	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	Rogers, Leslie	U.S. Department of Transportation Fedreral Transit Admin. & LA County Metro Transit Authority	2012	Management/planning	Within 0.5-mile radius

Table A-1. Previously conducted cultural resource studies within a 0.5-mile radius of Project area.

SCCIC Report No.	Study Title	Author	Affiliation	Year	Report Type	Proximity to Project Area
LA-11799	Archaeological Survey Report for the La Kretz Innovation Campus Project Located at 500-542 Colyton Street, Los Angeles, California	Shattuck, Paul	ICF International	2011	Archaeological, Field study	Within 0.5-mile radius
LA-12586	Archaeological Survey Report for the 6th Street Viaduct Improvement Project City of Los Angeles Los Angeles County, California	Glenn, Brian and Maxon, Patrick	BonTerra Consulting	2008	Archaeological, Architectural/Historical, Evaluation, Field study	Within 0.5-mile radius
LA-12665	Final Archaeological Resources Monitoring Report for the Los Angeles Deaprtment of Water and Power La Kretz Innovation Campus Project, Los Angeles County, California	Bray, Madeleine, Vader, Michael, and Strauss, Monica	ESA	2015	Archaeological, Evaluation, Monitoring	Within 0.5-mile radius
LA-12848	Final Archaeological Resources Addendum Report for the Los Angeles Department of Water and Power La Kretz Innovation Campus Project Los Angeles County, California	Bray, Madeleine and Vanessa Ortiz	ESA	2016	Archaeological, Monitoring	Within 0.5-mile radius
LA-13239	Extent of Zanja Madre	Gust, Sherri	Cogstone	2017	Map Only	Within Project Area

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Appendix B.
Non-Confidential Native American Coordination Documents

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NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

July 11, 2017

Rob Carnachan
CAJA Environmental Services, LLC

Sent by E-mail: rob@ceqa-nepa.com

RE: Proposed Arts District Center Project, City of Los Angeles; Los Angeles USGS Quadrangle, Los Angeles County, California

Dear Mr. Carnachan:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results however the area is sensitive for potential tribal cultural resources.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
7/11/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Arts District Center Project, Los Angeles County.

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

April 6, 2017

William Lamborn
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

sent via e-mail:
william.lamborn@lacity.org

RE: SCH# 2017041012; Arts District Center Project, Notice of Preparation for Draft Environmental Impact Report, Los Angeles County, California

Dear Mr. Lamborn:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    a. A brief description of the project.
    b. The lead agency contact information.
    c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).

d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:
    i. Planning and construction to avoid the resources and protect the cultural and natural context.
    ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    i. Protecting the cultural character and integrity of the resource.
    ii. Protecting the traditional use of the resource.
    iii. Protecting the confidentiality of the resource.
c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason,

we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

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June 15, 2017

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
Community Plan: Central City North

Dear Tribal Representative:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The Project Site is located on the north side of 5th Street, between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Project Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similarly zoned industrial land and structures. The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

The Project would demolish and remove all existing uses. The Applicant proposes a new mixed-use development consisting of 129 Live/Work condominium units, including 11% very-low income affordable housing units, a 113-room hotel, and 72,469 square feet of commercial space, to be used for art galleries, retail, restaurant, creative office and special events. The Project would be 12 stories (148 feet) in height. 539 automobile parking spaces will be provided in four of five subterranean levels. 164 long term and 48 short term bicycle parking spaces will be provided at the Site.

Per AB 52, you have the right to consult on a proposed public or private project prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. You have 30 calendar days from receipt of this letter to notify us in writing that you wish to consult on this project. Please provide your contact information and mail your request to:

Los Angeles Department of City Planning
Attn: William Lamborn
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Email: William.lamborn@lacity.org
Phone No.: 213-978-1470

Sincerely,

Vincent P. Bertoni, AICP
Director of Planning

William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707

CASE No.: ENV-2016-4476-EIR
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Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

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June 15, 2017

Gabrielino/Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles, CA 90086

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Sincerely,

Vincent P. Bertoni, AICP
Director of Planning

William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Vincent P. Bertoni, AICP
Director of Planning



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Major Projects Section

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June 15, 2017

Torres Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
PO Box 1160
Thermal, CA 92274

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Director of Planning



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June 15, 2017

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
Community Plan: Central City North

Dear Tribal Representative:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The Project Site is located on the north side of 5th Street, between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Project Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similarly zoned industrial land and structures. The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

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Los Angeles Department of City Planning
Attn: William Lamborn
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Email: William.lamborn@lacity.org
Phone No.: 213-978-1470

Sincerely,

Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

June 15, 2017

Soboba Band of Luiseño Indians
Joseph Ontiveros, Cultural Resource Director
P.O. Box 487
San Jacinto, CA 92581

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
Community Plan: Central City North

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William Lamborn
Major Projects Section

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DEPUTY DIRECTOR
(213) 978-1273

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June 15, 2017

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Director of Planning



William Lamborn
Major Projects Section

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June 15, 2017

Fernandeño Tataviam Band of Mission Indians
Kimia Fatehi, Director, Public Relations
1019 2nd Street, Ste. 1
San Fernando, CA 91340

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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Appendix C.
Confidential Native American Coordination Documents

[CONFIDENTIAL—NOT FOR PUBLIC DISTRIBUTION]

Archaeological and other heritage resources can be damaged or destroyed through uncontrolled public disclosure of information regarding their location. This document contains sensitive information regarding the nature and location of archaeological sites, which should not be disclosed to the general public or unauthorized persons.

Pursuant to Government Code Sections 6254 and 6254.10, and PRC Section 21082.3(c), information submitted by a California Native American tribe during consultation under AB 52 shall not be included in the environmental document or otherwise disclosed to the public by the lead agency, project applicant, or the project applicant's agent, unless written permission is given. Exemptions to the confidentiality provisions include any information already publicly available, in lawful possession of the project applicant before being provided by the tribe, independently developed by the project applicant or the applicant's public agent, or lawfully obtained by a third party (PRC Section 21082.3[c]).

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NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

July 11, 2017

Rob Carnachan
CAJA Environmental Services, LLC

Sent by E-mail: rob@ceqa-nepa.com

RE: Proposed Arts District Center Project, City of Los Angeles; Los Angeles USGS Quadrangle, Los Angeles County, California

Dear Mr. Carnachan:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results however the area is sensitive for potential tribal cultural resources.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
7/11/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Arts District Center Project, Los Angeles County.

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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June 15, 2017

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707

CASE No.: ENV-2016-4476-EIR
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June 15, 2017

Gabrielino/Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles, CA 90086

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
Community Plan: Central City North

Dear Tribal Representative:

This letter is to inform you that the Los Angeles Department of City Planning is reviewing the following proposed project:

The Project Site is located on the north side of 5th Street, between Seaton Street and Colyton Street. The 45,721 square-foot (1.05-acre) Project Site is currently improved with a two-story industrial structure roughly 91,000 square feet in size. Directly adjacent to all sides of the Site are similarly zoned industrial land and structures. The area is zoned M3-1-RIO and has a General Plan Land Use designation of Heavy Manufacturing. Additional zoning information includes the Los Angeles State Enterprise Zone (ZI-2129) and various footnotes in the Central City North Community Plan related to floor area ratio and allowable uses. The Site is not located in a specific plan area, overlay zone, or methane zone.

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Per AB 52, you have the right to consult on a proposed public or private project prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. You have 30 calendar days from receipt of this letter to notify us in writing that you wish to consult on this project. Please provide your contact information and mail your request to:

Los Angeles Department of City Planning
Attn: William Lamborn
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Email: William.lamborn@lacity.org
Phone No.: 213-978-1470

Sincerely,

Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

William Lamborn <william.lamborn@lacity.org>

William Lamborn-Los Angeles-1101 East 5th St. 445-457 South Colyton St. 450-456 South Seaton St.

