Environmental Review Section

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

FINAL ENVIRONMENTAL IMPACT REPORT

CENTRAL CITY NORTH COMMUNITY PLAN AREA

LA Lofts Chinatown Project

***Case No.* ENV-2005-0881-EIR**

Council District No. 1

THIS DOCUMENT COMPRISES THE DRAFT ENVIRONMENTAL IMPACT ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address: 1101 North Main Street

Project Description: General Plan Amendment (from Light Industrial to Regional Commercial and Add Areas), Zone Change (from MR2-1 to C2-2, and Add Areas), Height District Change (from District 1 to District 2), Tentative Tract Map, and Zoning Administrator's Adjustment (for reduced front and side yards) to permit the construction and operation of a 272-unit condominium facility totaling 334,900 gross square feet of floor area with 614 parking spaces on a 137,044 square foot lot. The project involves two components: 1) The physical development of 272 condominium units with corresponding Plan Amendment, Zone Change, Tract Map and Zoning Administrators Adjustment and, 2) an Add Area involving a Plan Amendment and Zone Change initiated by the City of Los Angeles for one parcel located adjacent to the proposed project. The proposed project does not involve any physical development of the Add Area.

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I. INTRODUCTION

In accordance with Sections 15088, 15089, and 15132 of the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles Department of City Planning has prepared this Final Environmental Impact Report (FEIR) for the LA Lofts Chinatown project. This FEIR includes the following chapters: 1) Introduction; 2) Responses to Comments; 3) Corrections and Additions to the Draft EIR (DEIR); and 4) Mitigation Monitoring and Reporting Program.

A. LOCATION

Proposed Project Site

The 3.4-acre LA Lofts Chinatown Project Site is located at 1101 North Main Street, within the Chinatown community of the City of Los Angeles, at the northwest corner of the intersection of North Main Street and Llewellyn Street (see Section II, Project Description, Figure II-2, Proposed Site Plan). The Proposed Project Site is located within the Central City North Community Plan Area. The Proposed Project Site is currently occupied by an approximately 31,000-square foot vacant light industrial facility, the former Biner-Ellison Manufacturing machine shop that operated on-site for more than 50 years. The buildings are made of wood and steel frames with metal, plywood, concrete block and tilt-up concrete walls with a painted stucco finish and are built upon concrete foundations. There is an office/storage area, storage room, machine shop, several storage areas and a warehouse.

Add Area

The 5.4-acre Add Area is located directly adjacent to, and contiguous with, the Proposed Project Site. Similar to the Proposed Project Site, the Add Area is located in the Chinatown community of the City of Los Angeles, at the northwest corner of the intersection of North Main Street and Llewellyn Street (see Section II, Project Description, Figure II-1, Proposed Site Plan with Add Area). The Add Area is located within the Central City North Community Plan Area. The Add Area is currently used for the storage of large trucks and other equipment. Except for a small industrial office building located along the southern boundary, the site does not contain any structures or infrastructure.

B. SUMMARY OF THE PROPOSED PROJECT

The project involves two components: 1) the physical development of 272 condominium units located at 1101 North Main Street with corresponding General Plan Amendment, Zone Change, Tract Map, and Zoning Administrators Adjustment; and 2) an Add Area involving the theoretical development of one parcel located at 129 West College Street, 1009 North Main Street, and 1007 North Main Street. The Add Area would involve a General Plan Amendment and Zone Change initiated by the City of Los Angeles for this parcel located adjacent to the Proposed Project Site.

Proposed Project Site

The Proposed Project would involve the removal of the existing industrial uses and the development of 272 residential condominium units with associated amenities in one structure (see Section II, Project Description, Figure II-1, Proposed Site Plan with Add Area). The Proposed Project would include approximately 334,900 square feet of Floor Area[1] built upon a 137,044 square foot lot and would be 6 stories in height. The proposed building would extend approximately 75 feet in height. As shown in Figure II-2, (Proposed Site Plan) the single structure would be constructed to resemble the "L" and "A" of Los Angeles, and would be sited at a diagonal, extending towards the western and eastern corners of the 3.4-acre project site. The condominium units would range in size from approximately 800 square feet to approximately 1,600 square feet. The 272 condominium units would include 177 one-bedroom units, and 95 two-bedroom units.

The Proposed Project would include various resident-only amenities, such as an outdoor swimming pool and spa, an approximate 2,155 square foot recreation/community room, two viewing platforms combining for a total of approximate 6,000 square foot located on the roof of the Proposed Project**,** approximately 14,000 square feet of active outdoor courtyard space, 11,740 square feet of passive outdoor courtyard space, and an exercise path on the former Rondout Street right-of-way.

Onsite residential parking, consisting of 614 parking spaces, would be provided on the ground level and one subterranean level.

Design Concept

The Proposed Project would be approximately 65 feet tall and would be constructed to resemble the "L" and "A" of "Los Angeles" (see Section II, Project Description, Figure II-3, Conceptual Design). The materials on the exterior of the proposed building would mainly consist of cast-stone and tinted glass**.** The glass would not be highly reflective and would not be covered with a mirrored tinting. It is anticipated that the glass materials would comprise less than 50 percent of the exterior materials.

Landscaping and Open Space

The Proposed Project would integrate approximately 59,100 square feet of landscaped open space into the Proposed Project. Due to the relative size of the Proposed Project site as compared to the proposed building, the open space that would be provided and the slender design of the building, above-grade

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[1] *In accordance with Section 12.03 of the Los Angeles Municipal Code, Floor Area is defined as those areas "within the exterior walls of a building, but not including the area of the following: 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 and storage areas."*

massing would be minimized. The proposed landscape plan is conceptually depicted in Section II, Project Description, Figure II-4, (Landscape Plan).

Sustainability practices would be employed in the design of the proposed landscaping. Such practices would include re-use of existing trees onsite, use of drought-tolerant plants, water-efficient irrigation systems, and the maximization of permeable surfaces throughout the Proposed Project site.

Access and Circulation

Regional access to the Proposed Project site would be provided by the Pasadena Freeway (I - 110) and the Hollywood Freeway (U.S. 101) which are immediately west and south of the site, respectively. Project access to the Pasadena Freeway is primarily provided from Hill Street. Project access to the Hollywood Freeway is primarily provided from Vignes Street and Alameda Street. Primary automobile access to the Proposed Project site subterranean parking structure would to be from Llewellyn Street (see Section III, Environmental Setting, Figure III-2). One inbound-only driveway and one outbound-only driveway will provide access to and from the structure.

Parking

The Los Angeles Municipal Code (LAMC) specifies parking requirements for condominium residential developments at a ratio of 2 spaces per unit. Thus, 544 parking spaces (i.e., 2 spaces x 272 dwelling units) would be required for the Proposed Project. Guest parking at a rate of one-quarter space per unit is also usually provided, which would amount to 68 guest parking spaces for the Proposed Project. In total, 612 parking spaces would be required of the Proposed Project. As the Proposed Project would provide a total on-site parking supply of 614 spaces, adequate on-site parking is anticipated, and no parking overflow impacts are expected. Vehicular access to the subterranean parking structure will be provided by a project driveway located on Llewellyn Street at mid-block.

Demolition

The demolition of the existing building would be generally approached from the outside and working its way in. The existing exterior walls would remain in place during "soft" demolition work (i.e., interior walls and equipment). Light-duty excavators with hydraulic breakers would be then be used to break up concrete and steal floors and walls.

The portions of the building that extend from the ground to approximately 25 feet high would be demolished with heavy equipment, including conventional excavators with hydraulic breaking, and shearing and pulverizing attachments. The building foundations would then be removed with heavy equipment. Demolition of the existing building would occur over an approximate one month period with approximately two to three weeks overlap being anticipated during concurrent activities.

Grading and Construction

Grading and construction of the Proposed Project is expected to begin in early Spring 2007. Grading would include approximately 24,000 cubic yards of excavation. Grading and construction would occur over the course of approximately 12 to 18 months, with full project buildout in Spring 2009.

Add Area

Pursuant to a request made by the City of Los Angeles Department of City Planning, several development scenarios have been created and have been analyzed within this EIR. These theoretical development scenarios are based on what is allowed under the existing zoning and General Plan land use designations, and are as follows:

All Commercial Alternative (6 x lot area).

- Minimum: 127,140 square feet.
- Maximum: 1,284,612 square feet

All Residential Alternative (6 x lot area less setbacks (10%)).

- Minimum: 114,426 s.f. (R4 Density = 1 unit per 400 square feet of buildable area = 47 units)
- Maximum: 1,156,151 square feet (R4 Density = 1 unit per 400 square feet of buildable area = 481 units).

Mixed-Use Alternative (The mixed-use alternative assumes ground-level commercial and 5 levels of residential).

- Minimum: Commercial = 21,190 square feet.
- Minimum: Residential = 91,541 square feet (46 units).
  Total: 112,731 square feet
- Maximum: Commercial = 214,102 square feet.
- Maximum: Residential: = 924,921 square feet (384 units).
  Total: 1,139,023 square feet

As previously discussed, this EIR utilizes the 1,284,612 square foot All Commercial Alternative as the worst case scenario. In order to simplify the analysis, impact discussions associated with the Add Area therefore, assume future implementation of this theoretical development scenario. In addition, it is assumed that because the All Commercial Alternative for the Add Area represents a worst-case scenario, impacts associated with the remaining theoretical development scenarios would be less than the All Commercial Alternative, and therefore, are not individually analyzed.

The project characteristics of the Add Area would be developed at the time a project would be proposed to the City. Therefore, at this time no project level design characteristics are included.

C. SUMMARY OF DISCRETIONARY ACTIONS

The applicant is requesting approval of a series of discretionary actions from the City of Los Angeles in order to construct the proposed project including but not limited to: Zone Change (from MR2-1 to C2-2, and Add Areas); Height District Change (from District 1 to District 2); Vesting Tentative Tract Map; General Plan Amendment (from Light Industrial to Regional Commercial and Add Areas); and Zoning Administrator Adjustment (for reduced front and side yards).

D. SUMMARY OF ALTERNATIVES CONSIDERED

This Draft EIR considers a range of alternatives to the Proposed Project to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines. The alternatives analyzed in this Draft EIR include: (A) No Project Alternative; (B) Reduced Density Alternative; (C) All Commercial Alternative; (D) Mixed-Use Alternative; and (E) By-Right (Maximum Allowable Under Existing Zoning) Alternative.

Alternative A: No Project

As required by CEQA, a No Project Alternative was analyzed in this EIR section. Section 15126.6(e)(2) of the CEQA Guidelines states that the No Project Alternative "… analysis shall discuss the existing conditions at the time the notice of preparation is published … as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Furthermore, Section 15126.6(e)(3)(B) of the CEQA Guidelines states: "If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed. In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." Under this No Project Alternative, the Proposed Project site would remain as it currently exists.

Alternative B: Reduced Density Alternative

Alternative B consists of an overall reduced project density consisting of R3 zoning with 137,044 of buildable area, which results in a total of 171 multi-family condominium units, a 63 percent decrease when compared to the 334,900 square feet and 272 units of development associated with the Proposed Project.

Alternative C: All Commercial Alternative

Alternative C consists of an All Commercial option for the Proposed Project site consisting of C2-2 zoning with three times the buildable area of 137,044 square feet, which results in a total of 411,132 square feet of commercial space. Because the Proposed Project does not consist of any commercial space, Alternative C would represent a 100 percent increase in commercial space when compared to the 334,900 square feet and 272 units of residential development associated with the Proposed Project. However, with respect to overall building size, Alternative C would represent an approximate 20 percent, or 76,232 square foot increase when compared to the Proposed Project.

Alternative D: Mixed-Use Alternative

Alternative D consists of a Mixed-Use option for the Proposed Project site consisting of R3 zoning with a buildable area of 137,044 square feet. This Alternative would consist of six levels of residential condominium units at six times the allowable build area for a total of 822,264 square feet, or 1,027 residential units, over one level, or 137,044 square feet, of retail uses. Because the Proposed Project does not consist of any commercial space, Alternative D would represent a 100 percent increase in commercial space when compared to the 334,900 square feet and 272 units of residential development associated with the Proposed Project. However, with respect to overall building size, Alternative D would represent an approximate 65 percent, or 624,408 square foot increase when compared to the Proposed Project.

Alternative E: No Project – Buildout Under Existing CM Zoning Alternative

Alternative E consists of a Commercial Manufacturing option for the Proposed Project site consisting of CM zoning with a buildable area of 148,111 square feet. This Alternative would consist of three times the allowable build area for a total of 444,332 square feet of commercial manufacturing uses. Because the Proposed Project does not consist of any commercial space, Alternative E would represent a 100 percent increase in commercial space when compared to the 334,900 square feet and 272 units of residential development associated with the Proposed Project. However, with respect to overall building size, Alternative E would represent an approximate 25 percent, or 109,432 square foot increase when compared to the Proposed Project.

Add Area Alternatives

As discussed previously, the Add Area involves the analysis of several theoretical development scenarios. These eight scenarios assume various types and mixes of development and provide several alternatives to possible development on the site. It was assumed that the maximum theoretical development of the Add Area would include 1,284,612 square feet of commercial space and would represent the worst-case-scenario. It was further assumed that impacts from all other theoretical development scenarios would be less than the worst case scenario. Due to the fact that these eight theoretical development scenarios are alternatives in their own right, they were solely analyzed under each impact category and therefore not analyzed within the Alternatives section.

E. NOTICING AND AVAILABILITY OF THE DRAFT EIR

The Draft EIR for the proposed LA Lofts Chinatown project was prepared by the City of Los Angeles with the assistance of Christopher A. Joseph & Associates. The City of Los Angeles Planning Department forwarded copies of the Draft EIR as well as a Notice of Completion form to the California State Clearinghouse in Sacramento. The State Clearinghouse acknowledged receipt of the Draft EIR and established a public review period for the report beginning June 27, 2006 and closing August 10, 2006. The purpose of the review period is to provide interested public agencies, groups and individuals the opportunity to comment on the contents and completeness of the Draft EIR and to submit testimony on the possible environmental effects of the proposed project.

This document, together with the Draft EIR, makes up the FEIR as defined in the State CEQA Guidelines Section 15132 as follows:

> *The final EIR shall consist of:*
>
> *(a) The Draft EIR or a revision of the draft.*
> *(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
> *(c) A list of persons, organizations, and public agencies commenting on the Draft EIR.*
> *(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
> *(e) Any other information added by the lead agency.*

F. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following pages summarize the various environmental impacts associated with the construction and operation of the proposed project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Aesthetics

Proposed Project Site Impacts

Views of the hillsides and of downtown Los Angeles could be considered as scenic vistas. However, as the majority of the surrounding land uses are commercial or light industrial, development on the Proposed Project site or the Add Area will not block these views from residential buildings. Additionally, most of the surrounding buildings are one or two-stories whose views are already blocked by other intervening buildings. Therefore impacts to scenic vistas of downtown Los Angeles would be less than significant.

The Proposed Project would improve the existing aesthetic character of the Proposed Project site by replacing an underutilized former industrial building with a fully landscaped up-scale condominium

building. The Proposed Project would include various resident-only amenities. The condominium building would present a cohesive and architecturally consistent façade in comparison to the dissimilar buildings of the former Biner-Ellison Manufacturing machine shop connected only by the green-painted walls and chain link fencing. Consequently, implementation of the Proposed Project and Add Area would not constitute a significant adverse effect to the visual character of the Proposed Project site or the surrounding uses and impacts would be less than significant.

The Proposed Project would involve the removal of the former Biner-Ellison Manufacturing machine shop and the development of 272 residential condominium units with associated amenities in one structure. This structure would be six stories and approximately 75 feet in height. The single structure would be constructed to resemble the "L" and "A" of Los Angeles, and would be sited at a diagonal, extending towards the western and eastern corners of the 3.4-acre Proposed Project site This structure would be similar in height and massing as other surrounding commercial buildings and would therefore result in a less than significant impact.

The materials on the exterior of the proposed building would mainly consist of cast-stone and tinted glass**.** The glass would not be highly reflective and would not be covered with a mirrored tinting. It is anticipated that the glass materials would comprise less than 50 percent of the exterior materials. The project style would be in keeping with other redevelopment projects in the area and also cohesive with the new Metro Gold Line architectural features to the west and impacts would be less than significant.

Aesthetic impacts may result from Project implementation due to graffiti and accumulation of rubbish and debris along the walls adjacent to public rights-of-way. However, these potential impacts would be reduced to a less than significant level with implementation of Mitigation Measures IV.B-1 and IV.B-2, below.

The Proposed Project would integrate approximately 59,100 square feet of landscaped open space into the Proposed Project. Due to the relative size of the Proposed Project site as compared to the proposed building, the open space that would be provided and the slender design of the building, above-grade massing would be minimized. The proposed landscape plan is conceptually depicted in Figure II-4, (Landscape Plan). The landscaping style would be in keeping with other redevelopment projects in the area and would be less than significant.

Environmental impacts resulting from the lack of appropriately maintained landscaping on the character and aesthetics of the neighborhood may result from project implementation. However, these potential impacts would be reduced to a less than significant level with implementation of Mitigation Measure IV.B-3, below.

Project development would result in the introduction of several new sources of lighting onto the Proposed Project site, including but not limited to: new street lighting, way finding and security lighting for the proposed new residences and parking areas, and lighting from other proposed site signage, which would result in increased nighttime illumination on the Proposed Project site. Environmental impacts associated

with increased nighttime illumination include the potential for decreased night sky visibility and changes to aesthetic qualities. However, the site is designed to be occupied and security lighting already exists at the site, and because the area surrounding the site is in a dense urban area, impacts from increased lighting would be minimal. Therefore, given the developed, urban nature of the surrounding land uses, this impact would be less than significant. Nevertheless, aesthetic impacts to the nearby future residential properties may result due to excessive illumination at the Project site. The potential impact would be reduced to a less than significant level with implementation of Mitigation Measures IV.B-4, below.

While direct glare is primarily a nighttime problem from unshielded lighting, reflective glare is generally a daytime problem. Reflectivity is primarily a problem of glare from the sun reflected into the eyes of drivers in vehicles on nearby roadways. The most common sources of daytime reflective glare are exterior building materials (such as windows and roofing materials). To a lesser extent, street-paving materials can also produce glare. For the Proposed Project, reflective glare is not expected to be a significant problem for the following reasons: (1) the Proposed Project would provide landscaping, which would help form screens to block the reflection from potentially glaring surfaces; and (2) to the extent feasible, buildings would not be constructed with reflective exterior building materials. Therefore, impacts related to reflective and/or daytime glare would be less than significant. However, the potential exists for glass or other shiny building materials to cause glare impacts at future nearby residential uses. The potential impact would be reduced to a less than significant level with implementation of Mitigation Measures IV.B-5, below.

Add Area Impacts

Views of the hillsides and of downtown Los Angeles could be considered as scenic vistas. However, as the majority of the surrounding land uses are commercial or light industrial, development on the Proposed Project site or the Add Area will not block these views from residential buildings. Additionally, most of the surrounding buildings are one or two-stories whose views are already blocked by other intervening buildings. Therefore impacts to scenic vistas of downtown Los Angeles would be less than significant.

The All Commercial Alternative would allow a maximum square footage of 1,284,612 square feet of commercial space under the existing zoning and General Plan land use designations and the Floor Area Ratio (FAR) in Height District No. 1, which limits building development to a maximum 6 to 1. As no development plans have been proposed for the Add Area, evaluation of impacts to the visual character of the Add Area and the surrounding area are limited to extrapolations of existing allowable conditions. The redevelopment of the Add Area would be a positive synergistic contribution to the area which is within walking distance of the Metro Gold Line. No significant adverse affects would be anticipated and impacts to the visual character of the Add Area and the surrounding area would be less than significant.

As no development plans have been proposed for the Add Area, evaluation of impacts from height and massing of the Add Area are limited to extrapolations of existing allowable conditions. Any development on the Add Area parcel would be consistent with the applicable zoning and land use designations and it is

expected that it would be consistent and complimentary to the Proposed Project's condominium building with similar or complimentary architectural features and landscaping and would therefore result in a less than significant impact.

The Add Area is mostly an unpaved vacant lot except for a small industrial office building located along the southern boundary. This structure does not have any historic or architectural value and therefore removal of it in the event of development on the Add Area would not be a significant adverse affect. Developments on the Add Area would be constructed in an architectural style that would be complimentary to the surrounding area and the condominium building on the Proposed Project site and therefore impacts would be less than significant.

As no development plans have been proposed for the Add Area, evaluation of impacts from the nighttime illumination of the Add Area is limited. However, any development on the Add Area parcel would be consistent with the applicable zoning and land use designations and it is expected that it would be consistent and complimentary to the Proposed Project's condominium building with similar or complimentary architectural features and nighttime illumination would therefore result in a less than significant impact.

As no development plans have been proposed for the Add Area, evaluation of impacts from the light and glare of the Add Area is limited. However, any development on the Add Area parcel would be consistent with the applicable zoning and land use designations and it is expected that it would be consistent and complimentary to the Proposed Project's condominium building with similar or complimentary architectural features and light and glare would therefore result in a less than significant impact.

Mitigation Measures

IV.B-1 Every building, structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair, and free of graffiti, debris, rubbish, garbage, trash, overgrown vegetation or similar material, pursuant to Municipal Code Section 91,8104.

IV.B-2 The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

IV.B-3 All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licencsed landscape architect to the satisfaction of the decision maker.

IV.B-4 Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

IV.B-5 The exterior of the proposed buildings shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

Level of Significance after Mitigation

With implementation of the recommended mitigation measures, no significant aesthetic impacts would occur.

Air Quality

Proposed Project Site Impacts

Construction

Construction of the Proposed Project may result in regional or local impacts and include airborne dust from grading, excavation and soil exporting as well as gaseous emissions from the use of heavy equipment, delivery and dirt hauling trucks, employee vehicles, and paints and coatings. As discussed in Section IV.C.(Air Quality), construction related daily emissions would not exceed SCAQMD significance for ROG, NOx, CO, SOx and PM_{10} during construction. Therefore, the potential air quality impacts associated with the construction of the Proposed Project would be less than significant.

Operations

Regional Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Proposed Project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices as well as fireplaces, the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the Proposed Project site. The Proposed Project would generate daily emissions of ROG, NO_x, CO, SO_x and $PM_{10,}$ none of which would exceed the SCAQMD thresholds of significance. However, adverse impacts upon future occupants may result from project implementation due to existing ambient air pollution levels in the project vicinity. However, with implementation of Mitigation Measure IV.C-8, below, this impact can be reduced to a less than significant level.

Local CO Concentrations

Motor vehicles are the primary source of pollutants in the Proposed Project site vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. For this analysis, CO concentrations were calculated based on the simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and utilized by the SCAQMD. CO hotspots would not occur near any study intersections in the future with the operation of the Proposed Project.

Therefore, impacts related to local CO concentrations at the study intersections would be less than significant.

AQMP Consistency

A significant impact may occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. A measurement tool used in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of Vehicle Miles Traveled (VMT) both within the project and the community in which it is located, and consequently the minimization of air pollutant emissions, that aspect of the project is consistent with the AQMP. The Proposed Project is a residential development proposed to be located immediately adjacent to the Metrolink Gold Line Chinatown station. The Proposed Project site is also located in a heavily urbanized area of Los Angeles which has a large need for housing. The Proposed Project would make use of underutilized land and provide housing to primarily local residents while providing easy access to public transportation, thus reducing the amount of VMT within the community. As discussed above, any project that reduces the amount of VMT is considered consistent with the AQMP. Therefore, the Proposed Project would be consistent with the AQMP and would result in a less than significant impact.

Add Area Impacts

Construction

Construction of the Add Area may result in regional or local impacts and include airborne dust from grading, excavation and soil exporting as well as gaseous emissions from the use of heavy equipment, delivery and dirt hauling trucks, employee vehicles, and paints and coatings. As discussed in Section IV.C.(Air Quality), construction related daily emissions would not exceed SCAQMD significance for ROG, NOx, CO, SOx and PM_{10} during construction. Therefore, the potential air quality impacts associated with the construction of the Add Area would be less than significant.

Operations

Regional Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Add Area after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices as well as fireplaces, the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the Add Area. The development of the Add Area would generate daily emissions of ROG, NO_x, CO, SO_x and $PM_{10,}$ none of which would exceed the

SCAQMD thresholds of significance. Therefore, impacts associated with regional operational emissions from the Add Area would be less than significant.

Local CO Concentrations

Motor vehicles are the primary source of pollutants in the Add Area vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. For this analysis, CO concentrations were calculated based on the simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and utilized by the SCAQMD. CO hotspots would not occur near any study intersections in the future with the operation of the Add Area. Therefore, impacts related to local CO concentrations at the study intersections would be less than significant.

AQMP Consistency

A significant impact may occur if the development of the Add Area 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. A measurement tool used in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of Vehicle Miles Traveled (VMT) both within the project and the community in which it is located, and consequently the minimization of air pollutant emissions, that aspect of the project is consistent with the AQMP. The maximum theoretical development of the Add Area would include 1,284,612 square feet of commercial space proposed to be located immediately adjacent to the Metrolink Gold Line Chinatown station. The Add Area is also located in a heavily urbanized area of Los Angeles which has a large need for housing. The Add Area would make use of underutilized land and provide housing to primarily local residents while providing easy access to public transportation, thus reducing the amount of VMT within the community. As discussed above, any project that reduces the amount of VMT is considered consistent with the AQMP. Therefore, the Add Area would be consistent with the AQMP and would result in a less than significant impact.

Mitigation Measures

In order to address PM_{10} emissions, the following is a list of feasible control measures that the SCAQMD requires for any construction. The analysis presented above assumes implementation of these measures as required under SCAQMD Rule 403.

IV.C-1 The construction area and vicinity (500-foot radius) must be swept (preferably with water sweepers) and watered at least twice daily. Site wetting must occur often enough to maintain a 10 percent surface soil moisture content throughout all earth moving activities.

IV.C-2 All paved roads, parking and staging areas must be watered at least once every two hours of active operations.

IV.C-3 Site access points must be swept/washed within thirty minutes of visible dirt deposition.

IV.C-4 Onsite stockpiles of debris, dirt or rusty material must be covered or watered at least twice daily.

IV.C-5 All haul trucks hauling soil, sand, and other loose materials must either be covered or maintain two feet of freeboard.

IV.C-6 All haul trucks must have a capacity of no less than twelve and three-quarter (12.75) cubic yards.

IV.C-7 At least 80 percent of all inactive disturbed surface areas must be watered on a daily basis when there is evidence of wind drive fugitive dust.

IV.C-8 The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.

Level of Significance after Mitigation

The Proposed Project's impact on air quality during construction would be less than significant. However, the implementation of the mitigation measures above would ensure compliance with SCAQMD Rule 403.

With implementation of Mitigation Measure IV.C-8, air quality impacts during the operation of the Proposed Project would be less than significant.

The Add Area's impact on air quality during construction may be potentially significant even with the implementation of the above mitigation measures.

Air quality impacts during the operation of the Add Area may be potentially significant even with the implementation of mitigation measures.

Cultural Resources

Historical Resources

Impacts

Significant effects upon historic structures or features are evaluated by determining the presence or absence of historic status with respect to the feature in question and then determining the potential for development to affect the structure or feature if it possesses historic status. According to the records search conducted by the South Central Coastal Information Center, there are no identified California Points of Historical Interest (PHI), California Historical Landmarks (CHL), California Register of Historic Places (CRHP), National Register of Historic Places (NRHP), California State Historical Resources Inventory (HRI), or City of Los Angeles Cultural Monuments listings within the boundaries of the Proposed Project site or Add Area. Thus, demolition of the on-site light industrial buildings and development of the Proposed Project site and the theoretical development of the Add Area would not affect historical resources. No impacts upon historical resources would occur.

Archaeological Resources

Impacts

Surface examination often cannot reveal whether archeological resources are present at a specific project location. However, according to the records search conducted by the South Central Coastal Information Center, there are no identified prehistoric archaeological sites, prehistoric isolates, historic archaeological sites, or historic isolates within the boundaries of the Proposed Project site or Add Area. Thus, no evidence of archeological remains on the Proposed Project site or Add Area have ever been discovered, and excavation on site and development of the Proposed Project site and the theoretical development of the Add Area is not anticipated to affect archaeological resources. However, the Proposed Project site and Add Area have been developed with at-grade land uses since at least 1896, and it is difficult to know what lies beneath the ground surface. Since the records search identified several known archaeological within a 0.5-mile radius of the Proposed Project site and Add Area and no substantial excavation has ever occurred within the Proposed Project site and Add Area, impacts to archaeological resources could occur during excavation activities for proposed subterranean parking uses. In the event that archaeological resources are encountered during project activities (e.g., demolition, excavation, etc.) mitigation measures have been provided to mitigate potential impacts. Therefore, with implementation of the recommended mitigation measures, impacts to archaeological resources would be reduced to a less than significant level.

Paleontological Resources

Impacts

Surface examination often cannot reveal whether paleontological resources are present at a specific project location. However, according to the records search conducted by the Natural History Museum of Los Angeles County, no identified vertebrate fossil localities lie directly within the Proposed Project or Add Area boundaries. Thus, no evidence of paleontological resources on the Proposed Project site or Add Area have ever been discovered, and excavation on site and development of the Proposed Project site and the theoretical development of the Add Area is not anticipated to affect paleontological resources. However, the Proposed Project site and Add Area have been developed with at-grade land uses since at least 1896, and it is difficult to know what lies beneath the ground surface. The records search identified known vertebrate fossil localities from the marine Late Miocene Puente Formation near the proposed project site and Add Area. Since the Proposed Project site and Add Area contain surficial sediments consisting of a younger Quaternary Alluvium that are most likely underlain by deposits of the marine Late Miocene Puente Formation, and since no substantial excavation has ever occurred within the Proposed Project site and Add Area, impacts to paleontological resources from the marine Late Miocene Puente Formation could occur during excavation activities for proposed subterranean parking uses. In the event that paleontological resources are encountered during project activities (e.g., demolition, excavation, etc.) mitigation measures have been provided to mitigate potential impacts. Therefore, with implementation of the recommended mitigation measures, impacts to paleontological resources would be reduced to a less than significant level.

Mitigation Measures

IV.D-1 If an archaeological resource is encountered, construction must be diverted and a qualified archaeologist must be consulted. An archaeologist must assess significance of the exposed archaeological discovery in accordance with California Register criteria. If a significant resource is identified during construction, the State Historic Preservation Office must be consulted regarding treatment options.

IV.D-2 Pursuant to California Health and Safety Code Section 7050.5, in the event of the discovery of a burial, human bone, or suspected human bone, construction in the area of the find shall be temporarily halted, and the Los Angeles County Coroner shall be contacted immediately. Proper legal procedures shall be followed to determine the disposition of the remains pursuant to Public Resources Code Section 5097.98. If the remains are found to be prehistoric, the Coroner will consult and coordinate with the California Native Heritage Commission as required by State law.

IV.D-3 The project applicant shall identify a qualified paleontologist prior to any excavation, grading, or construction. The City of Los Angeles Planning Department shall approve the selected paleontologist prior to issuance of the grading permit. The project paleontologist shall attend the pre-grading meeting to discuss how to recognize paleontological resources in the soil during grading activities. The prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying paleontological resources or removing paleontological resources from the project site.

IV.D-4 If paleontological resources are encountered during the course of site development activities, work in that area shall be halted and the project paleontologist shall be notified of the find. The project paleontologist shall have the authority to temporarily divert or redirect grading to allow time to evaluate any exposed fossil material. "Temporarily" shall be two working days for the evaluation process.

IV.D-5 If the project paleontologist determines that the resource is significant, then any scientifically-significant specimens shall be properly collected by the project paleontologist. During collecting activities, contextual stratigraphic data shall also be collected. The data will include lithologic descriptions, photographs, measured stratigraphic sections, and field notes.

IV.D-6 Scientifically-significant specimens shall be prepared to the point of identification (not exhibition), stabilized, identified, and offered for curation to a suitable repository that has a retrievable storage system.

IV.D-7 The project paleontologist shall prepare a final report at the end of the earthmoving activities; the report shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. The project paleontologist shall send one copy of the report to the City of Los Angeles Planning Department; another copy should accompany any fossils, along with field logs and photographs, to the designated repository.

Level of Significance after Mitigation

Any impacts of the Proposed Project on cultural resources would be mitigated to a less than significant level through the application of the identified mitigation.

Geology and Soils

Proposed Project Site Impacts

The excavation for the subterranean portion of the Proposed Project would extend a maximum of 20 feet below the existing ground surface (bgs). As discussed above, fill soils to a depth of three feet bgs consist of brown silty sand. The underlying natural soils encountered during exploration at the site consist primarily of silty sand and gravelly sand. These soils were medium dense to dense and well consolidated. Construction of the Proposed Project would require mass excavation to a maximum depth of 20 feet bgs. Local excavation and earth work would be conducted to provide footings, foundations and subterranean walls to support the proposed building. With the implementation of the recommendations in the Geotechnical Report, the impacts associated with soil stability would be less than significant.

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. As previously stated, the near-surface soils consist primarily of fill, which will be excavated as part of the project construction, while the remainder of the onsite soils are silty sand and gravelly sand. With construction of the Proposed Project in accordance with the Los Angeles Building Code Chapter IX, and the implementation of the recommendations in the Geotechnical Report, a less than significant impact associated with expansive soils would occur.

Although project development has the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. Minor amounts of erosion and siltation could occur during project grading, which would be collected in a controlled manner. However, the potential for soil erosion during the ongoing operation of the proposed project is relatively low due to the generally level topography of the area to be developed within the project site. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, a less than significant impact would occur with respect to erosion or loss of topsoil.

The principal seismic hazard to the proposed project site is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The proposed construction would be consistent with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Although the proposed project site is located within 3.5 miles of the active Hollywood Fault, and by many other faults on a regional level, the potential seismic hazard to the proposed project site would not be higher than in most areas in the City of Los Angeles or elsewhere in the region. Therefore, the risks from seismic ground shaking are considered to be less than significant.

The proposed project site is located in the seismically active region of Southern California. Numerous, active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no active surface fault traces identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, known to be present on the proposed project site. Therefore, the possibility of surface fault rupture affecting the project site would be considered remote, and the proposed project would not present any adverse impacts with respect to exposing people or property to hazardous conditions resulting from rupture of a known earthquake fault on the proposed project site. Therefore, a less than significant impact would occur with respect to fault rupture.

The topography of the proposed project site is relatively flat with a gradual descent from north to south on the order of a few feet. Furthermore, the proposed project site is not located near any foothills or mountains, and the possibility of landslides occurring on the proposed project site is minimal. Therefore, the potential impact associated with landslides would be less than significant.

Based on information from the California Division of Mines and Geology, the proposed project site is situated in an area of historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions to indicate a potential for permanent ground displacement. However, based on the results of the subsurface explorations, the granular site soils are very dense and would not be susceptible to liquefaction. Therefore, the potential for liquefaction at the proposed project site is considered to be low and the potential impact associated with liquefaction would be less than significant.

Add Area Impacts

A Geotechnical Report has not yet been prepared for the Add Area. However, because it is adjacent to and contiguous with, the proposed project site, we can assume that the same conditions will be present for the Add Area as for the proposed project site. We can assume for the Add Area that fill soils consisting of brown silty sand extend to a depth of three feet bgs, and that underlying natural soils consist of silty sand and gravelly sand. However, no specific plans have been proposed for the development of the Add Area. Construction of the Add Area will likely require mass excavation for the subterranean portion, and local excavation and earth work would be conducted to provide footings, foundations, and subterranean walls to support the structure. All such work would be conducted in accordance with the recommendations in the Geotechnical Report. With the implementation of the recommendations in the Geotechnical Report, the impacts associated with soil stability would be less than significant.

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. As a Geotechnical Report has not yet been prepared for the Add Area we can assume the same conditions for the Add Area as for the proposed project site, because the Add Area is adjacent to and contiguous with, the proposed project site. As previously stated, the near-surface soils of the proposed project site consist primarily of fill, which will be excavated as part of the project construction, while the remainder of the onsite soils are silty sand and gravelly sand. We can assume the same soil composition for the Add Area and then with construction of the Add Area in

accordance with the Los Angeles Building Code Chapter IX, a less than significant impact associated with expansive soils would occur.

Although development of the Add Area has the potential to result in the erosion of soil during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion controls during grading. Minor amounts of erosion and siltation could occur during project grading, which would be collected in a controlled manner. However, the potential for soil erosion during the ongoing operation of the development of the Add Area is relatively low due to the generally level topography of the area to be developed within the Add Area. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills. With implementation of the applicable grading and building permit requirements and the application of Best Management Practices, a less than significant impact would occur with respect to erosion or loss of topsoil.

The principal seismic hazard to the Add Area is strong ground shaking from earthquakes produced by local faults. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. The proposed construction on the Add Area would be consistent with all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Although the Add Area is located within 3.5 miles of the active Hollywood Fault, and by many other faults on a regional level, the potential seismic hazard to the Add Area would not be higher than in most areas in the City of Los Angeles or elsewhere in the region. Therefore, the risks from seismic ground shaking are considered to be less than significant.

The Add Area is located in the seismically active region of Southern California. Numerous, active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no active surface fault traces identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, known to be present on the Add Area. Therefore, the possibility of surface fault rupture affecting the Add Area would be considered remote, and the Add Area would not present any adverse impacts with respect to exposing people or property to hazardous conditions resulting from rupture of a known earthquake fault on the Add Area. Therefore, a less than significant impact would occur with respect to fault rupture.

The topography of the Add Area is relatively flat. In addition, the Add Area is not located near any foothills or mountains, and the possibility of landslides occurring on the Add Area is minimal. Therefore, the potential impact associated with landslides would be less than significant.

A Geotechnical Report has not yet been prepared for the Add Area. However, because it is adjacent to and contiguous with, the proposed project site, we can assume that the same conditions will be present for the Add Area as for the proposed project site. It is assumed that the Add Area is situated in an area of historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions to

indicate a potential for permanent ground displacement. However, based on the results of the subsurface explorations for the proposed project site, the Add Area is not likely to be susceptible to liquefaction. Therefore, the potential for liquefaction at the Add Area is considered to be low and the potential impact associated with liquefaction would be less than significant.

Mitigation Measures

IV.E-1 The project shall be designed in accordance with the requirements of the latest edition of the City of Los Angeles Uniform Building Code.

IV.E-2 The project shall comply with the recommendations listed on pages 7 through 12 in the Geotechnical Engineering Investigation, prepared by NorCal Engineering, dated April 29, 2005.

Level of Significance after Mitigation

The Proposed Project's impacts on geology and soils would be less than significant without mitigation. The implementation of the recommended mitigation measures above would further reduce the Proposed Project's impacts.

Hazards and Hazardous Materials

Proposed Project Site Impacts

Subsequent to the completion of the Phase I Environmental Site Assessment Report performed for the proposed project, a Phase II Environmental Site Assessment Report was performed by Smith-Emery GeoServices. The purpose of the Phase II Report was to resolve environmental concerns in connection with the property, an oil storage cellar, a pipe dipping kettle, and a possible former gas station. Seven soil borings were advanced in the areas of concern, identified above. All of the boring samples analyzed for gasoline, diesel, BTEX, TRPH, TPH-Extractables, and Zinc were either non-detect or below current action levels. Elevated lead concentrations were detected in the stockpile soil which will be appropriately removed from the site. All excavation bottom and sidewall samples were non-detect or well below regulatory levels for the analytes tested. Based on the analytical results, it is the opinion of Smith-Emery GeoServices that the subsurface soils at the site have not been significantly impacted in the areas investigated, and that no further action is currently necessary for the site. The Proposed Project would include 614 parking spaces, which includes some ground-level parking as well as multiple level subterranean parking. Based on conclusions identified within the Phase II Report, it is not anticipated that Petroleum Hydrocarbons or VOC impacted soils or groundwater would be encountered during the excavation/construction of the Proposed Project. Implementation of the Proposed Project is not likely to result in the development of facilities that would use, store, or require the transportation and disposal of hazardous materials. The Proposed Project is for the development of 272 residential condominium units

with associated amenities. As the Proposed Project is residential in nature, all impacts would be less than significant.

A significant impact would occur if the Proposed Project utilizes substantial amounts of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. The implementation of the Proposed Project would use, at most, minimal amounts of hazardous materials for routine cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. As discussed previously, the Proposed Project does not include elements or aspects that will create or otherwise emit any health hazard or potential health hazard. The Proposed Project would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. Therefore, impacts concerning release of hazardous materials into the environment would be less than significant. Thus, operation of the Proposed Project would not result in a hazard to the public, including a nearby school, or the environment through potential upset and/or release of hazardous materials or fumes, and no impact would occur.

Construction and operation activities associated with development of the Proposed Project could potentially affect emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access to the project site. The Proposed Project site has multiple ingress/egress points that would facilitate emergency access to/from the Proposed Project site to ensure that in the event one roadway, travel lane, or ingress/egress point is temporarily blocked, another may be utilized. In addition, the project would not cause permanent alteration to vehicle circulation routes in the project area. Furthermore, coordination with the local LAFD and LAPD during construction would be required to ensure that roadway or travel lane closures will be coordinated with emergency response personnel to ensure that development of the proposed project would not impair implementation of, or physically interfere with, emergency response and evacuation efforts. Thus, with implementation of the identified mitigation measure, impacts associated with emergency response or evacuation would remain less than significant.

Add Area Impacts

Prior to the development of the Add Area, a Phase I Environmental Site Assessment Report should be prepared in order to determine whether the development of the Add Area will cause significant environmental impacts.

Construction activities related to the development of the Add Area are not likely to involve the release of hazardous materials. However, in order to be sure, a Phase I Environmental Site Assessment Report must be completed prior to the development of the Add Area to make sure that no problems will arise.

There are six potential alternative development plans for the Add Area. The alternative that has the highest potential of producing environmentally significant impacts is the Mixed-Use Alternative with 214,102 square feet of commercial space and 924,921 square feet of residential space. We will use this as our "worst case" scenario. The development of residential space will cause a less than significant impact

for the reasons stated in the discussion of the Proposed Project site. There are potential problems with the commercial space, if the space is used to sell or store potentially hazardous materials. In that case, appropriate mitigation measures need to be taken to limit the release of hazardous materials.

Construction and operation activities associated with development of the Add Area could potentially affect emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access to the Add Area. The Add Area has multiple ingress/egress points that would facilitate emergency access to/from the Add Area to ensure that in the event one roadway, travel lane, or ingress/egress point is temporarily blocked, another may be utilized. In addition, development of the Add Area would not cause permanent alteration to vehicle circulation routes in the vicinity of the Add Area. Furthermore, coordination with the local LAFD and LAPD during construction would be required to ensure that roadway or travel lane closures will be coordinated with emergency response personnel to ensure that development of the proposed project would not impair implementation of, or physically interfere with, emergency response and evacuation efforts. Thus, with implementation of this mitigation measure, impacts associated with emergency response would be less than significant.

Mitigation Measures

IV.F-1 Conduct a complete lead survey to determine the presence of any lead-based paint prior to any significant structural renovation or demolition activities, which would potentially disturb the existing building materials.

IV.F-2 Remove all asbestos-containing material prior to any renovation or demolition activities.

IV.F-3 All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

IV.F-4 Leaks, drips, and spills must be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

IV.F-5 Pavement at material spills shall not be hosed down but rather cleaned up using dry cleanup methods whenever possible.

IV.F-6 Dumpsters shall be covered and maintained. Uncovered dumpsters must be placed under a roof or cover with tarps and plastic sheeting.

IV.F-7 Gravel approaches shall be utilized where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.

IV.F-8 All vehicles/equipment shall be maintained, repaired, and washed away from storm drains. All major repairs are to be conducted off-site. Drip pans or drop cloths shall be utilized to catch drips and spills.

IV.F-9 To ensure that potential interference with emergency response and evacuation efforts are avoided, coordination with the local fire and police departments during construction is required.

IV.F-10 Properly dispose of any material containing PCBs prior to any significant construction or demolition activities.

Level of Significance after Mitigation

The implementation of the identified mitigation measures would reduce the Proposed Project's impacts associated with hazards and hazardous materials to less than significant.

Hydrology and Water Quality

Proposed Project Site and Add Area Impacts

Construction activities on the Proposed Project site and the Add Area have the potential to affect the quality of storm water runoff. Therefore, construction activities must adhere to the relevant stormwater management regulations under Los Angeles County's NPDES Permit No. CA0061654. Both the Proposed Project site and the Add Area would be required to obtain a SWRCB General Construction Activity Storm Water Permit prior to commencing any construction activities. When properly designed and implemented, these Best Management Practices (BMPs) would ensure that short-term construction related water quality impacts are not significant.

If not properly designed and constructed, the Proposed Project and the subsequent development of the Add Area could increase the rate of urban pollutant introduction into stormwater runoff, and increase erosion, transport of sediment load and downstream siltation, all of which constitute avoidable impacts to surface water quality. In order to prevent these potential impacts, the Proposed Project and the subsequent development on the Add Area will be designed in compliance with Order No. 90-079 of the Regional Water Quality Control Board, Los Angeles Region, which regulates the issuance of water discharge requirements to Los Angeles County (including Cities that are tributaries to the County for stormwater discharge) under NPDES Permit No. CA0061654.

Under existing conditions, runoff from the Proposed Project and the Add Area may contain urban pollutants such as automotive fluids, heavy metals and chemical constituents, fertilizers, pesticides and herbicides that could be discharged into the storm drainage system. The Proposed Project and the

subsequent development of the Add Area would be required to submit site drainage plans to the City Engineer and other responsible agencies for review and approval prior to development of any drainage improvements. Impacts to stormwater quality as a result of implementation of the Proposed Project and the subsequent development of the Add Area would be less than significant.

According to the Safety Element of the City General Plan, the Proposed Project Site and the Add Area lie immediately adjacent to a potential inundation area.[2] However, the City of Los Angeles Bureau of Engineering does not identify these sites as within a 100-year flood hazard area, and designates the sites as within the Flood Zone X.[3] Therefore, development of the Proposed Project site or the Add Area would not introduce persons or structures into an area where they might be subject to flood hazards not previously experienced and flooding impacts would be less than significant.

Proposed Project Site Impacts

The Proposed Project would not contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. The Proposed Project would replace industrial uses with 272 residential units and would result in an increase in water demand. However it is not anticipated that the added water demands of the Proposed Project would exceed current supply. Therefore potential impacts from the Proposed Project to groundwater supplies or recharge would be less than significant.

The Proposed Project development will consist of an approximately 334,900 square foot, 6-story multi-family residential building. The proposed development will not result in a change in the Proposed Project site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios. Thus, there will be no increase in the total run-off from the project site. Therefore, the Proposed Project would not result in any significant impacts related to the amount or rate of stormwater runoff or drainage system effects. Project-specific impacts associated with drainage and surface runoff and the potential for increased flooding would be less than significant.

A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. Runoff from the Proposed Project site currently is and would continue to be collected on the site and directed towards existing storm drains in the project vicinity. All contaminants gathered during such routine drainage would be disposed of in compliance with applicable stormwater pollution prevention permits. Therefore, the Proposed Project would not provide substantial additional sources of polluted runoff to the storm drain system or increase storm water runoff from the Project site above existing levels.

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

[3] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/floodgis/, December 6,2005.*

Add Area Impacts

Potential impacts to groundwater could occur as a result of the development of the approximately 6 acre Add Area with a combination of commercial and residential uses. However, it is not anticipated that development of the Add Area would contribute to groundwater depletion or interfere with groundwater recharge to an environmentally significant degree. The development of the Add Area could replace industrial uses with commercial and/or residential uses and would result in an increase in water demand. However it is not anticipated that the added water demands resulting from the development of the Add Area would exceed current supply. Therefore potential impacts from the development of the Add Area to groundwater supplies or recharge would be less than significant.

Potential impacts to surface water hydrology could occur as a result of the development of the approximately 5.4 acre Add Area with a combination of commercial and residential uses. The project characteristics of the Add Area would be defined at the time a project is proposed to the City. The proposed development of the Add Area will not result in a change in the project site coverage from existing setting conditions and would include approximately the same impervious and permeable surface ratios. Thus, there will be no increase in the total run-off from the of the Add Area site. Though specific layout of the drainage devices on site is not known at this time, the proposed on-site storm drain system will deliver the peak run-off values not exceeding existing conditions. Therefore, the development of the Add Area would not result in any significant impacts related to the amount or rate of stormwater runoff or drainage system effects. Project-specific impacts associated with drainage and surface runoff and the potential for increased flooding would be less than significant.

A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. Runoff from the Add Area site currently is and would continue to be collected on the site and directed towards existing storm drains in the project vicinity. All contaminants gathered during such routine drainage would be disposed of in compliance with applicable stormwater pollution prevention permits. Therefore, the development of the Add Area would not provide substantial additional sources of polluted runoff to the storm drain system or increase storm water runoff from the Add Area site above existing levels.

Mitigation Measures

As construction of the Proposed Project and subsequent development of the Add Area would be required to comply with all applicable requirements associated with NPDES Permit No. CA 0061654 and relevant storm water quality management regulations, including the SWRCB General Construction Activity Storm Water Permit process, no significant impacts would occur and no mitigation measures are required.

Level of Significance after Mitigation

No significant hydrology-related impacts are anticipated. Compliance with the requirements of NPDES Permit No. CA 0061654 and the SWRCB General Construction Activity Storm Water Permit process would

ensure that the Proposed Project and the subsequent development of the Add Area do not create any significant water quality impacts.

Land Use

Proposed Project Site Impacts

The City of Los Angeles Planning and Zoning Code designates both the Proposed Project site and the Add Area as MR2-1 (Restricted Light Industrial, Height District No. 1). MR2 is an industrial zoning designation that allows for the construction of limited commercial and industrial uses such as clinics, media products, limited machine shops, animal hospitals/kennels, mortuaries, and animal keeping. The project is located in Height District No. 1, which requires that the total floor area not exceed six times the buildable area of the lot (FAR 6:1).

The Proposed Project includes the changing of the general plan designation to regional commercial and the zoning designation to C2-2 (Commercial, Height District No. 2) on both the Proposed Project site and the Add Area. As set forth in the LAMC 12.14, allowable uses in the C2 zone include uses allowed in the C1 zone (i.e., office, business or professional, bakery, stationery store, drug store, grocery store, etc.); uses allowed in the C1.5 zone (i.e., auditorium, broadcasting studio, department store, museum, theater, etc.); more extensive retail stores (i.e. pet stores, carpenter, upholstering shop, tire shop, restaurants, etc.); and uses allowed in the R4 zone (i.e. multiple-family dwelling units).