1 message

Gabrieleno Band of Mission Indians <gabrielenoindians@yahoo.com> Wed, Jun 21, 2017 at 5:10 PM
Reply-To: Gabrieleno Band of Mission Indians <gabrielenoindians@yahoo.com>
To: William Lamborn <william.lamborn@lacity.org>

Please see attachment

Sincerely,

Brandy Salas

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
cell: (626)926-4131
email: gabrielenoindians@yahoo.com
website: www.gabrielenoindians.org

William Lamborn-Los Angeles-1101 East 5th St. 445-457 South Colyton St. 450-456 South Seaton St..pdf
228K

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Los Angeles
Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012

June 21, 2017
Re: AB52 Consultation request for 1101 East 5th 445-457 South Colyton St. 450-456 South Seaton St. Los Angeles

Dear William Lamborn,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning descending from, or a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view the video at: http://nahc.ca.gov/2015/12/ab-52-tribal-training/

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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VICE-PRESIDENT

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CITY OF LOS ANGELES
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ERIC GARCETTI
MAYOR

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JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

June 15, 2017

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

June 15, 2017

Torres Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
PO Box 1160
Thermal, CA 92274

CASE No.: ENV-2016-4476-EIR
Project Address: 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
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Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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http://planning.lacity.org

June 15, 2017

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

CASE No.: ENV-2016-4476-EIR
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Sincerely,

Vincent P. Bertoni, AICP
Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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(213) 978-1273

http://planning.lacity.org

June 15, 2017

Soboba Band of Luiseño Indians
Joseph Ontiveros, Cultural Resource Director
P.O. Box 487
San Jacinto, CA 92581

CASE No.: ENV-2016-4476-EIR
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Email: William.lamborn@lacity.org
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Sincerely,

Vincent P. Bertoni, AICP
Director of Planning

William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

CASE No.: ENV-2016-4476-EIR
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William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

Fernandeño Tataviam Band of Mission Indians
Kimia Fatehi, Director, Public Relations
1019 2nd Street, Ste. 1
San Fernando, CA 91340

CASE No.: ENV-2016-4476-EIR
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Director of Planning



William Lamborn
Major Projects Section

Enclosure: Project Vicinity Map

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June 15, 2017

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322

CASE No.: ENV-2016-4476-EIR
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William Lamborn
Major Projects Section

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William Lamborn <william.lamborn@lacity.org>

William Lamborn-Los Angeles-1101 East 5th St. 445-457 South Colyton St. 450-456 South Seaton St.

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Brandy Salas

Andrew Salas, Chairman
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email: gabrielenoindians@yahoo.com
website: www.gabrielenoindians.org

William Lamborn-Los Angeles-1101 East 5th St. 445-457 South Colyton St. 450-456 South Seaton St..pdf
228K

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Los Angeles
Department of City Planning
200 N. Spring St. Room 750
Los Angeles, CA 90012

June 21, 2017
Re: AB52 Consultation request for 1101 East 5th 445-457 South Colyton St. 450-456 South Seaton St. Los Angeles

Dear William Lamborn,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning descending from, or a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view the video at: http://nahc.ca.gov/2015/12/ab-52-tribal-training/

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
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EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

http://planning.lacity.org

November 28, 2018

Andrew Salas
Tribal Chairman
Gabrieleño Band of Mission Indians – Kizh Nation
PO Box 393
Covina, CA 91723

RE: AB 52 Completion of Consultation
Arts District Center Project at 1101 East 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013
(Case No. ENV-2016-4476-EIR)("Proposed Project")

Dear Chairman Salas:

The purpose of this correspondence is to briefly summarize our combined efforts to engage in a meaningful and good faith consultation regarding the above named project's potential impacts to tribal cultural resources and to document the conclusion of the tribal consultation process, pursuant to Public Resources Code, section 21080.3.2. The following provides a brief summary of the history of tribal consultation regarding this project:

On June 15th, 2017, the City mailed a project notification letter to the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe). On June 21st, 2017, the City received the Tribe's request for tribal consultation.

The City emailed Tribal Chairman Salas on June 22nd, 2017, requesting a date and time to initiate the AB 52 consultation for the Proposed Project.

The tribal consultation process commenced on July 12, 2017 with a conference call between representatives of the Department of City Planning and the Tribe. The call was set up to discuss the following projects:

- Arts District Center (1101 E. 5th St.)
- 4th & Hewitt (940 E. 4th St.)
- 6AM (640 S. Alameda St.)
- 670 Mesquit St.

Prior to the discussion, both the City and Tribe agreed that consultation for the Arts District Center Project could begin during this conference call.

During the conference call consultation we discussed the receipt of the Tribe's request for consultation and the general project information including proposed excavation activities, and existing soil conditions. Additionally, the Tribe stated that the project site is located in a sensitive area and within the vicinity of past village and trading route locations, and the Tribe requested that a monitor be continuously on site for grading activities during Project construction.

Following the conference call, on July 12th, the City emailed the Tribe with a written summary of what had been discussed in the call, and requested that the Tribe provide further information regarding the tribal history, or archaeological finds in the Project vicinity.

On July 13th and July 14th, 2017 the Tribe provided the following pictorial and general maps, and articles:

- Full text copy of Cultural Resources Assessment for the Metro Emergency Security Operations Center, Los Angeles, California (Beherec et al. 2015);
- Pages 1, 121, 122, 176 from California's Gabrielino Indians (Johnston 1962);
- Cover and pages 16, 28–30, and 32 from The Metropolitan Water District of Southern California Headquarters Facility Project, The People of Yaanga?: Archaeological Investigations at CA-LAN-1575/H (Goldberg 1999).

On October 31st and November 7th, 2018, the City of Los Angeles sent a follow-up email to the Tribe requesting any additional evidence regarding potential tribal cultural resources on the site be submitted within 14 days, to ensure a complete and accurate Draft Environmental Impact Report is prepared. As of the date of this letter, no additional evidence has been submitted for the record.

A review of the documents did not find substantial evidence of an existing Tribal cultural resource within the project area. No evidence was submitted that considers the specific location of the project site, and no criteria were provided to indicate why the project area should be considered sensitive enough such that monitoring for Tribal cultural resources would be required to avoid adverse impacts.

As a result of the information provided in the tribal cultural resources report prepared for the Proposed Project, and information provided by the Tribe during and after the July 12th, 2017 conference call, the City, after acting in good faith and after reasonable effort, has concluded that mutual agreement cannot be reached for purposes of AB 52. Based upon the record, the City has determined that no substantial evidence exists to support a conclusion that this Proposed Project may cause a significant impact on tribal cultural resources. Therefore, the City has no basis under CEQA to impose any related mitigation measures. However, as an additional protection, the City will add the attached condition of approval under its police powers to protect the inadvertent discovery of tribal cultural resources.

The City is expecting to release its Draft Environmental Impact Report for this project. The release of the Draft EIR will commence a 45 day period during which interested parties and agencies, such as the Tribe, may submit written comments on the adequacy of the EIR. In the meantime please do not hesitate to contact me if you wish to share any additional information, comments, or concerns.

Respectfully,



William Lamborn
City Planner
Department of City Planning – Major Projects

Condition of Approval - Tribal Cultural Resource Inadvertent Discovery

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

---

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: June 13, 2017

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: William Lamborn, City Planning Associate
Department of City Planning

RECEIVED
CITY OF LOS ANGELES
JUN 16 2017
MAJOR PROJECTS
UNIT

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

SUBJECT: **ARTS DISTRICT CENTER – NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING**

This is in response to your March 31, 2017 letter requesting a review of your proposed mixed-use project located at 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013. The proposed project will demolish an existing commercial building and the new project will consist of condominium units, retail space, restaurant space, and art galleries. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA 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. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Commercial Use	50 GPD/1,000 SQ. FT	91,000 SQ. FT	(4,550)
Proposed			
Residential: Condo- 1 BDRM	110 GPD/DU	90 UNITS	9,900
Residential: Condo- 2 BDRM	150 GPD/DU	34 UNITS	5,100
Retail	25 GPD/1000 SQ.FT	26,979 SQ.FT	674
Restaurant	300 GPD/1000 SQ.FT	31,719 SQ.FT	9,516
Art Gallery	50 GPD/1000 SQ.FT	10,341 SQ.FT	517
Artist CoLab	50 GPD/1000 SQ.FT	3,430 SQ.FT	172
Total			**21,329**

File Location: \Div Files\SCAR\CEQA Review\FINAL CEQA Response LTRs\Final Draft\ Arts District Center – NOP EIR and Public Scoping Meeting.doc

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Colyton Street. The sewage from the existing 8-inch line feeds into a 22-inch line on Alameda Street before discharging into a 40-inch sewer line on Alameda Street. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Colyton St	*	296,794 GPD
12	Palmetto St	37	740,652 GPD
15	Palmetto St	24	969,149 GPD
22	Alameda St	39	3.09 MGD
40	Alameda St	22	13.52 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. 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 Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA 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 Stormwater Low Impact Development (LID) requirements. The projects that are subject to 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 LID 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 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 disturb 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 Floor, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted

and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

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.

CD/AP:yv

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
LA Sanitation
City of Los Angeles

Figure 1
Arts District Center
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

Connect Create Collaborate

William Lamborn <william.lamborn@lacity.org>

Arts District Center - Project Description

Albert Lew <albert.lew@lacity.org> Tue, Nov 27, 2018 at 4:00 PM
To: William Lamborn <william.lamborn@lacity.org>
Cc: Christopher DeMonbrun <chris.demonbrun@lacity.org>

Hi William,

Thanks for the follow up. Just to confirm, these are the updated proposed uses for the development as of 11/5/2018

Existing	
Commercial Use	91,200 sf
Proposed	
Residential: Condo- 1 BDRM	95 Units
Residential: Condo- 2 BDRM	34 Units
Hotel	113 Rooms
Retail	26,979 sf
Restaurant	31,719 sf
Art Gallery	3,430 sf
Artist CoLab	10,341 sf

In looking at the changes in the development, specifically the additional hotel, we anticipate the total flow from above amounts would not negatively impact the City sewer system.
Thus, the conclusions of the original June 13 letter will remain the same.

Please let me know if you have any questions.

Thanks,
Albert

Albert C. Lew, P.E.
Wastewater Engineering Services Division (WESD)
Bureau of Sanitation
Department of Public Works
City of Los Angeles
Phone: 323.342.6207
Fax: 323.342.6210

environment LA SANITATION CITY OF LOS ANGELES recycLA Make waste history One Water LA

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On Mon, Nov 19, 2018 at 4:23 PM William Lamborn <william.lamborn@lacity.org> wrote:

> Hello Albert and Christopher,
> Just writing to follow up on this request. Do you have a sense of when you might be able to provide a response on the corrected project description?
>
> Thanks again,
>
> -
>
> **William Lamborn**
> Major Projects
> Department of City Planning
> 221 N. Figueroa, Suite 1350
> Ph: 213.847.3637
> Please note that I am out of the office every other Friday.

On Mon, Nov 5, 2018 at 10:30 AM William Lamborn <william.lamborn@lacity.org> wrote:

Thank you, Albert. In addition to the minor changes in commercial square footage and number of 1-bedroom condos, the corrected project description includes a 113-room hotel that was not accounted for in the 6/13/17 letter (see attached table). We would like to to get confirmation from you as to whether these changes would alter the conclusions of the 6/13/2017 letter, or if those would remain valid. A response via email would be great.

Thanks again,

-

William Lamborn
Major Projects
Department of City Planning
221 N. Figueroa, Suite 1350
Ph: 213.847.3637
Please note that I am out of the office every other Friday.

On Fri, Nov 2, 2018 at 10:38 AM Albert Lew <albert.lew@lacity.org> wrote:

Hi William,

We have acknowledged the changes in Commercial square footage (91,200 SF) and the new number of 1-bedroom condos (95).

Would you prefer a formal email response to approve this minor change or another CEQA that will supersede that 6/13/17 CEQA?

Let me know.

Thanks,
Albert

Albert C. Lew, P.E.
Wastewater Engineering Services Division (WESD)
Bureau of Sanitation
Department of Public Works
City of Los Angeles
Phone: 323.342.6207
Fax: 323.342.6210

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On Thu, Oct 25, 2018 at 1:50 PM William Lamborn <william.lamborn@lacity.org> wrote:

Hello Chris,
It has come to my attention that there is a further difference in the Arts District Center project description in comparison to the description in the LA Sanitation letter dated June 13, 2017. I've attached a table with the revised estimated wastewater generation, as well as the 6/13/17 letter for reference. The main difference is the inclusion of a hotel use that was not accounted for in the original letter.

As with your previous response, could you please take a look at the revised table, and let me know whether this would result in any changes to the analysis and conclusions of the original June 13 letter?

Thanks again, and we look forward to your comments.

-

William Lamborn
Major Projects
Department of City Planning
221 N. Figueroa, Suite 1350
Ph: 213.847.3637
Please note that I am out of the office every other Friday.

On Fri, Mar 2, 2018 at 10:27 AM William Lamborn <william.lamborn@lacity.org> wrote:
Thank you!

On Fri, Mar 2, 2018 at 10:25 AM, Christopher DeMonbrun <chris.demonbrun@lacity.org> wrote:
Hello William,

My team performed an analysis using your updated information. Based on the information currently available, it doesn't seem that the change in flow will necessitate the construction of new wastewater infrastructure. Because of this, the previous response dated June 13, 2017 is still considered valid. Also previously stated, 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 mad at that time. Ultimately, this flow will be conveyed to the Hyperion Water Reclamation plant, which has sufficient capacity for the project.

Please let me know if you have any questions.

Best regards,

Chris

On Fri, Mar 2, 2018 at 9:30 AM, William Lamborn <william.lamborn@lacity.org> wrote:
Hi Chris,
Just wanted to check in on your comments related to these changes to the project description.

Thanks again,
Will

On Tue, Feb 20, 2018 at 10:04 AM, Christopher DeMonbrun <chris.demonbrun@lacity.org> wrote:
Hello William,

Thank you for the notification. My group will review the minor change and provide you with a response regarding additional flow and the potential impacts to the wastewater system via email in the near future.

Please let me know if you have any questions.

Regards,

Chris

On Tue, Feb 20, 2018 at 9:33 AM, William Lamborn <william.lamborn@lacity.org> wrote:
Hi Chris,
As discussed on the phone, there are a couple of minor differences in the Arts District Center project description in comparison to the description in the LA Sanitation letter dated June 13, 2017 (see attached). The differences are as follows:

1. On p. 1, the table states that the existing Commercial use is 91,000 SF, but it is actually 91,200 SF.

2. The same table on p. 1 states that the project proposes 90 one-bedroom units, but the correct number is for 95 one-bedroom units (in addition to the 34 two-bedroom units, for a total of 129 residential units).

Thanks and we look forward to your comments.

--

Inline image 1
William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: 213.978.1470
Please note that I am out of the office every other Friday.

--
Chris DeMonbrun, MSCE, P.E.
Environmental Engineer
Wastewater Engineering Services Division - LA Sanitation
City of Los Angeles - Department of Public Works
Phone: (323) 342-1567
Fax: (323) 342-6210

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Inline image 1
William Lamborn
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Ph: 213.978.1470
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--
Chris DeMonbrun, MSCE, P.E.
Environmental Engineer
Wastewater Engineering Services Division - LA Sanitation
City of Los Angeles - Department of Public Works
Phone: (323) 342-1567
Fax: (323) 342-6210

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--
Inline image 1
William Lamborn
Major Projects
Department of City Planning
200 N. Spring Street, Rm 750
Ph: 213.978.1470
Please note that I am out of the office every other Friday.

LA Sanitation 6.13.2017.pdf
320K

Table IV.M.1-4
Project Estimated Wastewater Generation

Land Use	Size	Daily Wastewater Generation Rates	Total (gpd)
Existing Use			
Commercial with Live/Work Units	91,200 sf	50 gpd/1,000 sf	4,560
Proposed Uses			
Residential Live/Work (1 Bedroom)	95 Units	110 gallons / unit	10,450
Residential Live/Work (2 Bedroom)	34 Units	150 gallons / unit	5,100
Hotel	113 Rooms	120 gallons / room	13,560
Retail	26,979 sf	25 gallons /1,000 sf	674
Restaurant	31,719 sf	300 gallons /1,000 sf	9,516
Artist CoLab	3,430 sf	50 gallons /1,000 sf	172
Art Gallery	10,341 sf	50 gallons /1,000 sf	517
		Gross Proposed	**39,989**
		Less Existing	**4,560**
		Net Proposed	**35,429**

gpd = gallons per day sf = square feet;
Source/Rates: City of Los Angeles Department of Sanitation, [insert date when known].

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: June 13, 2017

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: William Lamborn, City Planning Associate
Department of City Planning

RECEIVED
CITY OF LOS ANGELES
JUN 16 2017
MAJOR PROJECTS
UNIT

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

SUBJECT: **ARTS DISTRICT CENTER – NOTICE OF PREPARATION ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING**

This is in response to your March 31, 2017 letter requesting a review of your proposed mixed-use project located at 1101 E. 5th Street, 445-457 South Colyton Street, 450-456 South Seaton Street, Los Angeles 90013. The proposed project will demolish an existing commercial building and the new project will consist of condominium units, retail space, restaurant space, and art galleries. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA 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. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Commercial Use	50 GPD/1,000 SQ. FT	91,000 SQ. FT	(4,550)
Proposed			
Residential: Condo- 1 BDRM	110 GPD/DU	90 UNITS	9,900
Residential: Condo- 2 BDRM	150 GPD/DU	34 UNITS	5,100
Retail	25 GPD/1000 SQ.FT	26,979 SQ.FT	674
Restaurant	300 GPD/1000 SQ.FT	31,719 SQ.FT	9,516
Art Gallery	50 GPD/1000 SQ.FT	10,341 SQ.FT	517
Artist CoLab	50 GPD/1000 SQ.FT	3,430 SQ.FT	172
Total			**21,329**

File Location: \Div Files\SCAR\CEQA Review\FINAL CEQA Response LTRs\Final Draft\ Arts District Center – NOP EIR and Public Scoping Meeting.doc

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Colyton Street. The sewage from the existing 8-inch line feeds into a 22-inch line on Alameda Street before discharging into a 40-inch sewer line on Alameda Street. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Colyton St	*	296,794 GPD
12	Palmetto St	37	740,652 GPD
15	Palmetto St	24	969,149 GPD
22	Alameda St	39	3.09 MGD
40	Alameda St	22	13.52 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. 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 Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA 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 Stormwater Low Impact Development (LID) requirements. The projects that are subject to 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 LID 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 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 disturb 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 Floor, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted

and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

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.