The Proposed Project would redevelop the 3.4-acre Proposed Project site with a 6-story, 272-unit, residential building of approximately 334,900 gross square feet (gsf) on a 137,044 square foot lot. Thus, with 72 percent site coverage, the proposed project would have a FAR of 2.40 on the Proposed Project Site. The Proposed Project would be required to provide a minimum of 612 parking spaces; however, the Proposed Project would provide a total of 614 parking spaces. Thus, development of the Proposed Project Site would be consistent with the adopted City zoning classification and parking requirements for the project site, and impacts would be less than significant. As the Proposed Project consists of the redevelopment of the site with a new 6-story, 272-unit residential building of approximately 334,900 gross square feet, it would be consistent with the new Community Plan General Commercial land use designation and the new C2-2 LAMC zoning designation. Therefore, development of the Proposed Project Site would be consistent with most applicable policies of the Central City North Community Plan.

Development of the Proposed Project site would be consistent with the proposed land use designation and zoning for the Proposed Project site. Further, the project is consistent with the land use pattern (multi-family residential, commercial, and light industrial) along N. Main Street in the project vicinity. Therefore, no significant impacts would result from development of the Proposed Project site with regard to land use compatibility.

Add Area Impacts

The City of Los Angeles Planning and Zoning Code designates both the Proposed Project site and the Add Area as MR2-1 (Restricted Light Industrial, Height District No. 1). MR2 is an industrial zoning designation that allows for the construction of limited commercial and industrial uses such as clinics, media products, limited machine shops, animal hospitals/kennels, mortuaries, and animal keeping. The project is located in Height District No. 1, which requires that the total floor area not exceed six times the buildable area of the lot (FAR 6:1).

The Proposed Project includes the changing of the general plan designation to regional commercial and the zoning designation to C2-2 (Commercial, Height District No. 2) on both the Proposed Project site and the Add Area. As set forth in the LAMC 12.14, allowable uses in the C2 zone include uses allowed in the C1 zone (i.e., office, business or professional, bakery, stationery store, drug store, grocery store, etc.); uses allowed in the C1.5 zone (i.e., auditorium, broadcasting studio, department store, museum, theater, etc.); more extensive retail stores (i.e. pet stores, carpenter, upholstering shop, tire shop, restaurants, etc.); and uses allowed in the R4 zone (i.e. multiple-family dwelling units).

All of the building scenarios for the Add Area would be built "by-right", the theoretical development of the Add Area would be consistent with the adopted City zoning classification and parking requirements for the project site, and impacts would be less than significant. As the Proposed Project's theoretical development of the Add Area consists of the redevelopment of the site with either multi-family residential uses, general commercial uses, or a mixture of these uses, it would be consistent with the new Community Plan General Commercial land use designation and the new C2-2 LAMC zoning designation. Therefore, the Proposed Project's theoretical development of the Add Area would be consistent with most applicable policies of the Central City North Community Plan.

The theoretical development of the Add Area would be consistent with the proposed land use designation and zoning for the Add Area. Further, the project is consistent with the land use pattern (general commercial and light industrial) along N. Spring Street in the project vicinity. Therefore, no significant impacts would result from the theoretical development of the Add Area with regard to land use compatibility.

Mitigation Measures

Because the Proposed Project would be consistent with existing land use regulations and adjacent land uses, no mitigation measures are required.

Level of Significance after Mitigation

Project impacts associated with land use and planning would be less than significant.

Noise

Proposed Project Site Impacts

Construction Noise

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

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance.

During construction, three basic types of activities would be expected to occur and generate noise. First, the existing vacant machine shop would be demolished and removed. Second, the development site would be prepared, excavated, and graded to accommodate building foundations and subterranean parking. Third, 272 condominium units with associated amenities would be constructed and readied for use.

The nearest and most notable sensitive receptor to the Proposed Project site is the Ann Middle School located approximately 250 feet northeast of the Proposed Project site at the northeast corner of North Main Street and East Ann Street. Project construction-related noise levels at this sensitive receptor may exceed 76 dBA L_{eq} during site grading, excavation, and finishing. Based on criteria established in the Draft CEQA Threshold Guide, construction activities lasting more than one day, which would increase ambient exterior noise levels by 10 dBA or more at a noise sensitive use, may result in a potentially significant impact.

However, Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. Therefore, even though demolition and construction activities would last more than one day and may have the potential to increase the ambient noise levels at the Ann Middle School, compliance with Section 41.40 of the LAMC would reduce this impact to a less than significant level.

In addition, vibration-sensitive land uses generally include residential units, hospitals, schools, and religious institutions. Construction activities that would occur under the proposed project have the potential to generate low levels of groundborne vibration at the middle school discussed above.

Thresholds identified by the Federal Railway Administration (FRA) state that those vibration levels which exceed 75 VdB at schools and institutions during recognized school hours may constitute a significant impact.

With the presence of a sensitive receptor within close proximity to the demolition and construction activities associated with the Proposed Project, the potential for exposure to excessive vibration levels could increase. However, even though construction activities may exceed the Federal Railway Administration 80 VdB threshold, they would be limited to between the hours of 7:00 a.m. and 9:00 p.m. on Monday through Friday and from 8:00 A.M. and 6:00 P.M. on Saturdays in accordance with the City of Los Angeles Noise Ordinance. Therefore, demolition and construction would not occur during recognized school hours compliance with Section 41.40 of the LAMC would reduce this impact to a less than significant level.

Operational Noise

Long-term noise concerns from the development of the Proposed Project have the potential to affect offsite locations, resulting primarily from vehicular traffic utilizing the local roadways along affected roadway segments analyzed in the project traffic study. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the Proposed Project in conjunction with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Proposed Project's vehicular traffic would result in a significant impact at offsite noise-sensitive receptor locations.

Offsite locations in the vicinity would experience increased noise caused by traffic generated by the Proposed Project. The Proposed Project would increase local noise levels by a maximum of 1.5 dBA CNEL for the roadway segments of Elmyra Street; Alameda Street to North Main Street, when compared with the future traffic volumes without the project. Because this is below the 3.0 dBA threshold, this impact would be less than significant.

Future interior noise levels would be dominated by vehicular traffic generated by development of the Proposed Project and Add Area. The City of Los Angeles allows new multi-family residential buildings to be constructed where the average noise environment in outdoor activity areas is no higher than 65.0 dBA CNEL while interior noise levels within residential units due to outdoor sources must not exceed 45 dBA CNEL.

Sound levels from vehicular traffic would exceed the City of Los Angeles 65.0 dBA CNEL threshold for outdoor living spaces. As discussed previously, the exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows. Therefore, the residential units facing North Main Street would experience an interior noise level of 36.1 dBA, 8.9 dBA CNEL below the City's threshold resulting in a less than significant impact.

Temporary or periodic increases in ambient noise levels may occur from the heating, ventilation, and air conditioning (HVAC) systems which may be installed for the new residential buildings located within the project site and Add Area. Residential HVAC systems would result in noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the equipment. However, project development, while contributing to an overall increase in ambient noise levels in the project area, would result in land uses that are consistent with the General Plan land use designation for the Proposed Project site and would generate noise levels which are similar to surrounding land uses.

Noise would also be generated by activities within the proposed subterranean parking structure. Sources of noise would include tires squealing, engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking structure would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the morning and evening when the largest number of people would enter and exit the parking structure. During these times, the noise levels would range from 60 to 70 dBA L_{eq}. There would be times in the middle of the day when very little activity occurs and the noise levels average 50 to 60 dBA L_{eq}. These conditions would be similar to the existing conditions with vehicles parking at the existing on-site subterranean parking lot. In addition, exterior-to-interior reduction of newer residential units in California is generally 30 dBA or more. Therefore, impacts associated with noise generated as a result of the operation of the Proposed Project and Add Area would be less than significant.

Add Area Impacts

Construction Noise

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

The nearest and most notable sensitive receptor to the Add Area is the Ann Middle School located greater than approximately 250 feet northeast of the Add Area at the northeast corner of North Main Street and East Ann Street. Project construction-related noise levels at this sensitive receptor may exceed 76 dBA L_{eq} during site grading, excavation, and finishing. Based on criteria established in the Draft CEQA Threshold Guide, construction activities lasting more than one day, which would increase ambient exterior noise levels by 10 dBA or more at a noise sensitive use, may result in a potentially significant impact.

However, Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. Therefore, even though

demolition and construction activities would last more than one day and may have the potential to increase the ambient noise levels at the Ann Middle School, compliance with Section 41.40 of the LAMC would reduce this impact to a less than significant level.

In addition, vibration-sensitive land uses generally include residential units, hospitals, schools, and religious institutions. Activities which would occur during construction of the Add Area would have the potential to generate low levels of groundborne vibration at the middle school discussed above. Thresholds identified by the Federal Railway Administration (FRA) state that those vibration levels which exceed 75 VdB at schools and institutions during recognized school hours may constitute a significant impact.

With the presence of a sensitive receptor within close proximity to the demolition and construction activities associated with the Add Area, the potential for exposure to excessive vibration levels could increase. However, even though construction activities may exceed the Federal Railway Administration 80 VdB threshold, they would be limited to between the hours of 7:00 a.m. and 9:00 p.m. on Monday through Friday and from 8:00 A.M. and 6:00 P.M. on Saturdays in accordance with the City of Los Angeles Noise Ordinance. Therefore, demolition and construction would not occur during recognized school hours compliance with Section 41.40 of the LAMC would reduce this impact to a less than significant level.

Operational Noise

Long-term noise concerns from the development of the Proposed Project have the potential to affect offsite locations, resulting primarily from vehicular traffic utilizing the local roadways along affected roadway segments analyzed in the project traffic study. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the Proposed Project in conjunction with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Proposed Project's vehicular traffic would result in a significant impact at offsite noise-sensitive receptor locations.

Offsite locations in the vicinity would experience increased noise caused by traffic generated by the Proposed Project. The Proposed Project would increase local noise levels by a maximum of 1.5 dBA CNEL for the roadway segments of Elmyra Street; Alameda Street to North Main Street, when compared with the future traffic volumes without the project. Because this is below the 3.0 dBA threshold, this impact would be less than significant.

Future interior noise levels would be dominated by vehicular traffic generated by development of the Proposed Project and Add Area. The City of Los Angeles allows new multi-family residential buildings to be constructed where the average noise environment in outdoor activity areas is no higher than 65.0 dBA CNEL while interior noise levels within residential units due to outdoor sources must not exceed 45 dBA CNEL.

Sound levels from vehicular traffic would exceed the City of Los Angeles 65.0 dBA CNEL threshold for outdoor living spaces. As discussed previously, the exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows. Therefore, the residential units facing North Main Street would experience an interior noise level of 36.1 dBA, 8.9 dBA CNEL below the City's threshold resulting in a less than significant impact. None-the-less, even though the calculated interior noise levels would be below the City's thresholds, environmental impacts to future occupants may still result from project implementation due to mobile noise. However, with implementation of Mitigation Measures IV.I-6 and IV.I-7, these impacts would be reduced to a less than significant level.

Temporary or periodic increases in ambient noise levels may occur from the heating, ventilation, and air conditioning (HVAC) systems which may be installed for the new residential buildings located within the project site and Add Area. Residential HVAC systems would result in noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the equipment. However, project development, while contributing to an overall increase in ambient noise levels in the project area, would result in land uses that are consistent with the General Plan land use designation for the Proposed Project site and would generate noise levels which are similar to surrounding land uses.

Noise would also be generated by activities within the proposed subterranean parking structure. Sources of noise would include tires squealing, engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking structure would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the morning and evening when the largest number of people would enter and exit the parking structure. During these times, the noise levels would range from 60 to 70 dBA L_{eq}. There would be times in the middle of the day when very little activity occurs and the noise levels average 50 to 60 dBA L_{eq}. These conditions would be similar to the existing conditions with vehicles parking at the existing on-site subterranean parking lot. In addition, exterior-to-interior reduction of newer residential units in California is generally 30 dBA or more. Therefore, impacts associated with noise generated as a result of the operation of the Proposed Project and Add Area would be less than significant. None-the-less, even though the calculated interior noise levels would be below the City's thresholds, environmental impacts to future occupants may still result from project implementation due to parking structure noise. However, with implementation of Mitigation Measures IV.I-8 through IV.I-10, these impacts would be reduced to a less than significant level.

Mitigation Measures

On-site construction activities would result in significant temporary noise impact at the nearest sensitive receptors due to heavy equipment operations. Standard noise abatement conditions will be required by the City of Los Angeles as part of any grading/construction permits. These measures include:

IV.I-1 All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

IV.I-2 Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

IV.I-3 The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers.

IV.I-4 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the multi-family residential units.

IV.I-5 Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs, if sensitive receptors are located nearby.

IV.I-6 All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto.

IV.I-7 The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

IV.I-8 Concrete, not metal, shall be used for construction of parking ramps.

IV.I-9 The interior ramps shall be textured to prevent tire squeal at turning areas.

IV.I-10 Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Level of Significance after Mitigation

With the successful implementation of the recommended mitigation measures, the noise levels associated with the Proposed Project and Add Area-related construction activities would be reduced to a less than significant level.

With successful implementation of the recommended mitigation measures, the noise levels associated with the Proposed Project operational activities would be reduced to a less than significant level.

Population and Housing

Proposed Project Site Impacts

Development of the Proposed Project site includes construction of 272 condominiums on 3.4 acres of previously developed land, resulting in 80 dwelling units per acre on the Proposed Project site. As the Proposed Project site is located within the Central City North Community Plan Area, the number of residents generated by this development is estimated using a high-medium residential density (55+ dwelling units per acre) land use category ratio of 3.33 residents per dwelling unit. Therefore, approximately 906 people would occupy the 272 condominiums.

As the Proposed Project site is currently developed with non-residential uses, this increase in residential population represents a 100 percent increase in population and housing on the Proposed Project site. The direct physical impacts resulting from this increase in population and housing are analyzed under each issue area throughout this Draft EIR.

The increase in residential population resulting from development of the Proposed Project site (906 persons) would represent approximately 57 percent of the anticipated population growth in Central City North between 2000 and 2010. This would not be a substantial increase, because the addition of 906 persons would be within the population projection in the Central City North Community Plan. As a result, the development of the Proposed Project would not directly induce substantial residential population growth, and impacts relating to residential population would be less than significant.

Development of the Proposed Project site would add 272 housing units to the City's housing inventory. This increase represents 27 percent of projected housing growth within Central City North between 2000 and 2010. This would not be a substantial increase, because the addition of 272 housing units to the Community's housing inventory would not exceed the projected growth rates for the Community. As a result, the development of the Proposed Project would not directly induce substantial housing growth, and impacts relating to housing would be less than significant.

Development of the Proposed Project site would not include any commercial land uses. Thus, no job opportunities would be generated on the Proposed Project site. In addition, no employment occurs currently (due to vacant uses) on the Proposed Project site. Thus, development of the Proposed Project site would be expected to result in no net increase or decrease of jobs. Based upon this lack of increase in jobs, development of the Proposed Project site would not indirectly result in the demand for any new housing units within Central City North. As a result, development of the Proposed Project site would not indirectly induce substantial population or housing growth due to new employment opportunities, and the associated impact would be less than significant.

Add Area Impacts

Development of the All Residential Alternative (maximum of 481 condominiums) on 5.4 acres of previously developed land would result in 130 dwelling units per acre within the Add Area. As the Add Area is located within the Central City North Community Plan Area, the number of residents generated by this development is estimated using a high-medium residential density (55+ dwelling units per acre) land use category ratio of 3.33 residents per dwelling unit. Therefore, approximately 1,602 people would occupy the maximum 481 condominiums.

As the Add Area is currently developed with non-residential uses, this increase in residential population represents a 100 percent increase in population and housing on the project site. The direct physical impacts resulting from this increase in population and housing are analyzed under each issue area throughout this Draft EIR.

The increase in residential population resulting from the maximum possible development of the Add Area (1,602 persons) would represent approximately 100 percent of the anticipated population growth in Central City North between 2000 and 2010. This would be a substantial increase, because the addition of 1,602 persons would slightly exceed the population projection in the Central City North Community Plan. As a result, the development of the Add Area would directly induce substantial residential population growth, and impacts relating to residential population would be significant and unavoidable.

Maximum possible development of the Add Area would add 481 housing units to the City's housing inventory. This increase represents 5 percent of projected housing growth within Central City North between 2000 and 2010. This would not be a substantial increase, because the addition of 481 housing units to the Community's housing inventory would not exceed the projected growth rates for the Community. As a result, the development of the Proposed Project would not directly induce substantial housing growth, and impacts relating to housing would be less than significant.

Theoretical development of the Add Area could include up to a maximum of 1,284,612 square feet of commercial land uses under the All Commercial Alternative. This maximum possible commercial development would generate job opportunities for approximately 2,874 employees onsite utilizing an employment generation factor of 2.2371 employees per 1,000 square feet. In addition, no employment occurs currently (due to vacant uses) within the Add Area. Thus, maximum possible commercial development of the Add Area would be expected to result in a 2,874 net increase of jobs.

Based on an estimate of one new housing unit per new employee, the maximum possible Add Area employment would indirectly result in 2,874 new residences within the Central City North CPA. However, this would be a conservative estimate of new permanent residents and households, as new employment positions are often filled from the existing Community and extended City population and typically do not result in relocation into the area to be closer to the place or work. As a result, maximum commercial development within the Add Area would not indirectly induce substantial population and

housing growth due to new employment opportunities, and the associated impact would be less than significant.

Mitigation Measures

Development of the Proposed Project would have a less than significant impact with respect to population and housing; therefore, no mitigation measures are required.

Theoretical development of the Add Area would have a less than significant impact with respect to housing but a significant and unavoidable impact with respect to population; however, no feasible mitigation is available.

Level of Significance after Mitigation

Development of the Proposed Project would have a less than significant impact with respect to population and housing.

There would be a significant and unavoidable impact by the theoretical development of the Add Area with respect to population. However, no feasible mitigation is available to reduce this impact to a less than significant level.

Public Services

1. Fire Protection

Proposed Project Site Impacts

Proposed Project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service rations, response times, or other performance objectives of the LAFD. Therefore, construction-related impacts to fire protection services would be less than significant.

The Proposed Project is expected to generate 906 residents. Based on the existing staffing levels, equipment, facilities, and response distance from existing stations, it is expected that the LAFD could accommodate the Proposed Project's increased demand for fire protection services. Therefore, the Proposed Project would not necessitate the construction or expansion of a fire station to maintain acceptable service rations, response times, or other performance objectives of the LAFD, and a less than significant impact would occur.

Furthermore, the LAFD has made recommendations to ensure that impacts to fire protection services are less than significant and, thus, would not require the construction or expansion of fire stations or other fire protection facilities. These recommendations are listed in the mitigation measures, below.

Add Area Impacts

Add Area construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service rations, response times, or other performance objectives of the LAFD. Therefore, construction-related impacts to fire protection services would be less than significant.

The development of the Add Area is expected to generate 1,602 residents. Based on the existing staffing levels, equipment, facilities, and response distance from existing stations, it is expected that the LAFD could accommodate the Add Area's increased demand for fire protection services. Therefore, the development of the Add Area would not necessitate the construction or expansion of a fire station to maintain acceptable service rations, response times, or other performance objectives of the LAFD, and a less than significant impact would occur.

Furthermore, the LAFD has made recommendations to ensure that impacts to fire protection services are less than significant and, thus, would not require the construction or expansion of fire stations or other fire protection facilities. These recommendations are listed in the mitigation measures, below.

Mitigation Measures

As the Proposed Project would have a less than significant impact with respect to fire protection services, mitigation measures are not required. However, the following mitigation measures are recommended in order to reduce the Proposed Project's already less than significant impact with respect to fire protection services:

IV.K.1-1 Access for Fire Department apparatus and personnel to and into all structures shall be required.

IV.K.1-2 No building or portion 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.

IV.K.1-3 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. 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 two hour rating, the distance from the wet standpipe outlet in the stairway to 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.

IV.K.1-4 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 "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.

IV.K.1-5 This policy does not apply to single-family dwellings or to non-residential buildings.

IV.K.1-6 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.

IV.K.1-7 Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

IV.K.1-8 Adequate public and private fire hydrants shall be required.

IV.K.1-9 No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel, except for dwelling units, where the travel distance shall be computed to the front door of the unit.

IV.K.1-10 Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

IV.K.1-11 Plot plans shall be submitted for Fire Department approval of access and fire hydrants.

IV.K.1-12 The Proposed Project shall comply with all applicable state and local codes and ordinances, and guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan for the City of Los Angeles C.P.C. 19708.

Level of Significance after Mitigation

The Proposed Project would have a less than significant impact with respect to fire protection services.

2. Police Protection

Proposed Project Site Impacts

Developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site to keep out the curious. Deployment of roving security guards is also an effective strategy in preventing problems from developing. In addition,

construction of the Proposed Project is not expected to cause significant congestion at the local study intersections. Although minor traffic delays may occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times would be minimal and temporary. Therefore, the Proposed Project's construction-related impacts to police protection services would be less than significant.

Implementation of the Proposed Project would result in an increase of site visitors and residents within the Proposed Project site, thereby generating a potential increase in the level of police protection service calls from the Proposed Project site. The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting, building security systems, and secure subterranean parking facilities. By nature, the residential use of the property would act as a crime deterrent, as compared to the existing state of the Proposed Project site. In addition, the continuous visible and non-visible presence of residents and employees at all times of the day would provide a sense of security during evening and early morning hours.

The LAPD has stated that the Central Community Police Station is staffed and equipped to provide full service to the project area, including the Proposed Project site, and that the Proposed Project would not result in the need for construction or expansion of police stations or other police protection facilities. While the Proposed Project would have a less than significant impact with respect to police protection, mitigation measures are recommended below to ensure that the LAPD's recommendations for the Proposed Project are addressed.

Add Area Impacts

Developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site to keep out the curious. Deployment of roving security guards is also an effective strategy in preventing problems from developing. In addition, construction of the Add Area is not expected to cause significant congestion at the local study intersections. Although minor traffic delays may occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times would be minimal and temporary. Therefore, the Add Area's construction-related impacts to police protection services would be less than significant.

Development of the Add Area would result in an increase of site visitors and residents within the Add Area, thereby generating a potential increase in the level of police protection service calls from the Add Area. It is currently unknown which alternative will be chosen for development of the Add Area. If either the All Residential Alternative or the Mixed Use Alternative is chosen, the residential use of the property would act as a crime deterrent, as compared to the existing state of the Add Area. In addition, the continuous visible and non-visible presence of residents and employees at all times of the day would provide a sense of security during evening and early morning hours.

The LAPD has stated that the Central Community Police Station is staffed and equipped to provide full service to the project area, including the Add Area, and that the development of the Add Area would not result in the need for construction or expansion of police stations or other police protection facilities. While the development of the Add Area would have a less than significant impact with respect to police protection, mitigation measures are recommended below to ensure that the LAPD's recommendations for the Add Area are addressed.

Mitigation Measures

IV.K.2-1 During construction activities, the project developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, be secured to prevent trespass.

IV.K.2.-2 In the event that the Proposed Project plans or anticipates any occasion which would require a unique request for police services, the occupants of the mixed-use building shall notify the Central Community Police Station in order to better enable the police officers to respond to the project site and the surrounding community.

Level of Significance after Mitigation

The Proposed Project's impacts on police protection services would be less than significant without mitigation. The implementation of the recommended mitigation measures would further reduce the Proposed Project's less than significant impacts.

3. Schools

Proposed Project Site Impacts

Based on Los Angeles Unified School District student generation factors, a net increase of approximately 58 elementary students, 27 middle school students, and 26 high school students (approximately 111 students total) would be generated by the development of the Proposed Project. With the exception of Nightingale Middle School, all of the public schools serving the Proposed Project site would have adequate capacity to accommodate the students generated by the Proposed Project. While the Proposed Project would increase the enrollment of Nightingale Middle School, the Proposed Project would not be expected to generate the specific need for a new or expanded school. However, implementation of the mitigation measure identified below, requiring the mandatory payment of school fees, in accordance with SB 50, would address the Proposed Project's impact on schools. Furthermore, in accordance with SB 50, payment of school fees is deemed to provide full and complete mitigation of impacts on schools pursuant to CEQA.

Add Area Impacts

Based on Los Angeles Unified School District student generation factors, a net increase of approximately 103 elementary students, 47 middle school students, and 46 high school students (approximately 196 students total) would be generated by the development of the Add Area. With the exception of Nightingale Middle School, all of the public schools serving the Add Area would have adequate capacity to accommodate the students generated by the development of the Add Area. While the development of the Add Area would increase the enrollment of Nightingale Middle School, the development of the Add Area would not be expected to generate the specific need for a new or expanded school. However, implementation of the mitigation measure identified below, requiring the mandatory payment of school fees, in accordance with SB 50, would address the Add Area's impact on schools. Furthermore, in accordance with SB 50, payment of school fees is deemed to provide full and complete mitigation of impacts on schools pursuant to CEQA.

Mitigation Measures

The following mitigation measures are recommended to address any potential impacts to schools that may be associated with the Proposed Project:

IV.K.3.-1 The project applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

IV.K.3.-2 Contractors must maintain safe and convenient pedestrian routes to all nearby schools.

IV.K.3.-3 Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted.

IV.K.3.-4 Installation and maintenance of appropriate traffic controls (signs and signals) to ensure pedestrian and vehicle safety.

IV.K.3.-5 Haul routes will not pass by any school, except when school is not in session.

IV.K.3.-6 No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to school property.

IV.K.3.-7 Funding for crossing guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings.

IV.K.3.-8 Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

IV.K.3.-9 Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

IV.K.3.-10 LAUSD Transportation Branch must be contacted regarding the potential impact on school bus routes.

(a) School buses must have unrestricted access to schools.

(b) During the construction phase, truck traffic and construction vehicles may cause traffic delays for transported students.

(c) During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may affect school buses' on-time performance and passenger safety.

(d) Because of provisions of the California Vehicle Code, other trucks and construction vehicles that encounter school buses, using red-flashing-lights-must-stop indicators will have to stop.

(e) The Project Manager or designee will have to notify LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas.

Level of Significance after Mitigation

The Proposed Project's impact to schools would be reduced to a less than significant level with the implementation of the recommended mitigation measures.

4. Parks

Proposed Project Site Impacts

The Proposed Project would generate a need for 3.6 acres (906 x 4/1,000) acres of public parkland in the Proposed Project area. The Proposed Project would integrate amenities such as an outdoor swimming pool and spa, a 2,155 square foot recreation/community room, two viewing platforms combining for approximately 6,000 square feet located on the roof of the Proposed Project, 14,000 square feet of active outdoor courtyard space, 11,740 square feet of passive outdoor courtyard space, and an exercise path. While the Proposed Project would fall short of the recommended acreage of parkland, the provision of the onsite recreational and outdoor open space, together with the payment of any required Quimby fees, would satisfy the need for any new or physically altered parks or recreational facilities in order to maintain the current service ratios. Therefore, with the implementation of the required mitigation measure, the Proposed Project's impacts upon parks and recreational facilities would be reduced to a less than significant level.

Add Area Impacts

The development of the Add Area would generate a need for 6.4 acres (1,602 x 4/1,000) acres of public parkland in the vicinity of the Add Area. It is unknown what amenities would be included with the development of the Add Area. However, the payment of any required Quimby fees would satisfy the need for any new or physically altered parks or recreational facilities in order to maintain the current service ratios. Therefore, with the implementation of the required mitigation measure, the Add Area's impacts upon parks and recreational facilities would be reduced to a less than significant level.

Mitigation Measure

IV.K.4-1 With the payment of Quimby fees, the Proposed Project would have a less than significant impact with respect to parks and recreational facilities. Therefore, no additional mitigation measures are recommended.

Level of Significance after Mitigation

The Proposed Project would have a less than significant impact with respect to parks and recreational facilities.

5. Libraries

Proposed Project Site Impacts

The Proposed Project would generate need for approximately 453 square feet (906 x 0.5) of library space and 1,812 (906 x 2) volumes of permanent collection. The Chinatown Branch Library currently meets the demands of the surrounding community. The library space in this library would be able to accommodate the library space demands of the additional 906 project residents. Therefore, the Proposed Project would result in a less than significant library facilities impact.

Add Area Impacts

The development of the Add Area would generate need for approximately 801 square feet (1,602 x 0.5) of library space and 3,204 (1,602 x 2) volumes of permanent collection. The Chinatown Branch Library currently meets the demands of the surrounding community. The library space in this library would be able to accommodate the library space demands of the additional 1,602 Add Area residents. Therefore, the development of the Add Area would result in a less than significant library facilities impact.

Mitigation Measure

The following mitigation measures would reduce significant impacts to a less than significant level:

IV.K.5-1 A mitigation fee of $200 per capita, paid by the developer, based on the projected residential population of the development which will be used for books, computers, and other library materials.

Level of Significance after Mitigation

The Proposed Project's impact on library services would be less than significant.

Transportation and Traffic

Proposed Project Site Impacts

Construction of the Proposed Project would require demolition of all existing structures, grading, and construction of the Proposed Project. Traffic during construction activities would be generated by construction equipment, crew vehicles, haul trucks, and vehicles delivering building materials. It is likely that short-term traffic impacts would occur in the immediate area during the busiest construction phase (i.e., foundation, building shell, and finish construction phase). Therefore, mitigation measures are recommended below, to address this potentially significant, albeit temporary impact.

The Proposed Project could be expected to generate an average of 1,318 vehicle trips per weekday, with 99 morning peak hour trips and 117 afternoon peak hour trips. These trip estimates have been adjusted to account for the traffic generated by the existing uses to be removed as part of the project. After these traffic adjustments, it has been estimated that the net traffic added to the adjacent streets is approximately 1,102 daily trips with 71 morning trips and 87 afternoon trips. None of the study intersections are impacted by the project traffic volume using the significant impact criteria established by LADOT. It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements).

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 the local jurisdiction must prepare a deficiency plan to be in conformance with the LA 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. For purposes of the CMP, a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to the freeway, in either direction during either the AM or PM weekday peak hour. The Proposed Project does not exceed the CMP traffic limits. Based on this information, no additional freeway analysis is necessary.

The Los Angeles Municipal Code (LAMC) specifies parking requirements for condominium residential developments at a ratio of 2 spaces per unit. Thus, 544 parking spaces (i.e., 2 spaces x 272 dwelling

units) would be required for the Proposed Project. Guest parking at a rate of one-quarter space per unit is also usually provided, which would amount to 68 guest parking spaces for the Proposed Project. In total, 612 parking spaces would be required of the Proposed Project. As the Proposed Project would provide a total on-site parking supply of 614 spaces, adequate on-site parking is anticipated, and no parking overflow impacts are expected. Vehicular access to the subterranean parking structure will be provided by a project driveway located on Llewellyn Street at mid-block. One inbound-only driveway and one outbound-only driveway will provide access to and from the structure.

Add Area Impacts

Development of the Add Area would require demolition of all existing structures, grading, and construction of the project. Traffic during construction activities would be generated by construction equipment, crew vehicles, haul trucks, and vehicles delivering building materials. It is likely that short-term traffic impacts would occur in the immediate area during the busiest construction phase (i.e., foundation, building shell, and finish construction phase). Therefore, mitigation measures are recommended below, to address this potentially significant, albeit temporary impact.

Six development scenarios were evaluated for the Add Area, including a large and small commercial alternative, large and small residential alternative, and large and small mixed-use alternative. Vehicle trip generation was conducted for the six development scenarios. Standard pass-by and conservative internal capture credits have been incorporated. Although this is an area where there is likely to be high transit and pedestrian activity, estimates of these reductions were not incorporated in the Add Area to present a more conservative estimate of future conditions. The trips estimated for the Add Area were then distributed to the eight study intersections. They were distributed based upon travel patterns in the area similar to the Proposed Project. Approximately 20 percent of the trips would be from the northeast, 15 percent from the west, and 65 percent from the south.

Critical movement analysis was conducted for the six Add Area alternative future "without project" traffic conditions. As would be anticipated, future conditions without the project increased with the addition of the Add Area commensurate with the increase in the level of development scenarios. There reaches a point in the Add Area development scenarios with the large commercial alternative where two intersections would deteriorate to a poor level of service. Review of this information indicates that all development scenarios can be accommodated without deterioration until we reach the large commercial development. This scenario creates more than double the number of trips of the next smaller development (mixed-use large).

Mitigation Measures

The following mitigation measures listed below are recommended to address the potential conflicts between construction activities, street traffic and pedestrians:

IV.L-1 Prior to the issuance of construction permits the developer shall prepare Work Area Traffic Control Plans that at a minimum should include:

- Identification of a designated haul route to be used by construction trucks;
- Provide an estimate of the number to trucks trips and anticipated trips;
- Identification of traffic control procedures, emergency access provisions, and construction alternative crew parking locations;
- Identification of the onsite location of vehicle and equipment staging;
- Provide a schedule of construction activities;
- Limitations on any potential lane closures to off-peak travel periods;
- Scheduling the delivery of construction materials during non-peak travel periods, to the extent possible;
- Coordinating deliveries to reduce the potential of trucks waiting to unload building
  materials;
- Prohibiting parking by construction workers on neighborhood streets as determined in conjunction with city staff; and
- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.

IV.L-2 To ensure pedestrian safety, the developer shall ensure that there are appropriate access restrictions to the project site, covered sidewalks, and designating alternative pedestrian routes.

The analysis contained in this section has determined that the change in traffic volume generated by the project would not significantly impact the traffic flow at any of the study intersections during the operation of the Proposed Project. Therefore, no additional project traffic mitigation measures are necessary.

Level of Significance after Mitigation

With the implementation of the recommended mitigation measures, construction traffic impacts would be less than significant. Traffic impacts associated with the operation of the Proposed Project would be less than significant.

Utilities

1. Wastewater

Proposed Project Site Impacts

The Proposed Project is estimated to generate 36,440 gallons per day of wastewater. The existing sewer lines in Llewellyn Street, Rondout Street, and Main Street have the capacity to handle the sewage generation flow from the Proposed Project, based on the estimated flows in the area. Since there are existing sewer lines adjacent to and nearby the Proposed Project site with sufficient capacity to handle the flows from the Proposed Project, no offsite sewer line improvements are anticipated, other than the Proposed Project's connection. Further, the Hyperion Treatment Plant has sufficient remaining capacity to provide treatment for the wastewater generated as a result of the Proposed Project. The Proposed Project would not require or result in the construction of new wastewater facilities or expansion of existing facilities. Therefore, the Proposed Project's impact on sewer systems would be less than significant.

Add Area Impacts

The maximum theoretical development of the Add Area would include 1,284,612 square feet of commercial space and would generate 102,769 gallons of wastewater per day. The existing sewer lines in Llewellyn Street, Rondout Street, and Main Street have the capacity to handle the sewage generation flow from the development of the Add Area, based on the estimated flows in the area. Since there are existing sewer lines adjacent to and nearby the Add Area with sufficient capacity to handle the flows from the Add Area, no offsite sewer line improvements are anticipated, other than the Add Area's connection. Further, the Hyperion Treatment Plant has sufficient remaining capacity to provide treatment for the wastewater generated as a result of the development of the Add Area. The Add Area would not require or result in the construction of new wastewater facilities or expansion of existing facilities. Therefore, the Add Area's impact on sewer systems would be less than significant.

Mitigation Measures

The impacts to wastewater services would be less than significant. Therefore, no mitigation measures are required.

Level of Significance after Mitigation

The Proposed Project's impacts on sewer services would be less than significant.

2. Water

Proposed Project Site Impacts

The Proposed Project would result in the demand for approximately 43,728 gallons per day of water. The existing 10-inch water mains under both N. Main Street and Llewellyn Street would serve the Proposed Project site with potable water. Existing water infrastructure and treatment facilities that serve the Proposed Project site are considered to be adequate. Therefore, no construction of or expansion of infrastructure or water treatment facilities would be needed to accommodate the Proposed Project, and the Proposed Project would have a less than significant impact on water supply systems.

Add Area Impacts

The maximum theoretical development of the Add Area would include 1,284,612 square feet of commercial space and would result in the demand for approximately 123,323 gallons per day of water. The existing 10-inch water mains under both N. Main Street and Llewellyn Street would the Add Area with potable water. Existing water infrastructure and treatment facilities that serve the Add Area are considered to be adequate. Therefore, no construction of or expansion of infrastructure or water treatment facilities would be needed to accommodate the Add Area, and the Add Area would have a less than significant impact on water supply systems.

Mitigation Measures

Although the Proposed Project would have a less than significant impact on water supply, the following mitigation measures are recommended to reduce further the Proposed Project's impacts:

IV.M-1 The project developer shall ensure that the landscape irrigation system be designed, installed and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.

IV.M-2 The project developer shall install either a "smart sprinkler" system to provide irrigation for the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.

IV.M-3 The project developer shall select and use drought tolerant, low water consuming plant varieties to reduce irrigation water consumption.

IV.M-4 The project developer shall install ultra-low flush water toilets and water saving showerheads in new construction. Low-flow faucet aerators should be installed on all sink faucets.

IV.M-5 The availability of recycled water should be investigated as a source to irrigate large landscaped areas.

IV.M-6 Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP should be contacted for specific information on appropriate measures.

IV.M-7 Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.

IV.M-8 Water saving clothes washers and dishwashers are now available from many manufacturers and should be used where available.

The Proposed Project would result in a net increase of 97,569 gpd of water consumption. The existing water infrastructure serving the Project area could accommodate estimated water consumption for the Proposed Project and thus, service will be provided routinely in accordance with the LADWP's Rules and Regulations. Therefore, the Proposed Project will have a less than significant impact upon water service.

Level of Significance after Mitigation

The Proposed Project's impacts on water supply would be less than significant without mitigation. However, the implementation of the recommended mitigation measures would further reduce the Proposed Project's impacts.

3. Solid Waste

Proposed Project Site Impacts

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. The construction of the Proposed Project is estimated to generate approximately 1,466,862 pounds (733 tons) of solid waste over the construction period. Recycling of construction-related waste materials in compliance with AB 939 would substantially reduce this waste stream that would otherwise go to a landfill. Therefore, approximately 733,431 pounds (367 tons) of construction waste would be disposed of in the landfills. The remaining daily intake of the Sunshine Canyon and Chiquita Canyon Landfills is 6,279 tons per day. As such, they would have adequate capacity to accommodate the average daily construction waste of 367 tons generated by the Proposed Project over its construction period. Therefore, a less than significant impact associated with construction waste would occur.

Operation of the Proposed Project would result in ongoing generation of solid waste. Over the long term, the Proposed Project would be expected to generate approximately 1,088 pounds or 0.54 tons of solid waste per day, or 199 tons per year. With compliance with AB 939, approximately 544 pounds (1,088/2)

or 0.27 tons must be recycled rather than disposed of in a landfill. If the entire 544 pounds or 0.27 tons per day of solid waste generated by the Proposed Project was disposed of in the Sunshine Canyon Landfill, the Sunshine Canyon Landfill would have more than enough permitted capacity to accommodate this additional contribution of less than one half of one ton per day. Therefore, the Proposed Project's impacts on the City's solid waste disposal facilities would be less than significant.

Add Area Impacts

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. The construction of the Add Area is estimated to generate approximately 4,997,141 pounds (2,499 tons) of solid waste over the construction period. Recycling of construction-related waste materials in compliance with AB 939 would substantially reduce this waste stream that would otherwise go to a landfill. Therefore, approximately 2,498,571 pounds (1,249 tons) of construction waste would be disposed of in the landfills. The remaining daily intake of the Sunshine Canyon and Chiquita Canyon Landfills is 6,279 tons per day. As such, they would have adequate capacity to accommodate the average daily construction waste of 1,249 tons generated by the Add Area over its construction period. Therefore, a less than significant impact associated with construction waste would occur.

Operation of the Add Area would result in ongoing generation of solid waste. Over the long term, the Add Area would be expected to generate approximately 6,423 pounds or 3.21 tons of solid waste per day, or 1,172 tons per year. With compliance with AB 939, approximately 3,212 pounds (6,423/2) or 1.6 tons must be recycled rather than disposed of in a landfill. If the entire 3,212 pounds or 1.6 tons per day of solid waste generated by the Add Area was disposed of in the Sunshine Canyon Landfill, the Sunshine Canyon Landfill would have more than enough permitted capacity to accommodate this additional contribution. Therefore, the Add Area's impacts on the City's solid waste disposal facilities would be less than significant.

Mitigation Measures

The Proposed Project's impacts on the City's solid waste disposal facilities would be less than significant and mitigation measures are, therefore, not required. Nonetheless, the following measures are recommended to reduce further the Proposed Project's already less than significant short-term construction-related solid waste impacts:

IV.M-9 The construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes.

IV.M-10 To facilitate the onsite separation and recycling of construction-related wastes, the construction contractor should provide temporary waste separation bins onsite during construction.

The following measure is recommended to reduce further the Proposed Project's already less than significant long-term solid waste impacts:

IV. M-11 The project developer shall provide trash compactors in each new residence to allow more effective and sanitary method of trash disposal.

Level of Significance after Mitigation

The Proposed Project's impacts on the City's solid waste disposal facilities would be less than significant without mitigation. However, implementation of the recommended mitigation measures would further reduce the Proposed Project's impacts.

4. Electricity

Proposed Project Site Impacts

The Proposed Project is anticipated to consume approximately 4,192 kilowatt hours (kwH) per day. Electrical connection of the Proposed Project would not entail expansion of distribution infrastructure nor capacity-enhancing alterations to existing facilities. The Proposed Project would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Proposed Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. The Proposed Project would result in an increase in electricity consumption and would require the installation of on-site transformer facilities. However, under the City Charter, the LADWP has an obligation to serve the citizens of the City. Therefore, the Proposed Project has been factored into the projected load growth electricity demands. Furthermore, the Proposed Project would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. Therefore, there would be a less than significant impact on electrical supply systems.

Add Area Impacts

The maximum theoretical development of the Add Area would include 1,284,612 square feet of commercial space and would be anticipated to consume approximately 47,689 kwH per day. Electrical connection of the Add Area would not entail expansion of distribution infrastructure nor capacity-enhancing alterations to existing facilities. The Add Area would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Add Area would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. The development of the Add Area would result in an increase in electricity consumption and would require the installation of on-site transformer facilities. However, under the City Charter, the LADWP has an obligation to serve the

citizens of the City. Therefore, the development of the Add Area has been factored into the projected load growth electricity demands. Furthermore, the Add Area would be required to comply with Title 24 of the CCR, which establishes energy conservation standards for new construction. Therefore, there would be a less than significant impact on electrical supply systems.

Mitigation Measures

There would be no impacts relating to electricity services. As such, mitigation measures are not required.

Level of Significance after Mitigation

There would be no impact by the Proposed Project on electricity services.

5. Natural Gas

Proposed Project Site Impacts

The Proposed Project is anticipated to consume 36,371 cubic feet of natural gas per day. SoCal Gas can accommodate the natural gas needs of the Proposed Project from existing pressure mains and current supply. Natural gas would be provided to the Proposed Project site through existing pressure mains in the adjoining streets. The Proposed Project would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the proposed project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. The Proposed Project would result in an increase in natural gas consumption. However, SoCal Gas would be able to provide the increase in its portion of the volume of natural gas anticipated from development of the Proposed Project. Therefore, there would be a less than significant impact on natural gas supply systems.

Add Area Impacts

The maximum theoretical development of the Add Area would include 1,284,612 square feet of commercial space and would be anticipated to consume approximately 124,179 cubic feet of natural gas per day. SoCal Gas can accommodate the natural gas needs of the Add Area from existing pressure mains and current supply. Natural gas would be provided to the Add Area through existing pressure mains in the adjoining streets. The Add Area would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the development of the Add Area would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. The development of the Add Area would result in an increase in natural gas consumption. However, SoCal Gas would be able to provide

the increase in its portion of the volume of natural gas anticipated from development of the Add Area. Therefore, there would be a less than significant impact on natural gas supply systems.

Mitigation Measures

There would be no impacts relating to natural gas services. As such, mitigation measures are not required.

Level of Significance after Mitigation

There would be no impact by the Proposed Project on natural gas services.

II. RESPONSES TO COMMENTS

A. OVERVIEW

The purpose of the public review of the Draft EIR (DEIR) is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the CEQA Guidelines states the following regarding standards from which adequacy is judged:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft EIR. Section 15088 (b) of the CEQA Guidelines describes the evaluation that CEQA requires in the response to comments. It states that:

> *The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.*

Section 15204(a) (Focus of Review) of the CEQA Guidelines helps the public and public agencies to focus their review of environmental documents and their comments to lead agencies. Case law has held that the lead agency is not obligated to undertake every suggestion given them, provided that the agency responds to significant environmental issues and makes a good faith effort at disclosure. Section 15204.5(a) of the CEQA Guidelines clarifies this for reviewers and states:

> *In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or*

> *mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

The guideline encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Given that an effect is not considered significant in the absence of substantial evidence, subsection (c) advises reviewers that comments should be accompanied by factual support. Section 15204(c) states:

> *Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

B. LIST OF THOSE WHO COMMENTED ON THE DRAFT EIR

The City of Los Angeles Department of City Planning received a total of 5 comment letters on the Draft EIR. Each comment letter has been assigned a corresponding number, and comments within each comment letter are also numbered. For example, comment letter "1" is from the Metropolitan Transportation Authority (MTA). The comments in this letter are numbered "1-1", "1-2", "1-3", etc.

Written comments made during the public review of the Draft EIR intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the environmental review. The responses acknowledge comments addressing points and opinions relevant to consideration for project approval, and discuss as necessary the points relevant to the environmental review. The response "comment noted" is often used in cases where the comment does not raise a substantive issue relevant to the review of the environmental analysis. Such points are usually statements of opinion or preference regarding a project's design or its presence as opposed to points within the purview of an EIR: environmental impact and mitigation. These points are relevant for consideration in the subsequent project approval process. In addition, the response "comment acknowledged" is generally used in cases where the commenter is correct.

During and after the public review period, the following organizations/persons provided written and oral comments on the Draft EIR to the City of Los Angeles Department of City Planning:

	Commenters	**Date**
	Regional/ Local Agencies	
1.	Metropolitan Transportation Authority (MTA)	August 14, 2006
2.	Public Utilities Commission (PUC)	August 14, 2006
3.	Southern California Association of Governments (SCAG)	August 14, 2006
4.	City of Los Angeles, Department of Transportation	August 14, 2006
5.	Department of Toxic Substances Control (DTSC)	August 16, 2006
	Private Individuals and Organizations	
	None	
	Letters Received After the Close of the Comment Period, August 7, 2006	
6.	City of Los Angeles, Citywide Division	October 5, 2006

Letter No. 1

Metropolitan Transportation Authority, dated August 7, 2006

Comment 1-1:

Thank you for the opportunity to comment on the Draft EIR for the LA Lofts Chinatown project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our statutory responsibilities in relation to the proposed project.

Response to Comment 1-1:

No response required.

Comment 1-2:

Though the Traffic Impact Analysis (TIA) satisfies most requirements of the 2004 CMP Guidelines, the following elements should be included and/or recognized in the Final EIR.

1. The CMP TIA requires a summary of the fixed-route transit services within 11/4-mile of the project area; express bus routes and rail within a 2-mile radius of the project. Due to this project's centralized location to the north of the central business district and the proximity of the freeways, many other express and local bus lines should have been included in the transit summary in the Draft EIR (page IV.L-2), addition to Metro 76 and 376.

Response to Comment 1-2:

Please refer to Section III. Corrections and Additions of this Final EIR for a discussion of the corrections included.

Comment 1-3:

2. Further, Metro Bus Line 58, which is identified in the transit summary in the Draft EIR (page IV.L-2) has been canceled and should not be included in the Final EIR.

Response to Comment 1-3:

Please refer to Section III. Corrections and Additions of this Final EIR for a discussion of the corrections included.

Comment 1-4:

3. Page IV.L-4 refers to an illustration of the transit lines in Appendix C to the Traffic Report, which can be found in Appendix I to the Draft EIR. None of the Appendices, A-E, were included in the Traffic Report in Appendix I.

Response to Comment 1-4:

Please see Appendix B to this Final EIR for the Traffic Report and Appendices A-E.

Comment 1-5:

4. The Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction impacts on Bus 76 and 376 with stops on College Street & N. Main Street, Roundout Street & N. Main Street, and Alameda Street & College Street.

Response to Comment 1-5:

Comment noted.

Comment 1-6:

5. SCRAA, which is mentioned on page IV.L-4, does not operate the Metro Gold Line. The EIR should be corrected to reflect LACMTA.

Response to Comment 1-6:

Please refer to Section III. Corrections and Additions of this Final EIR for a discussion of the corrections included.

Letter No. 2

Public Utilities Commission, dated August 7, 2006

Comment 2-1:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the Metrolink's River Line and the Union Pacific Railroad Company right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Response 2-1:

This comment acknowledges the Public Utilities Commission recommendation of safety along the adjacent railways. This letter does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 2-2:

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

Response 2-2:

This comment does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 2-3:

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Response 2-3:

This comment does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Letter No. 3

Southern California Association of Governments, dated August 10, 2006

Comment 3-1:

Thank you for submitting a Notice of Preparation of a Draft Environmental Impact report for the above mentioned project to the Southern California Association of Governments (SCAG) for review and comment. SCAG's responsibility as the region's clearinghouse per Executive Order 12372 includes the implementation of California Environmental Quality Act (CEQA) 151125 [d]. This legislation requires the review of local plans, projects, and programs for consistency with regional plans.

Response 3-1:

This letter acknowledges the project's balance of employment and housing opportunities for the project area. This letter does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 3-2:

We have determined that the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project consists of a General Plan Amendment (from Light Industrial to Regional Commercial and Add Areas), height District Change (from District 1 to District 2), Tentative Tract map and Zoning Administrators Adjustment (for reduced front and side yards) to permit the construction of 272 condominium units totaling 334,900 gross square foot of floor area, with 614 parking spaces on a 137,044 square foot lot. SCAG bases review of such project on its adopted regional plans:

Destination 2030: 2004 Regional Transportation Plan (RTP)
Regional Comprehensive Plan and Guide (RCPG) – 1996 version
Compass Growth Visions

Response 3-2:

This comment does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 3-3:

CEQA requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans 9Section 15125 [d]). Please state separately how the proposed plan will or will not support each regional plan. Please cite specific policies in the regional plans that the proposed

project supports. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. Visit www.scag.ca.gov for downloadable versions of these documents.

Response 3-3:

Please refer to Section IV.H Land Use and Planning of the Draft EIR for a full analysis of applicable policies and regional plans.

Comment 3-4:

Please provide a minimum of 45 days for SCAG to review the EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1858. Thank you.

Response 3-3:

This comment does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Letter No. 4

Department of Transportation, dated August 7, 2006

Comment 4-1:

The Department of Transportation (DOT) has reviewed the DEIR for the proposed condominium complex, LA Lofts Chinatown, dated June 26, 2006, prepared by Christopher A. Joseph & Associates, and the supporting traffic study, dated March 2006, prepared by Overland traffic Consultants, Inc. The project is located at 1101 North Main Street.

Response 4-1:

This letter does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 4-2:

DOT has determined that the DEIR adequately responded to our June 23, comment letter, which is attached and is also included in Appendix I of the DEIR. As indicated in the DOT letter, the traffic study analyzed eight intersections and determined that none of the study intersections would be significantly impacted by project related traffic. Except as noted, the DEIR adequately evaluated the projects anticipated impacts on the surrounding environment.

Response 4-2:

This letter does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Letter No. 5

Department of Toxic Substances Control, dated August 14, 2006

Comment 5-1:

1. The Draft EIR states that the proposed Project site is currently occupied by a vacant light industrial facility, the former 31,000 square foot Biner-Ellision Manufacturing machine shop, which operated on-site for more than 50 years. A Phase II Environmental Site Assessment report for the Project site indicates that elevated lead concentrations were detected in the soil, and that gasoline diesel, BTEX, TRPH, TPH-Extractable, and zinc were either non-detect or below current action levels. The Draft EIR needs to identify the regulatory agency that provided oversight during the Site Assessment. DTSC recommends additional environmental investigation to evaluate whether conditions at the site pose a threat to human health or the environment.

Response 5-1:

The Phase II Environmental Site Assessment (ESA) was performed by Smith-Emery GeoServices and was not provided any over sight by a regulatory agency during the analysis. However, the results of the Phase II Environmental Site Assessment, were included in Appendix G of the Draft EIR. As discussed in the Phase II ESA, elevated levels of lead ranging from 240 ppm to 2,300 ppm were detected in a three separate stockpiles of soil located on-site. All on-site stockpiles were subsequently removed from the site. However, due to the potential of the discovery of additional lead contaminated soil during construction of the Proposed Project, please refer to Section III, Additions and Corrections for a discussion of an additional mitigation measure which would reduce the potential of this impact to a less than significant level.

Comment 5-2:

All environmental investigation and/or remediation should be conducted under a Work Plan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the Site prior to its development.

Response 5-2:

Please refer to Section III, Additions and Corrections for a discussion of an additional mitigation measure which would reduce the potential of this impact to a less than significant level.

Comment 5-3:

If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that

contaminated soils exists, the Draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

Response 5-3:

Please refer to Section III, Additions and Corrections for a discussion of an additional mitigation measure which would reduce the potential of this impact to a less than significant level.

Letter No. 6

City of Los Angeles, Citywide, dated October 5, 2006

Comment 6-1:

The Citywide Division has reviewed this project with regard to its location within the City's Industrial Land Use Study, its location within the "Cornfields" opportunity area of the Los Angeles River Revitalization Plan, its location within 1500 feet if the Chinatown Gold Line Station, and adjacency to the new State Historic Park. None of the current or proposed plans, or its proximity to important community amenities, suggests that this area be zoned exclusively for residential.

Response 6-1:

This comment acknowledges that the project site should not be zoned exclusively for residential uses. This letter does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 6-2:

As proposed, this residential project requires a Zone Change and Plan Amendment to allow it to be located with an industrial area.

Response 6-2:

This comment acknowledges that the Proposed Project would require a Zone Change and General Plan Amendment. These are outlined on page II-1 of the Draft EIR. This comment does not contain any comments directed at the content or adequacy of the Draft EIR. Therefore no response is necessary.

Comment 6-3:

The EIR must undertake further analysis that considers:

The potential loss of manufacturing jobs.

Response 6-3:

The existing industrial building which exists on the Proposed Project site is currently vacant and therefore does not support any industrial related employment. Therefore, the Proposed Project would not result in any direct loss of industrial jobs. However, there would be the potential for future residential development, spawned in part by the project, to drive industrial jobs to other areas. None-the-less, with the proposed Los Angeles Revitalization Plan and the new Cornfields State Park both within close proximity to the Proposed Project site, industrial land uses would become less desirable while residential

based development would be more favorable.

Comment 6-4:

Potential mitigations to manufacturing job loss.

Response 6-4:

Development of the Proposed Project site would not include any commercial land uses. Thus, no job opportunities would be generated on the Proposed Project Site. In addition, no employment occurs currently (due to vacant uses) on the Proposed Project Site. Thus, development of the Proposed Project site would be expected to result in no net increase or decrease of jobs.

However, as discussed in Section V. Alternatives of the Draft EIR, Alternative D, a mixed-use alternative consisting of R3 zoning with a buildable area of 137,044 square feet was analyzed. This alternative would consist of six levels of residential condominium units at six times the allowable build area for a total of 822,264 square feet, or 1,027 residential units, over one level, or 137,044 square feet, of retail uses. Because the Proposed Project does not consist of any commercial space, Alternative D would represent a 100 percent increase in commercial space when compared to the 334,900 square feet and 272 units of residential development associated with the Proposed Project. However, with respect to overall building size, Alternative D would represent an approximate 65 percent, or 624,408 square foot increase when compared to the Proposed Project. Therefore, this maximum possible mixed-use development alternative would generate job opportunities for approximately 307 employees onsite utilizing an employment generation factor of 2.2371 employees per 1,000 square feet.[1]

In addition, the theoretical development of the Add Area could include up to a maximum of 1,284,612 square feet of commercial land uses under the All Commercial Alternative. This maximum possible commercial development would generate job opportunities for approximately 2,874 employees onsite utilizing an employment generation factor of 2.2371 employees per 1,000 square feet.[2] In addition, no employment occurs currently (due to vacant uses) within the Add Area. Thus, maximum possible commercial development of the Add Area would be expected to result in a 2,874 net increase of jobs. It should be noted, that Alternative D is the preferred alternative for a mixed-use development on the Proposed Project site by the City of Los Angeles River Unit.

[1] *Los Angeles Unified School District, School Facilities Needs Analysis, September 9, 2005.*

[2] *Los Angeles Unified School District, School Facilities Needs Analysis, September 9, 2005.*

Comment 6-5:

Corrections to the Draft Environmental Impact Report

It should be noted that in the final sentence of the first paragraph on page IV.H-12 the total floor area for Height District No.1 is referenced as to "not exceed six times the buildable area" where in-fact the buildable area for a lot with an FAR 1.5:1 is one and a half times

Response 6-5:

Please refer to Section III. Corrections and Additions of this Final EIR for a discussion of the corrections included.

III. CORRECTIONS AND ADDITIONS

The following corrections and additions are set forth to update the LA Lofts Chinatown Project Draft Environmental Impact Report (Draft EIR) in response to the comments received during and after the public review period, as well as City staff directed changes. Changes to the Draft EIR are listed by the corresponding Draft EIR Section, subsection, if applicable, and then page number. Additions and corrections to the Draft EIR are provided in double underline and ~~stikeout text~~ (as shown) to indicate additions and deletions to the Draft EIR, respectively.

Section IV.F, Hazards and Hazardous Materials

IV.F-11 Additional environmental investigation shall be approved and the results verified by the DTSC, or the appropriate regulatory agency with jurisdiction prior to project construction. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. All environmental investigation and/or remediation should be conducted under a Work Plan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the Site prior to its development.

If it is determined that contaminated soils exists, the DTSC shall provide regularity oversight and shall identify how any required investigation and/or remediation will be conducted.

Section IV.H, Land Use and Planning

Page IV.H-12, first paragraph, last sentence, revise as follows:

The project is located in Height District No. 1, which requires that the total floor area not exceed one and a half times the buildable area of the lot (FAR 1.5:1).

Section IV.K.3, Schools

Page IV.K-21, Table IV.K-4, revise as follows:

Table IV.K.-4
School Capacity and Enrollment

School	2005-2006 Enrollment	Enrollment Capacity	(-) Under/(+) Over Capacity
Ann St. Elementary	~~221~~ 180	342	~~121~~162
Nightingale Middle	~~2,018~~ 2,282	2,018	~~0~~(264)
Lincoln High	~~3,000~~ 3,005	3,065	~~65~~60

Source:
Written correspondence from Glen Striegler, Environmental Assessment Coordinator, Office of Environmental Health and Safety, Los Angeles Unified School District, October 18, 2005.

Page IV.K-21, second paragraph, revise as follows:

> As shown in Table IV.K.-4, two schools serving the Proposed Project site are under capacity while one school serving the Proposed Project site is ~~at~~over capacity. In addition, Central Region Middle School #6 and Central Region High School #15 are planned for construction to help relieve school overcrowding.[1] While these new seats will help offset projected overcrowding at the existing schools that will serve the Proposed Project site, there may be other overcrowded schools not listed here that are also targeted to be relieved by new schools.

Page IV.K-24, Table IV.K-6, revise as follows:

Table IV.K.-6
Proposed Project Impacts on LAUSD Schools

School	Enrollment Capacity	Project Generated Students	Future Enrollment with Project	(-)Under/(+)Over Capacity
Ann St Elementary	342	58	~~279~~238	~~63~~104
Nightingale Middle	2,018	27	~~2,045~~2,309	~~(27)~~(291)
Lincoln High	3,065	26	~~3,026~~3,031	~~39~~34

Source:
Written correspondence from Glen Striegler, Environmental Assessment Coordinator, Office of Environmental Health and Safety, Los Angeles Unified School District, , October 18,2005.

Page IV.K-25, Table IV.K-8, revise as follows:

Table IV.K.-8
Add Area Impacts on LAUSD Schools

School	Enrollment Capacity	Add Area Generated Students	Future Enrollment with Add Area	(-)Under/(+)Over Capacity
Ann St Elementary	342	103	~~324~~283	~~18~~59
Nightingale Middle	2,018	47	~~2,065~~2,329	~~(47)~~(311)
Lincoln High	3,065	46	~~3,046~~3,051	~~19~~14

Source:
Written correspondence from Glen Striegler, Environmental Assessment Coordinator, Office of Environmental Health and Safety, Los Angeles Unified School District, October 18, 2005.

Page IV.K-30, Table IV.K-10, revise as follows:

[1] *Written correspondence from Glenn Striegler, Environmental Assessment Coordinator, Office of Environmental Health and Safety, October 18, 2005.*

Table IV.K.-10
Cumulative Impacts to LAUSD Schools

School	Enrollment Capacity	Cumulative Students	Enrollment with Cumulative Students	(-) Under/ (+) Over Capacity
Ann St Elementary	342	3,837	~~4,058~~4,017	~~(3,716)~~(3,675)
Nightingale Middle	2,018	1,760	~~3,778~~4,042	~~(1,760)~~(2,024)
Lincoln High	3,065	1,715	~~4,715~~4,720	~~(1,650)~~(1,655)

Source:
Written correspondence from Glen Striegler, Environmental Assessment Coordinator, Office of Environmental Health and Safety, Los Angeles Unified School District, October 18, 2005.

Section IV.L, Transportation and Traffic

Page IV.L-2, last paragraph, revised as follows:

Metro provides routes ~~58~~, 76, and 376 along Main Street through the project area.

Page IV.L-2, last paragraph, revised as follows:

The following Transit Service Lines are available to residents of the Proposed Project:

Metro Lines

Local Service to and from Downtown

2	20	40	55	70	85
3	21	42	56	71	90
4	6	45	58	76	91
10	30	46	60	78	92
11	31	48	62	79	93
14	33	51	65	81	94
16	37	52	66	83	96
18	38	53	68	84	

Other North South Service Nearby

201
251
252
253
254
255

Limited Service

302 360
304 362
316 366
328 368

Special Service

603
605
620

Metro Rapid

714
720
745
751

Metro Rail Lines

330	370	Red
333	376	Blue
340	381	Gold
352	394	

Express Service to and from Downtown

401	447
410	460
418	483
434	484
439	485
442	487
444	489
445	497
446	

Other Providers

AV 785 SM 10 FT 481 FT 498 CE 437
MR 720 LA Dash FT 482 FT 498 CE 438
BHT M 40 FT 482 CE 409 CE 448
B 94 M 50 FT 486 CE 413 CE 534
SC 799 M 342 FT 488 CE 419
SC 794 M 343 FT 492 CE 422
GA1 M 341 FT 493 CE 423
OC 701 FT 699 FT 494 CE 430
OC 721 FT 480 FT 495 CE 431

Page IV.L-4, first paragraph, revised as follows:

LACMTA ~~SCRRA~~ provides a rail stop for the Metro Gold Line at the northwest corner of College Street and North Spring Street, southwest of the proposed project site.

Section IV.N, Noise

Page IV.N-12, first and second paragraph, revised as follows:

The nearest and most notable sensitive receptor to the Proposed Project site is the Ann Middle School located approximately ~~250~~ 650 feet northeast of the Proposed Project site at the northeast corner of North Main Street and East Ann Street. A commonly used rule of thumb for stationary or point source noise is that for every doubling of distance from the source, the noise level is reduced by about 6 dBA for every doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA.

Therefore, as shown in Table IV.I-6, noise levels may reach 89 dBA Leq during the excavation, grading and finishing phases for receptors located approximately 50 feet from the source. As discussed above, the Ann Middle School is located approximately 650 feet to the northeast of the Proposed Project Site, therefore resulting in a noise attenuation of 22 dBA Leq as a result of distance. In addition, the existing commercial building located at 1211 N. Main Street, and directly adjacent to the Proposed Project Site, as well as the multi-family residential buildings located to the south of Ann Middle School block approximately 90 percent of the view of the Proposed Project Site. Therefore, these existing buildings would act as an intervening structure, further attenuating construction related noise by approximately 4-5 dBA L_{eq}. As such, the maximum construction related noise levels of approximately 89 dBA L_{eq} associated with the Proposed Project would be attenuated by approximately 26-27 dBA L_{eq} due to

distance and intervening structures. This attenuation would result in an approximate ambient noise level of 63-64 dBA L_{eq} which is similar to the existing noise levels and typical of urban environments. ~~Construction-related noise levels at this sensitive receptor may exceed 76 dBA Leq during site grading, excavation, and finishing. Based on criteria established in the Draft CEQA Threshold Guide, construction activities lasting more than one day, which would increase ambient exterior noise levels by 10 dBA or more at a noise sensitive use, may result in a potentially significant impact.~~

~~However, In addition, Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays.~~ Therefore, because noise levels associated with construction of the Proposed Project would not be expected to exceed 64dBA Leq at the Ann Middle School, ~~and the project developer would be required to adhere to Section 41.40 of the LAMC,~~ construction related noise impacts would be less than significant on the Ann Middle School. ~~even though demolition and construction activities would last more than one day and may have the potential to increase the ambient noise levels at the Ann Middle School, compliance with Section 41.40 of the LAMC would reduce this impact to a less than significant level.~~

IV. MITIGATION MONITORING PROGRAM

The Mitigation Monitoring Plan (MMP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The City of Los Angeles is the Lead Agency for the proposed Project.

The MMP is designed to monitor implementation of all feasible mitigation measures as identified in the Draft and Final EIRs for the proposed Project. Mitigation measures are indicated below and are numbered consistent with the relevant section numbering provided in the Draft EIR. Each mitigation measure is listed and categorized by topic with an accompanying discussion of the following:

- The phase of the Project during which the mitigation measure should be monitored (i.e., prior to issuance of building permit, construction, or occupancy);
- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure); and
- The monitoring agency (i.e., the agency which monitors compliance and implementation of the required mitigation measure).

The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the project Applicant unless otherwise noted.

AESTHETICS

IV.B-1	Every building, structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair, and free of graffiti, debris, rubbish, garbage, trash, overgrown vegetation or similar material, pursuant to Municipal Code Section 91,8104. **Monitoring Phase:** Project Operation **Enforcement Agency:** Department of Building and Safety

	Monitoring Agency: Department of Building and Safety
IV.B-2	The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15. **Monitoring Phase:** Project Operation **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.B-3	All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker. **Monitoring Phase:** Prior to issuance of a building permit **Enforcement Agency:** Department of City Planning/Department of Building and Safety **Monitoring Agency:** Department of City Planning/Department of Building and Safety
IV.B-4	Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties. **Monitoring Phase:** Prior to issuance of a building permit **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.B-5	The exterior of the proposed buildings shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces. **Monitoring Phase:** Prior to issuance of a building permit **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety

AIR QUALITY

IV.C-1	The construction area and vicinity (500-foot radius) must be swept (preferably with water sweepers) and watered at least twice daily. Site wetting must occur often enough to maintain a 10 percent surface soil moisture content throughout all earth moving activities. **Monitoring Phase:** Construction **Enforcement Agency:** South Coast Air Quality Management District **Monitoring Agency:** Department of Building and Safety
IV.C-2	All paved roads, parking and staging areas must be watered at least once every two hours of active operations. **Monitoring Phase:** Construction **Enforcement Agency:** South Coast Air Quality Management District **Monitoring Agency:** Department of Building and Safety
IV.C-3	Site access points must be swept/washed within thirty minutes of visible dirt deposition. **Monitoring Phase:** Construction **Enforcement Agency:** South Coast Air Quality Management District **Monitoring Agency:** Department of Building and Safety
IV.C-4	Onsite stockpiles of debris, dirt or rusty material must be covered or watered at least twice daily. **Monitoring Phase:** Construction **Enforcement Agency:** South Coast Air Quality Management District **Monitoring Agency:** Department of Building and Safety
IV.C-5	All haul trucks hauling soil, sand, and other loose materials must either be covered or maintain two feet of freeboard.

	Monitoring Phase:	Construction
	Enforcement Agency:	South Coast Air Quality Management District
	Monitoring Agency:	Department of Building and Safety
IV.C-6	All haul trucks must have a capacity of no less than twelve and three-quarter (12.75) cubic yards.	
	Monitoring Phase:	Construction
	Enforcement Agency:	South Coast Air Quality Management District
	Monitoring Agency:	Department of Building and Safety
IV.C-7	At least 80 percent of all inactive disturbed surface areas must be watered on a daily basis when there is evidence of wind drive fugitive dust.	
	Monitoring Phase:	Construction
	Enforcement Agency:	South Coast Air Quality Management District
	Monitoring Agency:	Department of Building and Safety
IV.C-8	The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.	
	Monitoring Phase:	Prior to building permits
	Enforcement Agency:	South Coast Air Quality Management District
	Monitoring Agency:	Department of Building and Safety

CULTURAL RESOURCES

IV.D-1	If an archaeological resource is encountered, construction must be diverted and a qualified archaeologist must be consulted. An archaeologist must assess significance of the exposed archaeological discovery in accordance with California Register criteria. If a significant resource is identified during construction, the State Historic Preservation Office must be consulted regarding treatment options.

	Monitoring Phase:	During grading/excavation
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
IV.D-2	Pursuant to California Health and Safety Code Section 7050.5, in the event of the discovery of a burial, human bone, or suspected human bone, construction in the area of the find shall be temporarily halted, and the Los Angeles County Coroner shall be contacted immediately. Proper legal procedures shall be followed to determine the disposition of the remains pursuant to Public Resources Code Section 5097.98. If the remains are found to be prehistoric, the Coroner will consult and coordinate with the California Native Heritage Commission as required by State law.	
	Monitoring Phase:	During grading/excavation
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
IV.D-3	The Project Applicant shall identify a qualified paleontologist prior to any excavation, grading, or construction. The City of Los Angeles Planning Department shall approve the selected paleontologist prior to issuance of the grading permit. The Project paleontologist shall attend the pre-grading meeting to discuss how to recognize paleontological resources in the soil during grading activities. The prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying paleontological resources or removing paleontological resources from the Project Site.	
	Monitoring Phase:	Prior to issuance of grading permit
	Enforcement Agency:	Department of Building and Safety/Department of City Planning
	Monitoring Agency:	Department of Building and Safety/Department of City Planning
IV.D-4	If paleontological resources are encountered during the course of site development activities, work in that area shall be halted and the Project paleontologist shall be notified of the find. The Project paleontologist shall have the authority to temporarily divert or redirect grading to allow time to evaluate any exposed fossil material.	

	"Temporarily" shall be two working days for the evaluation process. **Monitoring Phase:** During grading/excavation **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.D-5	If the Project paleontologist determines that the resource is significant, then any scientifically-significant specimens shall be properly collected by the Project paleontologist. During collecting activities, contextual stratigraphic data shall also be collected. The data will include lithologic descriptions, photographs, measured stratigraphic sections, and field notes. **Monitoring Phase:** During grading/excavation **Enforcement Agency:** Department of Building and Safety/Department of City Planning **Monitoring Agency:** Department of Building and Safety/Department of City Planning
IV.D-6	Scientifically-significant specimens shall be prepared to the point of identification (not exhibition), stabilized, identified, and offered for curation to a suitable repository that has a retrievable storage system. **Monitoring Phase:** During grading/excavation **Enforcement Agency:** Department of Building and Safety/Department of City Planning **Monitoring Agency:** Department of Building and Safety/Department of City Planning
IV.D-7	The Project paleontologist shall prepare a final report at the end of the earthmoving activities; the report shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. The Project paleontologist shall send one copy of the report to the City of Los Angeles Planning Department; another copy should accompany any fossils, along with field logs and photographs, to the designated repository.

	Monitoring Phase:	During grading/excavation
	Enforcement Agency:	Department of City Planning
	Monitoring Agency:	Department of City Planning

GEOLOGY AND SOILS

IV.E-1	The Project shall be designed in accordance with the requirements of the latest edition of the City of Los Angeles Uniform Building Code.	
	Monitoring Phase:	Prior to issuance of grading and building permits
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
IV.E-2	The Project shall comply with the recommendations listed on pages 7 through 12 in the Geotechnical Engineering Investigation, prepared by NorCal Engineering, dated April 29, 2005.	
	Monitoring Phase:	During grading and construction
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety

HAZARDS AND HAZARDOUS MATERIALS

IV.F-1	Conduct a complete lead survey to determine the presence of any lead-based paint prior to any significant structural renovation or demolition activities, which would potentially disturb the existing building materials.	
	Monitoring Phase:	Prior to issuance of demolition/renovation permits
	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety
IV.F-2	Remove all asbestos-containing material prior to any renovation or demolition	

	activities. **Monitoring Phase:** Prior to issuance of demolition/renovation permits **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-3	All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-4	Leaks, drips, and spills must be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-5	Pavement at material spills shall not be hosed down but rather cleaned up using dry cleanup methods whenever possible. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-6	Dumpsters shall be covered and maintained. Uncovered dumpsters must be placed under a roof or cover with tarps and plastic sheeting. **Monitoring Phase:** Construction

	Enforcement Agency: Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-7	Gravel approaches shall be utilized where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-8	All vehicles/equipment shall be maintained, repaired, and washed away from storm drains. All major repairs are to be conducted off-site. Drip pans or drop cloths shall be utilized to catch drips and spills. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.F-9	To ensure that potential interference with emergency response and evacuation efforts are avoided, coordination with the local fire and police departments during construction is required. **Monitoring Phase:** Construction **Enforcement Agency:** Fire Department/Department of Building and Safety **Monitoring Agency:** Fire Department/Department of Building and Safety
IV.F-10	Properly dispose of any material containing PCBs prior to any significant construction or demolition activities. **Monitoring Phase:** Prior to issuance of demolition permits **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety

NOISE

IV.I-1	All construction equipment engines shall be properly tuned and muffled according to manufacturer's specifications. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-2	Noise operation activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-3	The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills, jackhammers, and pile drivers. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-4	Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the multi-family residential units. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety

IV.I-5	Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs, if sensitive receptors are located nearby. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-6	All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-7	The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-8	Concrete, not metal, shall be used for construction of parking ramps. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Building and Safety **Monitoring Agency:** Department of Building and Safety
IV.I-9	The interior ramps shall be textured to prevent tire squeal at turning areas. **Monitoring Phase:** Construction

	Enforcement Agency:	Department of Building and Safety
	Monitoring Agency:	Department of Building and Safety

PUBLIC SERVICES

Fire

IV.K.1-1	Access for Fire Department apparatus and personnel to and into all structures shall be required. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-2	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. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-3	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. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet in an exit stairway with at least a two hour rating, the distance from the wet standpipe outlet in the stairway to 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. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department

IV.K.1-4	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 "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-5	This policy does not apply to single-family dwellings or to non-residential buildings. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-6	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. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-7	Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-8	Adequate public and private fire hydrants shall be required. **Monitoring Phase:** Prior to issuance of building permits

	Enforcement Agency: Fire Department **Monitoring Agency:** Fire Department
IV.K.1-9	No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel, except for dwelling units, where the travel distance shall be computed to the front door of the unit. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-10	Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-11	Plot plans shall be submitted for Fire Department approval of access and fire hydrants. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department **Monitoring Agency:** Fire Department
IV.K.1-12	The Proposed Project shall comply with all applicable state and local codes and ordinances, and guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan for the City of Los Angeles C.P.C. 19708. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Fire Department

	Monitoring Agency: Fire Department

Police

IV.K.2-1	During construction activities, the Project developer shall ensure that all onsite areas of active development, material and equipment storage, and vehicle staging, that are adjacent to existing public roadways, be secured to prevent trespass. **Monitoring Phase:** Construction **Enforcement Agency:** Police Department **Monitoring Agency:** Police Department
IV.K.2-2	In the event that the Proposed Project plans or anticipates any occasion which would require a unique request for police services, the occupants of the mixed-use building shall notify the Central City Community Police Station in order to better enable the police officers to respond to the project site and the surrounding community. **Monitoring Phase:** Operation **Enforcement Agency:** Police Department **Monitoring Agency:** Police Department

Schools

IV.K.3-1	The Project Applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project area. **Monitoring Phase:** Prior to certificate of occupancy **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-2	Contractors must maintain safe and convenient pedestrian routes to all nearby schools.

	Monitoring Phase: Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-3	Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicle routes to school may be impacted. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-4	Installation and maintenance of appropriate traffic controls (signs and signals) to ensure pedestrian and vehicle safety. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-5	Haul routes will not pass by any school, except when school is not in session. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-6	No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to school property. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District

IV.K.3-7	Funding for crossing guards (at contractor's expense) is required when safety of children may be compromised by construction-related activities at impacted school crossings. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-8	Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-9	Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District
IV.K.3-10	LAUSD Transportation Branch must be contacted regarding the potential impact on school bus routes. (a) School buses must have unrestricted access to schools. (b) During the construction phase, truck traffic and construction vehicles may cause traffic delays for transported students. (c) During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may affect school buses' on-time performance and passenger safety. (d) Because of provisions of the California Vehicle Code, other trucks and construction vehicles that encounter school buses, using red-flashing-lights-

	must-stop indicators will have to stop. (e) The Project Manager or designee will have to notify LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. **Monitoring Phase:** Construction **Enforcement Agency:** Los Angeles Unified School District **Monitoring Agency:** Los Angeles Unified School District

Parks

IV.K.4-1	With the payment of Quimby fees, the Proposed Project would have a less than significant impact with respect to parks and recreational facilities. Therefore, no additional mitigation measures are recommended. **Monitoring Phase:** Prior to issuance of a certificate of occupancy **Enforcement Agency:** Department of Parks and Recreation **Monitoring Agency:** Department of Parks and Recreation

Libraries

IV.K.5-1	A mitigation fee of $200 per capita, paid by the developer, based on the project residential population of the development which will be used for books, computers, and other library materials. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Los Angeles Public Library **Monitoring Agency:** Los Angeles Public Library

TRANSPORTATION/TRAFFIC

IV.L-1	Prior to the issuance of construction permits, the developer shall prepare Work

	Area Traffic Control Plans that at a minimum should include: • Identification of a designated haul route to be used by construction trucks; • Provide an estimate of the number of truck trips and anticipated trips; • Identification of traffic control procedures, emergency access provisions, and construction alternative crew parking locations; • Identification of the onsite location of vehicle and equipment staging; • Provide a schedule of construction activities; • Limitations on any potential lane closures to off-peak travel periods; • Scheduling the delivery of construction materials during non-peak travel periods, to the extent possible; • Coordinating deliveries to reduce the potential of trucks waiting to unload building materials; • Prohibiting parking by construction workers on neighborhood streets as determined in conjunction with city staff; and • Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety. **Monitoring Phase:** Construction **Enforcement Agency:** Department of Transportation/Department of Public Works **Monitoring Agency:** Department of Transportation/Department of Public Works
IV.L-2	To ensure pedestrian safety, the developer shall ensure that there are appropriate access restrictions to the Proposed Project Site, covered sidewalks, and designating alternative pedestrian routes. **Monitoring Phase:** Pre-Construction, Construction

	Enforcement Agency:	Department of Transportation
	Monitoring Agency:	Department of Transportation

UTILITIES

Water

IV.M.2-1	The Project developer shall ensure that the landscape irrigation system be designed, installed and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.	
	Monitoring Phase:	Prior to issuance of certificate of occupancy
	Enforcement Agency:	Department of Public Works/ Department of City Planning
	Monitoring Agency:	Department of Public Works/ Department of City Planning
IV.M.2-2	The Project developer shall install either a "smart sprinkler" system to provide irrigation for the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.	
	Monitoring Phase:	Prior to issuance of certificate of occupancy
	Enforcement Agency:	Department of Public Works/ Department of City Planning
	Monitoring Agency:	Department of Public Works/ Department of City Planning
IV.M.2-3	The Project developer shall select and use drought-tolerant, low-water-consuming plant varieties to reduce irrigation water consumption.	
	Monitoring Phase:	Prior to issuance of certificate of occupancy

	Enforcement Agency: Department of City Planning **Monitoring Agency:** Department of City Planning
IV.M.2-4	The Project developer shall install low-flush water toilets and water-saving showerheads in new construction. Low-flow faucet aerators should be installed on all sink faucets. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Department of Public Works/Department of City Planning **Monitoring Agency:** Department of Public Works/Department of City Planning
IV.M.2-5	The availability of recycled water should be investigated as a source to irrigate large landscaped areas. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Department of Public Works/Department of City Planning **Monitoring Agency:** Department of Public Works/Department of City Planning
IV.M.2-6	Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP should be contacted for specific information on appropriate measures. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Department of Public Works/Department of City Planning **Monitoring Agency:** Department of Public Works/Department of City Planning
IV.M.2-7	Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated

	water reaches the outlet. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Department of Public Works/Department of City Planning **Monitoring Agency:** Department of Public Works/Department of City Planning
IV.M.2-8	Water saving clothes washers and dishwashers are now available from many manufacturers and should be used where available. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Department of Public Works/Department of City Planning **Monitoring Agency:** Department of Public Works/Department of City Planning

Solid Waste

IV.M.3-1	The construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes. **Monitoring Phase:** Prior to issuance of certificate of occupancy **Enforcement Agency:** Bureau of Sanitation **Monitoring Agency:** Bureau of Sanitation
IV.M.3-2	To facilitate the onsite separation and recycling of construction-related wastes, the construction contractor should provide temporary waste separation bins onsite during construction. **Monitoring Phase:** Construction **Enforcement Agency:** Bureau of Sanitation **Monitoring Agency:** Bureau of Sanitation

IV.M.3-3	The project developer shall provide trash compactors in each new residence to allow more effective and sanitary method of trash disposal. **Monitoring Phase:** Prior to issuance of building permits **Enforcement Agency:** Bureau of Sanitation **Monitoring Agency:** Bureau of Sanitation

APPENDIX A

Comment Letters

FILED

JUN 2 8 2006

CONNY B. McCORMACK, COUNTY CLERK
M. Smith
DEPUTY
M. SMITH

NOTICE OF COMPLETION

TO: STATE OF CALIFORNIA
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

Project Title
LA Lofts Chinatown

Case No.
ENV-EIR-2005-0881
SCH No.: 2006041161

Project Location - Specific

1101 N. Main Street, Los Angeles, CA 90012

Project Location - City

Los Angeles

Project Location - County

Los Angeles

Description of Nature, Purpose, and Beneficiaries of Project

Construction and operation of a 272-unit condominium facility totaling 334,900 gross square feet of floor area with 614 parking spaces on a 137,044 square foot lot. The project involves two components: 1) The physical development of 272 condominium units with corresponding Plan Amendment, Zone Change, Tract Map and Zoning Administrators Adjustment and, 2) an Add Area involving the theoretical development of one parcel located at 129 W. College, 1009 N. Main Street, and 1007 N. Main Street. The Add Area would involve a Plan Amendment and Zone Change initiated by the City of Los Angeles for this parcel located adjacent to the proposed project site. The proposed project does not involve any physical development of the Add Area.

Lead Agency

City of Los Angeles
Department of City Planning

Division

Department of City Planning
Environmental Review Section
200 N. Spring St., Room 750
Los Angeles, CA 90012

Address Where Copy of EIR is Available

Office of the City Clerk, Room 395, City Hall, 200 N. Spring St., Los Angeles, CA 90012

Review Period (Calendar Dates)

Starting Date

June 28, 2006

Ending Date

August 7, 2006

Contact Person	**Title**	**Area Code/Phone**
Jonathan H. Riker	City Planning Associate	(213) 978-1355

(Send to: County Clerk EIR Desk, 12400 Imperial Highway, Norwalk, CA 90650)

THIS NOTICE WAS POSTED
ON JUN 2 8 2006
UNTIL JUL 2 8 2006
REGISTRAR-RECORDER/COUNTY CLERK

06 0021036

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:02 P.06

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

RECEIVED
CITY OF LOS ANGELES
AUG 14 2006
ENVIRONMENTAL UNIT

August 7, 2006

Jonathan H. Riker, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Riker:

Thank you for the opportunity to comment on the Draft EIR for the LA Lofts Chinatown project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project. 1-1

Though the Traffic Impact Analysis (TIA) satisfies most requirements of the 2004 CMP Guidelines, the following elements should be included and/or recognized in the Final EIR: 1-2

1. The CMP TIA requires a summary of the fixed-route transit services within ¼-mile of the project area; express bus routes and rail within a 2-mile radius of the project. Due to this project's centralized location to the north of the central business district and the proximity of the freeways, many other express and local bus lines should have been included in the transit summary in the Draft EIR (page IV.L-2), addition to Metro Lines 76 and 376.
2. Further, Metro Bus Line 58, which is identified in the transit summary in the Draft EIR (page IV.L-2), has been canceled and should not be included in the Final EIR. 1-3
3. Page IV.L-4 refers to an illustration of the transit lines in Appendix C to the Traffic Report, which can be found in Appendix I to the Draft EIR. None of the Appendices, A-E, were included in the Traffic Report in Appendix I. 1-4
4. The Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction impacts on Bus Lines 76 and 376 with stops on College Street & N. Main Street, Roundout Street & N. Main Street, and Alameda Street & College Street. 1-5
5. SCRRA, which is mentioned on page IV.L-4, does not operate the Metro Gold Line. This should be corrected to reflect LACMTA. 1-6

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:02 P.02

Metro looks forward to reviewing the Final EIR. If you have any questions regarding this response, contact me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

Susan F. Chapman
Program Manager, Long Range Planning

STATE OF CALIFORNIA — ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

RECEIVED
CITY OF LOS ANGELES
AUG 14 2006
ENVIRONMENTAL
UNIT

August 7, 2006

Jonathon Riker
Los Angeles City Planning Dept.
200 N. Spring St., Room 750
Los Angeles, CA 90012

Dear Mr. Riker:

Re: SCH# 2006041161; LA Lofts

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the Metrolink's River Line and Union Pacific Railroad Company right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way. 2-1

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. 2-2

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City. 2-3

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Ron Mathieu, Metrolink
Freddy Cheung, UP

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:02 P.04

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

RECEIVED
CITY OF LOS ANGELES
AUG 14 2006
ENVIRONMENTAL UNIT

ASSOCIATION of GOVERNMENTS

August 10, 2006

Jonathan H. Riker, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

RE: **SCAG Comments on the Notice of Completion of a Draft Environmental Impact Report for the L. A. Lofts Chinatown Project**
SCAG No. I 20060443

Dear Mr. Riker:

Thank you for submitting a Notice of Preparation of a Draft Environmental Impact Report for the above-mentioned project to the Southern California Association of Governments (SCAG) for review and comment. SCAG's responsibility as the region's clearinghouse per Executive Order 12372 includes the implementation of California Environmental Quality Act (CEQA) §15125 [d]. This legislation requires the review of local plans, projects and programs for consistency with regional plans. 3-1

We have determined that the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project consists of a General Plan Amendment (from Light Industrial to Regional Commercial and Add Areas), Height District Change (from District 1 to District 2), Tentative Tract map and Zoning Administrator's Adjustment (for reduced front and side yards) to permit the construction of 272 condominium units totaling 334,900 gross square foot of floor area, with 614 parking spaces on a 137,044 square foot lot. SCAG bases review of such projects on its adopted regional plans: 3-2

Destination 2030: 2004 Regional Transportation Plan (RTP)
Regional Comprehensive Plan and Guide (RCPG) –1996 Version
Compass Growth Vision

CEQA requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [d]). Please state separately how the proposed plan will or will not support each regional plan. Please cite specific policies in the regional plans that the proposed project supports. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. Visit www.scag.ca.gov for downloadable versions of these documents. 3-3

Please provide a minimum of 45 days for SCAG to review the EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1858. Thank you. 3-4

Sincerely,

April Grayson

April Grayson
Associate Regional Planner
Intergovernmental Review

DOCS # 125611v1

Printed on Recycled Paper 559 05.09.06

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:02 P.05

GET. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1101 N. Main St.
DOT Case No. CEN 06-3305

RECEIVED
CITY OF LOS ANGELES
AUG 14 2006
ENVIRONMENTAL UNIT

Date: August 7, 2006

To: Jonathan H. Riker, Project Coordinator
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED LA LOFTS CHINATOWN LOCATED AT 1101 NORTH MAIN STREET (ENV-2005-0881-EIR)**

The Department of Transportation (DOT) has reviewed the DEIR for the proposed condominium complex, LA Lofts Chinatown, dated June 26, 2006, prepared by Christopher A. Joseph & Associates, and the supporting traffic study, dated March 2006, prepared by Overland Traffic Consultants, Inc. The project is located at 1101 North Main Street. 4-1

DOT has determined that the DEIR adequately responded to our June 23, 2006 comment letter, which is attached and is also included in Appendix I of the DEIR. As indicated in the DOT letter, the traffic study analyzed eight intersections and determined that none of the study intersections would be significantly impacted by project related traffic. Except as noted, the DEIR adequately evaluated the project's anticipated impacts on the surrounding community. 4-2

DISCUSSION AND FINDINGS

Project Description

The project proposes to construct a residential condominium complex with 272 (approximately 300) dwelling units totaling 334,900 gross square feet of floor area on a 137,044 square foot lot. The project site is bounded by North Main Street, Rondout Street, and Llewellyn Street. The project includes removal of 31,000 square feet of industrial uses. Vehicular access will be provided by one driveway approximately mid-block on Llewellyn Street. The build out year for the project is expected to be in 2008.

The DEIR also proposed five additional alternatives to the project:

- Alternative A is a No Project Alternative.

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:02 P.07

- Alternative B is a Reduced Intensity Alternative, which would result in a total of 171 multi-family condominium units. This would represent an approximate 63 percent decrease in residential development when compared to the proposed project of 272 dwelling units.

- Alternative C is an All Commercial Alternative, which would result in a total of 411,132 square feet of commercial space. This would represent a 100 percent increase in commercial space when compared to the proposed project. However, with respect to overall building size, this would represent a 76,232 square foot increase when compared to the proposed project.

- Alternative D is a Mixed-Use Alternative, which would consist of six levels of residential condominium units at six times the allowable build area for a total of 822,264 square feet, or 1,027 dwelling units, over one level, or 137,044 square feet, of retail uses. This would represent a 100 percent increase in commercial space when compared to the proposed project. However, with respect to overall building size, this would represent a 624,408 square foot increase when compared to the proposed project.

- Alternative E is a By-Right (Maximum Allowable Under Existing Zoning) Alternative which would consist of three times the allowable build area for a total of 444,332 square feet of commercial manufacturing uses. This would represent a 100 percent increase in commercial space when compared to the proposed project. However, with respect to overall building size, this alternative would represent a 109,432 square foot increase when compared to the proposed project.

The No Project Alternative would not result in any significant impacts. The traffic impacts under the Reduced Intensity Alternative would be less than the proposed project. The All Commercial Alternative would generate 20 percent more traffic, representing a slight increase in vehicle trips, than the proposed project but its overall impacts would be similar to those of the proposed project. The Mixed-Use Alternative would generate 89 percent more traffic, representing a major increase in vehicle trips, than the proposed project. Its overall impacts would be larger than those of the proposed project due to the increase in overall project density and may result in a potentially significant impact. The By-Right (Maximum Allowable Under Existing Zoning) Alternative would generate 35 percent more traffic, representing a slight increase in vehicle trips, than the proposed project. However, its overall impacts would be larger than those of the proposed project due to the increase in overall project density and may result in a potentially significant impact.

Trip Generation

The project will result in a net increase of 1,102 new daily trips, with 71 AM peak hour trips and 87 PM peak hour trips.

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:02 P.08

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

Attachments

cc: Gerald Gubatan, Council District No. 1
Martha Stephenson, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Liz Culhane, Overland Traffic Consultants, Inc.

P:\Letters\cen06-3305 condo 1101 n main_DEIR LTR.wpd

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.09

DET. 180A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1101 N. Main St.
DOT Case No. CEN 06-3305

Date: June 23, 2006

To: Jimmy Liao, City Planner
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED CONDOMINIUM COMPLEX LOCATED AT 1101 NORTH MAIN STREET (ENV-2005-881-EIR)**

The Department of Transportation (DOT) has reviewed the updated traffic study, dated March 2006, prepared by Overland Traffic Consultants, Inc. for the proposed condominium complex located at 1101 North Main Street. This letter supercedes the original DOT letter on this project, dated June 10, 2005 (attached). Per the DOT Traffic Study Policies and Procedures Revised March 2002, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C. The study analyzed eight intersections and determined that none of the study intersections would be significantly impacted by project related traffic (Attachment 1). Except as noted, the study adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The project proposes to construct a residential condominium complex with 300 dwelling units. The project site is bounded by North Main Street, Rondout Street, and Llewellyn Street (Attachment 2). The project includes removal of 31,000 square feet of industrial uses. Vehicular access will be provided by one driveway approximately mid-block on Llewellyn Street. The build out year for the project is expected to be in 2008.

Trip Generation

The project will result in a net increase of 1,102 new daily trips, with 71 AM peak hour trips and 87 PM peak hour trips (Attachment 3).

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.10

GET. 160A (Rev. 1/82)

FILE

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1101 N. Main St.
DOT Case No. CEN 05-1970

Date: June 10, 2005

To: Hadar Plafkin, City Planner
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED CONDOMINIUM COMPLEX LOCATED AT 1101 NORTH MAIN STREET**

The Department of Transportation (DOT) has reviewed the traffic study, dated March 2005, prepared by Overland Traffic Consultants, Inc. for the proposed condominium complex located at 1101 North Main Street. The study analyzed eight intersections and determined that none of the study intersections would be significantly impacted by project related traffic. Except as noted, the study adequately evaluated the project's traffic impacts on the surrounding community.

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Trip Generation

The project will result in a net increase of 1,102 new daily trips, with 71 AM peak hour trips and 87 PM peak hour trips.

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.11

any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet wide, unless otherwise noted.

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

cc: Guadalupe Duran-Medina, Planning Deputy, Council District No. 1
Martha Stephenson, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Edmond Yew, Land Development Group, BOE
Overland Traffic Consultants, Inc.

Letters\cen05-1970 condo 1101 n main_TS.wpd

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.12

Table 1
Project Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Condominium (per unit)	230	5.86	0.44	0.07	0.37	0.52	0.35	0.17
Industrial (per 1,000 sf)	110	6.97	0.92	0.81	0.11	0.98	0.12	0.86

Table 2
Estimated Project Traffic Generation

Proposed Land Use	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
300 unit condominium	1,758	132	21	111	156	105	51
Less 25% Transit/Ped.	- 440	- 33	- 5	- 28	- 39	- 26	- 13
Subtotal Residential	1,318	99	16	83	117	79	38
Less 31,000 s.f. Industrial	- 216	- 28	- 25	- 3	- 30	- 4	- 26
Net Trips	1,102	71	-9	80	87	75	12

ATTACHMENT 1
CEN06-3305 1101 N. Main St. Condos

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.13

N. MAIN STREET
EXISTING PROPERTY LINE ALONG MAIN ST.
EXISTING PROPERTY LINE ALONG LLEWLLYN ST.
LLEWLLYN STREET
RONDOUT ST.
(ABANDONED)
FORMER PROPERTY LINE PRIOR TO RONDOUT ST. EXPANSION. FACE OF PROPOSED BUILDING
NEW PROPERTY LINE, FORMER ABANDONED RONDOUT ST. CENTER LINE

SIGET. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1101 N. Main St.
DOT Case No. CEN 06-3305

Date: June 23, 2006

RECEIVED
CITY OF LOS ANGELES
JUN 28 2006
ENVIRONMENTAL
UNIT

To: Jimmy Liao, City Planner
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED CONDOMINIUM COMPLEX LOCATED AT 1101 NORTH MAIN STREET (ENV-2005-881-EIR)**

The Department of Transportation (DOT) has reviewed the updated traffic study, dated March 2006, prepared by Overland Traffic Consultants, Inc. for the proposed condominium complex located at 1101 North Main Street. This letter supercedes the original DOT letter on this project, dated June 10, 2005 (attached). Per the DOT Traffic Study Policies and Procedures Revised March 2002, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C. The study analyzed eight intersections and determined that none of the study intersections would be significantly impacted by project related traffic (Attachment 1). Except as noted, the study adequately evaluated the project's traffic impacts on the surrounding community.

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The project proposes to construct a residential condominium complex with 300 dwelling units. The project site is bounded by North Main Street, Rondout Street, and Llewellyn Street (Attachment 2). The project includes removal of 31,000 square feet of industrial uses. Vehicular access will be provided by one driveway approximately mid-block on Llewellyn Street. The build out year for the project is expected to be in 2008.

Trip Generation

The project will result in a net increase of 1,102 new daily trips, with 71 AM peak hour trips and 87 PM peak hour trips (Attachment 3).

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PROJECT REQUIREMENTS

A. Highway dedication and street widening requirements

North Main Street is classified as a Secondary Highway, which requires 35-foot half-width roadway on a 45-foot half width right-of-way.

Rondout Street is classified as a Local Street, which requires 20-foot half-width roadway on a 30-foot half-width right-of-way.

Llewellyn Street is also classified as a Local Street.

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

B. Construction Impacts

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

C. Driveway Access and Circulation

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3 @ 213-482-7024) to avoid delays in the building permit approval process. All driveways should be Case 2 driveways and 30 feet wide for two-way operation. A minimum 40-foot reservoir space should be provided for all gated driveways. An on-site turn-around shall be provided for service vehicles.

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

Attachments

cc: Gerald Gubatan, Council District No. 1
Martha Stephenson, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Liz Culhane, Overland Traffic Consultants, Inc.

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PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.16

GET. 160A (Rev. 1/82)

FILE

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1101 N. Main St.
DOT Case No. CEN 05-1970

Date: June 10, 2005

To: Hadar Plafkin, City Planner
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED CONDOMINIUM COMPLEX LOCATED AT 1101 NORTH MAIN STREET**

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Trip Generation

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PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:03 P.17

any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet wide, unless otherwise noted.

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cc: Guadalupe Duran-Medina, Planning Deputy, Council District No. 1
Martha Stephenson, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Edmond Yew, Land Development Group, BOE
Overland Traffic Consultants, Inc.