CD/AP:yv

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
LA Sanitation
City of Los Angeles

Figure 1
Arts District Center
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

Los Angeles Department of Water & Power

ERIC GARCETTI
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BARBARA E. MOSCHOS, *Secretary*

DAVID H. WRIGHT
General Manager

October 3, 2017

Ms. Rachel Zacuto, Assistant Environmental Planner
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Dear Ms. Zacuto:

Subject: Los Angeles Department of Water and Power
Water and Electricity Connection Services Request
Arts District Center Project

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated September 22, 2017, requesting LADWP's ability to provide water and electric services for the Arts District Center Project (Thomas Brothers Maps, Page 634, G5).

The Project is the Arts District Center Project (Project). The Project site is located at 1129 East 5th Street (with additional addresses of 1101 East 5th Street, 445-457 South Colyton Street, and 450-456 South Seaton Street) within the Central City North Community Plan Area of the City of Los Angeles. The Project site is located on the north side of 5th Street between Seaton Street and Colyton Street and is developed with an approximately 91,000 square-foot two-story brick building that contains approximately 11 tenant arts-oriented businesses and 10 live/work units.

The Project proposes the removal of all existing structures and construction of a single 12-story (148-foot tall) building containing 129 live/work condominium units (200,021 square feet), a 113-room hotel (97,850 square feet), and 72,469 square feet of commercial space to be used for art galleries, retail, restaurant, and Artist CoLab. A total of 539 automobile parking spaces would be provided in four of the five subterranean levels.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project. Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply. Depending on the Project scope, a WSA by the water supply agency may need to be requested by the California Environmental Quality Act (CEQA) Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report (EIR).

111 N. Hope Street, Los Angeles, California 90012-2607 *Mailing Address:* Box 51111, Los Angeles, CA 90051-5700
Telephone (213) 367-4211 www.LADWP.com

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.) are such that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Mr. Richard Harasick
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan, at (213) 367-2166 or by e-mail at Delon.Kwan@ladwp.com.

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-2130 or by e-mail at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

The following responses are provided regarding impacts to water service:

1. Please describe sizes and capacities of existing water mains that would serve the Project Site.

   The following water mains are located near the Project site: 6-inch cast-iron on 5th Street, 8-inch cast-iron on Colyton Street, and 6-inch cast-iron on Seaton Street as shown on the enclosed Water Service Map 126-216.

2. Are there any existing water service problems/deficiencies in the Project area?

   There are no known water service problems/deficiencies.

3. Would LADWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area? If not, what new infrastructure or upgrades to infrastructure would be needed?

   LADWP may be able to provide the domestic needs of the Project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the Project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed.

4. How does the City anticipate and plan for future water service needs?

   The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands for the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 20-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG).

   See the following link to the 2015 UWMP:

   http://www.ladwp.com/docs/QOELLADWP005416

   In general, projects that conform to the demographic projection from RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP; therefore, projected water supplies would meet projected demands.

   The proposed Project may be required to comply with the California Water Code Sections 10910-10915, in accordance with adopted legislation (SB 901, SB 610, and SB 221) for a Water Supply Assessment (WSA). The CEQA lead agency, not LADWP, determines whether or not the proposed project parameters are subject to state law requiring a WSA, and a separate request must be made by the lead agency in writing and sent to LADWP.

5. In order to assess the proposed Project's future consumption of water, please provide your recommended rates. Land Use: ___ gallons / unit / day.

   For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the enclosed table displaying the current SGFs.

   For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link:

   http://www.water.ca.gov/wateruseefficiency/landscapeordinance/

   If the proposed project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.

   Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed project.

6. Please provide any recommendations that might reduce any potential water supply impacts that would be associated with the Project.

   In addition to compliance with city ordinances and permit requirements related to water conservation, including Ordinance No. 184248, effective June 6th 2016, applicants are also encouraged to implement voluntary conservation measures beyond those required by ordinance. Specific conservation nmeasures may depend on project uses. Some measures may also include using more efficient faucets, shower heads, and appliances as well as implementing Best Management Practices that may include onsite capture and reuse of stormwater to displace potable water consumption.

   For more information, please see the conservation pages on LADWP's website:

   https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation?_adf.ctrl-state=6qx7kql3j_4&_afrLoop=215674915771936

Power Needs

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

1. Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the Project site and the surrounding. Please include a map illustrating your description.

   - **Overhead 4.8-kV circuits are adjacent to the Project site along South Season Street and South Colyton Street.**
   - **Overhead 34.5-kV circuit is adjacent to the Project site along South Seaton Street and East 5th Street.**
   - **Based on LADWP's preliminary estimated electric demand of the Project, it will be supplied from LADWP's 34.5-kV system.**
   - **LADWP may require space for a minimum of two pads for electrical equipment within the property with the required clearances and LADWP should have accessibility to the equipment.**
   - **LADWP does not release/provide electrical distribution maps.**

2. Are there any existing electricity service problems/deficiencies in the Project area?

   No; however, the cumulative effects of this and other projects in the area will require the Department to construct additional distribution facilities in the future. The Project would require on-site transformation facility.

3. Would the LADWP be able to accommodate the proposed Project's demand for electricity service with the existing infrastructure in the Project area? If not, what new infrastructure would be needed to meet the proposed Project's demand for electricity?

   This cannot be answered without the review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other projects in the area will require the LADWP to construct additional distribution facilities in the future. This Project will require on-site transformation and may require underground line extension on public streets.

4. Would the LADWP be able to accommodate the proposed Project's demand for electricity with existing electricity supplies?

   Electrical Service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available on-line at https://www.ladwp.com under Commercial/Customer Service/Electric Services/Codes & Specifications). The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

   LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.

5. In order to assess the proposed Project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour / unit / year.

   LADWP does not provide consumption rates.

   Please see enclosed document titled, "LADWP Water and Energy Conservation Measures," for information regarding mandatory and voluntary measures to reduce water and energy consumption.

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (WCTAP, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-cstm-wtr-prjct-tap?_adf.ctrl-state=h8fsat92s_4&_afrLoop=3392823718109) for commercial, industrial, institutional and multi-family residential customers up to $250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

Energy Efficiency

LADWP suggests consideration and incorporation of energy- efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. For further information please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or by e-mail at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-energyefficiencyandrebates

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Yamen Nanne is the Solar Energy Program Manager and can be reached at (213) 367-2585 or by e-mail at Yamen.Nanne@ladwp.com.

For more information about the Solar Incentive Program, please visit the LADWP website: www.ladwp.com/solar or www.ladwp.com/fit regarding the Feed-In Tariff Program.

For more information on other rebates and programs, please visit the LADWP website:https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient electric vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City of Los Angeles. Mr. Marvin D. Moon is the Power Engineering Manager in charge of this program and can be reached at (213) 367-1716 or via email at Marvin.Moon@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1-866-484-0433 or email us at PluginLA@ladwp.com.

Please include LADWP in your mailing list and address it to the attention of Mr. Charles C. Holloway in Room 1044 for review of the environmental document for the proposed Project.