Letters\cen05-1970 condo 1101 n main_TS.wpd

PLANNING/SUB/ENV fax:213-978-8115 Aug 15 2006 17:04 P.18

Table 1
Project Trip Generation Rates

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Estimated Project Traffic Generation

Proposed Land Use	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
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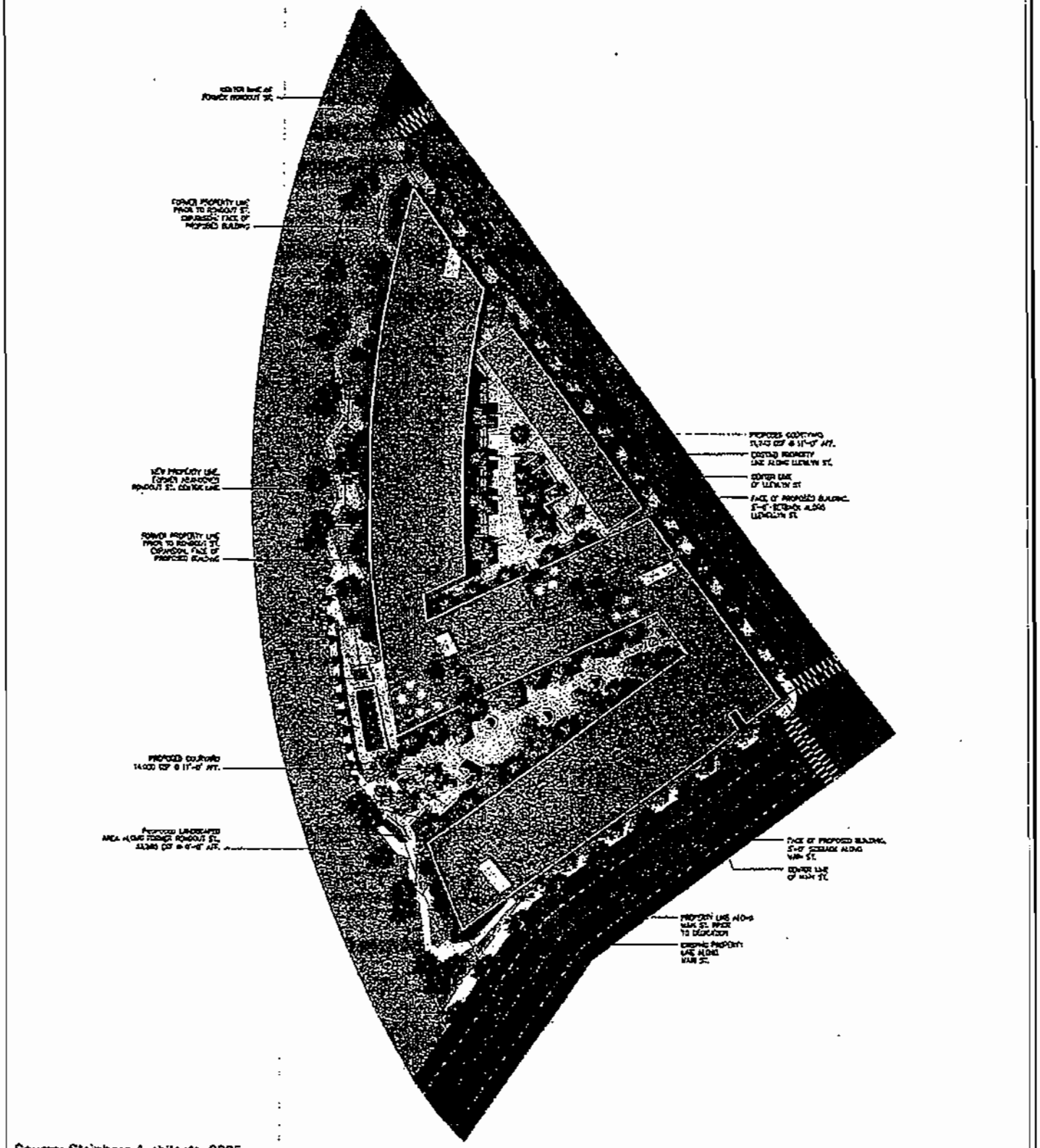
Subtotal Residential	1,318	99	16	83	117	79	38
Less 31,000 s.f. Industrial	- 216	- 28	- 25	- 3	- 30	- 4	- 26
Net Trips	1,102	71	-9	80	87	75	12

ATTACHMENT 1
CEN05-3305 1101 N. Main St. Condos

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:04 P.19



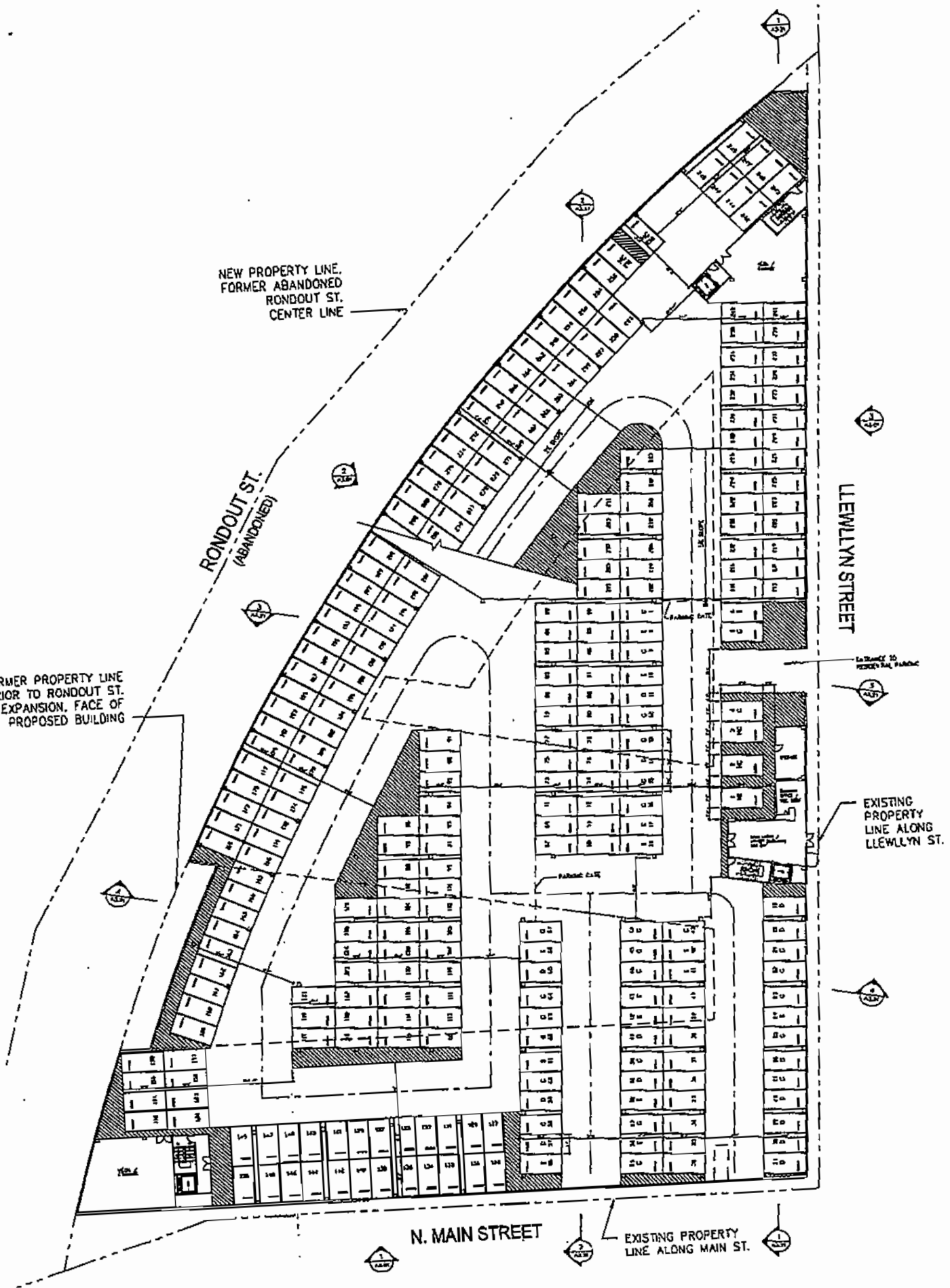
Source: Steinberg Architects, 2005

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-3
Conceptual Design

ATTACHMENT 2
CEN06-3305 1101 N. Main St. Condos

PLANNING/SUB/ENV Fax:213-978-8115 Aug 15 2006 17:04 P.20



PLANNING/SUB/ENV

Table 8
Future Traffic Conditions With Project

No.	Intersection	Peak Hour	Future Without Project CMA	LOS	Future With Project CMA	LOS		IMPACT
1	Main Street &	AM	0.362	A	0.362	A	+	0.000
	Vignes St/Alpine St	PM	0.703	C	0.719	C	+	0.016
2	Main Street &	AM	0.362	A	0.378	A	+	0.016
	College Street	PM	0.453	A	0.469	A	+	0.016
3	Main Street &	AM	0.436	A	0.436	A	+	0.000
	Elmyra Street	PM	0.495	A	0.495	A	+	0.000
4	Alameda Street &	AM	0.729	C	0.740	C	+	0.011
	Cesar E. Chavez Bl	PM	0.764	C	0.774	C	+	0.010
5	Alameda Street &	AM	0.533	A	0.541	A	+	0.008
	Main St - Ord St	PM	0.708	C	0.717	C	+	0.009
6	Alameda Street &	AM	0.541	A	0.547	A	+	0.006
	Alpine Street	PM	0.664	B	0.668	B	+	0.004
7	Alameda St/N Spring	AM	0.567	A	0.570	A	+	0.003
	& College St	PM	0.502	A	0.503	A	+	0.001
8	Spring St &	AM	0.695	B	0.711	C	+	0.016
	Elmyra Street	PM	0.698	B	0.711	C	+	0.013

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Department of Toxic Substances Control

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

Linda S. Adams
Secretary for
Environmental Protection

Arnold Schwarzenegger
Governor

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CITY OF LOS ANGELES

AUG 17 2006

ENVIRONMENTAL
UNIT

August 14, 2006

Mr. Jonathan Riker
City of Los Angeles
200 North Spring Street, Room 750
Los Angeles, California 90012

NOTICE OF COMPLETION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LA LOFTS CHINATOWN PROJECT, SCH NO. 2006041161

Dear Mr. Riker:

The Department of Toxic Substances Control (DTSC) has received your Notice of Completion of a draft Environmental Impact Report (EIR) for the project mentioned above.

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

1. The draft EIR states that the proposed Project site is currently occupied by a vacant light industrial facility, the former 31,000 square foot Biner-Eillison Manufacturing machine shop, which operated on-site for more than 50 years. A Phase II Environmental Site Assessment Report for the Project site indicates that elevated lead concentrations were detected in the soil, and that gasoline, diesel, BTEX, TRPH, TPH-Extractable, and zinc were either non-detect or below current action levels. The draft EIR needs to identify the regulatory agency that provided oversight during the Site Assessment. DTSC recommends additional environmental investigation to evaluate whether conditions at the site pose a threat to human health or the environment. 5-1

2. All environmental investigation and/or remediation should be conducted under a Work Plan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the Site prior to its development. 5-2

3. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight. 5-3

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DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me at (818) 551-2973.

Sincerely,

Jennifer Jones
Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

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

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

Letter 6

Citywide

City Hall • 200 N. Spring Street, Room 721
• Los Angeles, CA 90012

LOS ANGELES CITY PLANNING DEPARTMENT

October 5, 2006

TO: Jonathan Riker
Environmental Impact Review Unit

FROM: Jane Blumenfeld
Citywide Division

SUBJECT: 1101 N. Main Street
LA Lofts Chinatown Project
ENV-2005-881-EIR
CPC-2005-1843-CPA-ZAA

The Citywide Division has reviewed this project with regard to its location within the City's Industrial Land Use Study, its location within the "Cornfields" opportunity area of the Los Angeles River Revitalization Plan, its location within 1500 feet of the Chinatown Gold Line Station, and adjacency to the new State Historic Park. None of the current or proposed plans, or its proximity to important community amenities, suggests that this area be zoned exclusively for residential. 6-1

As proposed, this residential project requires a Zone Change and Plan Amendment to allow it to be located with an industrial area. The EIR must undertake further analysis that considers: 6-2

The potential loss of manufacturing jobs 6-3

Potential mitigations to manufacturing job loss 6-4

Corrections to the Draft Environmental Impact Report

It should be noted that in the final sentence of the first paragraph on page IV. H-12 the total floor area for Height District No. 1 is referenced as to "not exceed six times the buildable area" where in-fact the buildable area for a lot with an FAR 1.5:1 is one and a half times. 6-5

APPENDIX B

Traffic Report

Overland Traffic Consultants, Inc.

TRAFFIC IMPACT ANALYSIS FOR A PROPOSED CONDOMINIUM COMPLEX

Located at 1101 North Main Street
in the City of Los Angeles

Prepared for:
T.A. Patty Development, Inc.

Prepared by:
Overland Traffic Consultants, Inc.
25876 The Old Road #307
Santa Clarita, California 91381
(661) 799-8423

March 2005

TRAFFIC IMPACT ANALYSIS FOR A PROPOSED RESIDENTIAL DEVELOPMENT

1101 North Main Street
City of Los Angeles

Prepared for:
T.A. Patty Development, Inc.

Prepared by:

Overland Traffic Consultants, Inc.
25876 The Old Road # 307
Santa Clarita, California 91381
(661) 799 – 8423

March 2005

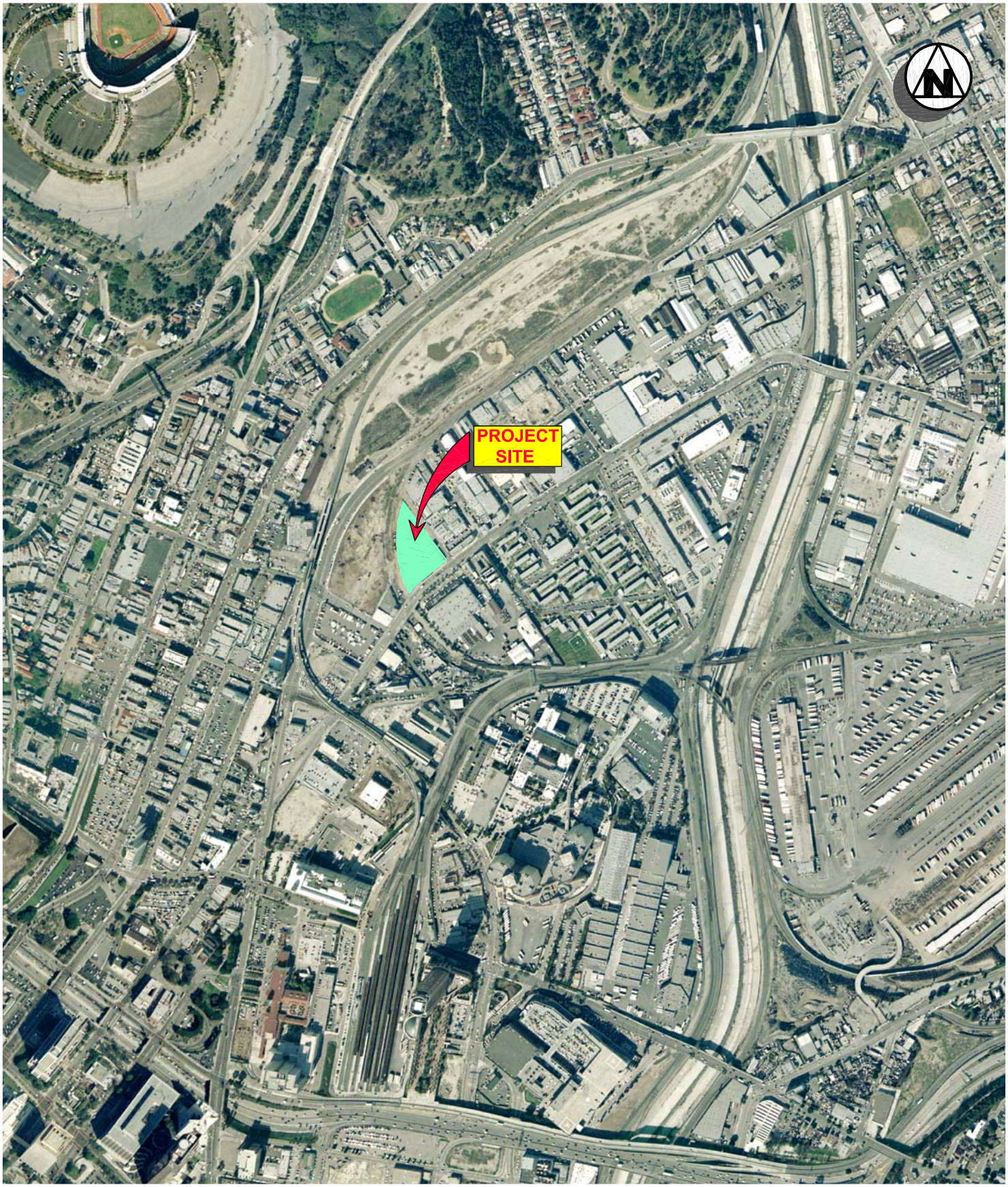
EXECUTIVE SUMMARY

The project being proposed is the construction of a residential condominium project in the City of Los Angeles. The project site is bounded by N. Main Street, Llwellyn Street and Rondout Street (abandoned Street) as illustrated in the following photograph. Currently the site is occupied with approximately 31,000 square feet of light industrial uses which will be removed as part of the project. Access to the project parking will be provided via Llwellyn Street.

The focus of this traffic study is to evaluate the potential traffic impact created by the project development on nearby intersections selected for review by the City of Los Angeles Department of Transportation (LADOT). The following traffic impact analysis is consistent with the procedures and policies adopted by LADOT for traffic studies in the City of Los Angeles.

It is estimated that the residential project would generate 1,318 daily vehicle trips with 99 and 117 trips occurring during the morning and afternoon peak hours, respectively. After adjusting for the removal of the existing site-generated traffic, the project could add 1,102 daily trips with 71 morning trips and 87 afternoon peak hour trips to the surrounding street network.

Based on the analysis in this study, it has been determined that the added traffic generated by the proposed residential project will not significantly impact the traffic flow at any of the study intersections. Therefore, project traffic mitigation measures have not been recommended and are not necessary.



2/2/2005

PROJECT SETTING

Overland Traffic Consultants, Inc.
25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

CHAPTER 1 INTRODUCTION

A traffic impact analysis has been conducted to evaluate the potential traffic impact of the proposed residential project on eight intersections near the project site selected by the LADOT for review. These intersections are:

- N. Main Street and Alpine Street/N. Vignes Street;
- N. Main Street and College Street;
- N. Main Street and Elmyra Street;
- Alameda Street and Cesar E. Chavez Avenue;
- Alameda Street and Ord Street/N. Main Street;
- Alameda Street and Alpine Street;
- Alameda Street and College Street; and,
- N. Spring Street and Elmyra Street.

Existing and future traffic conditions with and without the proposed project's traffic have been analyzed at these study locations in order to identify any potential traffic impacts created by the proposed project. The procedures used to analyze traffic conditions are consistent with LADOT guidelines for preparing traffic studies. Estimates of the project traffic volume and traffic flow have been reviewed and approved by LADOT for use in this study.

CHAPTER 2 PROJECT DESCRIPTION

The project is the construction of 300 condominiums with the removal of 31,000 square feet of industrial uses bounded by N. Main Street on the south, Rondout on the north and west, and Llewellyn Street on the east. The location of the project site is shown on Figure 1. Vehicular access to the project parking will be via one driveway located on Llwellyn Street. The concept site plan for the project is shown in Figure 2.

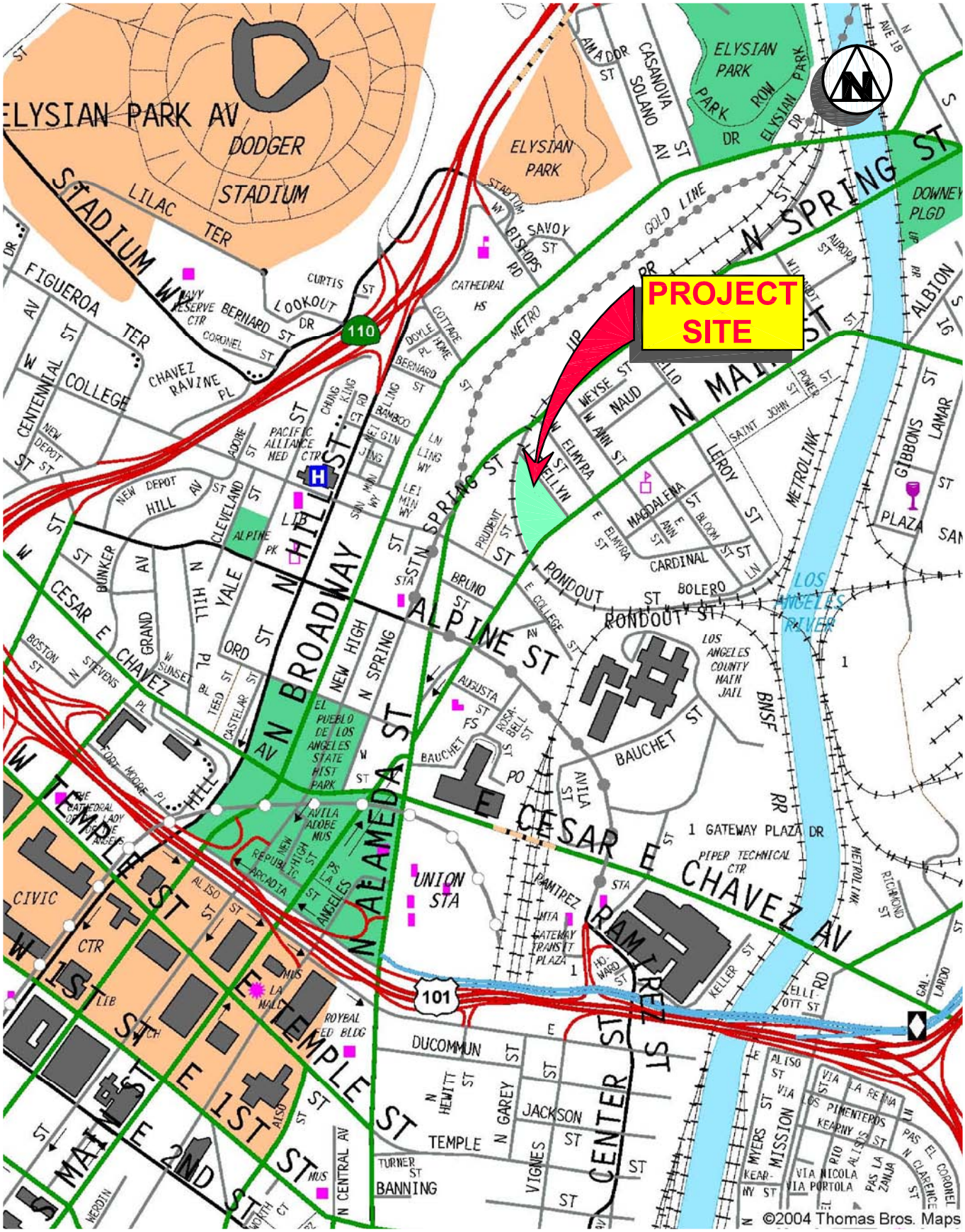


FIGURE 1

2/2/2005

PROJECT LOCATION

Overland Traffic Consultants, Inc.
25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

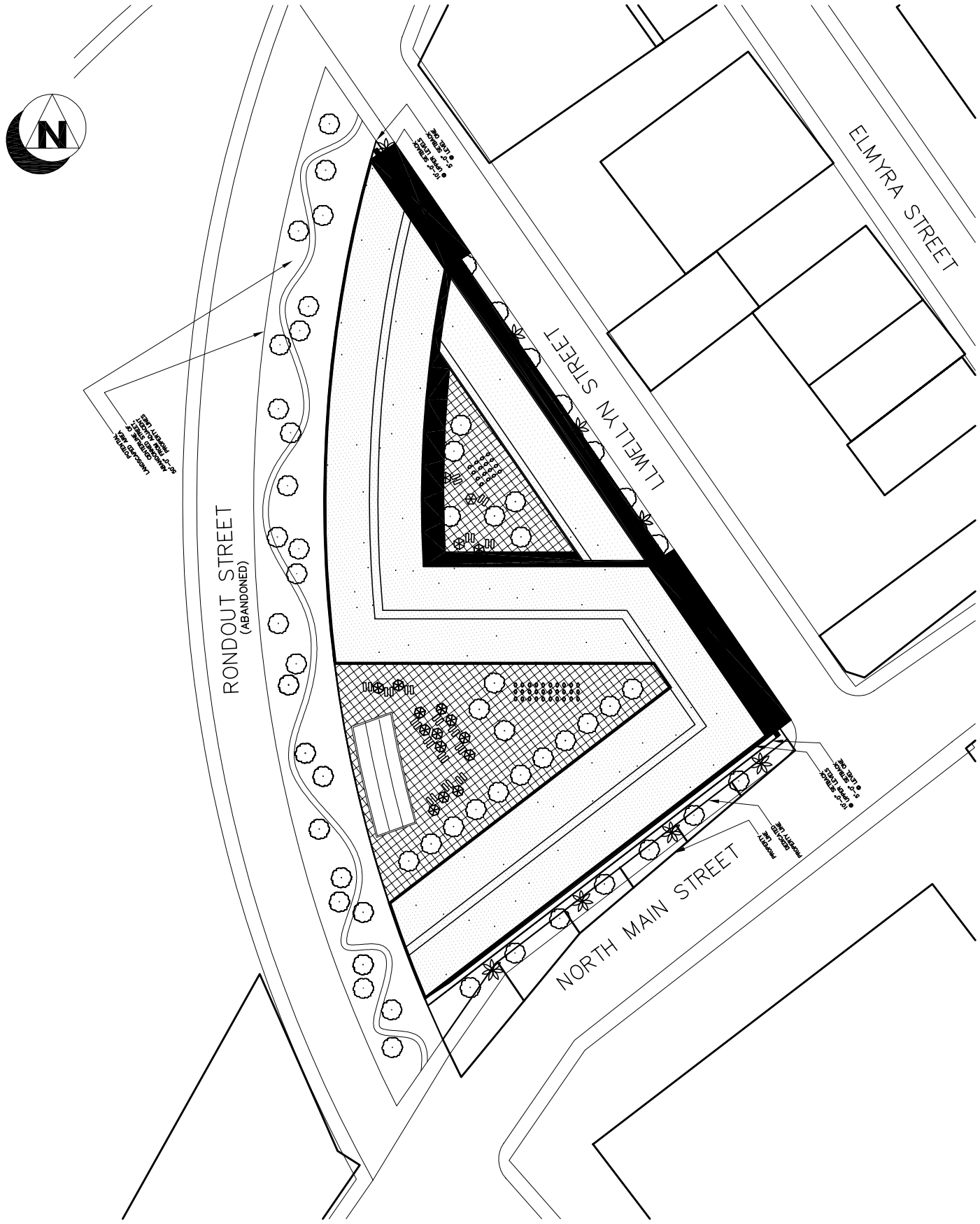


FIGURE 2

1/5/2005

PROJECT SITE LAYOUT

Overland Traffic Consultants, Inc.
25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

CHAPTER 3 ENVIRONMENTAL SETTING

The project is located in the Central City North Community Plan area, immediately north of downtown Los Angeles, north of the Hollywood Freeway (U.S. Highway 101) and east of the Pasadena Freeway (I - 110). The Central City North Community plan area contains 2,010 square acres consisting of 5.9 % residential, 8.3 % commercial, 45.5 % industrial, 21.6 % open space/public and 18.7 % streets. Appendix A contains the Central City North Community Plan land use information.

In addition to collecting traffic volume data, field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations. A brief description of the adjacent roadway facilities is provided below with the street plans of the roadways, city street standards and the Central City North Community Plan Highway Circulation Map provided in Appendix B.

Freeway and Street Characteristics

Freeways serving the project are the Pasadena Freeway (I - 110) and Hollywood Freeway (U.S. 101) which are immediately west and south of the site, respectively. Project access to the Pasadena Freeway is primarily provided from Hill Street. This north-south freeway provides access to downtown Los Angeles with an average traffic volume of 168,000 vehicles per day between Figueroa Street and Stadium Way. Current non-directional peak hour traffic volume (VPH) on the 110 Freeway is approximately 11,500 VPH.

Project access to the Hollywood Freeway is primarily provided from Vignes Street and Alameda Street. This north-south freeway provides access to downtown Los Angeles with an average traffic volume of 204,000 – 218,000 vehicles per day between Vignes Street and N. Spring Street. Current non-directional VPH on the US 101 is between 13,400 – 14,800 VPH.

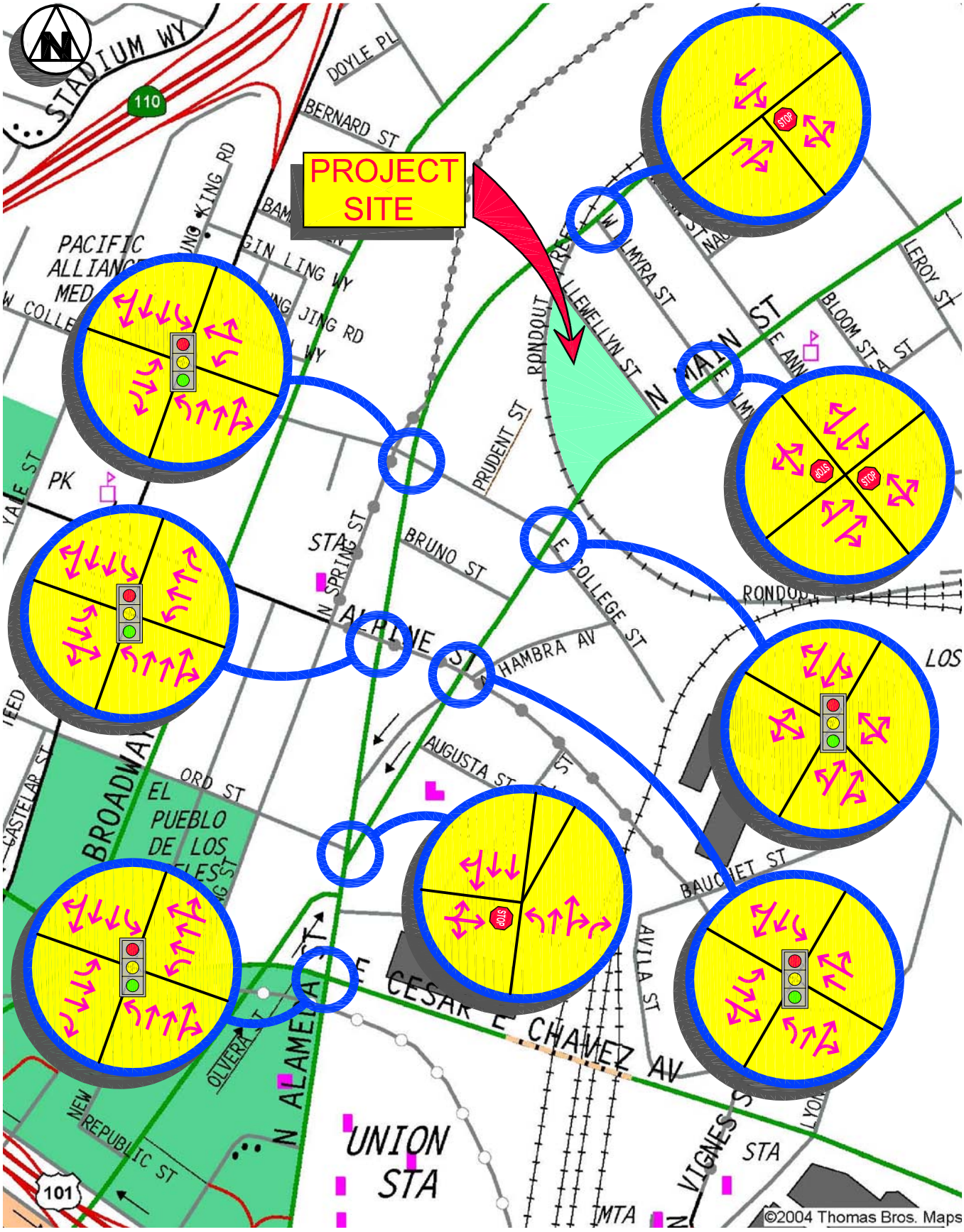


FIGURE 3

2/9/2005

STUDY INTERSECTION CHARACTERISTICS

Overland Traffic Consultants, Inc.
25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

Main Street is designated a secondary highway which calls for a 70 foot wide roadway on 94 feet of right-of-way. Main Street provides two lanes in each direction. On the east side of the street, parking is unrestricted north of College Street and 1-hour parking with afternoon peak hour restrictions from 4 – 6 PM south of College Street. The west side has unrestricted parking north of College Street and 1-hour parking with morning peak hour restrictions from 7-9 AM south of College Street.

Alameda Street is designated a major highway which becomes N. Spring Street at College Street. Alameda Street provides three lanes in each direction with on street parking and is controlled by traffic signals at its intersection with College Street, Alpine Street, and Cesar E. Chavez Avenue.

N. Spring Street is also designated a major highway per the community plan. N. Spring Street is a 60 to 62-foot right-of-way with a 42-foot roadway north of Elmyra Street. The street provides two lanes in each direction with parking restrictions on both sides of the street. South of Elmyra Street the roadway widens to provide a third travel lane in each direction on approach to College Street.

College Street is designated a secondary highway in the community plan. One lane in each direction is provided between Alameda Street and Main Street. East of N. Spring Street/Alameda Street there is two hour metered parking between the hours of 9 AM to 3 PM and peak hour restrictions during the morning and evening peak hours on both sides of the street. West of N. Spring Street/Alameda Street there is no parking on the south side of the street and unrestricted on the north side. College Street is controlled by a traffic signal at its intersection with N. Spring Street and is stop sign controlled at Main Street.

Alpine Street is designated a secondary highway in the community plan. Two lanes in each direction are provided and parking is restricted on both sides of the street. The

roadway is divided west of Main Street by columns from the elevated portion of the Metrorail line. East of Alameda Street, Alpine Street becomes Vignes Street.

Vignes Street is designated a major highway in the community plan. Two lanes in each direction is provided and parking is restricted on both sides of the street. Vignes Street becomes Alpine Street west of Main Street. Vignes Street is a divided due to columns along its centerline from the elevated portion of the Metrorail line. Eastbound left turns are prohibited at Main Street.

Cesar E. Chavez Avenue is designated a major highway in the community plan. The street provides three lanes of traffic, left turn channelization, and restricted parking on both sides of the street.

Elmyra Street is designated a collector street in the community plan. There is no striping and parking is unrestricted on both sides of the street. Elmyra Street is stop sign controlled at N. Spring Street and N. Main Street.

Llewellyn Street is designated a local street in the community plan. One lane in each direction is provided with unrestricted parking on both sides of the street. Llewellyn Street is stop sign controlled at N. Spring Street and N. Main Street.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation and the Southern California Regional Railroad Authority (SCRRA). Metro provides routes 58, 76 and 376 along Main Street through the study area. LADOT provides the DASH service with the Lincoln Heights/Chinatown line along Main Street on weekends and weekdays. SCRRA provides a rail stop for the Metro Gold Line at the northwest corner of College Street and N. Spring Street, southwest of the project site. The transit lines are illustrated in Appendix C.

CHAPTER 4 PROJECT TRAFFIC

Traffic Generation

Traffic-generating characteristics of the proposed multi-family residential uses and the existing light industrial uses have been survey by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 7th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that the land uses associated with the proposed project generally exhibit the trip-making characteristics as shown by the trip rates in Table 1. On the basis of these ITE trip generation rates, estimates of the project's driveway traffic volume were calculated. Traffic discounts were applied for transit usage and pedestrian traffic as allowed by LADOT. As shown in Table 2, the proposed project could be expected to generate an average of 1,318 vehicle trips per weekday with 99 morning peak hour trips and 117 afternoon peak hour trips.

These trip estimates have been adjusted to account for the traffic generated by the existing uses to be removed as part of the project. After these traffic adjustments, it has been estimated that the net traffic added to the adjacent streets is approximately 1,102 daily trips with 71 morning trips and 87 afternoon trips.

Table 1
Project Trip Generation Rates

			AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Daily	Total	In	Out	Total	In	Out
Condominium (per unit)	230	5.86	0.44	0.07	0.37	0.52	0.35	0.17
Industrial (per 1,000 sf)	110	6.97	0.92	0.81	0.11	0.98	0.12	0.86

Table 2
Estimated Project Traffic Generation

	Daily	AM Peak Hour			PM Peak Hour		
Proposed Land Use	Traffic	Total	In	Out	Total	In	Out
300 unit condominium	1,758	132	21	111	156	105	51
Less 25% Transit/Ped.	- 440	- 33	- 5	- 28	- 39	- 26	- 13
Subtotal Residential	1,318	99	16	83	117	79	38
Less 31,000 s.f. Industrial	- 216	- 28	- 25	- 3	- 30	- 4	- 26
Net Trips	1,102	71	-9	80	87	75	12

Traffic Distribution

A primary factor affecting trip direction is the spatial distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is also based the study area roadway network. Figure 4 illustrates the estimated area wide project traffic distribution percentages. Figure 5 shows the estimated project traffic percentages at the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the tables above, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

FIGURE 4

2/2/2005

PROJECT DISTRIBUTION

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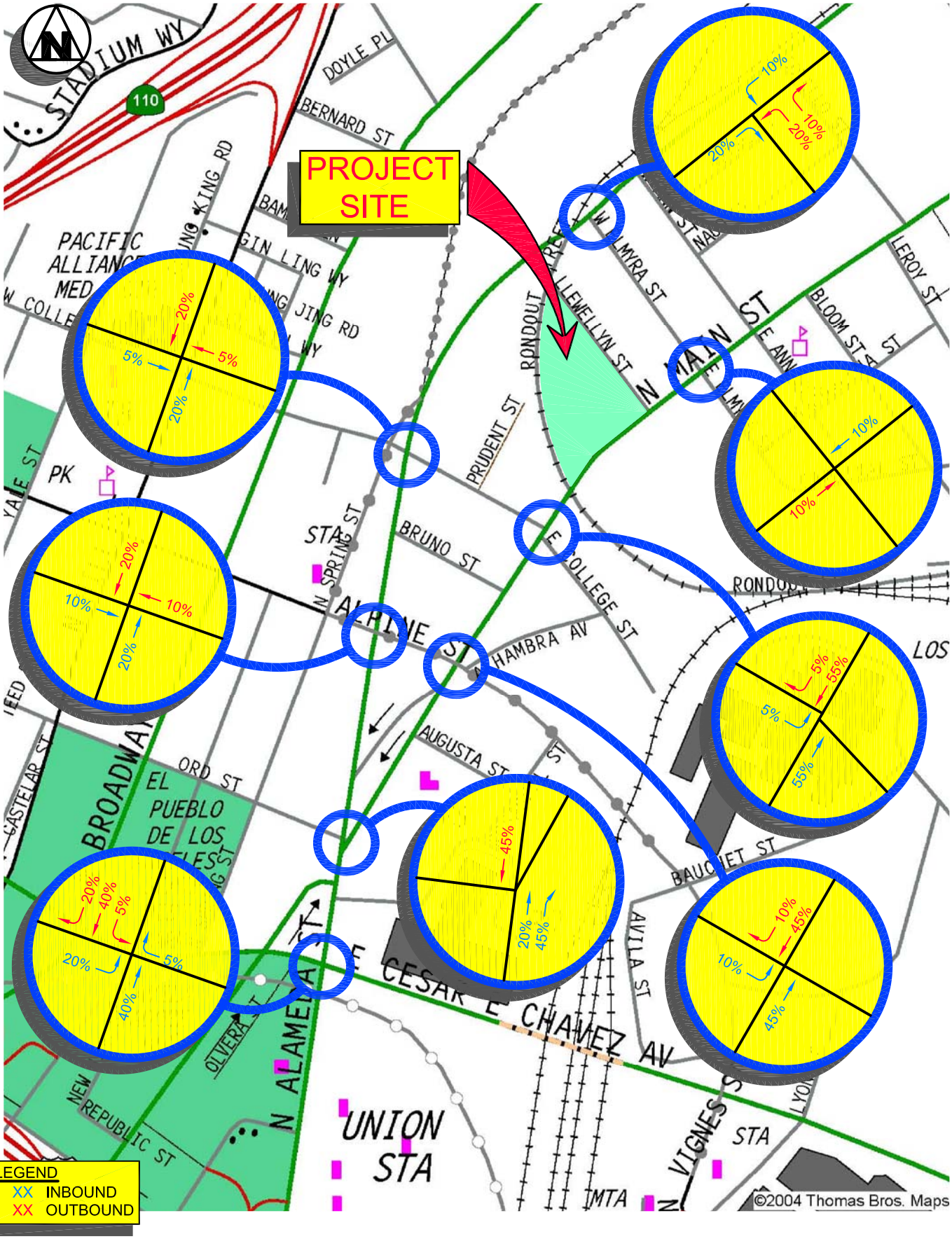

FIGURE 5

02/06/05

PROJECT TRAFFIC
PEAK HOUR PERCENTAGES

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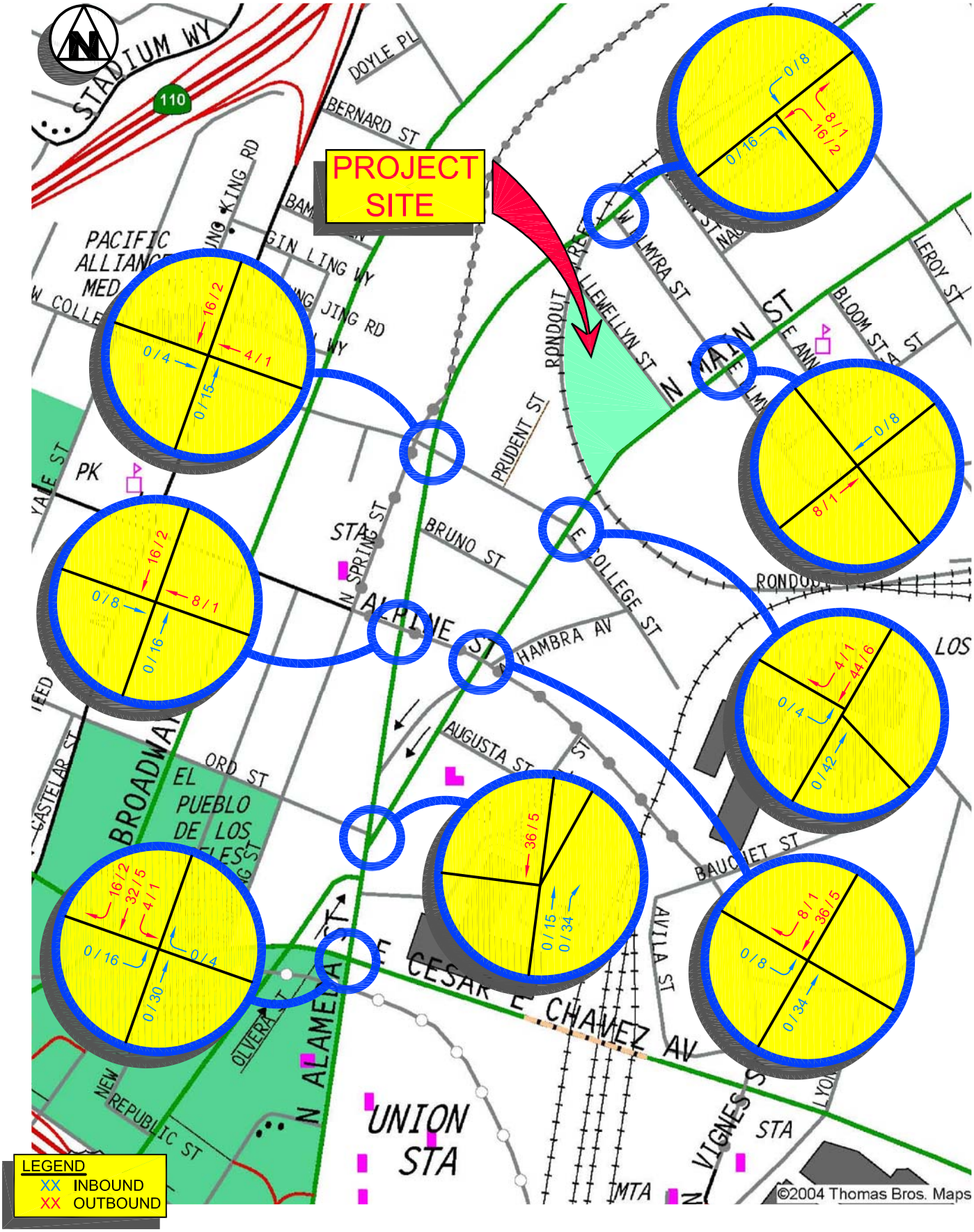

FIGURE 6

02/06/05

PROJECT TRAFFIC VOLUME
AM AND PM PEAK HOUR

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CHAPTER 5 TRAFFIC CONDITIONS ANALYSIS

Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution, an independent traffic data collection company, and data provided by LADOT. The AM and PM peak period counts were conducted from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. Traffic counts were conducted by counting the number of vehicles traveling through each study intersection making each turn or through movement. The peak hour volume for each intersection was then determined by adding the four highest consecutive 15 - minute volumes for all movements.

Existing peak hour traffic volume at each study intersection is illustrated in Figure 7 for the morning rush hour and Figure 8 for the afternoon rush hour. Data collection worksheets for the peak hour counts are contained in Appendix D.

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. All study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation. The peak hour traffic counts were used along with current intersection lane configuration and traffic controls to determine the intersection's operating condition. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

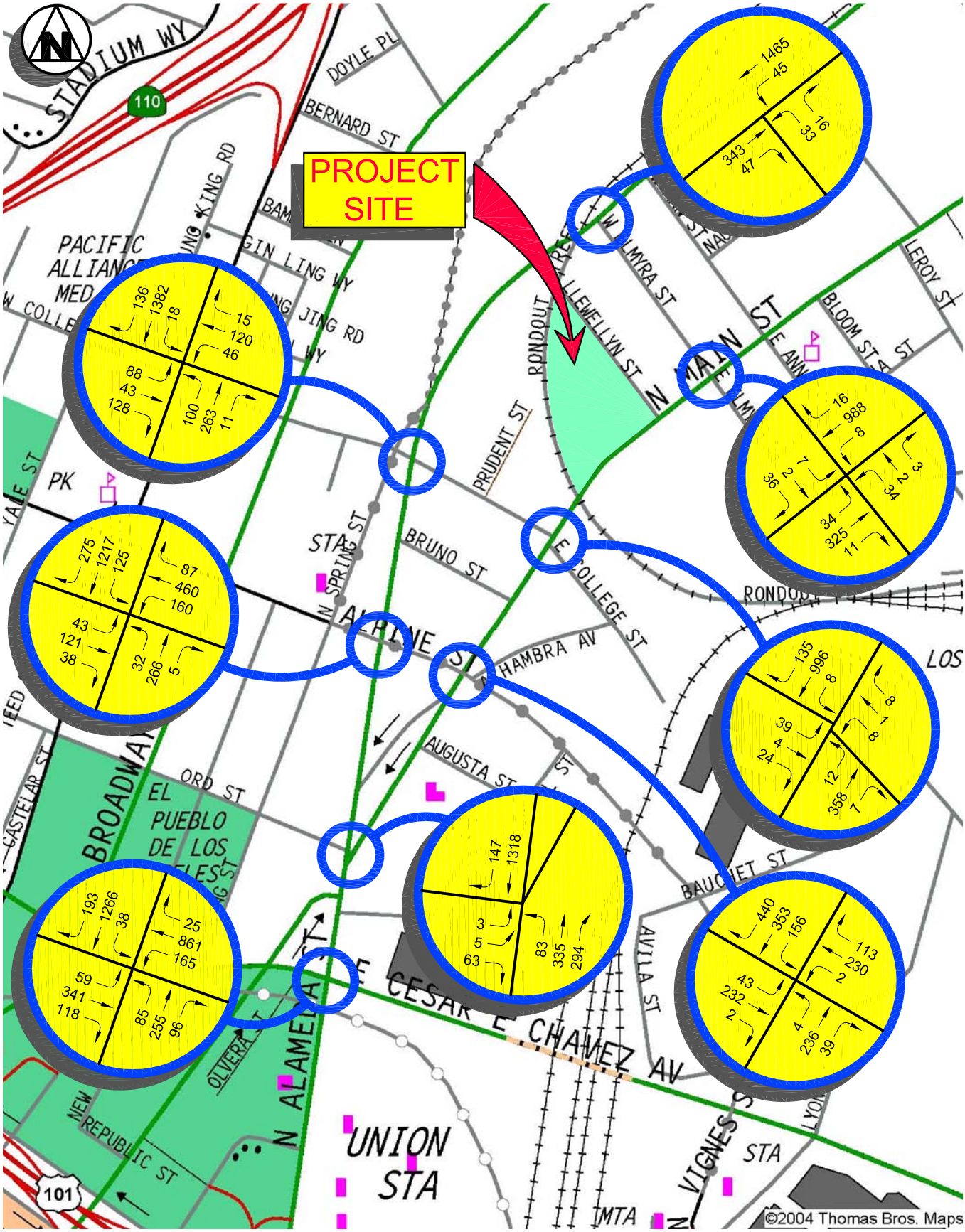

FIGURE 7

2/2/2005

EXISTING (2005) TRAFFIC VOLUMES
AM PEAK HOUR

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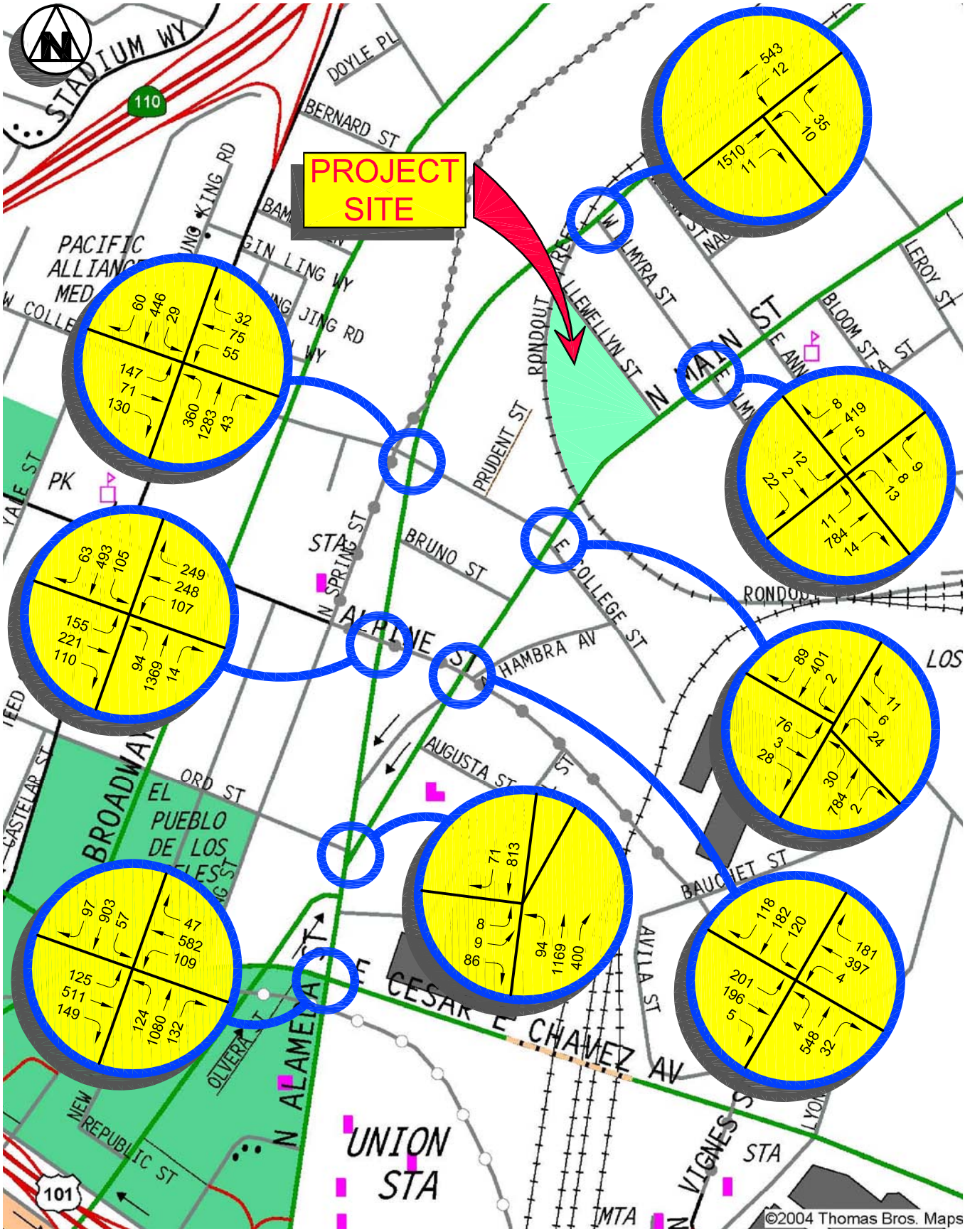

FIGURE 8

2/2/2005

EXISTING (2005) TRAFFIC VOLUMES
PM PEAK HOUR

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The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity. CMA ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio (i.e., CMA value) has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 3.

Table 3

Level of Service Definitions

Level of Service	Operating Condition	CMA Value
A	Free flow conditions with low traffic density.	0.00 - 0.60
B	A stable flow of traffic.	0.61 - 0.70
C	Light congestion but stable, occasional backups behind left-turning vehicles.	0.71 - 0.80
D	Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.81 - 0.90
E	At or near capacity with possible long queues for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00
F	Jammed conditions with stoppages of long duration.	> 1.00

By applying the capacity procedures to the intersection data, the CMA values and the corresponding Levels of Service (LOS) for existing traffic conditions were calculated at each intersection. The LOS values are summarized in Table 4. Supporting capacity worksheets are contained in Appendix E of this report.

Table 4
Level of Service for Existing Conditions

		AM Peak Hour		PM Peak Hour	
No.	Intersection	CMA	LOS	CMA	LOS
1.	N. Main St. & Alpine St./Vignes St.	0.311	A	0.501	A
2.	N. Main St. & College St.	0.338	A	0.261	A
3.	N. Main St. & Elmyra St.	0.413	A	0.306	A
4.	Alameda St. & Cesar E. Chavez Ave.	0.573	A	0.500	A
5.	Alameda St. & Ord St./N. Main St.	0.428	A	0.498	A
6.	Alameda St. & Alpine St.	0.435	A	0.547	A
7.	Alameda St. & College St.	0.453	A	0.422	A
8.	N. Spring St. & Elmyra St.	0.536	A	0.545	A

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing traffic plus ambient growth to 2007 study year (added 3 percent total);

(b) Traffic in (a) plus related projects (without project scenario);

(c) Traffic in (b) with the proposed project traffic (with project scenario);

(d) Traffic in (c) plus the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the City of Los Angles Department of Transportation and checked in the field to identify those projects that could produce additional traffic at the study intersections by the future study year 2007. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects.