Mr. Charles C. Holloway
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

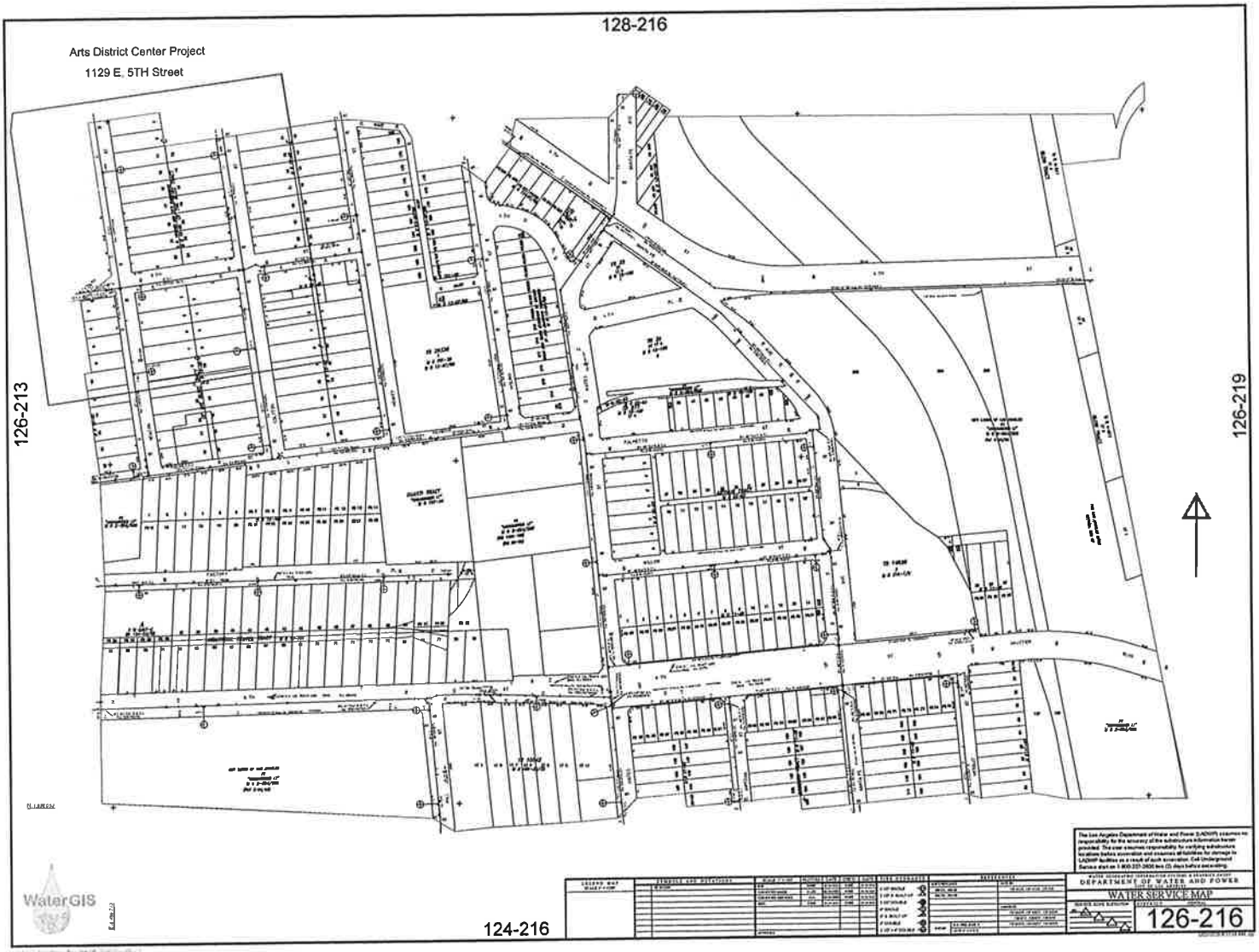
If there are any additional questions on this utility services request, please contact Mr. Aiden Leong, of the Environmental Assessment Group, at (213) 367-0706.

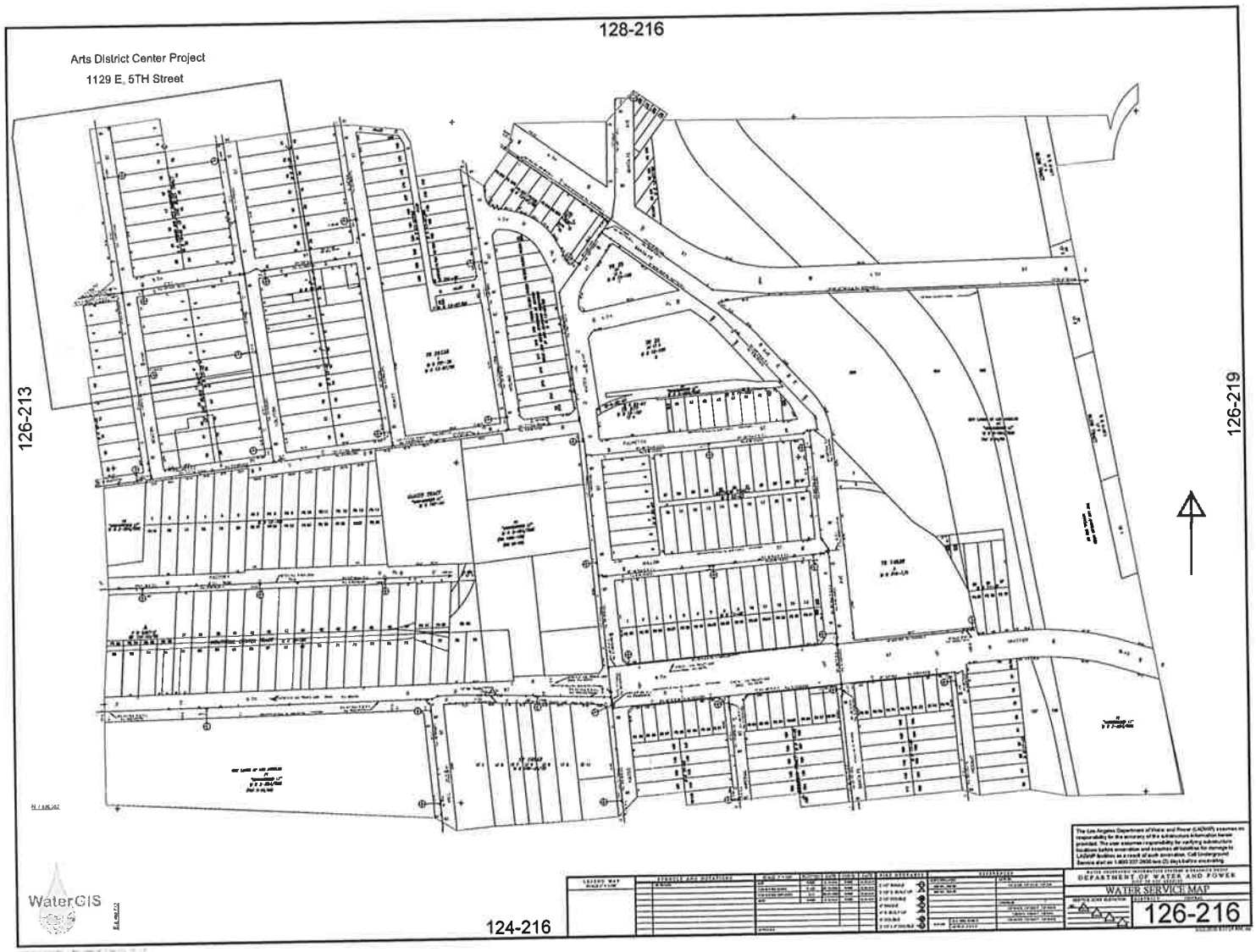
Sincerely,

Charles C. Holloway

Charles Holloway
Manager of Environmental Planning and Assessment

AL:srt
Enclosures
c/enc: Ms. Lucia Alvelais
Ms. Richard Harasick
Mr. Chuck Holloway
Mr. Delon Kwan
Mr. Aiden Leong
Mr. Marvin D. Moon
Mr. Yamen Nanne
Mr. Mark Gentili


128-216
Arts District Center Project
1129 E. 5TH Street
126-213
126-219
124-216
WaterGIS
DEPARTMENT OF WATER AND POWER
WATER SERVICE MAP
126-216


128-216
Arts District Center Project
1129 E. 5TH Street
126-213
126-219
124-216
WaterGIS
WATER SERVICE MAP
126-216

LADWP WATER & ENERGY CONSERVATION MEASURES

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations (available on-line at www.ladwp.com under Commercial/Customer Service/Water Services under the title, Rules Governing Water & Electric Service. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Below is a list of some of the water conservation requirements in Los Angeles for new construction and when fixtures are replaced in existing buildings. Also included are further voluntary recommendations to save water.

1. High efficiency water closets, high efficiency urinals, water-saving showerheads, and low flow faucets must be installed in new constructions and may be retrofitted in existing buildings. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 180822 (http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf), the 2014 Los Angeles Plumbing Code and the 2013 California Green Building Standards Code (CALGreen), the 2014 Los Angeles Green Building Code.

2. New installations of air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers) shall operate at a minimum of 5.5 cycles of concentration. Single pass cooling systems are prohibited in most cases.

3. Energy Star rated dishwashers must be installed for new construction and when replacing existing units in most cases. Water conserving clothes washers are available from many manufacturers and should be selected. Water saved by these appliances also saves energy in that the water used by these appliances is typically heated.

4. The design of the hot water plumbing system should be such that it minimizes the delivery time for hot water. This may be accomplished through the use of a demand type or a timed and temperature control type hot water recirculation system, point-of-use water heaters, and/or a parallel piping system which all help reduce the pipe length between the fixture and the point of supply of the hot water.

5. Landscape areas utilize a significant volume of the water delivered by LADWP and represent a great potential for water conservation. The State adopted landscape regulations for landscape areas over 2,500 square feet that apply for new constructions and when existing landscapes are renovated. These regulations are addressed by Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines (http://cityplanning.lacity.org/Forms_Procedures/2405.pdf) and require submittal of a landscape document package prepared and signed by a licensed professional architect, engineer or contractor to the Department of Building and Safety for review. Please contact the Los Angeles City Planning Department for further information.

6. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns must be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

7. Automatic irrigation timers should be set to irrigate landscapes during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

8. The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (http://clkrep.lacity.org/onlinedocs/2009/09-0369-s9_ord_181288.pdf) also known as the Emergency Water Conservation Plan imposes phased water rationing during drought conditions and imposes penalties

for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. When water rationing is in effect, it can be extremely difficult to establish certain types of new landscapes. The landscape architect must take this into consideration in selecting the plant type and the landscape design.

9. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of plant varieties with their irrigation requirements, refer to the State Guide for Landscape Irrigation which can be found at, (http://www.water.ca.gov/pubs/planning/guide_to_estimating_irrigation_water_needs_of_landscape_plantings_in_ca/wucols.pdf), or consult a landscape architect.

10. Graywater and other alternate water source systems are now addressed in the California Plumbing Code for residential and non-residential buildings. Graywater is semi clean wastewater generated and collected on-site by the building's plumbing system from showers, bathtubs, bathroom sinks and clothes washers but does not include wastewater from toilets, dishwashers or kitchen sinks. The collected graywater is then reused on-site for various beneficial uses. The Plumbing Code addresses the proper collection, handling, treatment and use of Alternate Water Sources.

    The use of graywater reduces the demand for potable water. Please see the attached link for information regarding the installation graywater systems in Los Angeles for residential properties: http://www.ladwp.com under Residential/Go Green.

11. The City continues to expand its purple pipe distribution system of recycled water. The availability of recycled water should be investigated as a source to irrigate large landscaped areas and for toilet and urinal flushing.

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (TAP). Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Conservation and Sustainability Programs Section,

regarding possible energy efficiency measures. The Conservation and Sustainability Programs Section encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum energy efficiency standards for: (1) Title 24, Part 6 of the California Code of Regulations (Title 24); (2) California Green Building Standards Code (CALGreen); (3) Los Angeles Green Building Code. In addition to energy efficiency technical assistance, the LADWP may offer financial incentives for energy designs that exceed minimum energy efficiency standards.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the Title 24.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

3. Consider the applicability of the use of thermal energy storage to handle cooling loads.

4. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

5. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

6. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

7. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building

entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

8. Building commissioning should be completed prior to issuance of the certificate of occupancy to verify that the building systems components meet the project requirements.

9. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

10. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat. The Los Angeles Municipal Code now mandates cool roof materials for all new and complete replacement roofs installed in the City of Los Angeles.

11. Install thermal insulation in walls and ceilings, which exceeds requirements established by Title 24.

12. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

13. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

14. Install LED lamps or fixtures, which give the highest light output per watt of electricity consumed, for all street and parking lot lighting to reduce electricity consumption. Install an astronomical time switch control to meet your projects design needs.

15. Install automatic daylighting controls and dimmable electronic ballasts, to light fixtures near windows and skylights, to maximize the use of natural daylight available and reduce artificial lighting load.

16. Install occupant-controlled thermostats to permit individual adjustment of heating, and cooling to avoid unnecessary energy consumption.

17. Install a lighting control system to automatically control interior and exterior lights in public areas and will also energize emergency egress lights when an emergency occurs.

18. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

LADWP WATER & ENERGY CONSERVATION MEASURES

19. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

20. Design project to focus pedestrian activity within sheltered outdoor areas.

21. Install individual occupant sensors indoors, where appropriate, to automatically turn lights off when an area is vacated.

22. Install the manufacturers recommended lamp and ballast combination for all fluorescent light fixtures to provide the most efficient light output. Use reflectors to direct maximum levels of light to work surfaces.

For additional information concerning these conservation measures, please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939. Also, please visit the Los Angeles Department of Building and Safety's website for information on CALGreen and the Los Angeles Green Building Code (http://ladbs.org/LADBSWeb/green-bldg.jsf). Additional water and energy code compliance tips as well as various useful Green Building links are available on the LADWP website at the following location: http://www.ladwp.com under Commercial/Go Green.

W&P ConsrvtnMeasures v.10302015

RER 17-620

SoCalGas
A Sempra Energy utility

Environmental Impact Report Response for Natural Gas Service

Reference: Art District Center Project - Environmental Impact Report (EIR) received 07/26/2017.

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. There is a distribution main with a 2" diameter on 5th St and a distribution main with a 2" diameter on Colyton St from which this project can be served, see Figure 1.

2. At this time there are no known natural gas service problems or deficiencies in the project area (9/27/2017).

3. If problems/deficiencies became apparent, appropriate actions such as system improvements would need to be initiated to solve the problems.

4. We do not foresee any problems when "hooking-up" this project, but cannot guarantee anything until the actual request is submitted.

5. SoCalGas cannot determine this information until the total requested load is submitted for analysis.

6. In the event that we cannot provide service from the existing infrastructure, SoCalGas will conduct system analysis and determine the best method to provide gas to the customer.

7. This question cannot be answered until the total requested load for the project is received. If problems/deficiencies were to exist, appropriate actions such as system improvements may be initiated to solve problems.

8. Please perform a full equipment evaluation and load survey profile to determine the actual natural gas consumption that will be used.

Note: These answers are only estimates to the proposed project as of September 27, 2017. Actual gas demand can only be determined when total customer equipment is known.

Completed by:
Miguel Benitez
Region Associate Engineer
Southern California Gas Company