The locations of ten related projects are shown in Figure 9 and described in Table 5. Estimates of the peak hour trips generated by the other developments were calculated by applying ITE trip generation rates to evaluate future traffic conditions with the related projects. The potential net increase in traffic from the related projects is shown in Table 6. The potential traffic impact of the total traffic growth has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from other development projects. Future cumulative “without project” peak hour traffic volume estimates are shown in Figures 10 and 11 for the morning and afternoon, respectively.

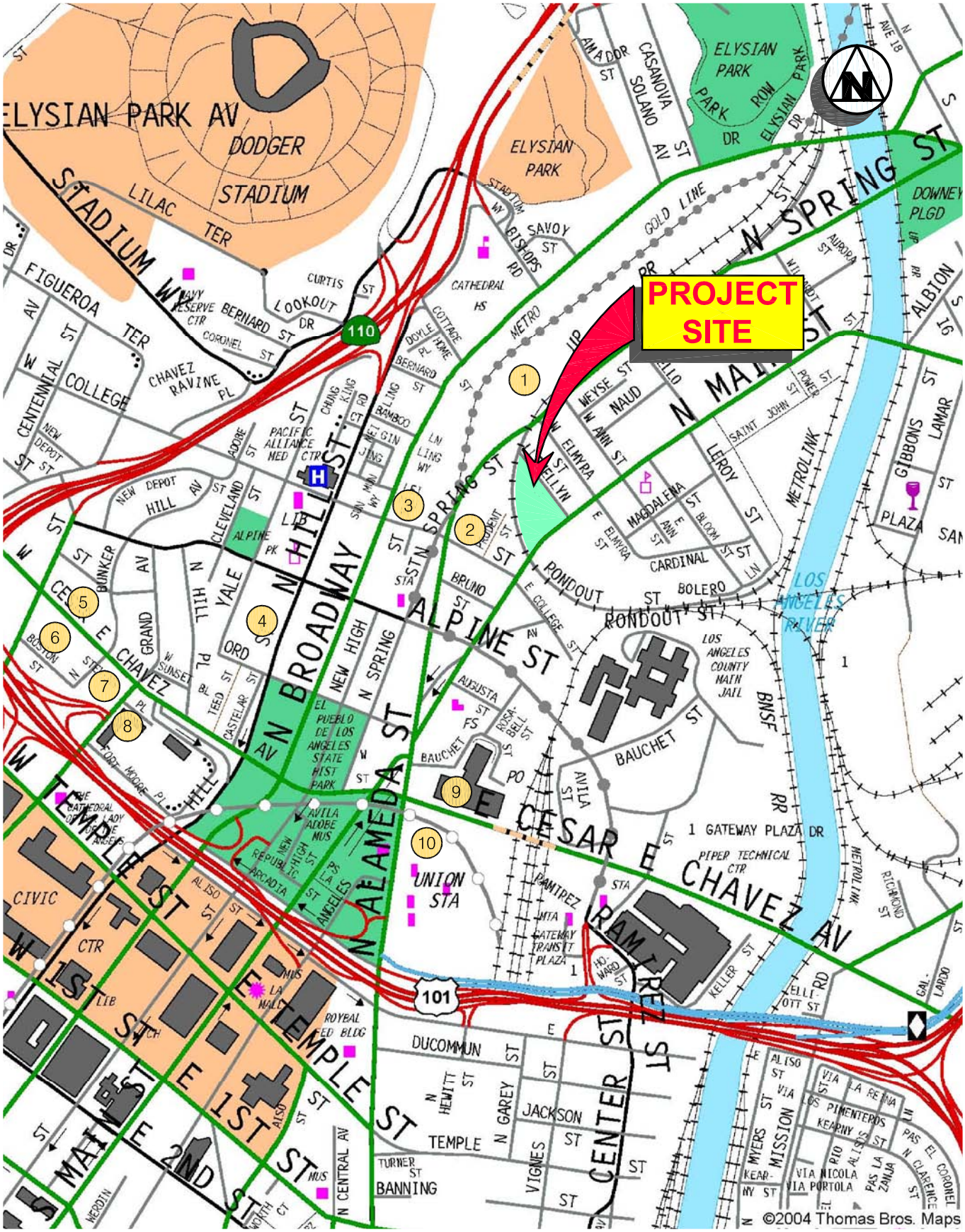

FIGURE 9

2/22/2005

RELATED PROJECT LOCATIONS

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Table 5
Related Projects Descriptions

No.	Use	Size	Location	Status
1.	State Park	32 acres	Bet. Broadway & Spring St.	Planning
2.	Mixed Use "Capitol Mills"	30 Apartments 5,000 s.f. retail 20,000 s.f. office	Spring St.	Planning
3.	Mixed Use "Blossom Plaza"	223 Condominiums 25,000 s.f. retail 15,000 s.f. restaurant 7,000 s.f Museum	900 Broadway	Planning
4.	Assisted Care Living	150 Beds	733 - 739 N. Hill St.	Unknown
5.	Orsini III	264 apartments 13,000 s.f. retail	825 Cesar Chavez Av.	Planning
6.	Orsini II	600 Apartments 27,000 s.f. retail	822 Cesar Chavez Av.	Construction
7.	Retail/Market	17,000 s.f. market 4,200 s.f. Retail	720 Cesar Chavez Av.	Planning
8.	Central High # 9	1,521 Students	Grand / Cesar Chavez	Construction
9.	Office	118,000 s.f.	930 Alameda St.	Construction
10.	Apartments	278 units	Union Village	Construction

Table 6
Related Projects Net Traffic Generation

Map No.	Size/Description	Daily Traffic	AM Peak Hour IN	AM Peak Hour OUT	PM Peak Hour IN	PM Peak Hour OUT
1.	32 acre State Park (ITE 413)	21	-	-	-	-
2.	30 apartments (ITE 220)	202	3	12	12	7
	5,000 s.f. retail (ITE 814)	215	3	2	9	10
	20,000 s.f. office (ITE 710)	220	27	4	5	25
3.	223 condominiums (ITE 230)	2,767	21	124	116	68
	25,000 s.f. retail (ITE 814)					
	7,000 s.f. museum					
4.	150 bed assisted living (ITE 254)	399	14	8	15	18
5.	264 apartments (ITE 220)	311	-11	28	51	36
	13,000 s.f. retail (ITE 814)					
6.	600 apartments (ITE 220)	1,020	-8	61	68	33
	27,000 s.f. retail (ITE 814)					
7.	4,200 s.f. retail (ITE 814)	167	2	2	5	5
	17,000 s.f. market (ITE 850)	1,043	19	14	55	52
8.	1,521 students (ITE 530)	-1,466	-139	-47	-26	-362
9.	118,000 office (ITE 714)	942	164	12	17	149
10.	278 apartments (ITE 220)	1,868	28	114	111	61

Sources: Trip Generation 7th Edition ITE and traffic studies on file with LADOT.

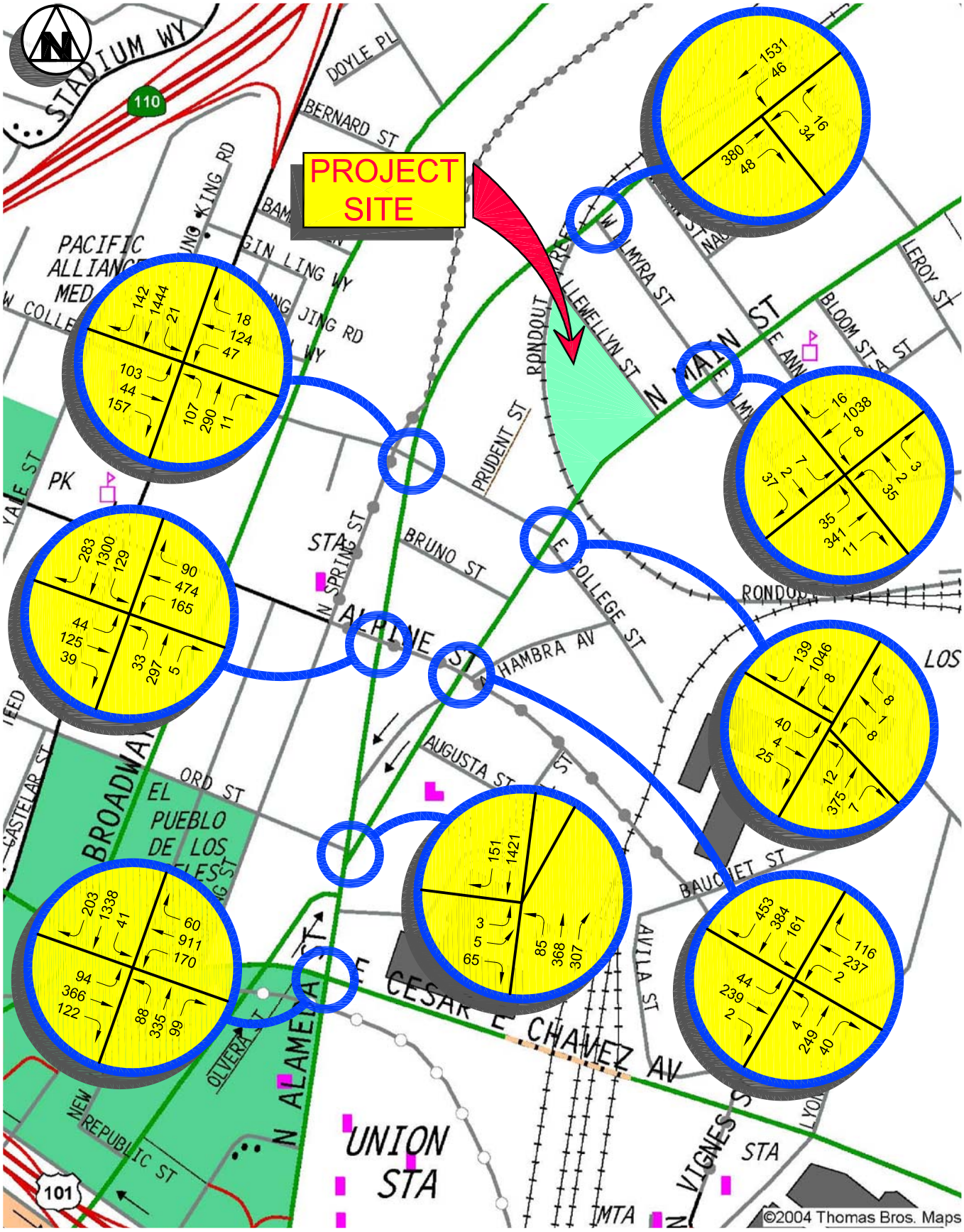

FIGURE 10

03/27/05

FUTURE (2007) TRAFFIC VOLUME
WITHOUT PROJECT
AM PEAK HOUR

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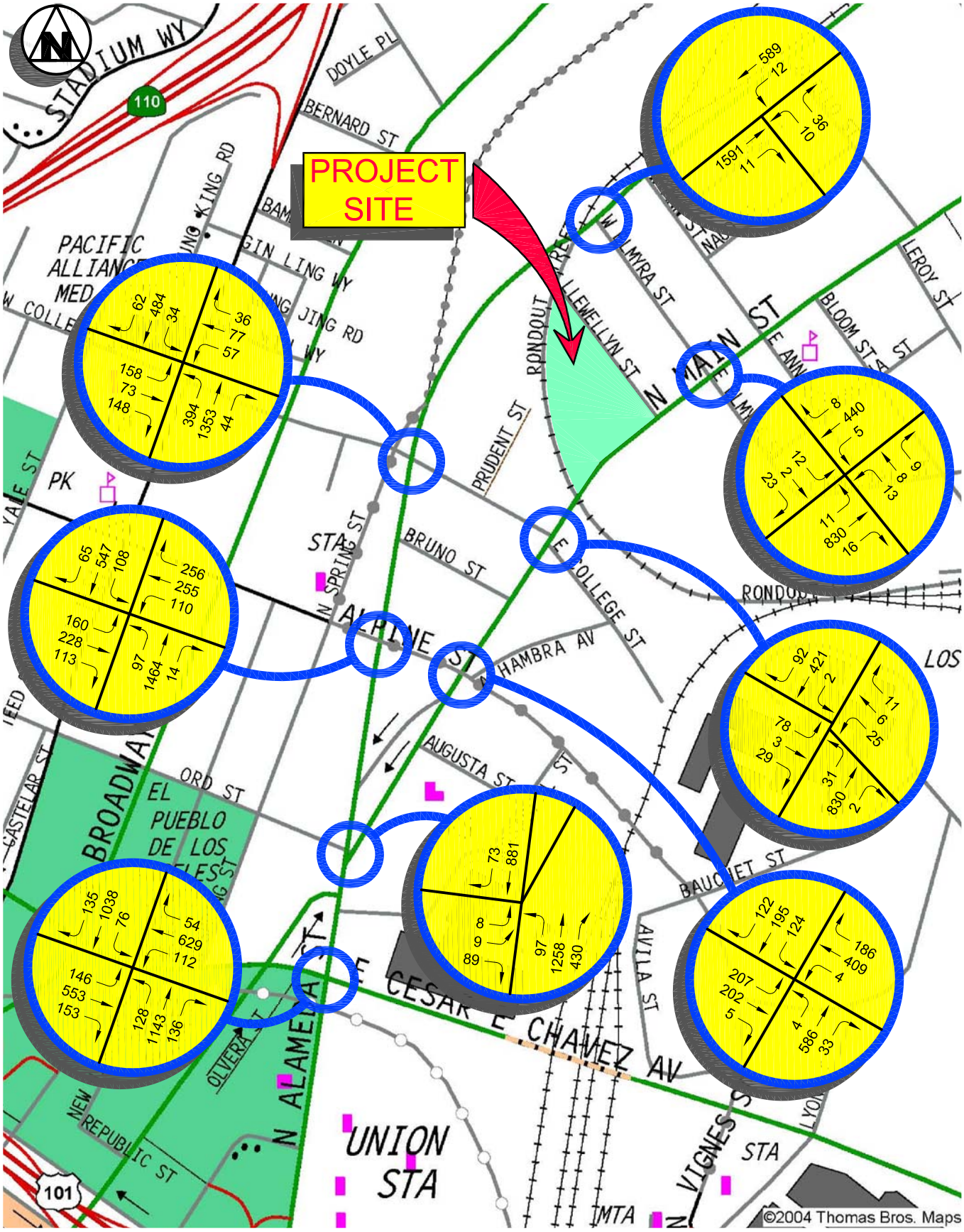

FIGURE 11

03/27/05

FUTURE (2007) TRAFFIC VOLUME
WITHOUT PROJECT
PM PEAK HOUR

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The future level of service traffic conditions with the ambient traffic growth plus other development traffic are shown below. As indicated, all the study intersections are projected to operate at LOS A or B.

Table 7
Future Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future Without Project CMA	Future Without Project LOS	Future Without Project Growth
1.	N. Main St. &	AM	0.311	A	0.330	A	+0.019
	Alpine St./Vignes St.	PM	0.501	A	0.527	A	+0.026
2.	N. Main St. &	AM	0.338	A	0.357	A	+0.019
	College St.	PM	0.261	A	0.279	A	+0.018
3.	N. Main St. &	AM	0.413	A	0.432	A	+0.019
	Elmyra St.	PM	0.306	A	0.323	A	+0.017
4.	Alameda St. &	AM	0.573	A	0.641	B	+0.068
	Cesar E. Chavez Ave.	PM	0.500	A	0.560	A	+0.060
5.	Alameda St. &	AM	0.428	A	0.455	A	+0.027
	Ord St./ N. Main St.	PM	0.498	A	0.533	A	+0.035
6.	Alameda St. &	AM	0.435	A	0.461	A	+0.026
	Alpine St.	PM	0.547	A	0.578	A	+0.031
7.	Alameda St. &	AM	0.453	A	0.487	A	+0.034
	College St.	PM	0.422	A	0.465	A	+0.043
8.	N. Spring St. &	AM	0.536	A	0.559	A	+0.023
	Elmyra St.	PM	0.545	A	0.573	A	+0.028

The traffic impact of project's traffic volume has been calculated by adding the project volume to the above without project traffic estimates. Comparing the changes in the traffic conditions between the without and with project traffic volume scenarios provides the data to determine if the project traffic growth creates a significant traffic impact which would require traffic mitigation at any of the study intersections. According to the traffic impact standards adopted by LADOT for the environmental assessment and approved for this study, a traffic impact is considered significant if the related increase in the CMA value equals or exceeds the thresholds shown in the table below.

LOS	Final CMA Value	Increase in CMA Value
C	0.71 - 0.80	+ 0.04
D	0.81 - 0.90	+ 0.02
E, F	> 0.90	+ 0.01 or more

The estimated project impact values using these procedures are shown below in Table 8 for all the study intersections. As shown, none of the study intersections are impacted by project traffic volume using the significant impact criteria established by the City of Los Angeles Department of Transportation. It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements). Future cumulative "with project" peak hour traffic volumes are shown in Figures 12 and 13 for the morning and afternoon, respectively.

Table 8
Future Traffic Conditions With Project

No.	Intersection	Peak Hour	Future Without Project CMA	Future Without Project LOS	Future With Project CMA	Future With Project LOS	Impact
1.	N. Main St. & Alpine St./Vignes St.	AM	0.330	A	0.344	A	+0.014
		PM	0.527	A	0.543	A	+0.016
2.	N. Main St. & College St.	AM	0.357	A	0.373	A	+0.016
		PM	0.279	A	0.295	A	+0.018
3.	N. Main St. & Elmyra St.	AM	0.432	A	0.432	A	+0.000
		PM	0.323	A	0.323	A	+0.000
4.	Alameda St. & Cesar E. Chavez Ave.	AM	0.641	B	0.652	B	+0.011
		PM	0.560	A	0.563	A	+0.003
5.	Alameda St. & Ord St./ N. Main St.	AM	0.455	A	0.463	A	+0.008
		PM	0.533	A	0.541	A	+0.008
6.	Alameda St. & Alpine St.	AM	0.461	A	0.467	A	+0.006
		PM	0.578	A	0.582	A	+0.004
7.	Alameda St. & College St.	AM	0.487	A	0.491	A	+0.004
		PM	0.465	A	0.466	A	+0.001
8.	N. Spring St. & Elmyra St.	AM	0.559	A	0.575	A	+0.016
		PM	0.573	A	0.586	A	+0.013

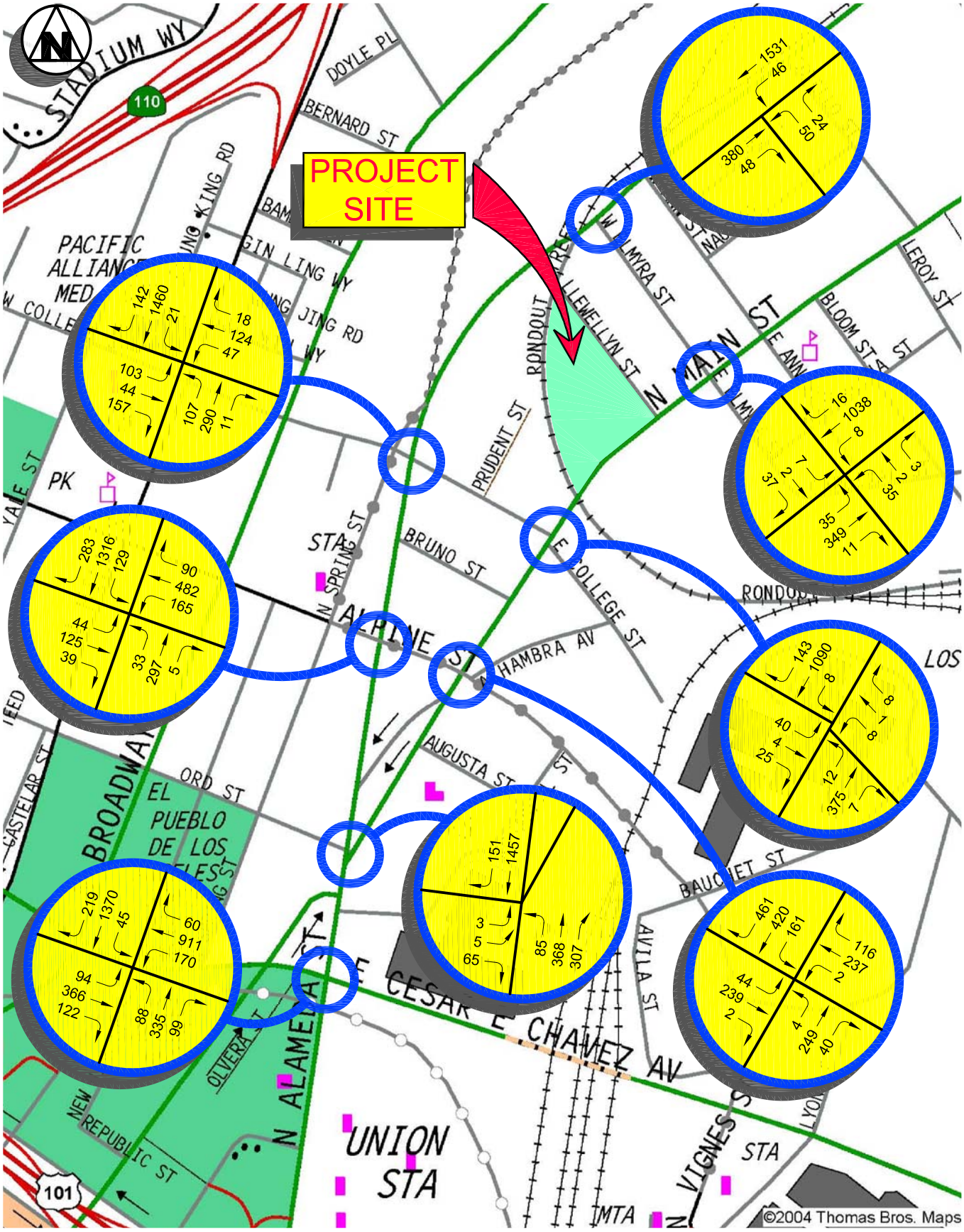

FIGURE 12

03/27/05

FUTURE (2007) TRAFFIC VOLUME
WITH PROJECT
AM PEAK HOUR

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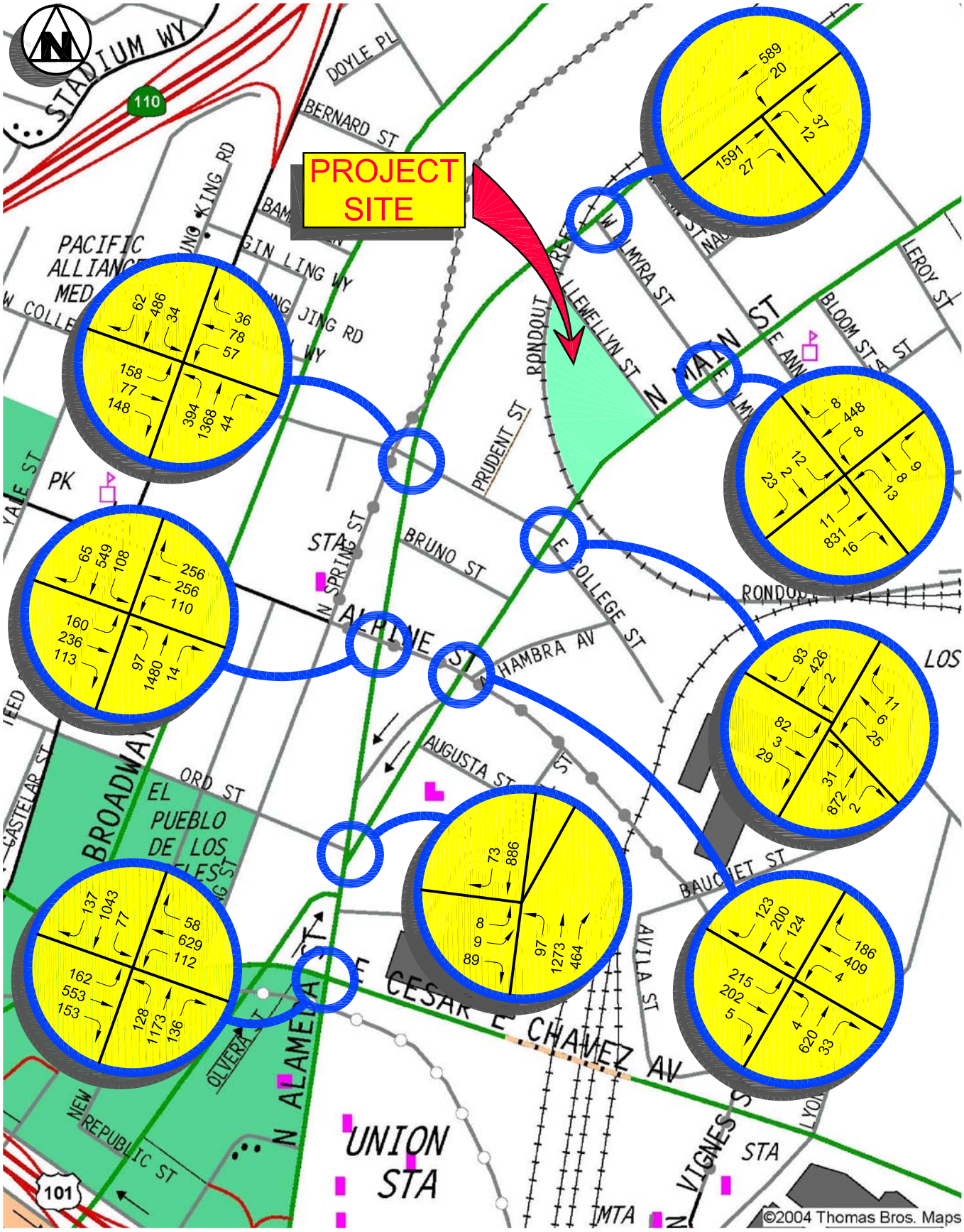

FIGURE 13

03/27/05

FUTURE (2007) TRAFFIC VOLUME
WITH PROJECT
PM PEAK HOUR

Overland Traffic Consultants, Inc.
25876 The Old Road #307, Santa Clarita, CA 91381
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Congestion Management Program Review

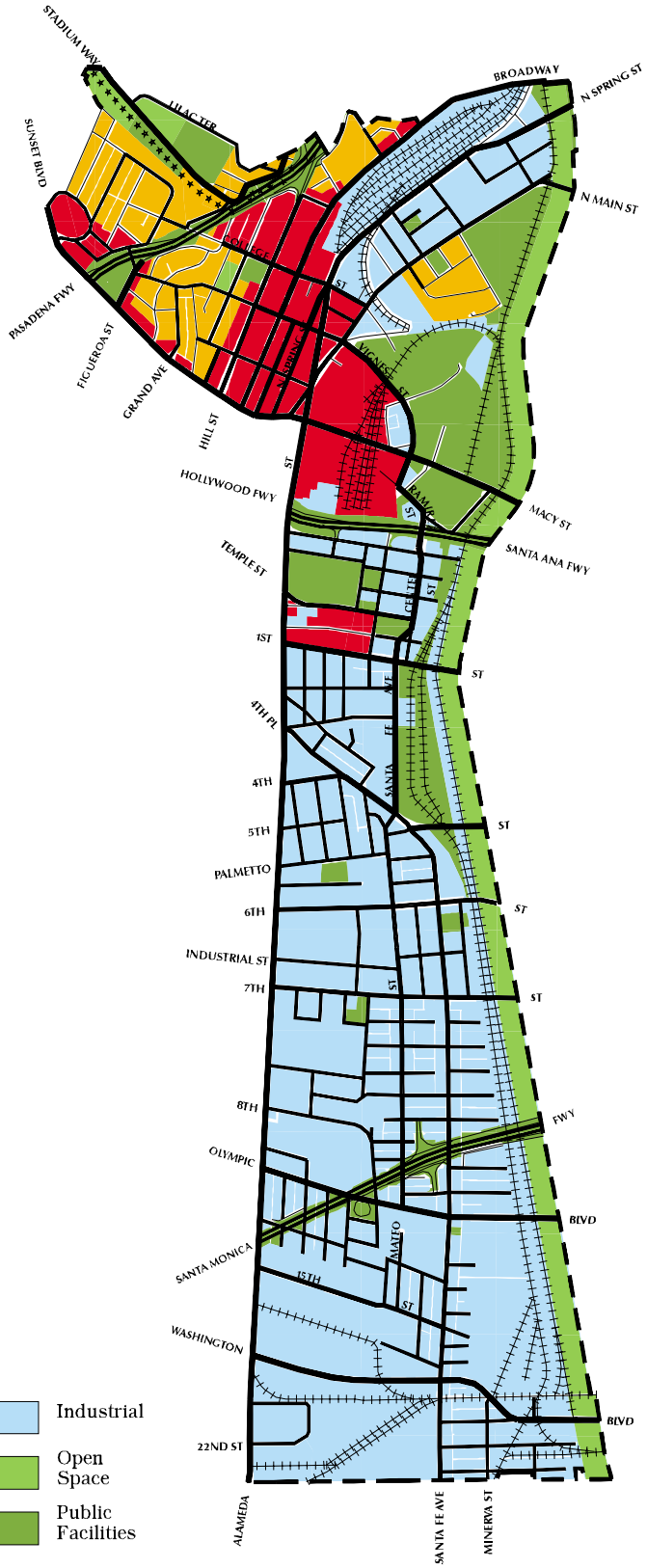
The Congestion Management program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all state highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then local jurisdiction must prepare a deficiency plan to be in conformance with the LA 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.

For purposes of the CMP, a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ration and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips, in either direction during either the AM or PM weekday peak hour As shown in Figure 6 (peak hour project traffic assignment), the proposed project does not exceed the CMP traffic limits. Based on this information, no additional freeway analysis is necessary.

CHAPTER 6 MITIGATION MEASURES

The analysis contained in this study has determined that the added traffic volume generated by the residential project will not significantly impact the traffic flow at any of the eight study intersections. Therefore, project traffic mitigation measures are not necessary.

APPENDIX A
CENTRAL CITY NORTH COMMUNITY PLAN
LAND USE INFORMATION



GENERALIZED LAND USE
CENTRAL CITY NORTH

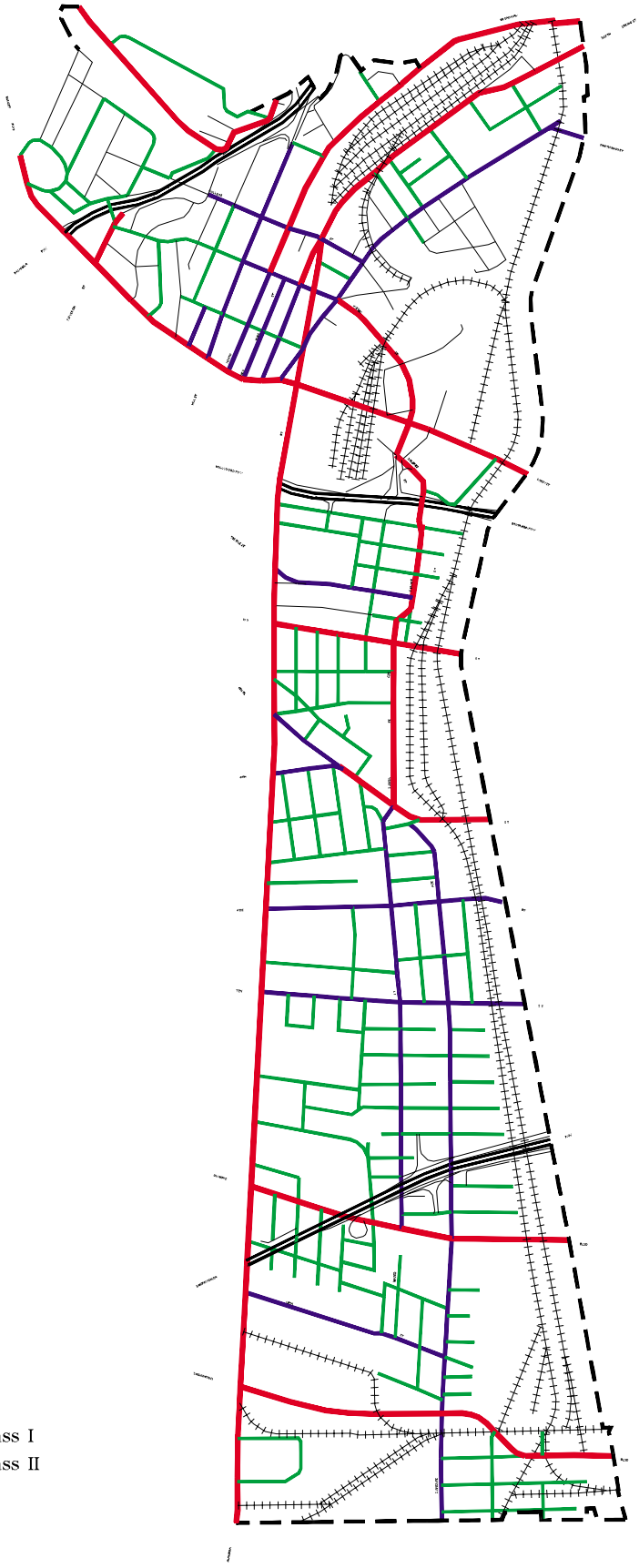
NORTH

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family						
Multiple Family					**118**	**5.9**
	Low Medium II	**RD1.5, RD2, RW2, RZ2.5**	**13.81**	**11.7**		
	Medium	**R3**	**56.75**	**47.9**		
	High Medium	**R4**	**47.86**	**40.4**		
COMMERCIAL					**168**	**8.3**
	General	**C1.5, C2, C4, P**	**14.79**	**8.8**		
	Community	**CR, C2, C4, P, PB**	**3.96**	**2.4**		
	Regional	**CR, C1.5, C2, C4, R3, R4,**	**148.79**	**88.8**		
INDUSTRIAL					**914**	**45.5**
	Commercial	**CM, P**	**10.38**	**1.1**		
	Limited	**CM, MR1, M1, P**	**11.60**	**1.3**		
	Light	**MR2, M2, P**	**112.00**	**12.3**		
	Heavy	**M3, P**	**779.00**	**85.3**		
PARKING						
OPEN SPACE/PUBLIC FACILITIES					**434**	**21.6**
	Open Space	**OS, A1**	**153.19**	**35.3**		
	Public Facilities	**PF**	**280.79**	**64.7**		
STREETS					**376**	**18.7**
	Public Street		**376.15**	**18.7**		
TOTAL					**2,010**	**100.0**

APPENDIX B

CIRCULATION MAPS, STREET STANDARDS & STREET PLANS



LEGEND

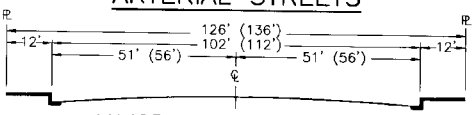
- Freeway
- Major Highway Class I
- Major Highway Class II
- Secondary
- Collector
- Proposed
- Local

GENERALIZED CIRCULATION
CENTRAL CITY NORTH

NORTH

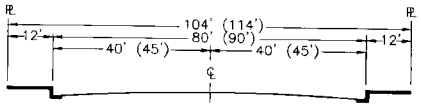
B-4428

ARTERIAL STREETS



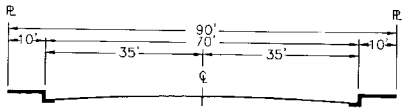
MAJOR HIGHWAY—CLASS I

At intersections with other Major Highways, the larger widths shown in parentheses should be provided, as determined by LADOT, utilizing a Standard Flare Section.



MAJOR HIGHWAY—CLASS II

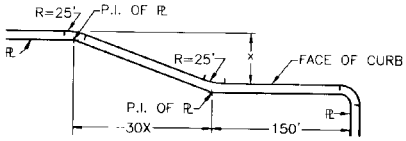
At intersections where LADOT has determined that dual left turn lanes are required, the larger widths shown in parentheses shall be provided, utilizing a Standard Flare Section.



SECONDARY HIGHWAY

TRANSITIONAL EXTENSIONS

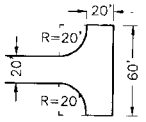
Where a designated Major Highway (Class I or II) or a Secondary Highway crosses another designated arterial street and then changes in designation to a street of lesser standard width, the street of lesser standard width shall be widened on both sides from the intersection to the width of the higher designation and tapered in a Standard Flare Section, as shown below, to provide an orderly transition.



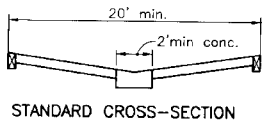
Dimensions shall be measured angle point to angle point.

STANDARD FLARE SECTION
(Plan View)

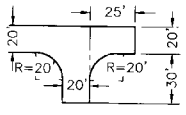
ALLEYS



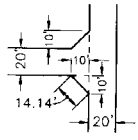
STANDARD TURNING AREA
(Plan View)



STANDARD CROSS-SECTION



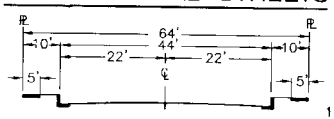
MINIMUM TURNING AREA
(Plan View)



STANDARD CUT-CORNERS
FOR 90° INTERSECTION
(Plan View)

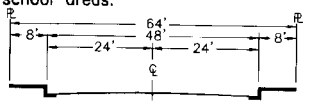
NOTE: Dimensions shown hereon are not to scale.

NON-ARTERIAL STREETS



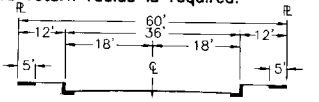
COLLECTOR STREET

For use in quarter mile streets and school areas.



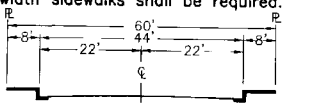
INDUSTRIAL COLLECTOR STREET

For use in industrial areas to assist the flow of local truck traffic within those areas to adjacent arterial streets. A 35' curb return radius is required.



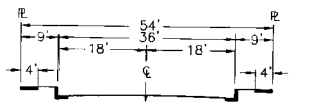
LOCAL STREET

In commercial and multiple residential areas, a 40-foot roadway with 10-foot parkways, and full-width sidewalks shall be required.



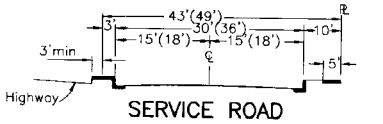
INDUSTRIAL LOCAL STREET

For use in industrial areas. A 35' curb return radius is required.



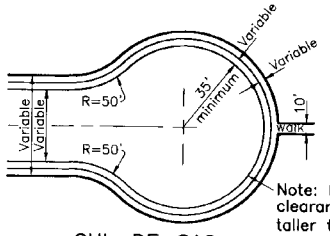
NONCONTINUOUS LOCAL STREET

May include cul-de-sac, loop streets and short connector streets. Where an approved internal pedestrian system is provided the parkway on one side may be reduced to 3-feet.



SERVICE ROAD

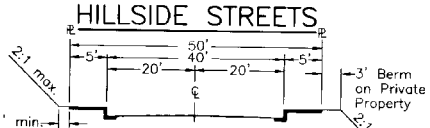
For use on adjoining major or secondary highways, except that the larger widths shown in parentheses shall be provided in multiple residential zones.



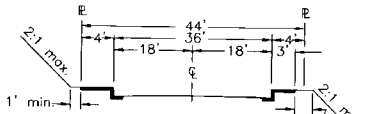
CUL-DE-SAC
(Plan View)
MAY BE UNSYMMETRICAL

Note: For fire truck clearance, no obstruction taller than 6" shall be permitted within 3 ft. of the curb. On-street parking shall be prohibited.

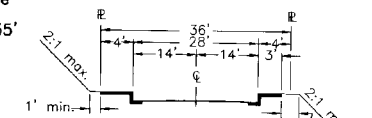
HILLSIDE STREETS



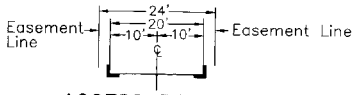
HILLSIDE COLLECTOR STREET



HILLSIDE STREET
LOCAL



HILLSIDE STREET
LIMITED
(Parking on one side only)



ACCESS ROADWAY
CONDITIONAL

(Limited to 4 dwelling units, and a maximum length of 300 feet. Private Street only)

STANDARD WALKWAY
CROSS - SECTION

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
OFFICIAL RECORD

PREPARED IN COOPERATION WITH THE DEPARTMENTS OF TRANSPORTATION AND CITY PLANNING

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

STANDARD PLAN S-470-0

SUPERSEDES	REFERENCES
D-22549	

VAULT INDEX NUMBER B-4428

SHEET 1 OF 2 SHEETS

SUBMITTED March 25 1999
Clark W. Robins
ENGINEER OF DESIGN
Rodney Tanabe
DEPUTY ENGINEER

APPROVED March 31 1999
Thomas Conner
CITY ENGINEER

DESIGNED BY	DRAWN BY	CHECKED BY
M.F.D., D.L.F., J.E.F., A.D.R.	R. TANABE	L. GANAJA

REGISTERED PROFESSIONAL ENGINEER — THOMAS K. CONNER — NO. 23788 — EXP. 12/31/2001 — CIVIL — STATE OF CALIFORNIA

APPROVED Frances Benavidez 4.6.99
GENERAL MANAGER, DEPT. OF TRANSPORTATION DATE

Constance 4/6/99
DIRECTOR OF PLANNING DATE

ADOPTED MAY 13, 1999
CITY PLANNING COMISSION DATE

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

B-4428

B-4428

STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.

2. Sidewalk widths for non-arterial streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.

3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.

4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.

5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.

6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15-foot width) adjacent to transit stations.

7. Fifty-foot curb radii (instead of the standard 35' curb radii) shall be provided for cul-de-sacs in industrial areas.

8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case-by-case basis.

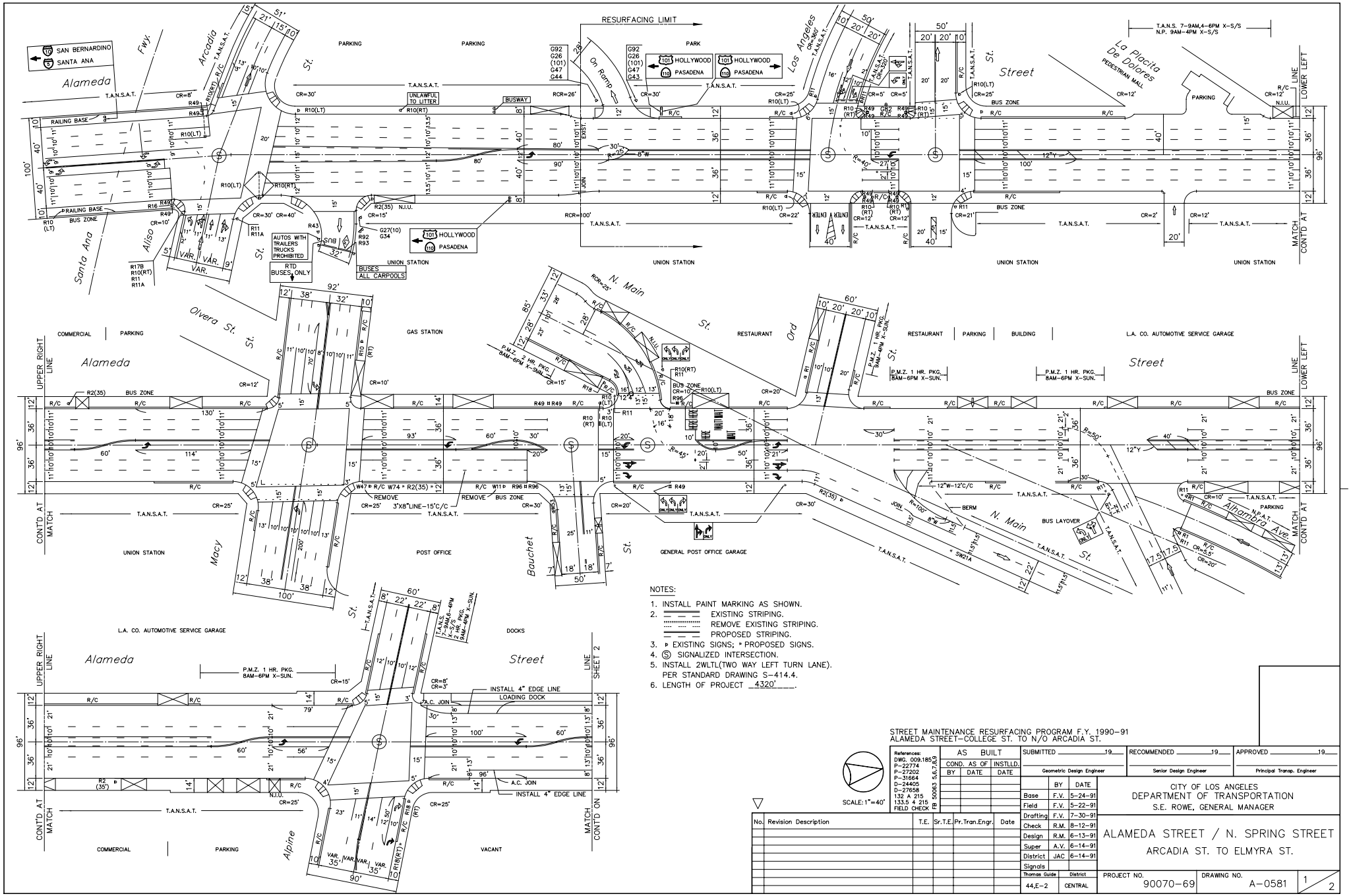
9. For intersections of streets the following dedications shall apply:
   a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
   b. Intersections of non-arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.

10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-0	VAULT INDEX NUMBER B-4428	SHEET 2 OF 2 SHEETS

B-4428



NOTES:

1. INSTALL PAINT MARKING AS SHOWN.
2. ▬▬▬ EXISTING STRIPING.
   ▪▪▪▪▪ REMOVE EXISTING STRIPING.
   ▬ ▬ ▬ PROPOSED STRIPING.
3. ᵖ EXISTING SIGNS; ᵖ PROPOSED SIGNS.
4. Ⓢ SIGNALIZED INTERSECTION.
5. INSTALL 2WLTL(TWO WAY LEFT TURN LANE). PER STANDARD DRAWING S-414.4.
6. LENGTH OF PROJECT 4320'.

STREET MAINTENANCE RESURFACING PROGRAM F.Y. 1990-91
ALAMEDA STREET-COLLEGE ST. TO N/O ARCADIA ST.

SCALE: 1"=40'

References:
DWG. 009.185
P-22774
P-27202
P-31664
D-24405
D-27658
132 A 215
133.5 4 215
FIELD CHECK FB 50063 5,6,7,8,9

AS BUILT

COND. AS OF	INSTLLD.
BY DATE	DATE

No.	Revision Description	T.E.	Sr.T.E.	Pr.Tran.Engr.	Date

SUBMITTED _____ 19___ Geometric Design Engineer

RECOMMENDED _____ 19___ Senior Design Engineer

APPROVED _____ 19___ Principal Transp. Engineer

	BY	DATE
Base	F.V.	5-24-91
Field	F.V.	5-22-91
Drafting	F.V.	7-30-91
Check	R.M.	8-12-91
Design	R.M.	6-13-91
Super	A.V.	6-14-91
District	JAC	6-14-91
Signals		

Thomas Guide 44,E-2 | District CENTRAL

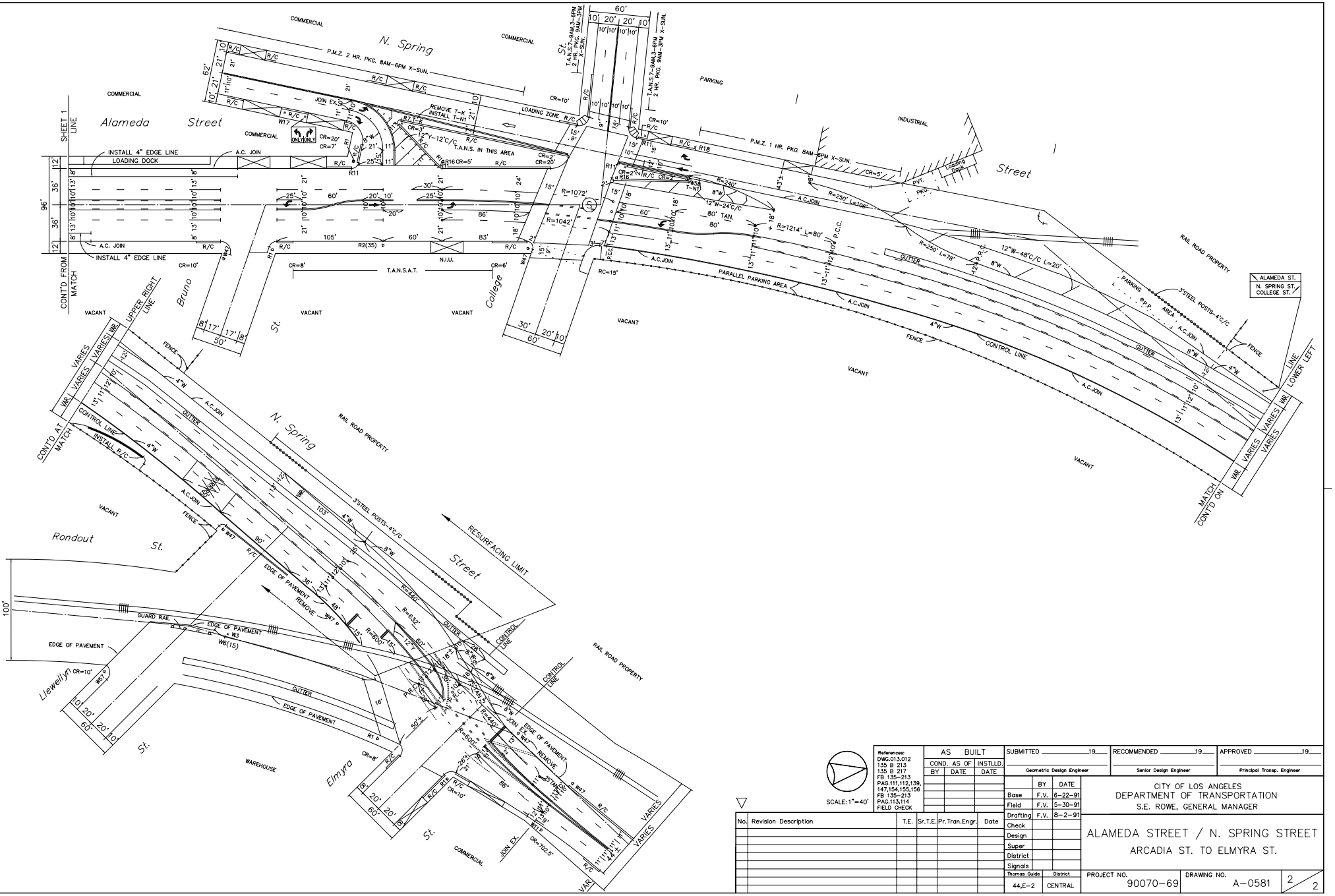
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
S.E. ROWE, GENERAL MANAGER

ALAMEDA STREET / N. SPRING STREET
ARCADIA ST. TO ELMYRA ST.