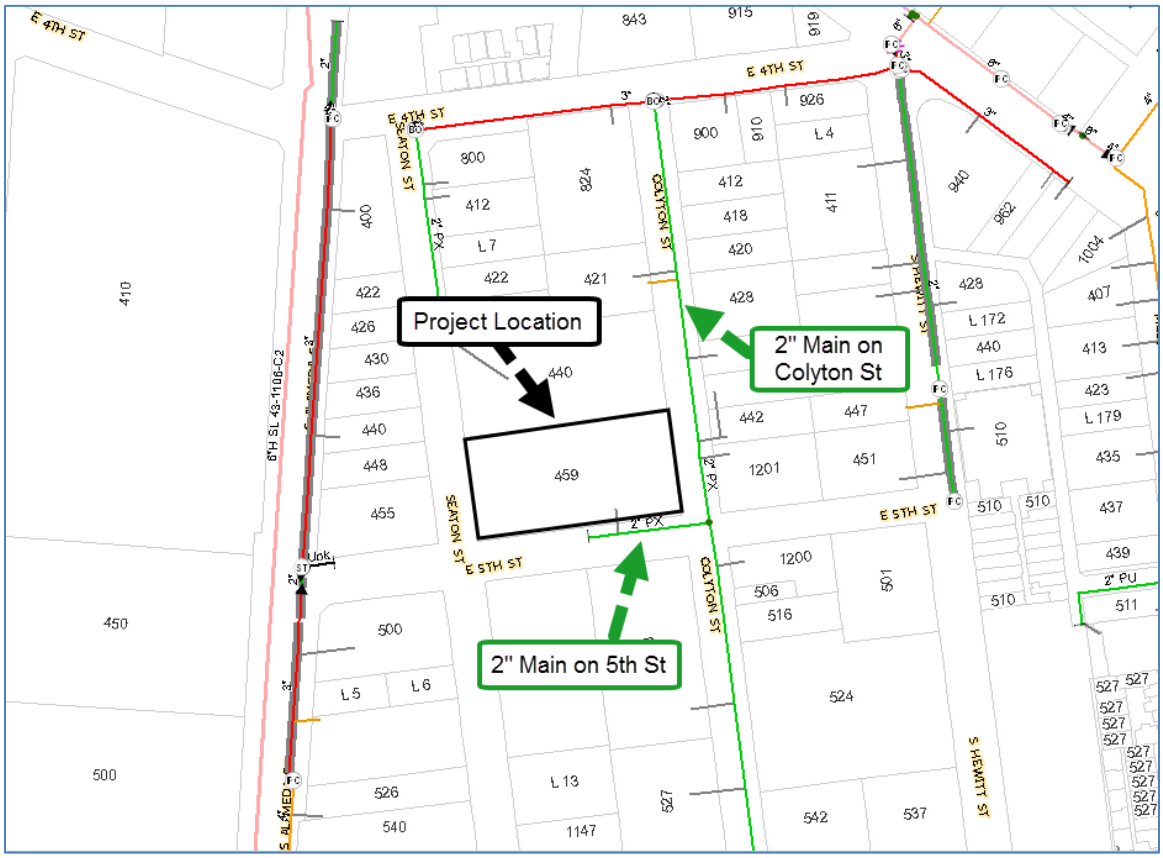


Figure 1: Project Site

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: LOS ANGELES
Calendar Year: 2017
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Yea	Vehicle Cate	Model Year	Speed	Fuel	Fuel Consumption	
LOS ANGELES	2017	LDA	Aggregated	Aggregated	GAS	5,873.65	
LOS ANGELES	2017	LDT1	Aggregated	Aggregated	GAS	665.71	
LOS ANGELES	2017	LDT2	Aggregated	Aggregated	GAS	2,495.98	
LOS ANGELES	2017	LHD1	Aggregated	Aggregated	GAS	425.74	
LOS ANGELES	2017	LHD2	Aggregated	Aggregated	GAS	72.49	
LOS ANGELES	2017	MCY	Aggregated	Aggregated	GAS	30.14	
LOS ANGELES	2017	MDV	Aggregated	Aggregated	GAS	1,936.57	
LOS ANGELES	2017	MH	Aggregated	Aggregated	GAS	40.50	
LOS ANGELES	2017	OBUS	Aggregated	Aggregated	GAS	41.33	
LOS ANGELES	2017	SBUS	Aggregated	Aggregated	GAS	4.44	
LOS ANGELES	2017	T6TS	Aggregated	Aggregated	GAS	170.30	
LOS ANGELES	2017	T7IS	Aggregated	Aggregated	GAS	1.67	
LOS ANGELES	2017	UBUS	Aggregated	Aggregated	GAS	8.09	
					Total Gas	**11,766.61**	**4,294,811,614.51**

Project Construction	46,954.00	0.00109327
Project Operation	380,283	0.00885447

Region	Calendar Yea	Vehicle Cate	Model Year	Speed	Fuel	Fuel Consumption
LOS ANGELES	2017	All Other Bus	Aggregated	Aggregated	DSL	13.18
LOS ANGELES	2017	LDA	Aggregated	Aggregated	DSL	22.96
LOS ANGELES	2017	LDT1	Aggregated	Aggregated	DSL	0.52
LOS ANGELES	2017	LDT2	Aggregated	Aggregated	DSL	6.98
LOS ANGELES	2017	LHD1	Aggregated	Aggregated	DSL	91.57
LOS ANGELES	2017	LHD2	Aggregated	Aggregated	DSL	39.78
LOS ANGELES	2017	MDV	Aggregated	Aggregated	DSL	19.02
LOS ANGELES	2017	MH	Aggregated	Aggregated	DSL	4.88
LOS ANGELES	2017	Motor Coach	Aggregated	Aggregated	DSL	14.12
LOS ANGELES	2017	PTO	Aggregated	Aggregated	DSL	15.97
LOS ANGELES	2017	SBUS	Aggregated	Aggregated	DSL	16.41
LOS ANGELES	2017	T6 Ag	Aggregated	Aggregated	DSL	0.01
LOS ANGELES	2017	T6 CAIRP hea	Aggregated	Aggregated	DSL	5.85
LOS ANGELES	2017	T6 CAIRP sma	Aggregated	Aggregated	DSL	0.86
LOS ANGELES	2017	T6 instate co	Aggregated	Aggregated	DSL	16.13
LOS ANGELES	2017	T6 instate co	Aggregated	Aggregated	DSL	42.37
LOS ANGELES	2017	T6 instate he	Aggregated	Aggregated	DSL	122.54
LOS ANGELES	2017	T6 instate sm	Aggregated	Aggregated	DSL	180.76
LOS ANGELES	2017	T6 OOS heav	Aggregated	Aggregated	DSL	3.35
LOS ANGELES	2017	T6 OOS smal	Aggregated	Aggregated	DSL	0.49
LOS ANGELES	2017	T6 Public	Aggregated	Aggregated	DSL	8.95
LOS ANGELES	2017	T6 utility	Aggregated	Aggregated	DSL	1.90
LOS ANGELES	2017	T7 Ag	Aggregated	Aggregated	DSL	0.03
LOS ANGELES	2017	T7 CAIRP	Aggregated	Aggregated	DSL	162.64

LOS ANGELES	2017	T7 CAIRP con	Aggregated	Aggregated	DSL	16.58	
LOS ANGELES	2017	T7 NNOOS	Aggregated	Aggregated	DSL	191.50	
LOS ANGELES	2017	T7 NOOS	Aggregated	Aggregated	DSL	65.15	
LOS ANGELES	2017	T7 POLA	Aggregated	Aggregated	DSL	152.76	
LOS ANGELES	2017	T7 Public	Aggregated	Aggregated	DSL	19.50	
LOS ANGELES	2017	T7 Single	Aggregated	Aggregated	DSL	61.81	
LOS ANGELES	2017	T7 single con	Aggregated	Aggregated	DSL	43.47	
LOS ANGELES	2017	T7 SWCV	Aggregated	Aggregated	DSL	45.17	
LOS ANGELES	2017	T7 tractor	Aggregated	Aggregated	DSL	237.59	
LOS ANGELES	2017	T7 tractor co	Aggregated	Aggregated	DSL	36.14	
LOS ANGELES	2017	T7 utility	Aggregated	Aggregated	DSL	1.35	
LOS ANGELES	2017	UBUS	Aggregated	Aggregated	DSL	2.18	
					Total Diesel	**1,664.48**	**607,534,327.43**

Project Construction	86,236.00	0.014194424
Project Operation	134,369.00	0.022117104

Los Angeles County Gasoline MPG 2017

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: LOS ANGELES
Calendar Year: 2017
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, gallons/mile for fuel

Region	Calendar Yea	Vehicle Cate	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption	
LOS ANGELES	2017	LDA	Aggregated	Aggregated	GAS	3,841,747.99	157,524,324.08	18,076,781.00	5,873,652.19	
LOS ANGELES	2017	LDT1	Aggregated	Aggregated	GAS	394,886.43	15,312,742.74	1,790,618.30	665,710.45	
LOS ANGELES	2017	LDT2	Aggregated	Aggregated	GAS	1,280,463.76	51,116,101.03	5,959,987.84	2,495,975.75	
LOS ANGELES	2017	LHD1	Aggregated	Aggregated	GAS	111,251.51	4,240,759.78	1,657,481.77	425,737.55	
LOS ANGELES	2017	LHD2	Aggregated	Aggregated	GAS	17,335.61	628,076.08	258,274.76	72,486.06	
LOS ANGELES	2017	MCY	Aggregated	Aggregated	GAS	143,881.64	1,078,083.98	287,763.28	30,142.89	
LOS ANGELES	2017	MDV	Aggregated	Aggregated	GAS	886,639.29	32,936,782.12	4,084,463.68	1,936,568.22	
LOS ANGELES	2017	MH	Aggregated	Aggregated	GAS	20,270.55	196,334.07	2,027.87	40,499.60	
LOS ANGELES	2017	OBUS	Aggregated	Aggregated	GAS	4,132.27	197,122.42	82,678.38	41,332.67	
LOS ANGELES	2017	SBUS	Aggregated	Aggregated	GAS	885.47	39,221.53	3,541.90	4,441.65	
LOS ANGELES	2017	T6TS	Aggregated	Aggregated	GAS	14,666.99	811,298.89	293,457.23	170,300.30	
LOS ANGELES	2017	T7IS	Aggregated	Aggregated	GAS	89.16	6,059.15	1,783.83	1,669.64	
LOS ANGELES	2017	UBUS	Aggregated	Aggregated	GAS	445.31	32,619.69	1,781.25	8,090.19	MPG
							264,119,525.57		11,766,607.16	22.5

Los Angeles County Diesel MPG 2017

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: LOS ANGELES
Calendar Year: 2017
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, gallons/day for Fuel Consumption