PROJECT NO. 90070-69

DRAWING NO. A-0581

1/2



SCALE: 1"=40'

References:
DWG.013.012
135 B 213
135 B 217
FB 135-213
PAG.111,112,139,
147,154,155,156
FB 135-213
PAG.113,114
FIELD CHECK

AS BUILT
COND. AS OF | INSTLD.
BY | DATE | DATE

SUBMITTED _____ 19__ — Geometric Design Engineer
RECOMMENDED _____ 19__ — Senior Design Engineer
APPROVED _____ 19__ — Principal Transp. Engineer

	BY	DATE
Base	F.V.	6-22-91
Field	F.V.	5-30-91
Drafting	F.V.	8-2-91
Check		
Design		
Super		
District		
Signals		

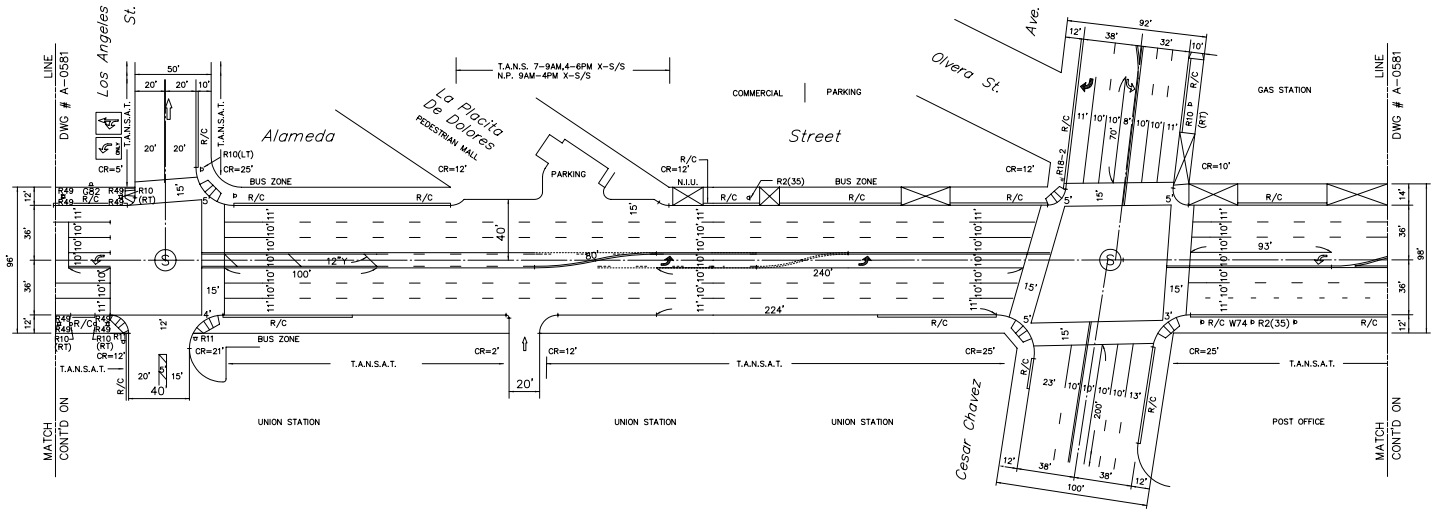
No.	Revision Description	T.E.	Sr.T.E.	Pr.Tran.Engr.	Date

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
S.E. ROWE, GENERAL MANAGER

ALAMEDA STREET / N. SPRING STREET
ARCADIA ST. TO ELMYRA ST.

Thomas Guide: 44,E-2 | District: CENTRAL

PROJECT NO. 90070-69 | DRAWING NO. A-0581 | 2/2



LEGEND:

1. EXISTING STRIPING & MARKINGS TO REMAIN.
   EXISTING STRIPING & MARKINGS TO BE REMOVED.
   PROPOSED STRIPING & MARKINGS.
2. EXISTING SIGN.
   PROPOSED SIGN.
3. (S) SIGNALIZED INTERSECTION.
5. R/C EXISTING PAINTED CURB (R/C = RED CURB).
   R/C PROPOSED PAINTED CURB (R/C = RED CURB).

NOTES:

1. LENGTH OF PROJECT: 400'
2. PAINT REMOVAL REQUIRED.

LEFT TURN SIGNAL PRIORITY FOR BUSES
ON N/B ALAMEDA @ CESAR CHAVEZ BL

SCALE: 1"=40'

References:
DWG. A-0581
FIELD CHECK

AS BUILT		
COND. AS OF		INSTLLD.
BY	DATE	DATE

SUBMITTED SEP. 23 1996
ZAKI M. MUSTAFA
Geometric Design Engineer

RECOMMENDED SEP. 24 1996
THOMAS L. JONES
Senior Design Engineer

APPROVED SEP. 24 1996
JOHN E. FISHER
Principal Transp. Engineer

No.	Revision Description	T.E.	Sr.T.E.	Pr.Tran.Engr.	Date

	BY	DATE
Base	A.B.	7-7-96
Field	A.B.	7-9-96
Drafting	A.B.	7-14-96
Check	S.H.	
Design	S.H.	
Super	K.H.	
District		
Signals		

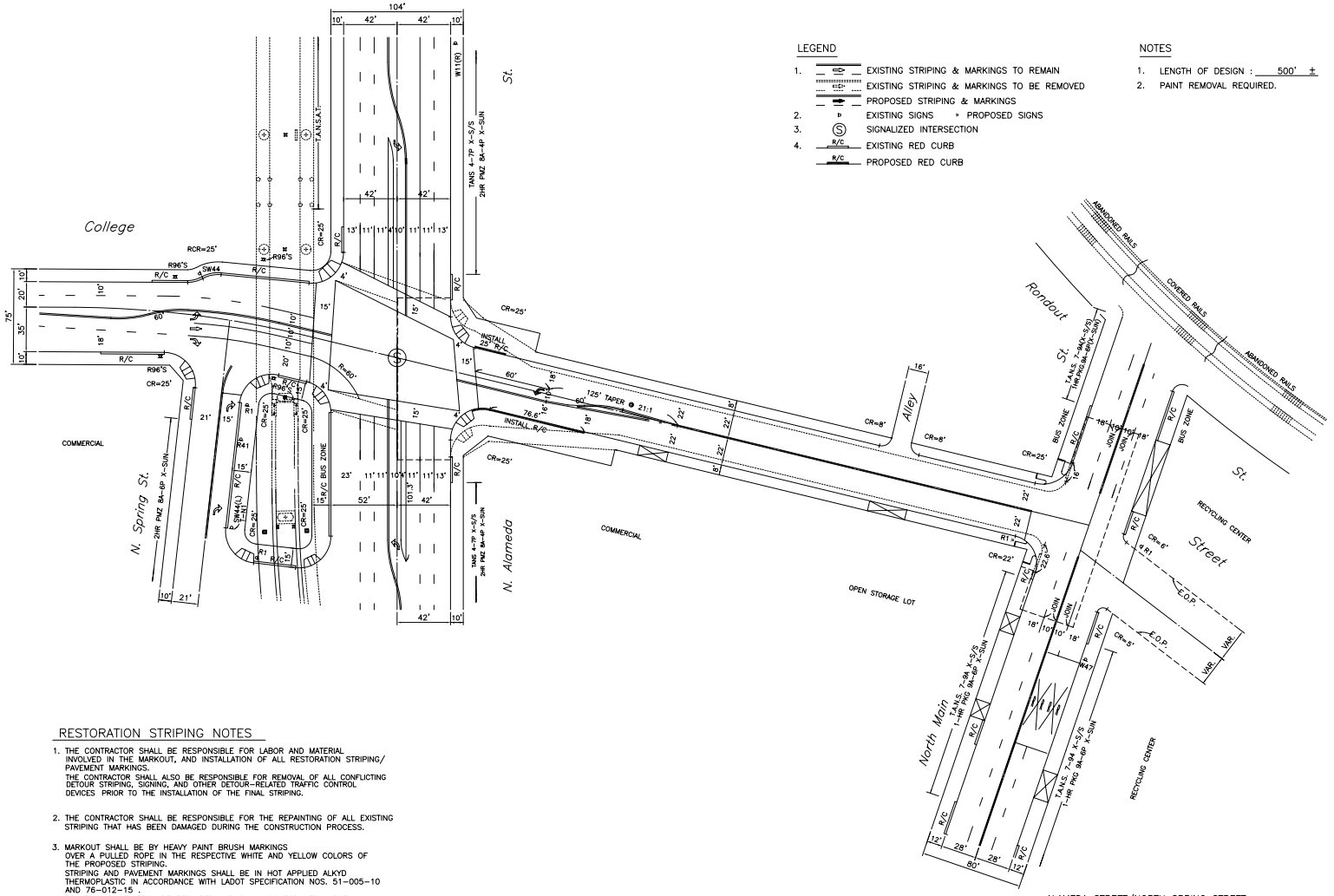
Thomas Guide	District
44,E-2	CENTRAL

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
S.E. ROWE, GENERAL MANAGER

ALAMEDA ST.
@ CESAR CHAVEZ AVE.

PROJECT NO. 80235
DRAWING NO. A-1649
1/1

3ALAMECH



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKINGS
2. EXISTING SIGNS * PROPOSED SIGNS
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

NOTES

1. LENGTH OF DESIGN : 500' ±
2. PAINT REMOVAL REQUIRED.

RESTORATION STRIPING NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE MARKOUT, AND INSTALLATION OF ALL RESTORATION STRIPING/ PAVEMENT MARKINGS.
   THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REMOVAL OF ALL CONFLICTING DETOUR STRIPING, SIGNING, AND OTHER DETOUR-RELATED TRAFFIC CONTROL DEVICES PRIOR TO THE INSTALLATION OF THE FINAL STRIPING.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAINTING OF ALL EXISTING STRIPING THAT HAS BEEN DAMAGED DURING THE CONSTRUCTION PROCESS.
3. MARKOUT SHALL BE BY HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING.
   STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYD THERMOPLASTIC IN ACCORDANCE WITH LADOT SPECIFICATION NOS. 51-005-10 AND 76-012-15.
   PRIMER AND SEALERS ARE REQUIRED AND SHALL CONFORM TO LADOT SPECIFICATION NO. 76-012-15.
4. THE CONTRACTOR SHALL CONTACT LADOT CENTRAL DISTRICT OFFICE AT (213) 580-3777 AT LEAST 5 WORKING DAYS BEFORE BEGINNING MARKOUT. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN MARKOUT REQUESTED BY LADOT. THE INSTALLATION OF THERMOPLASTIC STRIPING MAY PROCEED ONLY AFTER APPROVAL OF MARKOUT BY THE LADOT DISTRICT ENGINEER.
5. TEMPORARY REFLECTIVE RAISED PAVEMENT MARKERS SHALL BE MAINTAINED ADJACENT TO ANY TEMPORARY CENTERLINE, MARKOUT CENTERLINE OR SCAR OF A SANDBLASTED CENTERLINE, AS APPLICABLE, AS PER LADOT STANDARD PLAN NO. S-453.0.

ALAMEDA STREET/NORTH SPRING STREET
ARTERIAL REDESIGN-PHASE 5
W.O. E6000634

SUBMITTED _____ 2002
Transportation Engineer

APPROVED _____ 2002
Senior Transportation Engineer

REGISTERED PROFESSIONAL ENGINEER — THOMAS L. JONES — No. 19381 — Exp. 09-30-05 — CIVIL — STATE OF CALIFORNIA

INSTALLATION DATES
MARKOUT BEGAN: _____
MARKOUT COMPLETED: _____
STRIPING COMPLETED: _____
References:
CIVIL PLANS
A-3022

Thomas Guide	District
634,G2	C

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, GENERAL MANAGER

COLLEGE STREET
ALAMEDA ST. TO NORTH MAIN ST.

PROJECT NO. 49298 | DRAWING NO. A-3245 | 1/1

SCALE: 1"=40'

1"=20' ORIGINAL MAP SCALE 1"=40'
20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SCALES | HORIZ. 1"= | VERT. 1"=

SHEET | INDEX NUMBER

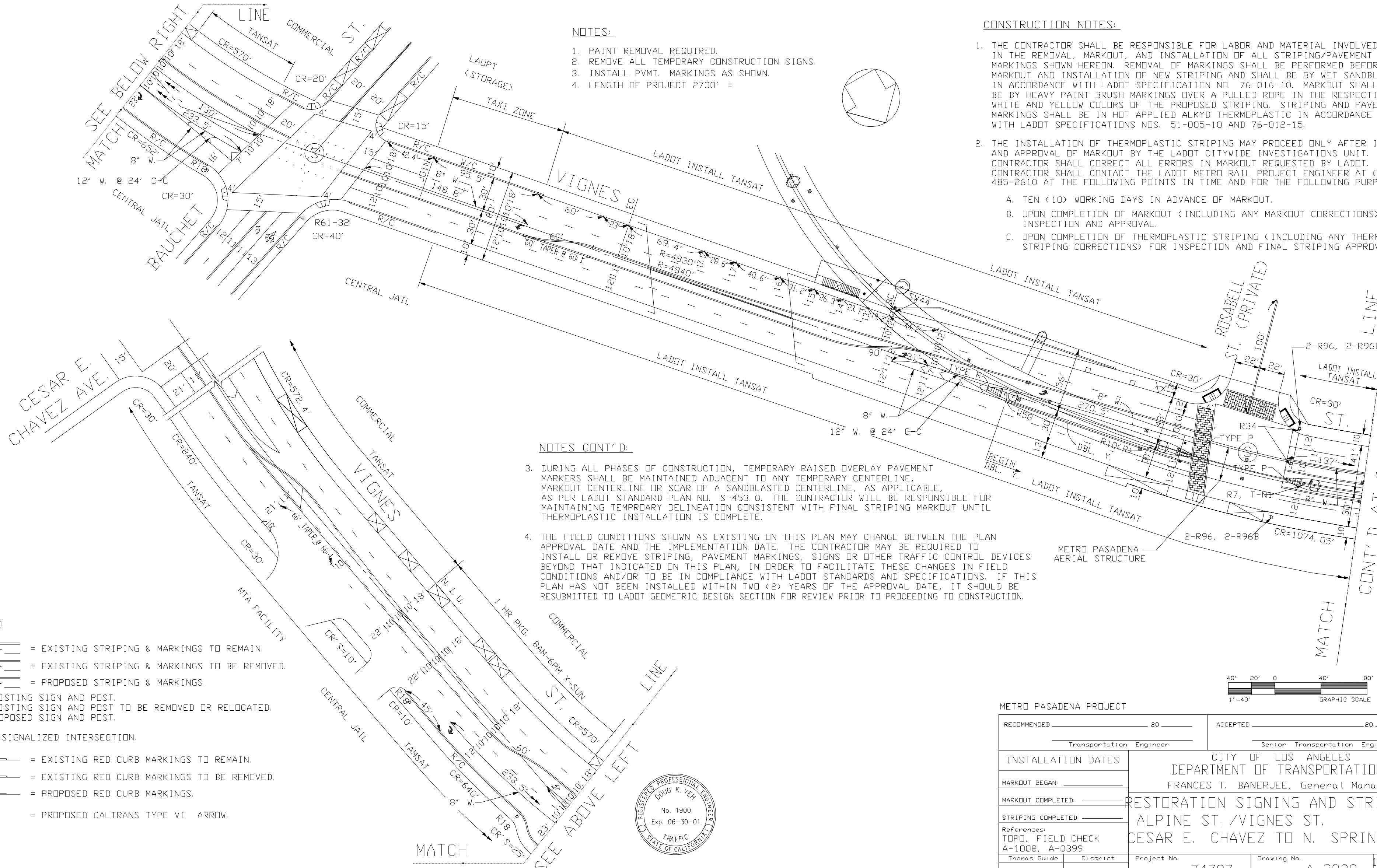
CITY OF LOS ANGELES
VITALY B. TROYAN, P.E. CITY ENGINEER

DATE _____, 20__

DIV./DIST. ENGR. R.E. NO.

NO.	REVISION DESCRIPTION (NON CADD PLANS ONLY)	T.E.	SR. T.E.	PR. TRAN. ENGR.	DATE

	BASE	BY	DATE	SUPERVISOR	BY	DATE
	FIELD			S.T.A.R.	T.C.	3-7-02
	DRAFTING			DISTRICT	M.S.	10-10-02
	CHECK			SIGNALS		
	DESIGN	M.C.	3-6-02	BIKEWAYS		



NOTES:

1. PAINT REMOVAL REQUIRED.
2. REMOVE ALL TEMPORARY CONSTRUCTION SIGNS.
3. INSTALL PVMT. MARKINGS AS SHOWN.
4. LENGTH OF PROJECT 2700' ±

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE REMOVAL, MARKOUT, AND INSTALLATION OF ALL STRIPING/PAVEMENT MARKINGS SHOWN HEREON. REMOVAL OF MARKINGS SHALL BE PERFORMED BEFORE MARKOUT AND INSTALLATION OF NEW STRIPING AND SHALL BE BY WET SANDBLASTING IN ACCORDANCE WITH LADOT SPECIFICATION NO. 76-016-10. MARKOUT SHALL BE BY HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING. STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYD THERMOPLASTIC IN ACCORDANCE WITH LADOT SPECIFICATIONS NOS. 51-005-10 AND 76-012-15.

2. THE INSTALLATION OF THERMOPLASTIC STRIPING MAY PROCEED ONLY AFTER INSPECTION AND APPROVAL OF MARKOUT BY THE LADOT CITYWIDE INVESTIGATIONS UNIT. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN MARKOUT REQUESTED BY LADOT. THE CONTRACTOR SHALL CONTACT THE LADOT METRO RAIL PROJECT ENGINEER AT (213) 485-2610 AT THE FOLLOWING POINTS IN TIME AND FOR THE FOLLOWING PURPOSES:
   A. TEN (10) WORKING DAYS IN ADVANCE OF MARKOUT.
   B. UPON COMPLETION OF MARKOUT (INCLUDING ANY MARKOUT CORRECTIONS) FOR INSPECTION AND APPROVAL.
   C. UPON COMPLETION OF THERMOPLASTIC STRIPING (INCLUDING ANY THERMOPLASTIC STRIPING CORRECTIONS) FOR INSPECTION AND FINAL STRIPING APPROVAL.

NOTES CONT'D:

3. DURING ALL PHASES OF CONSTRUCTION, TEMPORARY RAISED OVERLAY PAVEMENT MARKERS SHALL BE MAINTAINED ADJACENT TO ANY TEMPORARY CENTERLINE, MARKOUT CENTERLINE OR SCAR OF A SANDBLASTED CENTERLINE, AS APPLICABLE, AS PER LADOT STANDARD PLAN NO. S-453.0. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING TEMPROARY DELINEATION CONSISTENT WITH FINAL STRIPING MARKOUT UNTIL THERMOPLASTIC INSTALLATION IS COMPLETE.

4. THE FIELD CONDITIONS SHOWN AS EXISTING ON THIS PLAN MAY CHANGE BETWEEN THE PLAN APPROVAL DATE AND THE IMPLEMENTATION DATE. THE CONTRACTOR MAY BE REQUIRED TO INSTALL OR REMOVE STRIPING, PAVEMENT MARKINGS, SIGNS OR OTHER TRAFFIC CONTROL DEVICES BEYOND THAT INDICATED ON THIS PLAN, IN ORDER TO FACILITATE THESE CHANGES IN FIELD CONDITIONS AND/OR TO BE IN COMPLIANCE WITH LADOT STANDARDS AND SPECIFICATIONS. IF THIS PLAN HAS NOT BEEN INSTALLED WITHIN TWO (2) YEARS OF THE APPROVAL DATE, IT SHOULD BE RESUBMITTED TO LADOT GEOMETRIC DESIGN SECTION FOR REVIEW PRIOR TO PROCEEDING TO CONSTRUCTION.

LEGEND

1. = EXISTING STRIPING & MARKINGS TO REMAIN.
   = EXISTING STRIPING & MARKINGS TO BE REMOVED.
   = PROPOSED STRIPING & MARKINGS.
2. = EXISTING SIGN AND POST.
   = EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED.
   = PROPOSED SIGN AND POST.
3. (S) = SIGNALIZED INTERSECTION.
4. R/C = EXISTING RED CURB MARKINGS TO REMAIN.
   R/C = EXISTING RED CURB MARKINGS TO BE REMOVED.
   R/C = PROPOSED RED CURB MARKINGS.
5. = PROPOSED CALTRANS TYPE VI ARROW.

METRO PASADENA PROJECT

RECOMMENDED ______ 20 ___ Transportation Engineer	ACCEPTED ______ 20 ___ Senior Transportation Engineer
INSTALLATION DATES	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION FRANCES T. BANERJEE, General Manager
MARKOUT BEGAN:	
MARKOUT COMPLETED:	RESTORATION SIGNING AND STRIPING
STRIPING COMPLETED:	ALPINE ST./VIGNES ST.
References: TOPO, FIELD CHECK A-1008, A-0399	CESAR E. CHAVEZ TO N. SPRING ST.

Thomas Guide	District	Project No.	Drawing No.	
634-H2	CENTRAL	74707	A-3020	1 / 2

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY D. YEH
DRAWN BY A. CALDERON
CHECKED BY W. OKITSU
IN CHARGE W. OKITSU
DATE 04/25/01

REGISTERED PROFESSIONAL ENGINEER WALTER J OKITSU No. 52655 Exp. 12-31-02 CIVIL STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER DOUG K. YEH No. 1900 Exp. 06-30-01 TRAFFIC STATE OF CALIFORNIA

KATZ, OKITSU & ASSOCIATES
TRAFFIC ENGINEERS AND TRANSPORTATION PLANNERS
1055 CORPORATE CENTER DR., SUITE 300, MONTEREY PARK, CA 91754
TEL (323) 260-4703 FAX (323) 260-4705

MODERN CONTINENTAL
18801 VENTURA BLVD SUITE 301 TARZANA, CA 91356 TEL (818) 708-2001

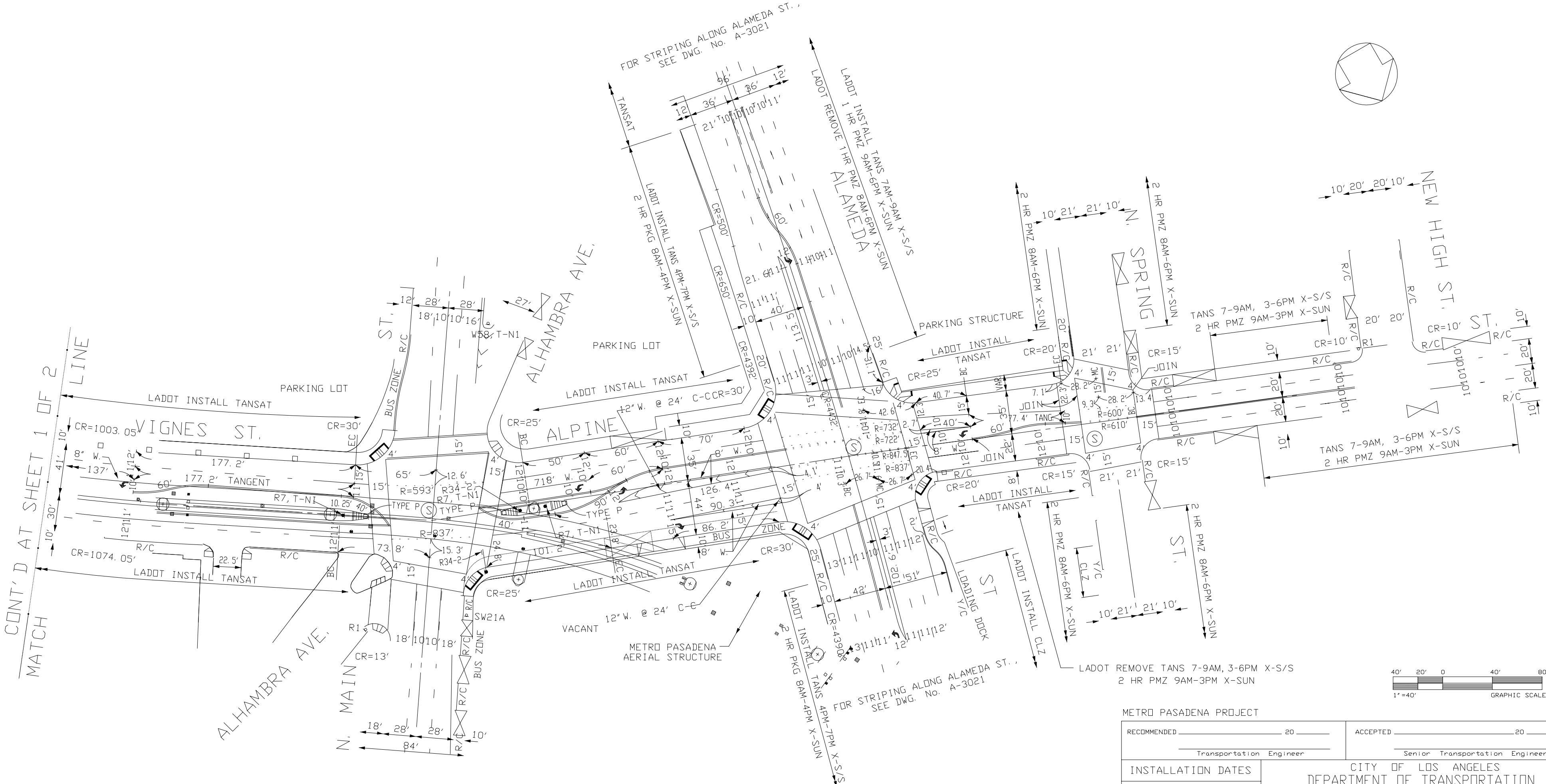
HNTB CORPORATION
36 EXECUTIVE PARK SUITE 200 IRVINE, CALIFORNIA 92614 TEL (949) 752-6940 FAX (949) 724-0865

CHINATOWN AERIAL STRUCTURE
DESIGN-BUILD PROJECT
CONTRACT 2000-01

LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY
PASADENA BLUE LINE

RESTORATION SIGNING AND STRIPING
ALPINE ST./VIGNES ST.
CESAR E. CHAVEZ TO N. SPRING ST.

CONTRACT NO 2000-01
DRAWING NO TR-040
SCALE 1"=40'
SHEET NO



40' 20' 0 40' 80'
1"=40'
GRAPHIC SCALE

METRO PASADENA PROJECT

RECOMMENDED ________ 20 ____ Transportation Engineer	ACCEPTED ________ 20 ____ Senior Transportation Engineer
INSTALLATION DATES	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION FRANCES T. BANERJEE, General Manager
MARKOUT BEGAN:	
MARKOUT COMPLETED:	RESTORATION SIGNING AND STRIPING ALPINE ST./VIGNES ST. CESAR E. CHAVEZ TO N. SPRING ST.
STRIPING COMPLETED:	
References: TOPO, FIELD CHECK	
Thomas Guide 634-H2 / District CENTRAL	Project No. 74707 / Drawing No. A-3020 / 2 / 2

REGISTERED PROFESSIONAL ENGINEER DOUG K. YEH No. 1900 Exp. 06-30-01 TRAFFIC STATE OF CALIFORNIA

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY D. YEH
DRAWN BY A. CALDERON
CHECKED BY W. OKITSU
IN CHARGE W. OKITSU
DATE 04/25/01

REGISTERED PROFESSIONAL ENGINEER WALTER J OKITSU No. 52655 Exp. 12-31-02 CIVIL STATE OF CALIFORNIA

KATZ, OKITSU & ASSOCIATES
TRAFFIC ENGINEERS AND TRANSPORTATION PLANNERS
1055 CORPORATE CENTER DR, SUITE 300, MONTEREY PARK, CA 91754
TEL (323) 260-4703 FAX (323) 260-4705

MODERN CONTINENTAL
18801 VENTURA BLVD SUITE 301 TARZANA, CA 91356 TEL (818) 708-2001

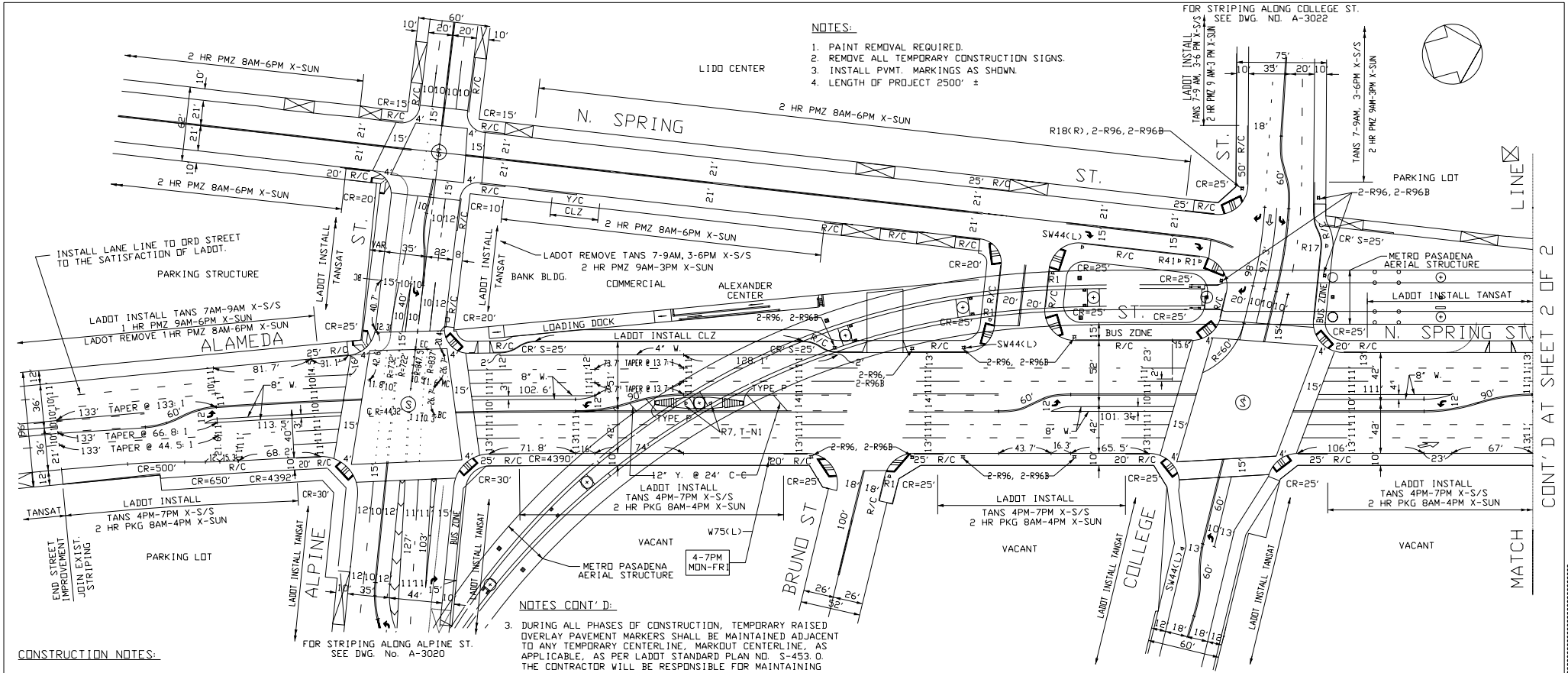
HNTB CORPORATION
36 EXECUTIVE PARK SUITE 200 IRVINE, CALIFORNIA 92614 TEL (949) 752-6940 FAX (949) 724-0865

CHINATOWN AERIAL STRUCTURE
DESIGN-BUILD PROJECT
CONTRACT 2000-01

LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY
PASADENA BLUE LINE

RESTORATION SIGNING AND STRIPING
ALPINE ST./VIGNES ST.
CESAR E. CHAVEZ TO N. SPRING ST.

CONTRACT NO 2000-01
DRAWING NO TR-041
REV
SCALE 1"=40'
SHEET NO



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE REMOVAL, MARKOUT, AND INSTALLATION OF ALL STRIPING/PAVEMENT MARKINGS SHOWN HEREON. REMOVAL OF MARKINGS SHALL BE PERFORMED BEFORE MARKOUT AND INSTALLATION OF NEW STRIPING AND SHALL BE BY WET SANDBLASTING IN ACCORDANCE WITH LADOT SPECIFICATION NO. 76-016-10. MARKOUT SHALL BE BY HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING. STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYD THERMOPLASTIC IN ACCORDANCE WITH LADOT SPECIFICATIONS NOS. 51-005-10 AND 76-012-15.

2. THE INSTALLATION OF THERMOPLASTIC STRIPING MAY PROCEED ONLY AFTER INSPECTION AND APPROVAL OF MARKOUT BY THE LADOT CITYWIDE INVESTIGATIONS UNIT. THE CONTRACTOR SHALL CORRECT ALL ERRORS IN MARKOUT REQUESTED BY LADOT. THE CONTRACTOR SHALL CONTACT THE LADOT METRO RAIL PROJECT ENGINEER AT (213) 485-2610 AT THE FOLLOWING POINTS IN TIME AND FOR THE FOLLOWING PURPOSES:
   A. TEN (10) WORKING DAYS IN ADVANCE OF MARKOUT.
   B. UPON COMPLETION OF MARKOUT (INCLUDING ANY MARKOUT CORRECTIONS) FOR INSPECTION AND APPROVAL.
   C. UPON COMPLETION OF THERMOPLASTIC STRIPING (INCLUDING ANY THERMOPLASTIC STRIPING CORRECTIONS) FOR INSPECTION AND FINAL STRIPING APPROVAL.

NOTES CONT'D:

3. DURING ALL PHASES OF CONSTRUCTION, TEMPORARY RAISED OVERLAY PAVEMENT MARKERS SHALL BE MAINTAINED ADJACENT TO ANY TEMPORARY CENTERLINE, MARKOUT CENTERLINE, AS APPLICABLE, AS PER LADOT STANDARD PLAN NO. S-453.0. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING TEMPROARY DELINEATION CONSISTENT WITH FINAL STRIPING STRIPING MARKOUT UNTIL THERMOPLASTIC INSTALLATION IS COMPLETE.

4. THE FIELD CONDITIONS SHOWN AS EXISTING ON THIS PLAN MAY CHANGE BETWEEN THE PLAN APPROVAL DATE AND THE IMPLEMENTATION DATE. THE CONTRACTOR MAY BE REQUIRED TO INSTALL OR REMOVE STRIPING, PAVEMENT MARKINGS, SIGNS OR OTHER TRAFFIC CONTROL DEVICES BEYOND THAT INDICATED ON THIS PLAN, IN ORDER TO FACILITATE THESE CHANGES IN FIELD CONDITIONS AND/OR TO BE IN COMPLIANCE WITH LADOT STANDARDS AND SPECIFICATIONS. IF THIS PLAN HAS NOT BEEN INSTALLED WITHIN TWO (2) YEARS OF THE APPROVAL DATE, IT SHOULD BE RESUBMITTED TO LADOT GEOMETRIC DESIGN SECTION FOR REVIEW PRIOR TO PROCEEDING TO CONSTRUCTION.

LEGEND

1. = EXISTING STRIPING & MARKINGS TO REMAIN.
   = EXISTING STRIPING & MARKINGS TO BE REMOVED.
   = PROPOSED STRIPING & MARKINGS.
   = EXISTING SIGN AND POST.
   = EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED.
   = PROPOSED SIGN AND POST.
   (S) = SIGNALIZED INTERSECTION.
4. R/C = EXISTING RED CURB MARKINGS TO REMAIN.
   R/C = EXISTING RED CURB MARKINGS TO BE REMOVED.
   R/C = PROPOSED RED CURB MARKINGS.
5. = PROPOSED CALTRANS TYPE VI ARROW.

40' 20' 0 40' 80'
1"=40' GRAPHIC SCALE

METRO PASADENA PROJECT

RECOMMENDED _____ 20____
Transportation Engineer

ACCEPTED _____ 20____
Senior Transportation Engineer

INSTALLATION DATES
MARKOUT BEGAN:
MARKOUT COMPLETED:
STRIPING COMPLETED:
References: TOPO, FIELD CHECK

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
FRANCES T. BANERJEE, General Manager

RESTORATION SIGNING AND STRIPING
ALAMEDA ST. /N. SPRING ST.
ALPINE ST. TO W. ANN ST.

Thomas Guide	District	Project No.	Drawing No.	
634-H2	CENTRAL	74707	A-3021	1/2

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY D. YEH
DRAWN BY A. CALDERON
CHECKED BY W. OKITSU
IN CHARGE W. OKITSU
DATE 04/25/01

REGISTERED PROFESSIONAL ENGINEER — DOUG K. YEH — No. 1900 — Exp. 06-30-01 — TRAFFIC — STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER — WALTER J. OKITSU — No. 52655 — Exp. 12-31-02 — CIVIL — STATE OF CALIFORNIA

KATZ, OKITSU & ASSOCIATES
TRAFFIC ENGINEERS AND TRANSPORTATION PLANNERS
1055 CORPORATE CENTER DR., SUITE 300, MONTEREY PARK, CA 91754
TEL (323) 260-4703 FAX (323) 260-4705

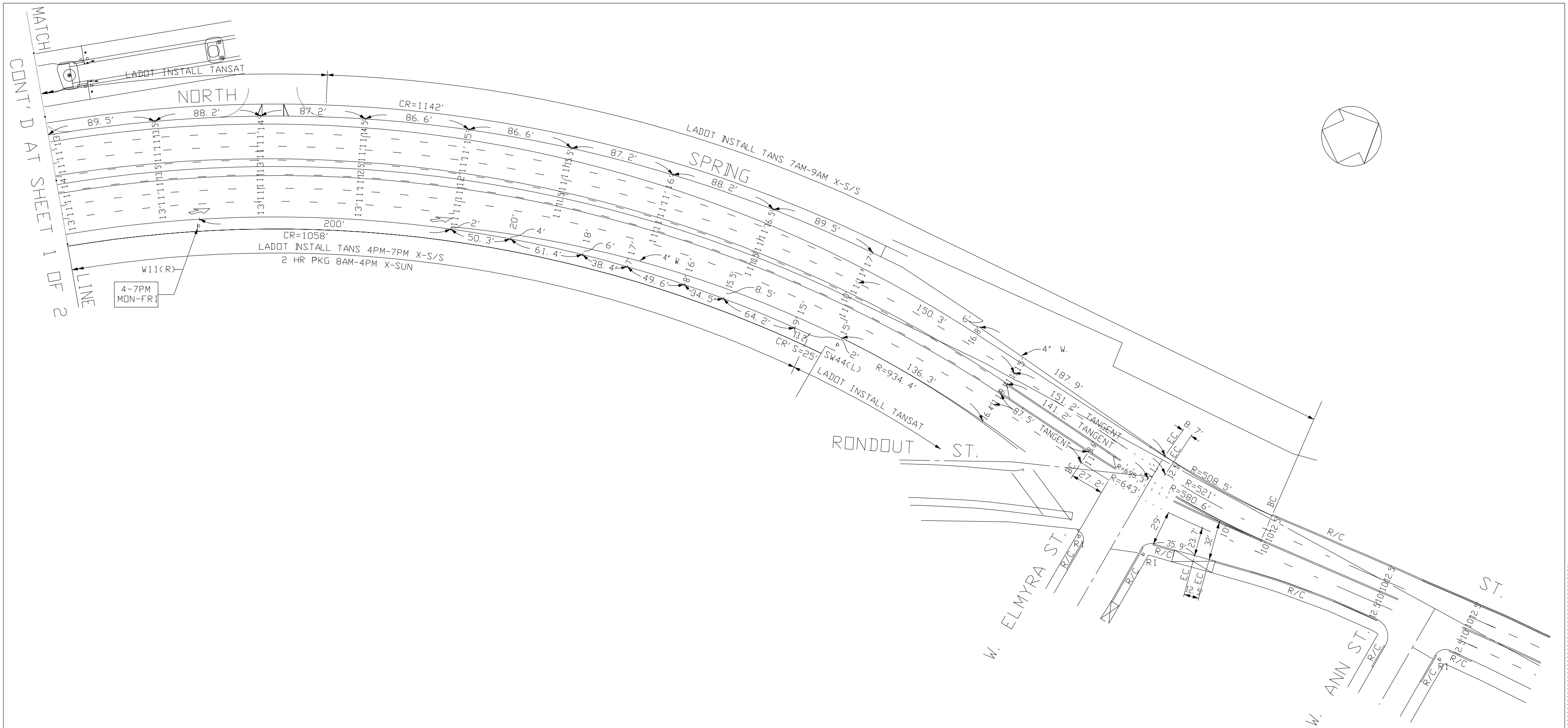
MODERN CONTINENTAL
MODERN CONTINENTAL 19800 VENTURA BLVD SUITE 301 TARZANA, CA 91356 TEL (888) 708-2001

HNTB
HNTB CORPORATION 36 EXECUTIVE PARK SUITE 200 IRVINE, CALIFORNIA 92614 TEL (949) 752-4960 FAX (949) 724-8865

LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY
PASADENA BLUE LINE
CHINATOWN AERIAL STRUCTURE DESIGN-BUILD PROJECT
CONTRACT 2000-01

RESTORATION SIGNING AND STRIPING
ALAMEDA ST. /N. SPRING ST.
ALPINE ST. TO W. ANN ST.

CONTRACT NO 2000-01
DRAWING NO TR-042 REV
SCALE 1"=40'
SHEET NO



40' 20' 0 40' 80'

1"=40' GRAPHIC SCALE

METRO PASADENA PROJECT

RECOMMENDED ____________ 20 ____	ACCEPTED ____________ 20 ____
Transportation Engineer	Senior Transportation Engineer

INSTALLATION DATES	CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION FRANCES T. BANERJEE, General Manager
MARKOUT BEGAN:	
MARKOUT COMPLETED:	RESTORATION SIGNING AND STRIPING ALAMEDA ST./N. SPRING ST. ALPINE ST. TO W. ANN ST.
STRIPING COMPLETED:	
References: TOPO, FIELD CHECK	

Thomas Guide	District	Project No.	Drawing No.	
634-H2	CENTRAL	74707	A-3021	2 / 2

REGISTERED PROFESSIONAL ENGINEER
DOUG K. YEH
No. 1900
Exp. 06-30-01
TRAFFIC
STATE OF CALIFORNIA

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY D. YEH
DRAWN BY A. CALDERON
CHECKED BY W. OKITSU
IN CHARGE W. OKITSU
DATE 04/25/01

REGISTERED PROFESSIONAL ENGINEER
WALTER J OKITSU
No. 52655
Exp. 12-31-02
CIVIL
STATE OF CALIFORNIA

KATZ, OKITSU & ASSOCIATES
TRAFFIC ENGINEERS AND TRANSPORTATION PLANNERS
1055 CORPORATE CENTER DR., SUITE 300,
MONTEREY PARK, CA 91754
TEL (323) 260-4703 FAX (323) 260-4705

MODERN CONTINENTAL
MODERN CONTINENTAL
18801 VENTURA BLVD SUITE 301
TARZANA, CA 91356
TEL (818) 708-2001

HNTB
HNTB CORPORATION
36 EXECUTIVE PARK SUITE 200
IRVINE, CALIFORNIA 92614
TEL (949) 752-6940 FAX (949) 724-0865

LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY

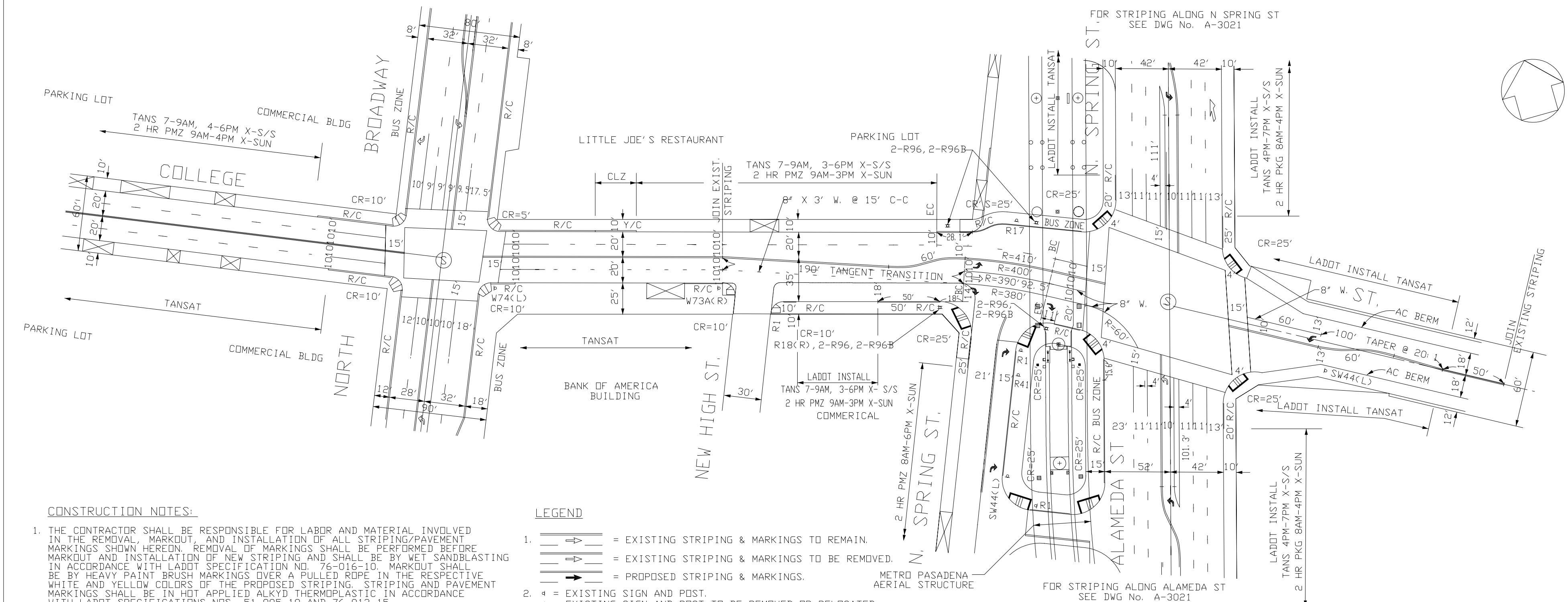
PASADENA BLUE LINE

CHINATOWN AERIAL STRUCTURE
DESIGN-BUILD PROJECT
CONTRACT 2000-01

RESTORATION SIGNING AND STRIPING
ALAMEDA ST./N. SPRING ST.
ALPINE ST. TO W. ANN ST.

CONTRACT NO 2000-01
DRAWING NO TR-043
REV
SCALE 1"=40'
SHEET NO

Plotted By:$$PLOTTED$$$$$$SYTIME$$$$$$DGN$SPECIFICATION$$$$$$



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LABOR AND MATERIAL INVOLVED IN THE REMOVAL, MARKOUT, AND INSTALLATION OF ALL STRIPING/PAVEMENT MARKINGS SHOWN HEREON. REMOVAL OF MARKINGS SHALL BE PERFORMED BEFORE MARKOUT AND INSTALLATION OF NEW STRIPING AND SHALL BE BY WET SANDBLASTING IN ACCORDANCE WITH LADOT SPECIFICATION NO. 76-016-10. MARKOUT SHALL BE BY HEAVY PAINT BRUSH MARKINGS OVER A PULLED ROPE IN THE RESPECTIVE WHITE AND YELLOW COLORS OF THE PROPOSED STRIPING. STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYD THERMOPLASTIC IN ACCORDANCE WITH LADOT SPECIFICATIONS NOS. 51-005-10 AND 76-012-15.
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   A. TEN (10) WORKING DAYS IN ADVANCE OF MARKOUT.
   B. UPON COMPLETION OF MARKOUT (INCLUDING ANY MARKOUT CORRECTIONS) FOR INSPECTION AND APPROVAL.
   C. UPON COMPLETION OF THERMOPLASTIC STRIPING (INCLUDING ANY THERMOPLASTIC STRIPING CORRECTIONS) FOR INSPECTION AND FINAL STRIPING APPROVAL.
3. DURING ALL PHASES OF CONSTRUCTION, TEMPORARY RAISED OVERLAY PAVEMENT MARKERS SHALL BE MAINTAINED ADJACENT TO ANY TEMPORARY CENTERLINE, MARKOUT CENTERLINE OR SCAR OF A SANDBLASTED CENTERLINE, AS APPLICABLE, AS PER LADOT STANDARD PLAN NO. S-453.0. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING TEMPRDARY DELINEATION CONSISTENT WITH FINAL STRIPING MARKOUT UNTIL THERMOPLASTIC INSTALLATION IS COMPLETE.
4. THE FIELD CONDITIONS SHOWN AS EXISTING ON THIS PLAN MAY CHANGE BETWEEN THE PLAN APPROVAL DATE AND THE IMPLEMENTATION DATE. THE CONTRACTOR MAY BE REQUIRED TO INSTALL OR REMOVE STRIPING, PAVEMENT MARKINGS, SIGNS OR OTHER TRAFFIC CONTROL DEVICES BEYOND THAT INDICATED ON THIS PLAN, IN ORDER TO FACILITATE THESE CHANGES IN FIELD CONDITIONS AND/OR TO BE IN COMPLIANCE WITH LADOT STANDARDS AND SPECIFICATIONS. IF THIS PLAN HAS NOT BEEN INSTALLED WITHIN TWO (2) YEARS OF THE APPROVAL DATE, IT SHOULD BE RESUBMITTED TO LADOT GEOMETRIC DESIGN SECTION FOR REVIEW PRIOR TO PROCEEDING TO CONSTRUCTION.

LEGEND

1. = EXISTING STRIPING & MARKINGS TO REMAIN.
   = EXISTING STRIPING & MARKINGS TO BE REMOVED.
   = PROPOSED STRIPING & MARKINGS.
2. = EXISTING SIGN AND POST.
   = EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED.
   = PROPOSED SIGN AND POST.
3. (S) = SIGNALIZED INTERSECTION.
4. R/C = EXISTING RED CURB MARKINGS TO REMAIN.
   R/C = EXISTING RED CURB MARKINGS TO BE REMOVED.
   R/C = PROPOSED RED CURB MARKINGS.
5. = PROPOSED CALTRANS TYPE VI ARROW.

NOTES:

1. PAINT REMOVAL REQUIRED.
2. REMOVE ALL TEMPORARY CONSTRUCTION SIGNS.
3. INSTALL PVMT. MARKINGS AS SHOWN.
4. LENGTH OF PROJECT 640' ±

40' 20' 0 40' 80'
1"=40' GRAPHIC SCALE

METRO PASADENA PROJECT

RECOMMENDED ____ 20 ____ Transportation Engineer
ACCEPTED ____ 20 ____ Senior Transportation Engineer

INSTALLATION DATES
MARKOUT BEGAN: ____
MARKOUT COMPLETED: ____
STRIPING COMPLETED: ____
References:
TOPO, FIELD CHECK

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
FRANCES T. BANERJEE, General Manager

RESTORATION SIGNING AND STRIPING
COLLEGE ST.
N. BROADWAY TO N. SPRING ST.

Thomas Guide	District	Project No.	Drawing No.	
634-H2	CENTRAL	74707	A-3022	1 / 1

DOUG K. YEH, No. 1900, Exp. 06-30-01, TRAFFIC, REGISTERED PROFESSIONAL ENGINEER, STATE OF CALIFORNIA

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY D. YEH
DRAWN BY A. CALDERON
CHECKED BY W. OKITSU
IN CHARGE W. OKITSU
DATE 04/25/01

WALTER J. OKITSU, No. 52655, Exp. 12-31-02, CIVIL, REGISTERED PROFESSIONAL ENGINEER, STATE OF CALIFORNIA

KATZ, OKITSU & ASSOCIATES
TRAFFIC ENGINEERS AND TRANSPORTATION PLANNERS
1055 CORPORATE CENTER DR., SUITE 300,
MONTEREY PARK, CA 91754
TEL (323) 260-4703 FAX (323) 260-4705

MODERN CONTINENTAL
MODERN CONTINENTAL
18001 VENTURA BLVD SUITE 301
TARZANA, CA 91356
TEL (818) 708-2001

HNTB
HNTB CORPORATION
36 EXECUTIVE PARK SUITE 200
IRVINE, CALIFORNIA 92614
TEL (949) 752-6940 FAX (949) 724-0865

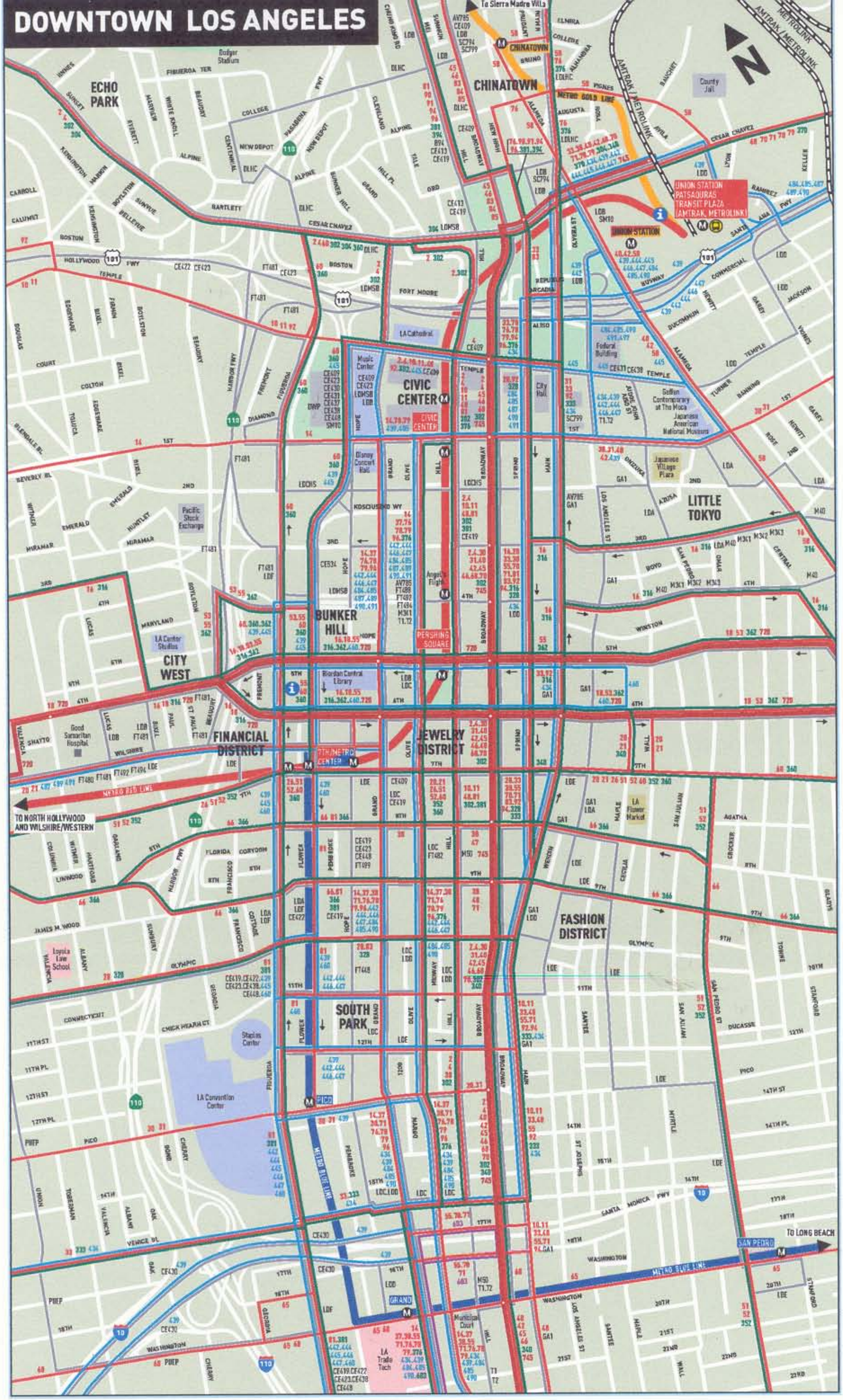
LOS ANGELES TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY
PASADENA BLUE LINE

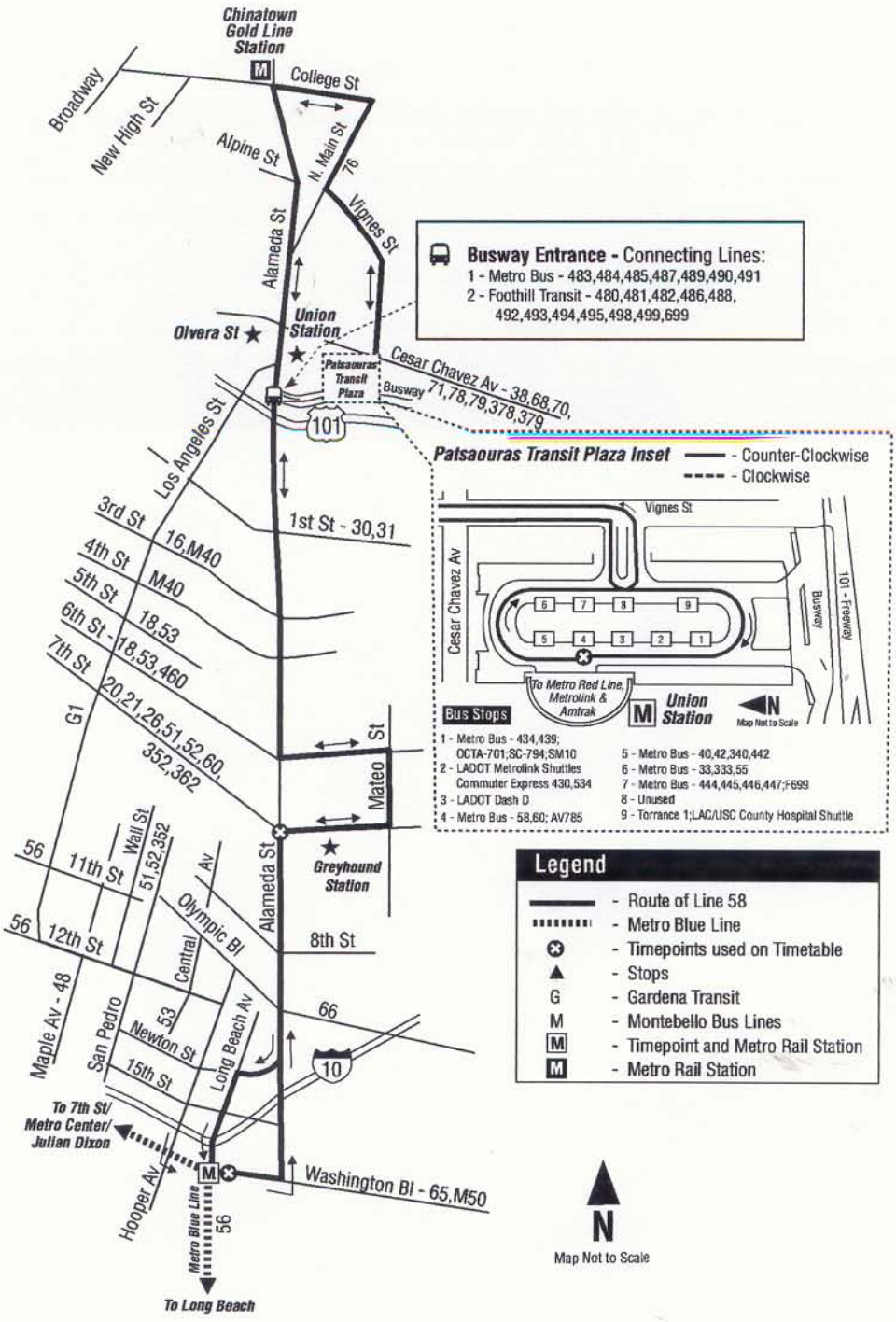
CHINATOWN AERIAL STRUCTURE
DESIGN-BUILD PROJECT
CONTRACT 2000-01

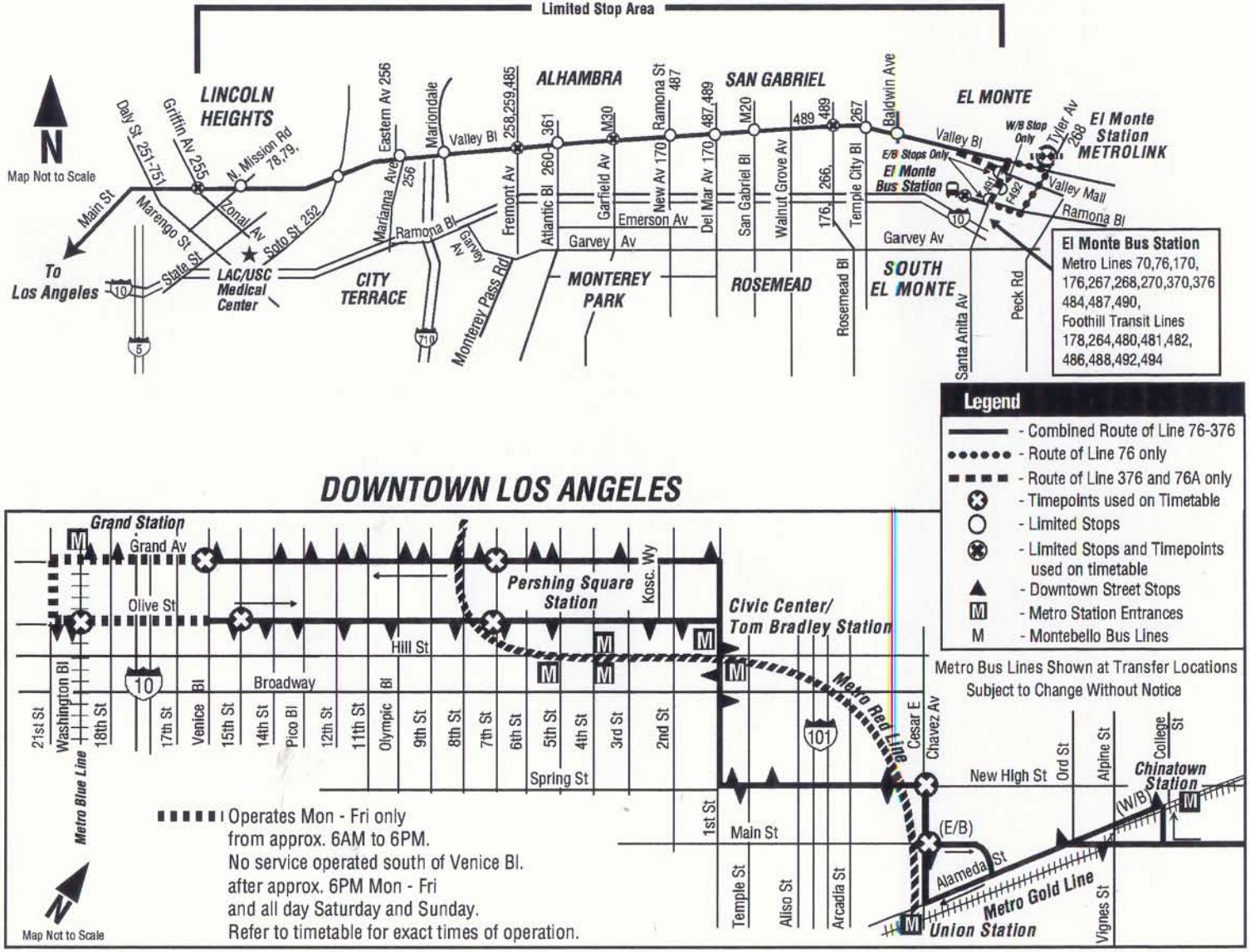
RESTORATION SIGNING AND STRIPING
COLLEGE ST.
N. BROADWAY TO N. SPRING ST.

CONTRACT NO 2000-01
DRAWING NO TR-044
REV
SCALE 1"=40'
SHEET NO

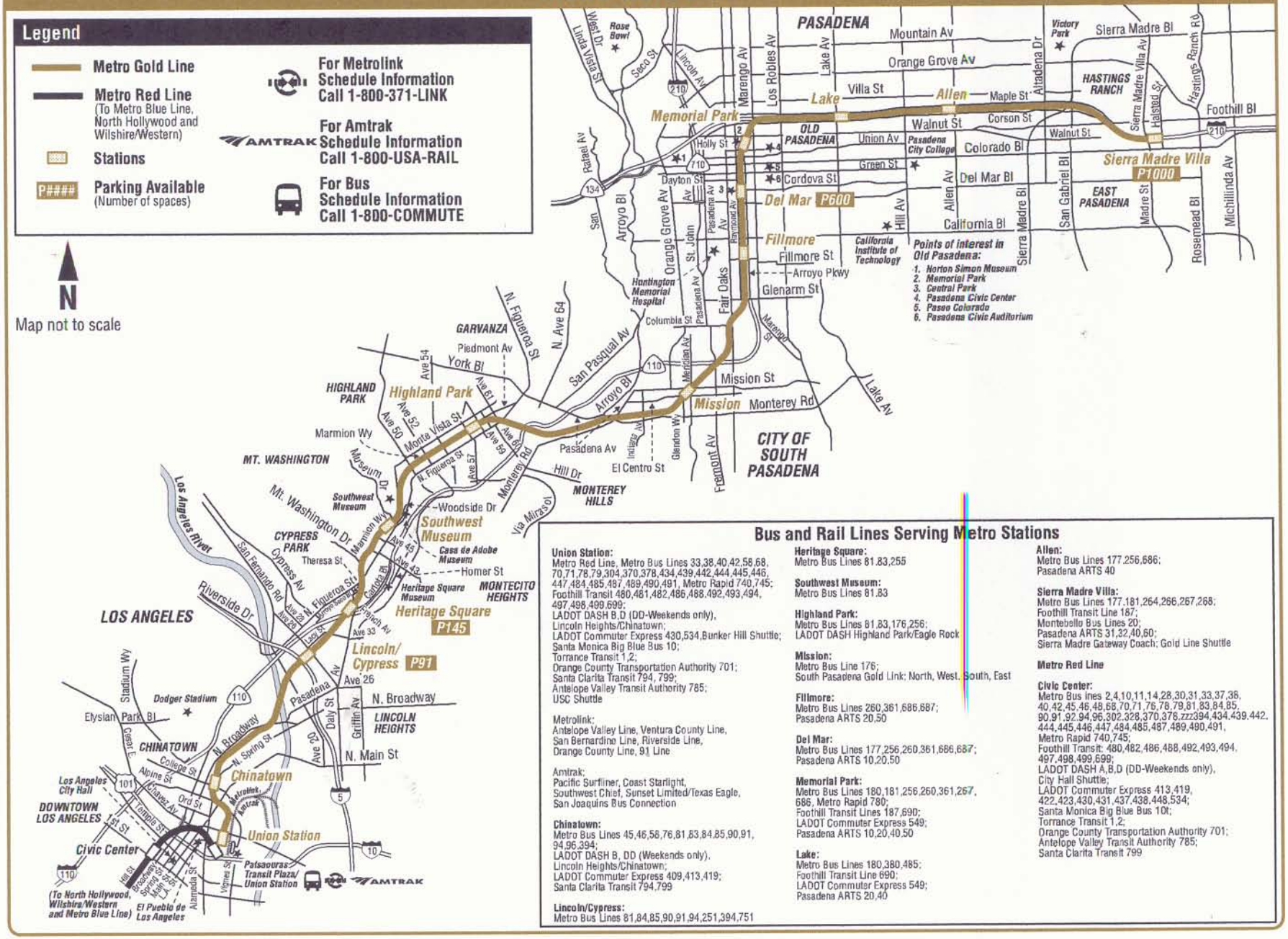
APPENDIX C
TRANSIT ROUTES


DOWNTOWN LOS ANGELES
To Sierra Madre Villa
ECHO PARK
CHINATOWN
CHINATOWN
Dodger Stadium
County Jail
METRO GOLD LINE
AMTRAK / METROLINK
UNION STATION PATSAOURAS TRANSIT PLAZA (AMTRAK, METROLINK)
UNION STATION
LA Cathedral
Music Center
CIVIC CENTER
CIVIC CENTER
City Hall
Federal Building
Geffen Contemporary at The Moca
Japanese American National Museum
Japanese Village Plaza
LITTLE TOKYO
Disney Concert Hall
Pacific Stock Exchange
Angel's Flight
BUNKER HILL
PERSHING SQUARE
LA Center Studios
CITY WEST
Bradbury Central Library
Good Samaritan Hospital
FINANCIAL DISTRICT
7TH/METRO CENTER
JEWELRY DISTRICT
METRO RED LINE
TO NORTH HOLLYWOOD AND WILSHIRE/WESTERN
FASHION DISTRICT
LA Flower Market
Loyola Law School
SOUTH PARK
Staples Center
LA Convention Center
PICO
METRO BLUE LINE
SANTA MONICA FWY
TO LONG BEACH
SAN PEDRO
METRO BLUE LINE
GRAND
LA Trade Tech
Municipal Court
FORT MOORE
KOSCIUSZKO WY
CESAR CHAVEZ
SUNSET
BROADWAY
HILL
OLIVE
GRAND
HOPE
FLOWER
FIGUEROA
SPRING
MAIN
LOS ANGELES ST
SAN PEDRO ST
CENTRAL
ALAMEDA
TEMPLE
1ST
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
OLYMPIC
11TH
12TH
PICO
14TH
WASHINGTON
WILSHIRE
VENICE BL
HOLLYWOOD FWY
HARBOR FWY


Chinatown Gold Line Station
College St
Broadway
New High St
Alpine St
N. Main St
76
Vignes St
Alameda St
Union Station
Olvera St
Patsaouras Transit Plaza
Busway
Cesar Chavez Av - 38,68,70, 71,78,79,378,379
101
Los Angeles St
3rd St
16,M40
1st St - 30,31
4th St
M40
5th St
18,53
6th St - 18,53,460
7th St
20,21,26,51,52,60, 352,362
G1
Mateo St
Greyhound Station
56
11th St
Wall St
51,52,352
Av
Olympic Bl
56
12th St
Central
8th St
Maple Av - 48
San Pedro
53
Newton St
15th St
Long Beach Av
66
10
To 7th St/ Metro Center/ Julian Dixon
Hooper Av
Metro Blue Line
56
To Long Beach
Washington Bl - 65,M50
Busway Entrance - Connecting Lines:
1 - Metro Bus - 483,484,485,487,489,490,491
2 - Foothill Transit - 480,481,482,486,488, 492,493,494,495,498,499,699
Patsaouras Transit Plaza Inset
Counter-Clockwise
Clockwise
Vignes St
Cesar Chavez Av
Busway
101 - Freeway
To Metro Red Line, Metrolink & Amtrak
Union Station
Map Not to Scale
Bus Stops
1 - Metro Bus - 434,439; OCTA-701;SC-794;SM10
2 - LADOT Metrolink Shuttles Commuter Express 430,534
3 - LADOT Dash D
4 - Metro Bus - 58,60; AV785
5 - Metro Bus - 40,42,340,442
6 - Metro Bus - 33,333,55
7 - Metro Bus - 444,445,446,447;F699
8 - Unused
9 - Torrance 1;LAC/USC County Hospital Shuttle
Legend
- Route of Line 58
- Metro Blue Line
- Timepoints used on Timetable
- Stops
G - Gardena Transit
M - Montebello Bus Lines
- Timepoint and Metro Rail Station
- Metro Rail Station
N
Map Not to Scale


Limited Stop Area
N
Map Not to Scale
LINCOLN HEIGHTS
ALHAMBRA
SAN GABRIEL
EL MONTE
El Monte Station METROLINK
Main St
To Los Angeles
LAC/USC Medical Center
CITY TERRACE
MONTEREY PARK
ROSEMEAD
SOUTH EL MONTE
Valley Blvd
Garvey Ave
Ramona Blvd
Peck Rd
Santa Anita Ave
Rosemead Blvd
Temple City Blvd
Baldwin Ave
Valley Mall
El Monte Bus Station
E/B Stops Only
W/B Stop Only
El Monte Bus Station
Metro Lines 70,76,170, 176,267,268,270,370,376 484,487,490,
Foothill Transit Lines 178,264,480,481,482, 486,488,492,494
Legend
- Combined Route of Line 76-376
- Route of Line 76 only
- Route of Line 376 and 76A only
- Timepoints used on Timetable
- Limited Stops
- Limited Stops and Timepoints used on timetable
- Downtown Street Stops
- Metro Station Entrances
M - Montebello Bus Lines
DOWNTOWN LOS ANGELES
Grand Station
Grand Av
Olive St
Pershing Square Station
Civic Center/ Tom Bradley Station
Hill St
Broadway
Spring St
Main St
Metro Blue Line
Metro Red Line
Metro Gold Line
Union Station
Chinatown Station
Alameda St
New High St
Operates Mon - Fri only
from approx. 6AM to 6PM.
No service operated south of Venice Bl.
after approx. 6PM Mon - Fri
and all day Saturday and Sunday.
Refer to timetable for exact times of operation.
Metro Bus Lines Shown at Transfer Locations
Subject to Change Without Notice
Map Not to Scale

Metro Gold Line



Bus and Rail Lines Serving Metro Stations

Union Station:
Metro Red Line, Metro Bus Lines 33,38,40,42,58,68, 70,71,78,79,304,370,378,434,439,442,444,445,446, 447,484,485,487,489,490,491, Metro Rapid 740,745; Foothill Transit 480,481,482,486,488,492,493,494, 497,498,499,699;
LADOT DASH B,D (DD-Weekends only),
Lincoln Heights/Chinatown;
LADOT Commuter Express 430,534,Bunker Hill Shuttle;
Santa Monica Big Blue Bus 10;
Torrance Transit 1,2;
Orange County Transportation Authority 701;
Santa Clarita Transit 794, 799;
Antelope Valley Transit Authority 785;
USC Shuttle

Metrolink:
Antelope Valley Line, Ventura County Line, San Bernardino Line, Riverside Line, Orange County Line, 91 Line

Amtrak:
Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited/Texas Eagle, San Joaquins Bus Connection

Chinatown:
Metro Bus Lines 45,46,58,76,81,83,84,85,90,91, 94,95,394;
LADOT DASH B, DD (Weekends only),
Lincoln Heights/Chinatown;
LADOT Commuter Express 409,413,419;
Santa Clarita Transit 794,799

Lincoln/Cypress:
Metro Bus Lines 81,84,85,90,91,94,251,394,751

Heritage Square:
Metro Bus Lines 81,83,255

Southwest Museum:
Metro Bus Lines 81,83

Highland Park:
Metro Bus Lines 81,83,176,256;
LADOT DASH Highland Park/Eagle Rock

Mission:
Metro Bus Line 176;
South Pasadena Gold Link: North, West, South, East

Fillmore:
Metro Bus Lines 260,361,686,687;
Pasadena ARTS 20,50

Del Mar:
Metro Bus Lines 177,256,260,361,686,687;
Pasadena ARTS 10,20,50

Memorial Park:
Metro Bus Lines 180,181,256,260,361,267, 686, Metro Rapid 780;
Foothill Transit Lines 187,690;
LADOT Commuter Express 549;
Pasadena ARTS 10,20,40,50

Lake:
Metro Bus Lines 180,380,485;
Foothill Transit Line 690;
LADOT Commuter Express 549;
Pasadena ARTS 20,40

Allen:
Metro Bus Lines 177,256,686;
Pasadena ARTS 40

Sierra Madre Villa:
Metro Bus Lines 177,181,264,266,267,268;
Foothill Transit Line 187;
Montebello Bus Lines 20;
Pasadena ARTS 31,32,40,60;
Sierra Madre Gateway Coach; Gold Line Shuttle

Metro Red Line

Civic Center:
Metro Bus lines 2,4,10,11,14,28,30,31,33,37,38, 40,42,45,46,48,68,70,71,76,78,79,81,83,84,85, 90,91,92,94,96,302,328,370,378,zzz394,434,439,442, 444,445,446,447,484,485,487,489,490,491,
Metro Rapid 740,745;
Foothill Transit: 480,482,486,488,492,493,494, 497,498,499,699;
LADOT DASH A,B,D (DD-Weekends only),
City Hall Shuttle;
LADOT Commuter Express 413,419, 422,423,430,431,437,438,448,534;
Santa Monica Big Blue Bus 10t;
Torrance Transit 1,2;
Orange County Transportation Authority 701;
Antelope Valley Transit Authority 785;
Santa Clarita Transit 799

DASH LINCOLN HEIGHTS/CHINATOWN

CLOCKWISE
EN EL SENTIDO DE LAS MANECILLAS DEL RELOJ

Leaves/Sale Vignes & Cesar Chavez (A)	Broadway & College (B)	Broadway & Ave 18 (C)	Broadway & Lincoln Park (D)	LAC & USC Med. Ctr (E)	Main & Willhardt (F)	Arrives/Llega Vignes & Cesar Chavez (A)
—	—	—	—	7:10	7:16	7:22
7:00	7:15	7:20	7:30	7:40	7:46	7:52
7:30	7:45	7:50	8:00	8:10	8:16	8:22
8:00	8:15	8:20	8:30	8:40	8:46	8:52
8:30	8:45	8:50	9:00	9:10	9:16	9:22
9:00	9:15	9:20	9:30	9:40	9:46	9:52
9:30	9:45	9:50	10:00	10:10	10:16	10:22
10:00	10:15	10:20	10:30	10:40	10:46	10:52
10:30	10:45	10:50	11:00	11:10	11:16	11:22
11:00	11:15	11:20	11:30	11:40	11:46	11:52
11:30	11:45	11:50	**12:00**	**12:10**	**12:16**	**12:22**
12:00	**12:15**	**12:20**	**12:30**	**12:40**	**12:46**	**12:52**
12:30	**12:45**	**12:50**	**1:00**	**1:10**	**1:16**	**1:22**
1:00	**1:15**	**1:20**	**1:30**	**1:40**	**1:46**	**1:52**
1:30	**1:45**	**1:50**	**2:00**	**2:10**	**2:16**	**2:22**
2:00	**2:15**	**2:20**	**2:30**	**2:40**	**2:46**	**2:52**
2:30	**2:45**	**2:50**	**3:00**	**3:10**	**3:16**	**3:22**
3:00	**3:15**	**3:20**	**3:30**	**3:40**	**3:46**	**3:52**
3:30	**3:45**	**3:50**	**4:00**	**4:10**	**4:16**	**4:22**
4:00	**4:15**	**4:20**	**4:30**	**4:40**	**4:46**	**4:52**
4:30	**4:45**	**4:50**	**5:00**	**5:10**	**5:16**	**5:22**
5:00	**5:15**	**5:20**	**5:30**	**5:40**	**5:46**	**5:52**
5:30	**5:45**	**5:50**	**6:00**	**6:10**	**6:16**	**6:22**
6:00	**6:15**	**6:20**	**6:30**	**6:40**	**6:46**	**6:52**

PM times are indicated in bold type.
Shaded area denotes Saturday service.
Letras más obscuras denotan p.m.
Área sombreada denota el servicio de sábado.

Potential delay due to train movement on the N. Main Street.

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services.

Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde de permitir suficiente tiempo para hacer transbordes a otros servicios.

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COUNTERCLOCKWISE
EN EL SENTIDO OPUESTA DE LAS MANECILLAS DEL RELOJ

Leaves/Sale Vignes & Cesar Chavez (A)	Main & Willhardt (F)	LAC & USC Med. Ctr (E)	Broadway & Lincoln Park (D)	Broadway & Ave 18 (C)	Broadway & College (B)	Arrives/Llega Vignes & Cesar Chavez (A)
—	—	—	—	7:02	7:07	7:22
7:00	7:06	7:12	7:22	7:32	7:37	7:52
7:30	7:36	7:42	7:52	8:02	8:07	8:22
8:00	8:06	8:12	8:22	8:32	8:37	8:52
8:30	8:36	8:42	8:52	9:02	9:07	9:22
9:00	9:06	9:12	9:22	9:32	9:37	9:52
9:30	9:36	9:42	9:52	10:02	10:07	10:22
10:00	10:06	10:12	10:22	10:32	10:37	10:52
10:30	10:36	10:42	10:52	11:02	11:07	11:22
11:00	11:06	11:12	11:22	11:32	11:37	11:52
11:30	11:36	11:42	11:52	**12:02**	**12:07**	**12:22**
12:00	**12:06**	**12:12**	**12:22**	**12:32**	**12:37**	**12:52**
12:30	**12:36**	**12:42**	**12:52**	**1:02**	**1:07**	**1:22**
1:00	**1:06**	**1:12**	**1:22**	**1:32**	**1:37**	**1:52**
1:30	**1:36**	**1:42**	**1:52**	**2:02**	**2:07**	**2:22**
2:00	**2:06**	**2:12**	**2:22**	**2:32**	**2:37**	**2:52**
2:30	**2:36**	**2:42**	**2:52**	**3:02**	**3:07**	**3:22**
3:00	**3:06**	**3:12**	**3:22**	**3:32**	**3:37**	**3:52**
3:30	**3:36**	**3:42**	**3:52**	**4:02**	**4:07**	**4:22**
4:00	**4:06**	**4:12**	**4:22**	**4:32**	**4:37**	**4:52**
4:30	**4:36**	**4:42**	**4:52**	**5:02**	**5:07**	**5:22**
5:00	**5:06**	**5:12**	**5:22**	**5:32**	**5:37**	**5:52**
5:30	**5:36**	**5:42**	**5:52**	**6:02**	**6:07**	**6:22**
6:00	**6:06**	**6:12**	**6:22**	**6:32**	**6:37**	**6:52**

PM times are indicated in bold type.
Shaded area denotes Saturday service.
Letras más obscuras denotan p.m.
Área sombreada denota el servicio de sábado.

Potential delay due to train movement on the N. Main Street.

SERVICIO EN AMBAS DIRECCIONES / SERVICE IN BOTH DIRECTIONS

FARES/TARIFAS

Fare/Tarifa	25¢
LADOT Monthly Pass Holder Portadores de pase mensual LADOT	Free Gratis
Metro (MTA) Senior/Disabled Pass Holders Portadores de pases Metro (MTA) para personas de mayor edad o con impedimentos físicos	Free Gratis
Children, 4 years of age or younger Niños de 4 años y menor	Free Gratis
With valid Metrolink pass or ticket to/from Union Station during commuting hours Con el Paso de Metrolink o las estación válido de la unión del boleto a/de durante las horas que conmutan	Free Gratis

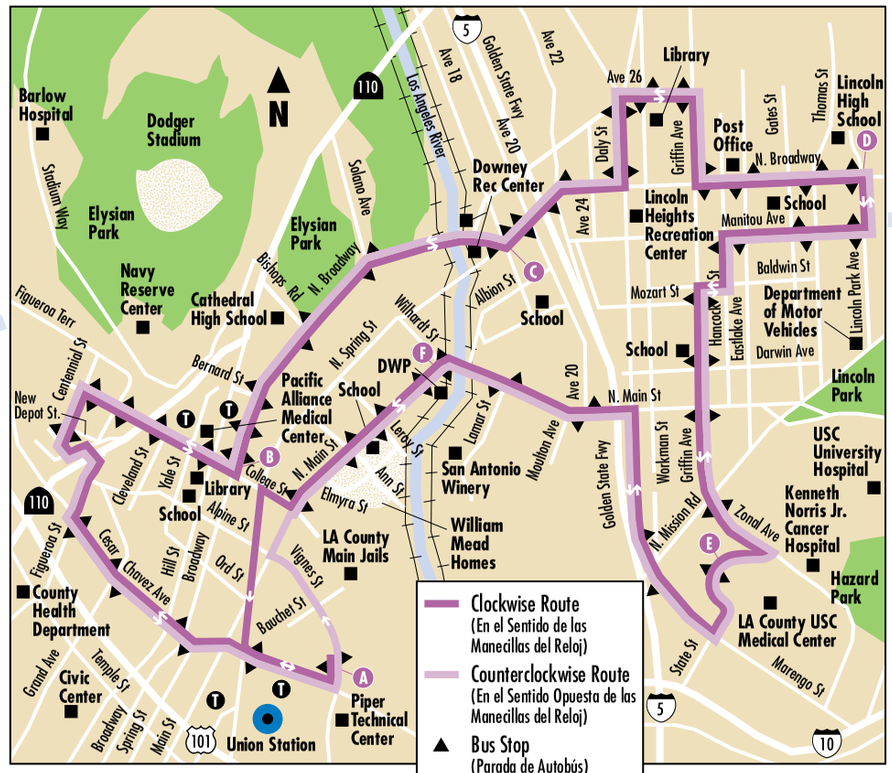
INFORMATION/INFORMACIÓN GENERAL

If you need further assistance, please call one of the following numbers:/Para obtener más información llame:

LADOT Information/Información sobre servicios de transporte de LADOT (213, 310, 323 or/o 818) 808-2273

9 AM – 5 PM Mon – Fri, 10 AM – 2 PM Sat
9 AM – 5 PM lunes a viernes, 10 AM – 2 PM los sábados
DASH/Commuter Express/Community Connection

Connecting Transit Services/Coneciones con líneas locales de autobús	1-800-COMMUTE
Hearing Impaired/Personas sordas	1-800-252-9040
Cityride Program/ Programa Cityride	(213, 310, 323 or/o 818) 808-RIDE (7433)
Comments/Complaints/ Reclamos	(213, 310, 323 or/o 818) 808-2273
Lost & Found/Artículos perdidos	(323) 223-9850
Web Address/Direccionamiento del Web	http://www.ladottransit.com



DASH Tickets are available in books of 60 for $15. Call (213, 310, 323 or 818) 808-2273 for information about buying tickets. /LADOT ofrece libros de 60 billetes a $15 cada uno. Por favor llame al (213, 310, 323 o 818) 808-2273 acerca de la venta de los billetes.

DASH does not sell Interagency Transfers for use when transferring to other transit services. DASH does not accept Interagency Transfers issued by other transit services as payment of fare./DASH no vende boletos de transbordo cuando quiera transbordar a otro servicio de transito. DASH tan poco acepta transbordes de otro servicios de transito como pago de tarrifa.

How to Read Your DASH Pocket Schedule/ Cómo Leer Su Horario de DASH

Locate a time point (A) on the map that is near where you want to board the bus. Find the same time point on the schedule under the direction you want to go. Listed below it are the times that the bus will be at that location./Localice en el mapa el punto clave de horario (A) que esté cerca de donde quiera abordar el autobús. Localice el mismo punto clave de horario en el horario bajo la dirección en la que quiera ir. Debajo el punto clave encontrará las horas en que el autobús estará en ese lugar.

DAYS OF SERVICE/DÍAS DE SERVICIO

DASH Lincoln Heights/Chinatown operates Monday through Saturday. No service on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day./Los transportes DASH Lincoln Heights/Chinatown operan de lunes a sábado. No hay servicio los domingos ni los siguientes días de fiesta: Año Nuevo, Día de Recordación, Día de la Independencia, Día del Trabajo, Acción de Gracias, y Navidad.

METRO

DASH is a project of the City of Los Angeles Department of Transportation, and is a component of Metro, the region's integrated transportation system./DASH es un servicio del Departamento de Transporte de la Ciudad de Los Angeles, y es parte de Metro, el sistema regional integrado.

ACCESSIBILITY/ACCESIBILIDAD

All LADOT buses are wheelchair accessible./ Todos los autobuses LADOT tienen acceso para sillas de ruedas.

Look For These LADOT Services

The City of Los Angeles Department of Transportation offers a variety of services tailored to the specific needs of the City's residents. Funded by Proposition A and C sales tax revenues, here are some ways LADOT is moving LA forward.

DASH

DASH shuttles also operate in Downtown Los Angeles, Chatsworth, Crenshaw, El Sereno/City Terrace, Fairfax, Highland Park/Eagle Rock, Hollywood, Hollywood/ West Hollywood, Hollywood/Wilshire, Leimert/Slauson, Midtown, Northridge, Panorama City/Van Nuys, Pico Union/Echo Park, Southeast Los Angeles (Pueblo del Rio), Van Nuys/Studio City, Warner Center, Watts, Watts North, Wilmington and Wilshire Center/Koreatown.

CITYRIDE

Transit scrip for the purchase of Metro (MTA) bus passes, taxi rides, dial-a-ride services and private lift van services is available at a low cost to seniors and persons with mobility impairments in the City of Los Angeles who register in the Cityride Program. Seniors and persons with disabilities can use their Metro pass to ride DASH, Commuter Express and Community Connection. For more information, call (213, 310, 323 or 818) 808-RIDE.

Busque estos Servicios de LADOT

El Departamento de Transporte de la Ciudad de Loa Angeles ofrece una variedad de servicios creados de acuerdo con las necesidades de los residentes de la Ciudad. Con fondos obtenidos del ingreso del impuesto a las ventas de la Proposición A y C aquí se encuentran algunos de los servicios de transporte que presta LADOT en toda la Ciudad de Los Angeles.

DASH

Los transportes DASH tambien operan en el centro de Los Angeles, Chatsworth, Crenshaw, El Sereno/City Terrace, Fairfax, Highland Park/Eagle Rock, Hollywood, Hollywood/West Hollywood, Hollywood/ Wilshire, Leimert/Slauson, Midtown, Northridge, Panorama City/Van Nuys, Pico Union/Echo Park, Southeast Los Angeles (Pueblo del Rio), Van Nuys/Studio City, Warner Center, Watts, Watts North, Wilmington y Wilshire Center/Koreatown.

CITYRIDE

Registrantes en el programa Cityride pueden obtener boletos de transito para la compra de pases mensuales de Metro (MTA), servicio de "taxis", "Dial-A-Ride", y servicio privado de vans. Estos boletos de transito son disponibles a bajo costo para personas de mayor edad y para personas con impedimentos físicos que viven en la Ciudad de Los Angeles. El pase mensual de Metro se puede usar para viajar en DASH, Commuter Express y Community Connection. Llame al (213, 310, 323 or 818) 808-7433 para más informacíon.

COMMUTER EXPRESS

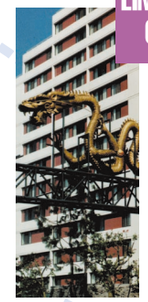
LADOT offers stress free, reliable express bus service to Downtown Los Angeles in the morning and back in the afternoon from these communities:/ LADOT le ofrece servicio expreso de autobúses, sin tensiones y de gran confianza al centro de Los Angeles en la mañana y de vuelta en la tarde a las siguientes comunidades:

Sylmar - Sunland - Tujunga - Montrose - Glendale	Route/Ruta 409
Van Nuys - North Hollywood - Burbank	Route/Ruta 413
Chatsworth - Northridge - Granada Hills - Mission Hills	Route/Ruta 419
Newbury Park - Thousand Oaks - Woodland Hills - Encino	Route/Ruta 423
Pacific Palisades - Brentwood - Westwood	Route/Ruta 430
Westwood - Rancho Park - Palms	Route/Ruta 431
Venice - Marina Del Rey - Culver City	Route/Ruta 437
Redondo Beach - Hermosa Beach - Manhattan Beach - El Segundo	Route/Ruta 438
Rancho Palos Verdes - Torrance - Lomita - Wilmington - Harbor City	Route/Ruta 448

Service is also available between:/ También existe servicio entre:

Central Los Angeles - Hollywood - San Fernando Valley - Thousand Oaks	Route/Ruta 422
Union Station - Downtown Los Angeles - Century City - Westwood	Route/Ruta 534
Encino - N. Hollywood - Burbank - Glendale - Pasadena	Route/Ruta 549
Mission Hills - Granada Hills - Encino - Westwood - Century City	Route/Ruta 573
Granada Hills - Encino - Westchester - LAX - El Segundo	Route/Ruta 574
Simi Valley - Warner Center	Route/Ruta 575

DASH
LINCOLN HEIGHTS/ CHINATOWN



Chinatown Gateway

James K. Hahn, Mayor/Alcalde
Nick Pacheco, Ed P. Reyes, Councilmembers/ Concejales

DASH

LADOT
Moving LA Forward

www.ladottransit.com

APPENDIX D
TRAFFIC VOLUME DATA

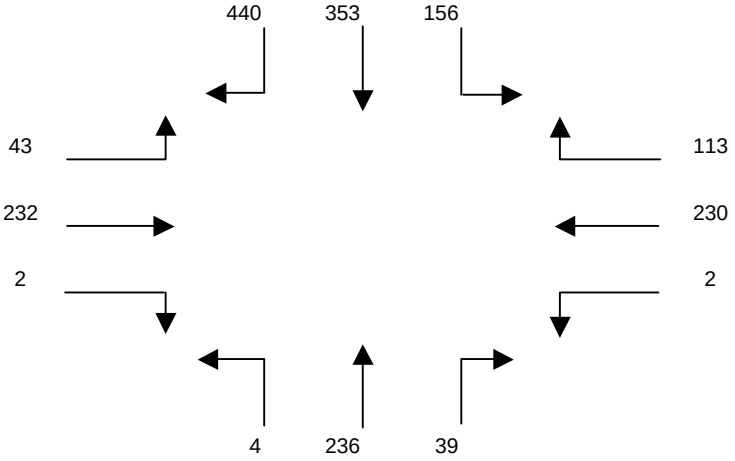
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S MAIN ST.
E/W VIGNES ST./ ALPINE ST.
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	61	62	32	19	33	0	9	52	1	0	44	5
715-730	79	82	33	18	44	1	8	45	2	0	45	5
730-745	77	62	40	30	70	0	6	45	0	0	38	8
745-800	117	72	32	21	52	0	7	43	0	1	63	10
800-815	117	87	36	38	42	1	9	49	1	1	54	14
818-830	121	89	39	24	63	1	13	68	2	0	65	11
830-845	85	105	49	30	73	0	10	76	1	0	50	8
845-900	55	75	36	25	55	1	13	66	0	1	45	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	334	278	137	88	199	1	30	185	3	1	190	28	1474
715-815	390	303	141	107	208	2	30	182	3	2	200	37	1605
730-830	432	310	147	113	227	2	35	205	3	2	220	43	1739
745-845	440	353	156	113	230	2	39	236	4	2	232	43	1850
800-900	378	356	160	117	233	3	45	259	4	2	214	44	1815

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

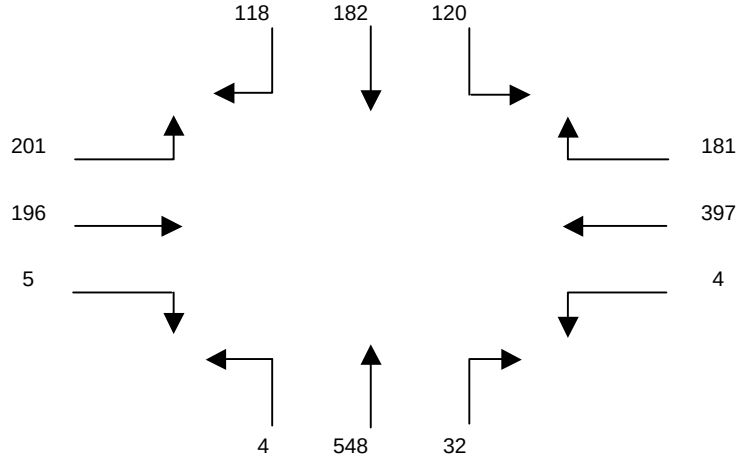
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S MAIN ST.
E/W VIGNES ST. / ALPINE ST.
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	26	40	38	39	107	2	8	118	0	1	57	35
415-430	34	57	41	32	85	0	11	119	1	1	48	26
430-445	43	61	36	49	91	2	16	109	1	0	39	30
445-500	25	47	29	51	99	2	14	134	1	1	43	34
500-515	28	43	28	40	92	0	9	129	1	1	46	42
515-530	30	42	28	49	101	1	4	142	1	1	50	62
530-545	35	50	35	41	105	1	5	143	1	2	57	63
545-600	21	35	29	44	84	0	4	139	1	0	45	48

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	128	205	144	171	382	6	49	480	3	3	187	125	1883
415-515	130	208	134	172	367	4	50	491	4	3	176	132	1871
430-530	126	193	121	189	383	5	43	514	4	3	178	168	1927
445-545	118	182	120	181	397	4	32	548	4	5	196	201	1988
500-600	114	170	120	174	382	2	22	553	4	4	198	215	1958

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

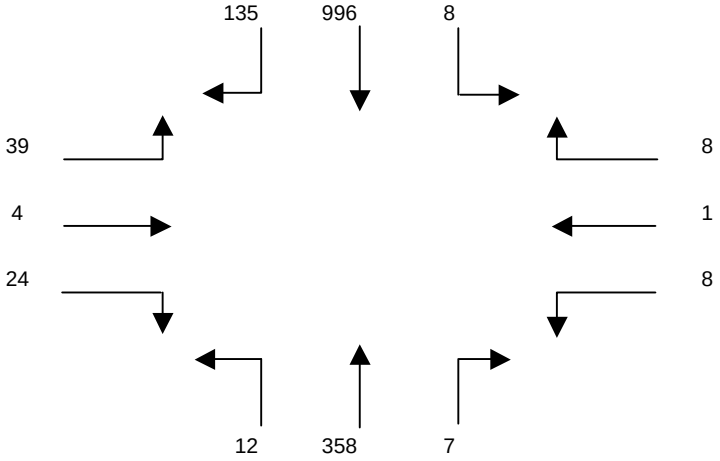
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S MAIN ST.
E/W COLLEGE ST.
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	14	157	3	1	0	1	6	64	4	2	1	6
715-730	22	192	1	2	2	4	3	54	4	3	0	9
730-745	25	167	2	3	1	4	2	71	4	9	0	8
745-800	29	234	1	2	0	1	1	74	2	4	0	7
800-815	29	241	3	0	0	2	2	88	7	5	2	13
818-830	41	276	1	4	1	3	1	107	2	6	0	7
830-845	36	245	3	2	0	2	3	89	1	9	2	12
845-900	28	208	1	1	0	1	1	57	2	5	1	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	90	750	7	8	3	10	12	263	14	18	1	30	1206
715-815	105	834	7	7	3	11	8	287	17	21	2	37	1339
730-830	124	918	7	9	2	10	6	340	15	24	2	35	1492
745-845	135	996	8	8	1	8	7	358	12	24	4	39	1600
800-900	134	970	8	7	1	8	7	341	12	25	5	40	1558

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

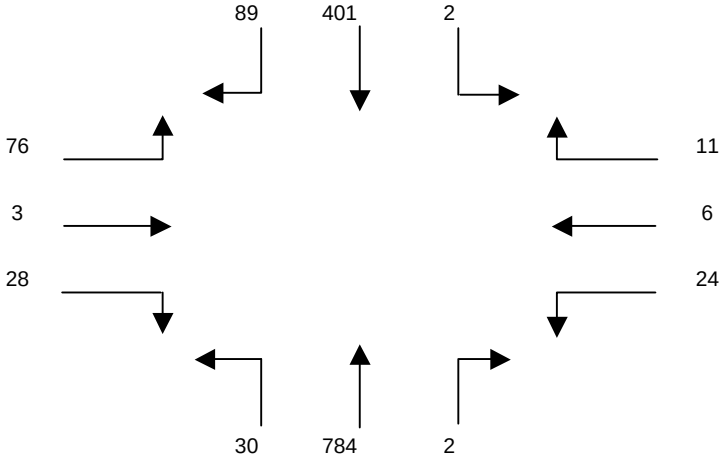
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S MAIN ST.
E/W COLLEGE ST.
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	15	95	1	4	1	3	3	153	6	5	0	17
415-430	18	135	0	2	2	2	1	163	5	9	0	15
430-445	19	109	0	3	1	8	0	165	6	6	2	17
445-500	17	81	0	2	4	4	1	162	7	8	1	23
500-515	26	92	0	2	0	6	1	234	6	10	1	21
515-530	27	134	0	2	2	5	0	182	10	6	1	19
530-545	19	94	2	5	0	9	0	206	7	4	0	13
545-600	15	75	1	4	1	5	0	182	4	5	0	16

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	69	420	1	11	8	17	5	643	24	28	3	72	1301
415-515	80	417	0	9	7	20	3	724	24	33	4	76	1397
430-530	89	416	0	9	7	23	2	743	29	30	5	80	1433
445-545	89	401	2	11	6	24	2	784	30	28	3	76	1456
500-600	87	395	3	13	3	25	1	804	27	25	2	69	1454

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

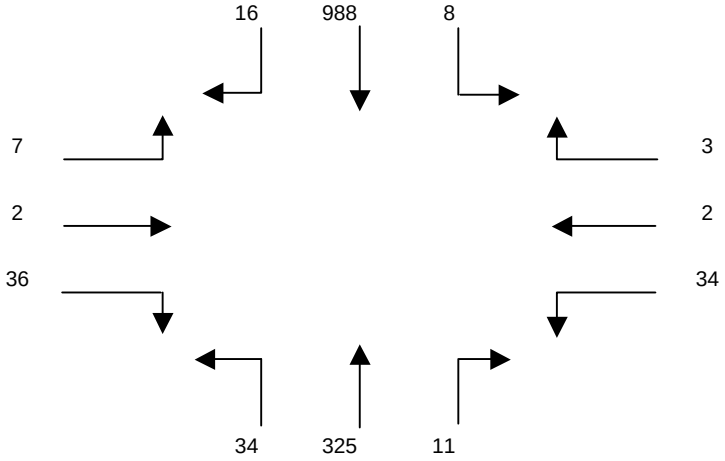
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S MAIN ST.
E/W ELMYRA ST.
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	2	165	2	0	1	5	8	51	2	4	0	1
715-730	1	172	1	1	0	3	5	50	3	5	1	2
730-745	1	185	1	4	1	9	3	71	4	7	0	3
745-800	3	256	3	2	1	8	4	87	7	9	0	1
800-815	4	235	2	1	1	9	2	77	11	9	2	2
818-830	4	267	2	0	0	10	3	82	9	8	0	3
830-845	5	230	1	0	0	7	2	79	7	10	0	1
845-900	6	240	3	2	2	4	1	73	6	6	0	2