Region	Calendar Yea	Vehicle Cate	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
LOS ANGELES	2017	All Other Bus	Aggregated	Aggregated	DSL	2,186.74	122,777.76	18,368.57	13,176.56
LOS ANGELES	2017	LDA	Aggregated	Aggregated	DSL	23,417.45	939,972.99	107,863.71	22,955.33
LOS ANGELES	2017	LDT1	Aggregated	Aggregated	DSL	414.85	10,893.09	1,497.53	519.73
LOS ANGELES	2017	LDT2	Aggregated	Aggregated	DSL	4,374.96	209,587.28	21,712.91	6,982.26
LOS ANGELES	2017	LHD1	Aggregated	Aggregated	DSL	42,490.14	1,824,073.71	534,472.53	91,572.00
LOS ANGELES	2017	LHD2	Aggregated	Aggregated	DSL	17,065.52	714,023.38	214,662.73	39,781.19
LOS ANGELES	2017	MDV	Aggregated	Aggregated	DSL	9,930.64	439,617.19	49,164.20	19,019.16
LOS ANGELES	2017	MH	Aggregated	Aggregated	DSL	4,615.98	48,805.86	461.6	4,884.37
LOS ANGELES	2017	Motor Coach	Aggregated	Aggregated	DSL	668.37	83,148.72	9,758.16	14,116.44
LOS ANGELES	2017	PTO	Aggregated	Aggregated	DSL	0	73,859.89	0	15,968.70
LOS ANGELES	2017	SBUS	Aggregated	Aggregated	DSL	3,783.77	120,085.06	43,664.13	16,407.21
LOS ANGELES	2017	T6 Ag	Aggregated	Aggregated	DSL	12.26	117.21	53.94	13.98
LOS ANGELES	2017	T6 CAIRP hea	Aggregated	Aggregated	DSL	294.69	59,613.29	4,302.53	5,846.15
LOS ANGELES	2017	T6 CAIRP sm	Aggregated	Aggregated	DSL	154.82	8,299.05	2,260.31	861.28
LOS ANGELES	2017	T6 instate co	Aggregated	Aggregated	DSL	2,281.88	149,351.05	10,316.28	16,133.90
LOS ANGELES	2017	T6 instate co	Aggregated	Aggregated	DSL	8,065.37	393,966.58	36,463.21	42,367.97
LOS ANGELES	2017	T6 instate he	Aggregated	Aggregated	DSL	8,798.89	1,184,586.71	101,537.92	122,538.13
LOS ANGELES	2017	T6 instate sm	Aggregated	Aggregated	DSL	34,825.16	1,680,889.05	401,877.52	180,763.27
LOS ANGELES	2017	T6 OOS heav	Aggregated	Aggregated	DSL	168.01	34,212.25	2,452.96	3,353.18
LOS ANGELES	2017	T6 OOS smal	Aggregated	Aggregated	DSL	88.86	4,754.52	1,297.34	493.58
LOS ANGELES	2017	T6 Public	Aggregated	Aggregated	DSL	4,433.83	66,573.95	13,449.29	8,954.02
LOS ANGELES	2017	T6 utility	Aggregated	Aggregated	DSL	975.93	16,374.16	11,223.15	1,895.36
LOS ANGELES	2017	T7 Ag	Aggregated	Aggregated	DSL	4.68	140.89	20.57	25.99
LOS ANGELES	2017	T7 CAIRP	Aggregated	Aggregated	DSL	5,054.39	1,014,881.66	73,794.14	162,642.53
LOS ANGELES	2017	T7 CAIRP con	Aggregated	Aggregated	DSL	533.41	107,280.16	2,411.52	16,580.18
LOS ANGELES	2017	T7 NNOOS	Aggregated	Aggregated	DSL	5,929.12	1,237,207.60	86,565.10	191,497.43
LOS ANGELES	2017	T7 NOOS	Aggregated	Aggregated	DSL	1,984.52	398,745.92	28,973.98	65,151.37
LOS ANGELES	2017	T7 POLA	Aggregated	Aggregated	DSL	7,262.78	827,295.75	55,197.13	152,757.52
LOS ANGELES	2017	T7 Public	Aggregated	Aggregated	DSL	5,254.45	105,589.03	15,938.49	19,502.75
LOS ANGELES	2017	T7 Single	Aggregated	Aggregated	DSL	5,686.19	371,973.15	65,617.86	61,811.81
LOS ANGELES	2017	T7 single con	Aggregated	Aggregated	DSL	3,971.01	266,142.34	17,952.77	43,469.33

LOS ANGELES	2017	T7 SWCV	Aggregated	Aggregated	DSL	2,234.52	91,296.80	8,714.64	45,170.90		
LOS ANGELES	2017	T7 tractor	Aggregated	Aggregated	DSL	10,541.31	1,513,725.78	133,874.68	237,586.64		
LOS ANGELES	2017	T7 tractor co	Aggregated	Aggregated	DSL	3,144.40	219,544.00	14,215.72	36,142.40		
LOS ANGELES	2017	T7 utility	Aggregated	Aggregated	DSL	390.37	7,920.11	4,489.23	1,353.46		
LOS ANGELES	2017	UBUS	Aggregated	Aggregated	DSL	107.5	12,564.81	430	2,181.52	MPG	
							14,359,890.74		1,664,477.61		8.6

Fuel and Energy Calculations

Gasoline and Diesel Use

Existing Annual VMT: 1,691,140 miles			Fuel	
Fleet Mix	95% Auto	1,538,937 miles	22.5 mpg gas	71,404 gallons
	5% Other	84,557 miles	8.6 mpg diesel	9,832 gallons

Project Annual VMT: 10,216,174 miles			Fuel	
Fleet Mix	95% Auto	9,296,718 miles	22.5 mpg gas	431,373 gallons
	5% Other	510,836 miles	8.6 mpg diesel	59,400 gallons

Net Project Annual VMT: 8,525,578 miles			Fuel	
Fleet Mix	95% Auto	8,099,299 miles	22.5 mpg gas	359,969 gallons
	5% Other	426,279 miles	8.6 mpg diesel	49,567 gallons

Worker Fuel (Gasoline, on-road)

Phase	Trips	Length (mi)	Days	Total (mil)	MPG	Gallons
Demolition	13	14.7	22			
Grading	10		66			
Building Construction	280		220			
Paving	15		10			
Arch Coating	56		44			
Total	**374**	**14.7**	**362**	**957,852**	**22.5**	**42,571**

Vender Fuel (Diesel, on-road)

Phase	Trips	Length (mi)	Days	Total (mil)	MPG	Gallons
Demolition	0	6.9	22			
Grading	0		66			
Building Construction	88		220			
Paving	0		10			
Arch Coating	0		44			
Total	**88**	**6.9**	**362**	**133,584**	**8.6**	**15,533**

Haul Fuel (Diesel, on-road)

Phase	Trips	Length (mi)	Total (mil)	MPG	Gallons
Demolition	415	40	16,600		
Grading	6000	40	240,000		
Total	**6,415**		**256,600**	**8.6**	**29,837**

Construction Equipment (Diesel, off-road)

Phase	Equipment	Units	Hours	HP	Load Factor	Ave. Daily Load Factor	Days	HP-Hours
Architectural Coating	Air Compressor	1	6	78	0.48	1	5	674
Building Construction	Cranes	1	8	231	0.29	1	220	70,741
Building Construction	Forklifts	2	7	89	0.20	1	220	32,894
Building Construction	Tractors/Loaders/Backhoes	1	6	97	0.37	1	220	28,425
Demolition	Concrete/Industrial Saws	1	8	81	0.73	1	5	1,419
Demolition	Rubber tired dozers	1	8	247	0.40	1	5	2,371
Demolition	Tractors/Loaders/Backhoes	3	8	97	0.37	1	5	2,584
Building Construction	Generator Sets	1	8	84	0.74	1	220	65,641
Grading	Rubber tired dozers	1	8	247	0.40	1	66	31,300
Grading	Tractors/Loaders/Backhoes	2	7	97	0.37	1	66	19,897

Phase	Equipment	Units	Hours	HP	Load Factor	Ave. Daily Load Factor	Days	HP-Hours
Paving	Cement and Mortar Mixers	1	8	9	0.56	1	10	242
Paving	Pavers	1	8	130	0.43	1	10	2,652
Paving	Rollers	2	8	80	0.38	1	10	2,918
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37	1	10	1,723
Grading	Graders	1	8	187	0.41	1	66	24,289
Paving	Paving Equipment	1	8	132	0.36	1	10	2,281
Building Construction	Welders	3	8	46	0.45	1	220	65,578
Architectural Coating	Air Compressor	1	6	78	0.48	1	5	674

Total	355,630

HP = horsepower gallons of diesel fuel per HP-hour= 0.05
Equipment assumptions are provided in the CalEEMod output files (refer to Appendix C) and fuel usage estimate of 0.05 gallons of diesel fuel per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

355,630 hp-hours = 17,782 gallons diesel

Water Usage for fugitive dust control during construction
Water application rate = 3,020 gallons/acre/day
Each gallon of delivered potable water in Southern California is associated with 0.009727 kWhr of electricity).

Grading 66 days x 1.05 acres x 3,020 gallons = 110,985 gallons x 0.009727 = 2,036 kWhr

Gas vs. Diesel Use, Los Angeles County, 2017

		% of total
Gas VMT	264,119,526	95
Diesel VMT	14,359,891	5
Total	278,479,417	