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	7	778	7	7	3	25	20	259	16	25	1	7	1155
715-815	9	848	7	8	3	29	14	285	25	30	3	8	1269
730-830	12	943	8	7	3	36	12	317	31	33	2	9	1413
745-845	16	988	8	3	2	34	11	325	34	36	2	7	1466
800-900	19	972	8	3	3	30	8	311	33	33	2	8	1430

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

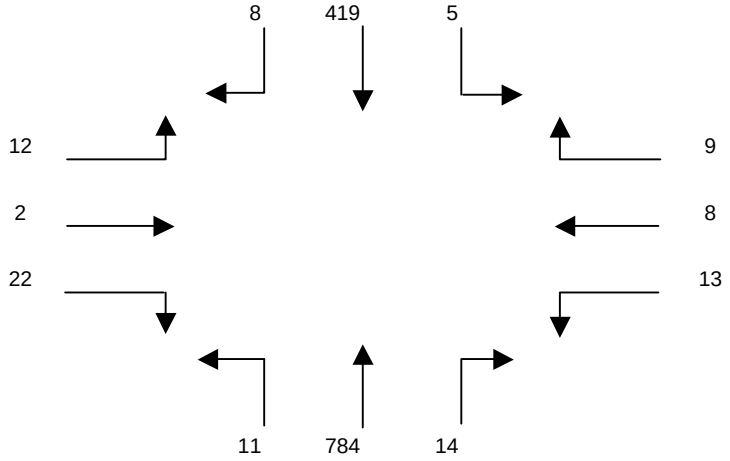
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S MAIN ST.
E/W ELMYRA ST
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	1	115	0	3	0	4	2	165	7	4	0	3
415-430	3	130	1	2	1	6	6	199	5	5	0	4
430-445	2	116	3	1	2	7	3	153	3	3	1	3
445-500	2	87	0	3	2	3	2	181	2	6	0	2
500-515	3	105	0	1	3	2	4	194	4	6	1	2
515-530	2	123	3	2	2	3	4	187	3	7	0	6
530-545	1	104	2	3	1	5	4	222	2	3	1	2
545-600	0	85	0	1	0	2	4	191	1	2	1	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	8	448	4	9	5	20	13	698	17	18	1	12	1253
415-515	10	438	4	7	8	18	15	727	14	20	2	11	1274
430-530	9	431	6	7	9	15	13	715	12	22	2	13	1254
445-545	8	419	5	9	8	13	14	784	11	22	2	12	1307
500-600	6	417	5	7	6	12	16	794	10	18	3	11	1305

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

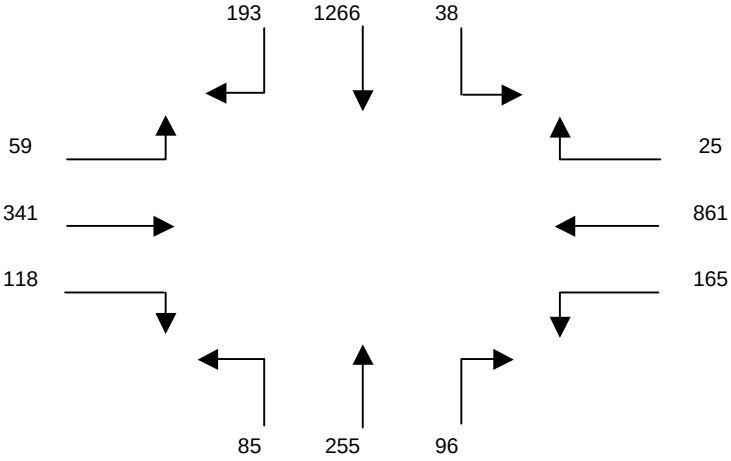
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S ALAMEDA ST.
E/W CESAR E. CHAVEZ AVE.
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	42	302	16	3	230	28	18	71	11	30	75	9
715-730	40	325	14	4	242	36	17	51	17	40	67	10
730-745	50	318	12	4	213	46	23	72	21	30	88	13
745-800	43	285	8	3	195	36	18	52	24	25	77	10
800-815	45	328	7	7	227	37	30	71	19	32	89	16
818-830	55	335	11	11	226	46	25	60	21	31	87	20
830-845	50	223	15	7	150	56	20	57	23	18	108	14
845-900	37	245	12	7	148	34	23	42	22	25	107	12

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	175	1230	50	14	880	146	76	246	73	125	307	42	3364
715-815	178	1256	41	18	877	155	88	246	81	127	321	49	3437
730-830	193	1266	38	25	861	165	96	255	85	118	341	59	3502
745-845	193	1171	41	28	798	175	93	240	87	106	361	60	3353
800-900	187	1131	45	32	751	173	98	230	85	106	391	62	3291

A.M. PEAK HOUR
730-830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

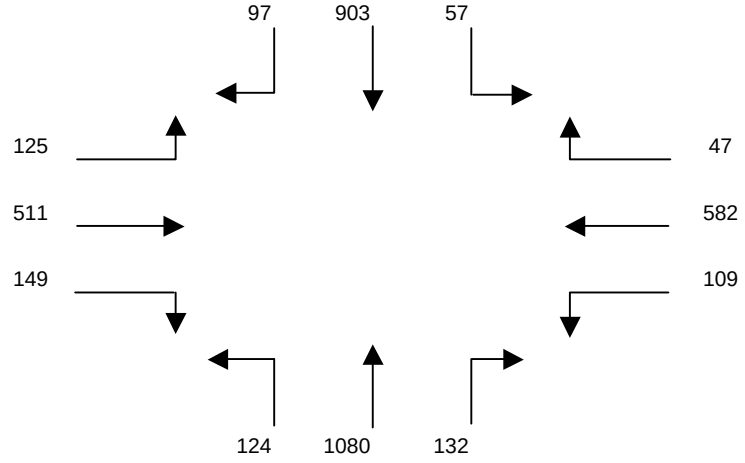
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S ALAMEDA ST.
E/W CESAR E. CHAVEZ AVE.
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	23	221	16	11	127	31	47	239	26	44	130	29
415-430	33	266	15	9	139	31	28	255	27	35	142	42
430-445	29	231	16	9	121	27	32	262	34	32	133	32
445-500	21	186	13	14	166	29	52	283	32	41	125	25
500-515	14	220	13	15	156	22	20	280	31	41	111	26
515-530	28	222	16	18	149	24	34	278	31	27	109	29
530-545	29	174	10	14	155	19	26	256	50	26	133	28
545-600	20	211	13	14	127	18	30	248	59	25	119	20

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	106	904	60	43	553	118	159	1039	119	152	530	128	3911
415-515	97	903	57	47	582	109	132	1080	124	149	511	125	3916
430-530	92	859	58	56	592	102	138	1103	128	141	478	112	3859
445-545	92	802	52	61	626	94	132	1097	144	135	478	108	3821
500-600	91	827	52	61	587	83	110	1062	171	119	472	103	3738

P.M. PEAK HOUR
415-515



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

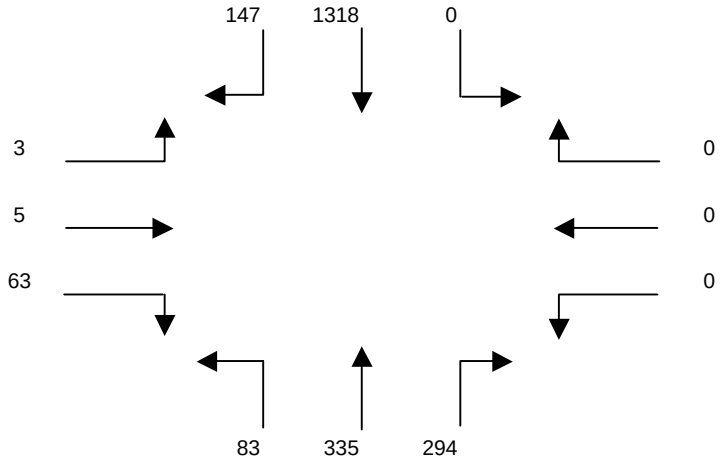
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S ALAMEDA ST.
E/W ORD ST.
FILE NUMBER: 5-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	19	267	0	0	0	0	50	68	16	10	0	0
715-730	24	305	0	0	0	0	40	61	14	15	1	1
730-745	38	315	0	0	0	0	53	68	15	12	0	1
745-800	45	335	0	0	0	0	74	89	24	11	1	0
800-815	39	340	0	0	0	0	69	84	17	16	1	0
818-830	30	323	0	0	0	0	91	87	23	21	2	1
830-845	33	320	0	0	0	0	60	75	19	15	1	2
845-900	50	313	0	0	0	0	80	60	14	17	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	126	1222	0	0	0	0	217	286	69	48	2	2	1972
715-815	146	1295	0	0	0	0	236	302	70	54	3	2	2108
730-830	152	1313	0	0	0	0	287	328	79	60	4	2	2225
745-845	147	1318	0	0	0	0	294	335	83	63	5	3	2248
800-900	152	1296	0	0	0	0	300	306	73	69	4	3	2203

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

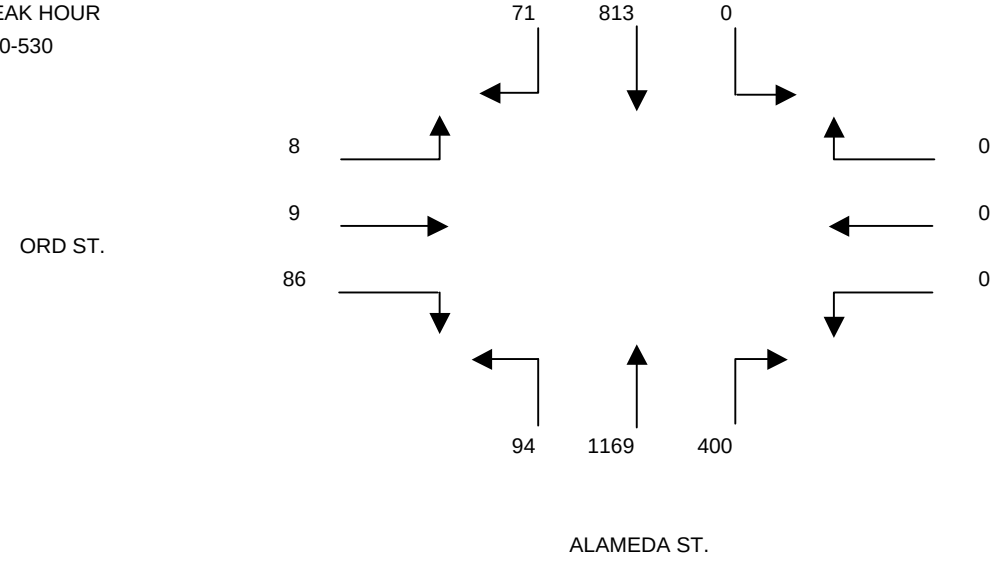
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S ALAMEDA ST.
E/W ORD ST.
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	18	205	0	0	0	0	89	241	22	20	2	0
415-430	16	182	0	0	0	0	101	266	19	29	2	1
430-445	11	197	0	0	0	0	111	272	24	24	3	4
445-500	29	212	0	0	0	0	117	301	28	27	2	1
500-515	19	209	0	0	0	0	101	291	19	18	1	1
515-530	12	195	0	0	0	0	71	305	23	17	3	2
530-545	16	182	0	0	0	0	93	276	24	18	1	2
545-600	15	173	0	0	0	0	105	274	22	14	2	2

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	74	796	0	0	0	0	418	1080	93	100	9	6	2576
415-515	75	800	0	0	0	0	430	1130	90	98	8	7	2638
430-530	71	813	0	0	0	0	400	1169	94	86	9	8	2650
445-545	76	798	0	0	0	0	382	1173	94	80	7	6	2616
500-600	62	759	0	0	0	0	370	1146	88	67	7	7	2506

P.M. PEAK HOUR
430-530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

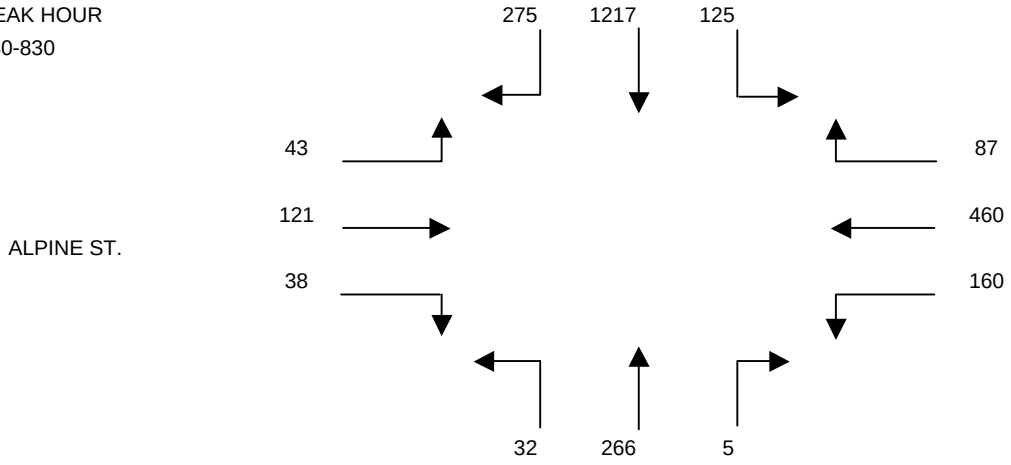
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S ALAMEDA ST.
E/W ALPINE ST.
FILE NUMBER: 6-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	44	313	21	21	83	32	1	69	7	10	19	8
715-730	67	266	25	33	98	39	4	63	8	6	20	9
730-745	60	333	29	32	133	37	1	79	6	5	35	9
745-800	61	326	41	20	108	46	1	53	9	7	34	9
800-815	73	267	24	20	105	41	0	65	9	11	25	14
818-830	81	291	31	15	114	36	3	69	8	15	27	11
830-845	69	313	24	26	115	45	4	62	7	11	13	13
845-900	66	285	31	24	95	33	1	89	12	15	27	16

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	232	1238	116	106	422	154	7	264	30	28	108	35	2740
715-815	261	1192	119	105	444	163	6	260	32	29	114	41	2766
730-830	275	1217	125	87	460	160	5	266	32	38	121	43	2829
745-845	284	1197	120	81	442	168	8	249	33	44	99	47	2772
800-900	289	1156	110	85	429	155	8	285	36	52	92	54	2751

A.M. PEAK HOUR
730-830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

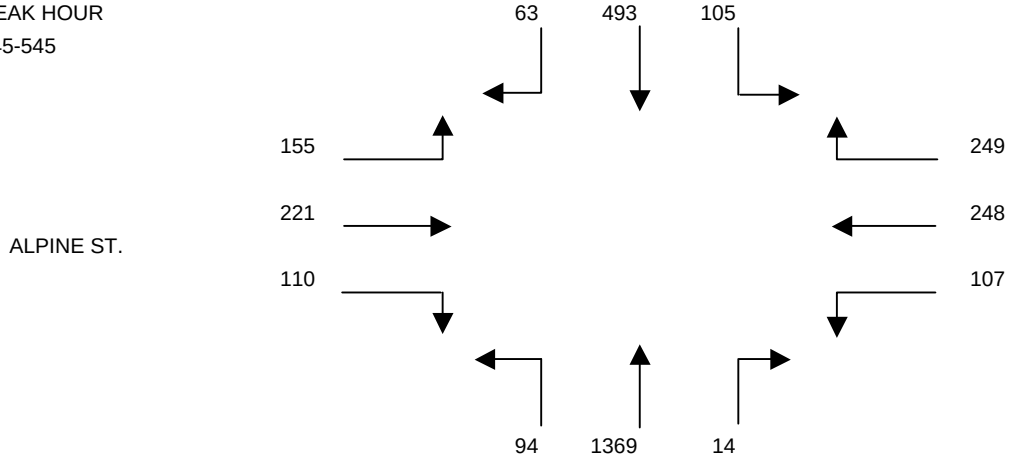
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S ALAMEDA ST.
E/W ALPINE ST.
FILE NUMBER: 6-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	10	143	16	53	62	26	7	225	21	17	51	25
415-430	19	120	23	57	50	25	7	222	15	20	50	26
430-445	11	138	18	66	50	30	4	255	22	27	46	34
445-500	18	131	29	64	54	34	5	297	22	31	50	39
500-515	17	131	20	52	51	24	2	339	25	27	45	27
515-530	18	126	33	71	75	27	3	366	18	25	69	44
530-545	10	105	23	62	68	22	4	367	29	27	57	45
545-600	12	127	20	77	57	17	5	343	16	19	32	37

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	58	532	86	240	216	115	23	999	80	95	197	124	2765
415-515	65	520	90	239	205	113	18	1113	84	105	191	126	2869
430-530	64	526	100	253	230	115	14	1257	87	110	210	144	3110
445-545	63	493	105	249	248	107	14	1369	94	110	221	155	3228
500-600	57	489	96	262	251	90	14	1415	88	98	203	153	3216

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

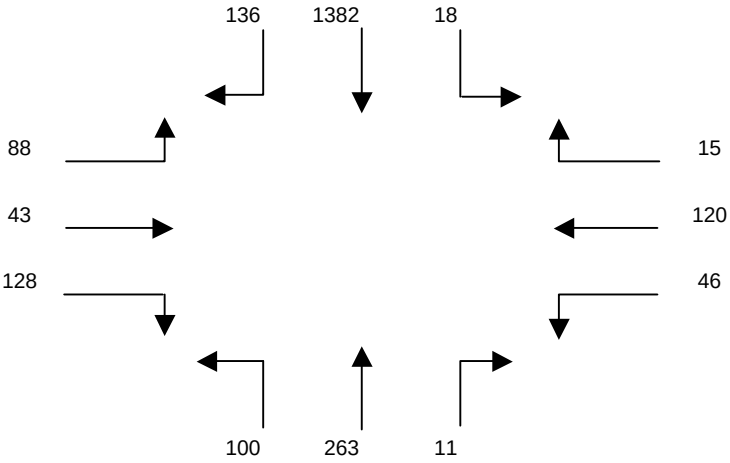
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S ALAMEDA ST.
E/W COLLEGE ST.
FILE NUMBER: 7-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	18	307	3	2	27	3	1	55	20	36	6	7
715-730	23	300	1	4	36	2	2	69	21	43	9	9
730-745	24	336	2	1	24	7	4	63	43	37	12	13
745-800	25	352	4	3	26	10	2	70	21	40	8	26
800-815	31	340	4	6	39	9	4	67	32	41	14	26
818-830	37	347	2	4	33	14	3	48	19	26	9	18
830-845	43	343	8	2	22	13	2	78	28	21	12	18
845-900	39	311	4	6	28	17	3	88	26	33	11	15

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	90	1295	10	10	113	22	9	257	105	156	35	55	2157
715-815	103	1328	11	14	125	28	12	269	117	161	43	74	2285
730-830	117	1375	12	14	122	40	13	248	115	144	43	83	2326
745-845	136	1382	18	15	120	46	11	263	100	128	43	88	2350
800-900	150	1341	18	18	122	53	12	281	105	121	46	77	2344

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

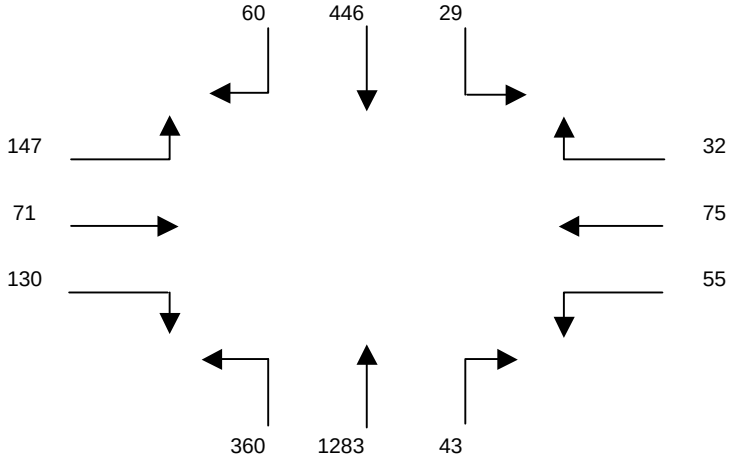
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S ALAMEDA ST.
E/W COLLEGE ST.
FILE NUMBER: 7-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	17	114	6	7	14	13	8	259	57	36	15	26
415-430	17	110	6	8	12	18	9	260	77	46	20	35
430-445	14	110	4	7	13	11	11	276	62	26	14	25
445-500	19	121	7	5	22	18	10	288	81	39	20	43
500-515	16	104	9	7	15	12	13	329	72	39	21	31
515-530	14	106	7	13	23	15	13	357	95	29	16	37
530-545	11	115	6	7	15	10	7	309	112	23	14	36
545-600	9	81	4	5	10	10	9	280	106	13	13	23

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	67	455	23	27	61	60	38	1083	277	147	69	129	2436
415-515	66	445	26	27	62	59	43	1153	292	150	75	134	2532
430-530	63	441	27	32	73	56	47	1250	310	133	71	136	2639
445-545	60	446	29	32	75	55	43	1283	360	130	71	147	2731
500-600	50	406	26	32	63	47	42	1275	385	104	64	127	2621

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

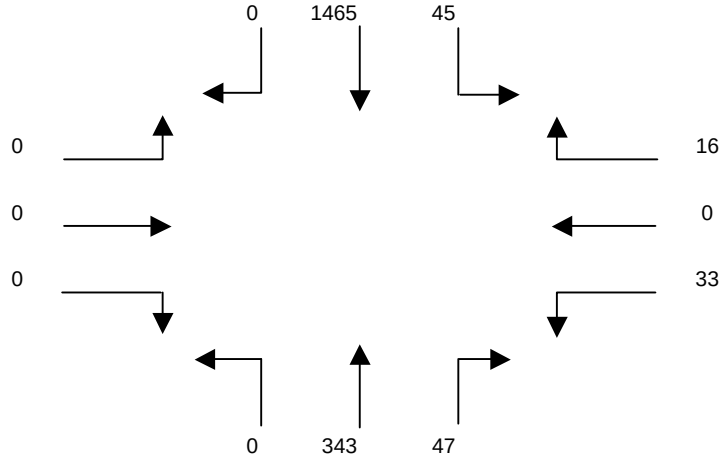
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S ALAMEDA ST.
E/W ELMYRA ST.
FILE NUMBER: 8-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	0	212	9	5	0	4	6	65	0	0	0	0
715-730	0	310	6	3	0	3	9	65	0	0	0	0
730-745	0	373	8	2	0	2	6	77	0	0	0	0
745-800	0	331	9	2	0	5	13	78	0	0	0	0
800-815	0	404	13	5	0	9	12	96	0	0	0	0
818-830	0	345	12	3	0	9	9	84	0	0	0	0
830-845	0	385	11	6	0	10	13	85	0	0	0	0
845-900	0	353	7	3	0	7	8	56	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	0	1226	32	12	0	14	34	285	0	0	0	0	1603
715-815	0	1418	36	12	0	19	40	316	0	0	0	0	1841
730-830	0	1453	42	12	0	25	40	335	0	0	0	0	1907
745-845	0	1465	45	16	0	33	47	343	0	0	0	0	1949
800-900	0	1487	43	17	0	35	42	321	0	0	0	0	1945

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

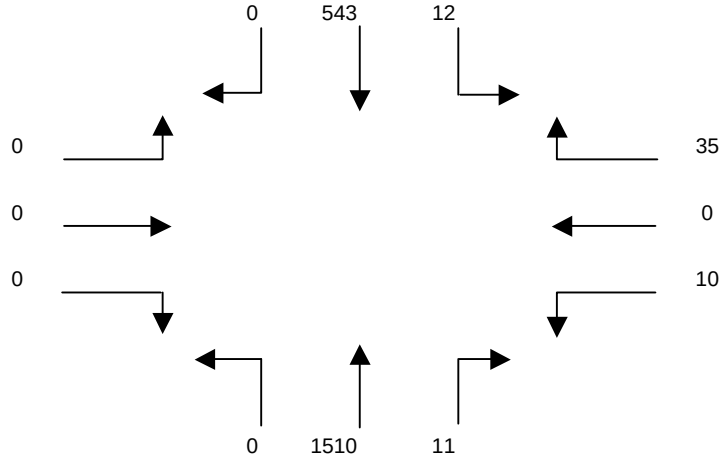
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.
PROJECT: LOS ANGELES - CHINATOWN
DATE: THURSDAY, DECEMBER 09, 2004
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S ALAMEDA ST.
E/W ELMYRA ST.
FILE NUMBER: 8-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	0	116	5	3	0	2	3	353	0	0	0	0
415-430	0	100	2	7	0	3	5	363	0	0	0	0
430-445	0	125	3	4	0	1	1	346	0	0	0	0
445-500	0	115	3	8	0	5	3	328	0	0	0	0
500-515	0	138	3	13	0	2	2	384	0	0	0	0
515-530	0	153	4	9	0	2	3	417	0	0	0	0
530-545	0	137	2	5	0	1	3	381	0	0	0	0
545-600	0	123	1	2	0	1	2	328	0	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	0	456	13	22	0	11	12	1390	0	0	0	0	1904
415-515	0	478	11	32	0	11	11	1421	0	0	0	0	1964
430-530	0	531	13	34	0	10	9	1475	0	0	0	0	2072
445-545	0	543	12	35	0	10	11	1510	0	0	0	0	2121
500-600	0	551	10	29	0	6	10	1510	0	0	0	0	2116

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

APPENDIX E
LEVEL OF SERVICE WORKSHEETS

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 1 Main Street and Vignes Street/Alpine Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	4	4	*	4	4	
NB Thru	236	138		548	290	*
NB Right	39	N/A		32	N/A	
SB Left	156	156		120	120	*
SB Thru	353	397	*	182	150	
SB Right	440	N/A		118	N/A	
EB Left	43	43	*	201	201	*
EB Thru	232	117		196	101	
EB Right	2	N/A		5	N/A	
WB Left	2	N/A		4	N/A	
WB Thru	230	173	*	397	291	*
WB Right	113	N/A		181	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	216	492
North/South Critical Volumes	401	410
Sum of Critical Volumes	616	902
Capacity	1,500	1,500
Intersection CMA Value	0.411	0.601
ATCS CMA Value	0.311	0.501
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 2 Main Street and College Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	12	N/A	*	30	N/A	
NB Thru	358	189		784	408	*
NB Right	7	N/A		2	N/A	
SB Left	8	N/A		2	N/A	*
SB Thru	996	570	*	401	246	
SB Right	135	N/A		89	N/A	
EB Left	39	N/A		76	N/A	
EB Thru	4	67	*	3	107	*
EB Right	24	N/A		28	N/A	
WB Left	8	N/A	*	24	N/A	*
WB Thru	1	17		6	41	
WB Right	8	N/A		11	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	0	0
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	75	131
North/South Critical Volumes	582	410
Sum of Critical Volumes	657	541
Capacity	1,500	1,500
Intersection CMA Value	0.438	0.361
ATCS CMA Value	0.338	0.261
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 3 Main Street and Elmyra Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	34	N/A	*	11	N/A	
NB Thru	325	185		784	406	*
NB Right	11	N/A		16	N/A	
SB Left	8	N/A		5	N/A	*
SB Thru	988	506	*	419	216	
SB Right	16	N/A		8	N/A	
EB Left	7	N/A		12	N/A	
EB Thru	2	45	*	2	36	*
EB Right	36	N/A		22	N/A	
WB Left	34	N/A	*	13	N/A	*
WB Thru	2	39		8	30	
WB Right	3	N/A		9	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	0	0
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	79	49
North/South Critical Volumes	540	411
Sum of Critical Volumes	619	460
Capacity	1,500	1,500
Intersection CMA Value	0.413	0.306
CMA Value	0.413	0.306
Intersection Level of Service	A	A

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Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 4 Alameda Street and Cesar E. Chavez Boulevard
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	85	85	*	124	124	
NB Thru	255	117		1080	404	*
NB Right	96	N/A		132	N/A	
SB Left	38	38		57	57	*
SB Thru	1266	486	*	903	333	
SB Right	193	N/A		97	N/A	
EB Left	59	59	*	125	125	
EB Thru	341	171		511	256	*
EB Right	118	118		149	149	
WB Left	165	165		109	109	*
WB Thru	861	295	*	582	210	
WB Right	25	N/A		47	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1375	1375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	354	365
North/South Critical Volumes	571	461
Sum of Critical Volumes	926	826
Capacity	1,375	1,375
Intersection CMA Value	0.673	0.600
ATCS CMA Value	0.573	0.500
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 5 Alameda Street and Main Street/Ord Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	83	83	*	94	94	
NB Thru	335	212		1169	645	*
NB Right	294	206		400	280	
SB Left	0	0		0	0	
SB Thru	1318	488	*	813	442	
SB Right	147	N/A		71	N/A	
EB Left	3	N/A		8	N/A	
EB Thru	5	71	*	9	103	*
EB Right	63	N/A		86	N/A	
WB Left	0	0		0	0	
WB Thru	0	0		0	0	
WB Right	0	0		0	0	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	0	0

Approach	RTOR Codes	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	71	103
North/South Critical Volumes	571	645
Sum of Critical Volumes	642	748
Capacity	1,500	1,500
Intersection CMA Value	0.428	0.498
CMA Value	0.428	0.498
Intersection Level of Service	A	A

Northboung Right Free

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 6 Alameda Street and Alpine Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	32	32	*	94	94	
NB Thru	266	90		1369	461	*
NB Right	5	N/A		14	N/A	
SB Left	125	125		105	105	*
SB Thru	1217	497	*	493	185	
SB Right	275	N/A		63	N/A	
EB Left	43	43	*	155	155	*
EB Thru	121	80		221	166	
EB Right	38	N/A		110	N/A	
WB Left	160	160		107	107	
WB Thru	460	230	*	248	124	
WB Right	87	87		249	249	*

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	273	404
North/South Critical Volumes	529	566
Sum of Critical Volumes	802	970
Capacity	1,500	1,500
Intersection CMA Value	0.535	0.647
ATCS CMA Value	0.435	0.547
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 7 Alameda Street/N. Spring Street and College Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	100	100	*	360	360	*
NB Thru	263	137		1283	442	
NB Right	11	N/A		43	N/A	
SB Left	18	18		29	29	
SB Thru	1382	506	*	446	169	*
SB Right	136	N/A		60	N/A	
EB Left	88	88	*	147	147	*
EB Thru	43	43		71	71	
EB Right	128	128		130	130	
WB Left	46	46		55	55	
WB Thru	120	135	*	75	107	*
WB Right	15	N/A		32	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	223	254
North/South Critical Volumes	606	529
Sum of Critical Volumes	829	783
Capacity	1,500	1,500
Intersection CMA Value	0.553	0.522
ATCS CMA Value	0.453	0.422
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 8 N. Spring Street and Elmyra Street
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	0	N/A	*	0	N/A	
NB Thru	343	195		1510	761	*
NB Right	47	N/A		11	N/A	
SB Left	45	N/A		12	N/A	*
SB Thru	1465	755	*	543	278	
SB Right	0	N/A		0	N/A	
EB Left	0	N/A		0	N/A	
EB Thru	0	N/A		0	N/A	
EB Right	0	N/A		0	N/A	
WB Left	33	N/A		10	N/A	
WB Thru	0	49	*	0	45	*
WB Right	16	N/A		35	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	1	1
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	49	45
North/South Critical Volumes	755	773
Sum of Critical Volumes	804	818
Capacity	1,500	1,500
Intersection CMA Value	0.536	0.545
CMA Value	0.536	0.545
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 1 Main Street and Vignes Street/Alpine Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	4	4	*	0	0	4	4	
NB Thru	6	7	249	145		22	16	586	310	*
NB Right	0	1	40	N/A		0	1	33	N/A	
SB Left	0	5	161	161		0	4	124	124	*
SB Thru	20	11	384	418	*	8	5	195	159	
SB Right	0	13	453	N/A		0	4	122	N/A	
EB Left	0	1	44	44	*	0	6	207	207	*
EB Thru	0	7	239	121		0	6	202	104	
EB Right	0	0	2	N/A		0	0	5	N/A	
WB Left	0	0	2	N/A		0	0	4	N/A	
WB Thru	0	7	237	178	*	0	12	409	300	*
WB Right	0	3	116	N/A		0	5	186	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	222	507
North/South Critical Volumes	423	433
Sum of Critical Volumes	644	940
Capacity	1,500	1,500
Intersection CMA Value	0.430	0.627
ATCS CMA Value	0.330	0.527
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 2 Main Street and College Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	12	N/A	*	0	1	31	N/A	
NB Thru	6	11	375	197		22	24	830	431	*
NB Right	0	0	7	N/A		0	0	2	N/A	
SB Left	0	0	8	N/A		0	0	2	N/A	*
SB Thru	20	30	1046	597	*	8	12	421	257	
SB Right	0	4	139	N/A		0	3	92	N/A	
EB Left	0	1	40	N/A		0	2	78	N/A	
EB Thru	0	0	4	69	*	0	0	3	110	*
EB Right	0	1	25	N/A		0	1	29	N/A	
WB Left	0	0	8	N/A	*	0	1	25	N/A	*
WB Thru	0	0	1	18		0	0	6	42	
WB Right	0	0	8	N/A		0	0	11	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	0	0
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	77	135
North/South Critical Volumes	609	433
Sum of Critical Volumes	686	568
Capacity	1,500	1,500
Intersection CMA Value	0.457	0.379
ATCS CMA Value	0.357	0.279
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 3 Main Street and Elmyra Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	1	35	N/A	*	0	0	11	N/A	
NB Thru	6	10	341	194		22	24	830	429	*
NB Right	0	0	11	N/A		0	0	16	N/A	
SB Left	0	0	8	N/A		0	0	5	N/A	*
SB Thru	20	30	1038	531	*	8	13	440	226	
SB Right	0	0	16	N/A		0	0	8	N/A	
EB Left	0	0	7	N/A		0	0	12	N/A	
EB Thru	0	0	2	46	*	0	0	2	37	*
EB Right	0	1	37	N/A		0	1	23	N/A	
WB Left	0	1	35	N/A	*	0	0	13	N/A	*
WB Thru	0	0	2	40		0	0	8	31	
WB Right	0	0	3	N/A		0	0	9	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	0	0
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	81	50
North/South Critical Volumes	566	434
Sum of Critical Volumes	648	484
Capacity	1,500	1,500
Intersection CMA Value	0.432	0.323
CMA Value	0.432	0.323
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 4 Alameda Street and Cesar E. Chavez Boulevard
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	3	88	88	*	0	4	128	128	*
NB Thru	72	8	335	145		31	32	1143	426	
NB Right	0	3	99	N/A		0	4	136	N/A	
SB Left	2	1	41	41		17	2	76	76	
SB Thru	34	38	1338	514	*	108	27	1038	391	*
SB Right	4	6	203	N/A		35	3	135	N/A	
EB Left	33	2	94	94	*	17	4	146	146	
EB Thru	15	10	366	183		27	15	553	277	*
EB Right	0	4	122	122		0	4	153	N/A	
WB Left	0	5	170	170		0	3	112	112	*
WB Thru	24	26	911	324	*	30	17	629	228	
WB Right	34	1	60	N/A		6	1	54	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1375	1375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	417	389
North/South Critical Volumes	601	519
Sum of Critical Volumes	1,018	908
Capacity	1,375	1,375
Intersection CMA Value	0.741	0.660
ATCS CMA Value	0.641	0.560
Intersection Level of Service	B	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 5 Alameda Street and Main Street/Ord Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	2	85	85	*	0	3	97	97	
NB Thru	23	10	368	230		54	35	1258	694	*
NB Right	4	9	307	215		18	12	430	301	
SB Left	0	0	0	0		0	0	0	0	
SB Thru	63	40	1421	524	*	44	24	881	477	
SB Right	0	4	151	N/A		0	2	73	N/A	
EB Left	0	0	3	N/A		0	0	8	N/A	
EB Thru	0	0	5	73	*	0	0	9	106	*
EB Right	0	2	65	N/A		0	3	89	N/A	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	0	0	0	0		0	0	0	0	
WB Right	0	0	0	0		0	0	0	0	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	73	106
North/South Critical Volumes	609	694
Sum of Critical Volumes	683	800
Capacity	1,500	1,500
Intersection CMA Value	0.455	0.533
CMA Value	0.455	0.533
Intersection Level of Service	A	A

Future Conditions (2007), Without Project

Northboung Right Free

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 6 Alameda Street and Alpine Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	1	33	33	*	0	3	97	97	
NB Thru	23	8	297	101		54	41	1464	493	*
NB Right	0	0	5	N/A		0	0	14	N/A	
SB Left	0	4	129	129		0	3	108	108	*
SB Thru	46	37	1300	528	*	39	15	547	204	
SB Right	0	8	283	N/A		0	2	65	N/A	
EB Left	0	1	44	44	*	0	5	160	160	*
EB Thru	0	4	125	82		0	7	228	170	
EB Right	0	1	39	N/A		0	3	113	N/A	
WB Left	0	5	165	165		0	3	110	110	
WB Thru	0	14	474	237	*	0	7	255	128	
WB Right	0	3	90	90		0	7	256	256	*

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	281	416
North/South Critical Volumes	561	601
Sum of Critical Volumes	842	1,017
Capacity	1,500	1,500
Intersection CMA Value	0.561	0.678
ATCS CMA Value	0.461	0.578
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 7 Alameda Street/N. Spring Street and College Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	4	3	107	107	*	23	11	394	394	*
NB Thru	19	8	290	151		31	38	1353	466	
NB Right	0	0	11	N/A		0	1	44	N/A	
SB Left	2	1	21	21		4	1	34	34	
SB Thru	21	41	1444	529	*	25	13	484	182	*
SB Right	2	4	142	N/A		0	2	62	N/A	
EB Left	12	3	103	103	*	7	4	158	158	*
EB Thru	0	1	44	44		0	2	73	73	
EB Right	25	4	157	157		14	4	148	148	
WB Left	0	1	47	47		0	2	57	57	
WB Thru	0	4	124	142	*	0	2	77	113	*
WB Right	3	0	18	N/A		3	1	36	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	245	272
North/South Critical Volumes	636	576
Sum of Critical Volumes	881	847
Capacity	1,500	1,500
Intersection CMA Value	0.587	0.565
ATCS CMA Value	0.487	0.465
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 8 N. Spring Street and Elmyra Street
Scenario: Future Conditions (2007), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A	*	0	0	0	N/A	
NB Thru	27	10	380	214		36	45	1591	801	*
NB Right	0	1	48	N/A		0	0	11	N/A	
SB Left	0	1	46	N/A		0	0	12	N/A	*
SB Thru	22	44	1531	789	*	30	16	589	301	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	1	34	N/A		0	0	10	N/A	
WB Thru	0	0	0	50	*	0	0	0	46	*
WB Right	0	0	16	N/A		0	1	36	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	1	1
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	50	46
North/South Critical Volumes	789	814
Sum of Critical Volumes	839	860
Capacity	1,500	1,500
Intersection CMA Value	0.559	0.573
CMA Value	0.559	0.573
Intersection Level of Service	A	A

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Future Conditions (2007), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 1 Main Street and Vignes Street/Alpine Street
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	4	0	4	4	*	4	0	4	4	
NB Thru	249	0	249	145		586	34	620	327	*
NB Right	40	0	40	N/A		33	0	33	N/A	
SB Left	161	0	161	161		124	0	124	124	*
SB Thru	384	36	420	440	*	195	5	200	162	
SB Right	453	8	461	N/A		122	1	123	N/A	
EB Left	44	0	44	44	*	207	8	215	215	*
EB Thru	239	0	239	121		202	0	202	104	
EB Right	2	0	2	N/A		5	0	5	N/A	
WB Left	2	0	2	N/A		4	0	4	N/A	
WB Thru	237	0	237	178	*	409	0	409	300	*
WB Right (free)	116	0	116	N/A		186	0	186	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	222	515
North/South Critical Volumes	445	450
Sum of Critical Volumes	666	965
Capacity	1,500	1,500
Intersection CMA Value	0.444	0.643
ATCS CMA Value	0.344	0.543
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.014	0.016

Future Conditions (2007), With Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 2 Main Street and College Street
Scenario: Future Conditions (2006), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	12	0	12	N/A	*	31	0	31	N/A	
NB Thru	375	0	375	197		830	42	872	452	*
NB Right	7	0	7	N/A		2	0	2	N/A	
SB Left	8	0	8	N/A		2	0	2	N/A	*
SB Thru	1046	44	1090	621	*	421	6	427	261	
SB Right	139	4	143	N/A		92	1	93	N/A	
EB Left	40	0	40	N/A		78	4	82	N/A	
EB Thru	4	0	4	69	*	3	0	3	114	*
EB Right	25	0	25	N/A		29	0	29	N/A	
WB Left	8	0	8	N/A	*	25	0	25	N/A	*
WB Thru	1	0	1	18		6	0	6	42	
WB Right (free)	8	0	8	N/A		11	0	11	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	0	0
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	77	139
North/South Critical Volumes	633	454
Sum of Critical Volumes	710	593
Capacity	1,500	1,500
Intersection CMA Value	0.473	0.395
ATCS CMA Value	0.373	0.295
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.016	0.018

Future Conditions (2006), With Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 3 Main Street and Elmyra Street
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	35	0	35	N/A	*	11	0	11	N/A	
NB Thru	341	8	349	198		830	1	831	429	*
NB Right	11	0	11	N/A		16	0	16	N/A	
SB Left	8	0	8	N/A		5	0	5	N/A	*
SB Thru	1038	0	1038	531	*	440	8	448	230	
SB Right	16	0	16	N/A		8	0	8	N/A	
EB Left	7	0	7	N/A		12	0	12	N/A	
EB Thru	2	0	2	46	*	2	0	2	37	*
EB Right	37	0	37	N/A		23	0	23	N/A	
WB Left	35	0	35	N/A	*	13	0	13	N/A	*
WB Thru	2	0	2	40		8	0	8	31	
WB Right (free)	3	0	3	N/A		9	0	9	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	0	0
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	81	50
North/South Critical Volumes	566	434
Sum of Critical Volumes	648	485
Capacity	1,500	1,500
Intersection CMA Value	0.432	0.323
CMA Value	0.432	0.323
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.000	0.000

Future Conditions (2007), With Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 4 Alameda Street and Cesar E. Chavez Boulevard
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	88	0	88	88	*	128	0	128	128	*
NB Thru	335	0	335	145		1143	30	1173	436	
NB Right	99	0	99	N/A		136	0	136	N/A	
SB Left	41	4	45	45		76	1	77	77	
SB Thru	1338	32	1370	530	*	1038	5	1043	393	*
SB Right	203	16	219	N/A		135	2	137	N/A	
EB Left	94	0	94	94	*	146	16	162	162	*
EB Thru	366	0	366	183		553	0	553	277	
EB Right	122	0	122	122		153	0	153	N/A	
WB Left	170	0	170	170		112	0	112	112	
WB Thru	911	0	911	324	*	629	0	629	229	*
WB Right (free)	60	0	60	N/A		54	4	58	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1375	1375

0

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	417	391
North/South Critical Volumes	617	521
Sum of Critical Volumes	1,034	912
Capacity	1,375	1,375
Intersection CMA Value	0.752	0.663
ATCS CMA Value	0.652	0.563
Intersection Level of Service	B	A
PROJECT IMPACT VALUE	0.011	0.003

Future Conditions (2007), With Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 5 Alameda Street and Main Street/Ord Street
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	85	0	85	85	*	97	0	97	97	
NB Thru	368	0	368	230		1258	15	1273	706	*
NB Right	307	0	307	215		430	34	464	325	
SB Left	0	0	0	0		0	0	0	0	
SB Thru	1421	36	1457	536	*	881	5	886	480	
SB Right	151	0	151	N/A		73	0	73	N/A	
EB Left	3	0	3	N/A		8	0	8	N/A	
EB Thru	5	0	5	73	*	9	0	9	106	*
EB Right	65	0	65	N/A		89	0	89	N/A	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	0	0	0	0		0	0	0	0	
WB Right (free)	0	0	0	0		0	0	0	0	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**RTOR Codes PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	73	106
North/South Critical Volumes	621	706
Sum of Critical Volumes	695	812
Capacity	1,500	1,500
Intersection CMA Value	0.463	0.541
CMA Value	0.463	0.541
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.008	0.008

Future Conditions (2007), With Project

Northboung Right Free

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 6 Alameda Street and Alpine Street
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	33	0	33	33	*	97	0	97	97	
NB Thru	297	0	297	101		1464	16	1480	498	*
NB Right	5	0	5	N/A		14	0	14	N/A	
SB Left	129	0	129	129		108	0	108	108	*
SB Thru	1300	16	1316	533	*	547	2	549	205	
SB Right	283	0	283	N/A		65	0	65	N/A	
EB Left	44	0	44	44	*	160	0	160	160	*
EB Thru	125	0	125	82		228	8	236	174	
EB Right	39	0	39	N/A		113	0	113	N/A	
WB Left	165	0	165	165		110	0	110	110	
WB Thru	474	8	482	241	*	255	1	256	128	
WB Right (free)	90	0	90	90		256	0	256	256	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	285	416
North/South Critical Volumes	566	606
Sum of Critical Volumes	851	1,022
Capacity	1,500	1,500
Intersection CMA Value	0.567	0.682
ATCS CMA Value	0.467	0.582
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.006	0.004

Future Conditions (2007), With Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 7 Alameda Street/N. Spring Street and College Street
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	107	0	107	107	*	394	0	394	394	*
NB Thru	290	0	290	151		1353	15	1368	471	
NB Right	11	0	11	N/A		44	0	44	N/A	
SB Left	21	0	21	21		34	0	34	34	
SB Thru	1444	16	1460	534	*	484	2	486	183	*
SB Right	142	0	142	N/A		62	0	62	N/A	
EB Left	103	0	103	103	*	158	0	158	158	*
EB Thru	44	4	48	48		73	4	77	77	
EB Right	157	0	157	157		148	0	148	148	
WB Left	47	0	47	47		57	0	57	57	
WB Thru	124	0	124	142	*	77	1	78	114	*
WB Right (free)	18	0	18	N/A		36	0	36	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	1	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach	**RTOR Codes**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	245	273
North/South Critical Volumes	641	577
Sum of Critical Volumes	886	849
Capacity	1,500	1,500
Intersection CMA Value	0.591	0.566
ATCS CMA Value	0.491	0.466
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.004	0.001

Future Conditions (2007), With Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: 1101 N. Main Street

Intersection: 8 N. Spring Street and Elmyra Street
Scenario: Future Conditions (2007), With Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A	*	0	0	0	N/A	
NB Thru	380	0	380	214		1591	0	1591	809	*
NB Right	48	0	48	N/A		11	16	27	N/A	
SB Left	46	0	46	N/A		12	8	20	N/A	*
SB Thru	1531	0	1531	789	*	589	0	589	305	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	34	16	50	N/A		10	2	12	N/A	
WB Thru	0	0	0	74	*	0	0	0	49	*
WB Right (free)	16	8	24	N/A		36	1	37	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	1	1
NB Right	0	0
SB Left	0	0
SB Left-Thru	1	1
SB Thru	1	1
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR Codes AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1500	1500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	74	49
North/South Critical Volumes	789	830
Sum of Critical Volumes	863	879
Capacity	1,500	1,500
Intersection CMA Value	0.575	0.586
CMA Value	0.575	0.586
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.016	0.013

Future Conditions (2007), With Project

GET. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1101 N. Main St.
DOT Case No. CEN 05-1970

Date: June 10, 2005

To: Hadar Plafkin, City Planner
Department of City Planning

From: Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED CONDOMINIUM COMPLEX LOCATED AT 1101 NORTH MAIN STREET**

The Department of Transportation (DOT) has reviewed the traffic study, dated March 2005, prepared by Overland Traffic Consultants, Inc. for the proposed condominium complex located at 1101 North Main Street. The study analyzed eight intersections and determined that none of the study intersections would be significantly impacted by project related traffic. Except as noted, the study adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The project proposes to construct a residential condominium complex with 300 dwelling units. The project site is bounded by North Main Street, Rondout Street, and Llewellyn Street. The project includes removal of 31,000 square feet of industrial uses. Vehicular access will be provided by one driveway on Llewellyn Street. The build out year for the project is expected to be in 2007.

Trip Generation

The project will result in a net increase of 1,102 new daily trips, with 71 AM peak hour trips and 87 PM peak hour trips.

PROJECT REQUIREMENTS

A. Highway dedication and street widening requirements

North Main Street is classified as a Secondary Highway, which requires 35-foot half width roadway on a 45-foot half width right-of-way.

Rondout Street is classified as a Local Street, which requires 18-foot half width roadway on a 30-foot right-of-way.

Llewellyn Street is classified as a Local Street, which requires 18-foot half width roadway on a 30-foot right-of-way.

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

B. Construction Impacts

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

C. Driveway Access and Circulation

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid

any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet wide, unless otherwise noted.

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

cc: Guadalupe Duran-Medina, Planning Deputy, Council District No. 1
Martha Stephenson, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Edmond Yew, Land Development Group, BOE
Overland Traffic Consultants, Inc.

Letters\cen05-1970 condo 1101 n main_TS.wpd

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
25876 The Old Road # 307
Santa Clarita, CA 91381
Phone (661) 799 - 8423
Mobile: (310) 930 – 3303
Fax: (661) 799 – 8456
E-mail: otc@overlandtraffic.com

October 21, 2005

Mr. Scott Wirtz
Christopher A. Joseph & Associates
31255 Cedar Valley Drive, Suite 222
Westlake Village, California 91362

RE: LA Lofts at 1101 N. Main Street – Add Area Analysis

Dear Mr. Wirtz,

Overland Traffic Consultants, Inc. has completed an evaluation of the potential traffic conditions with development on the vacant land (add area) near the project site as a part of the background growth. As requested, the evaluation includes multiple potential development scenarios ranging from a small residential use to intense commercial development. The project's surrounding roadway system is currently underutilized with intersections operating at good levels of service as noted in the traffic study for the project dated March 2005 and the Los Angeles Department of Transportation (LADOT) assessment dated June 10, 2005. As demonstrated in detail below, additional development can be accommodated without roadway and intersection improvements. However, there is a point where the system becomes overloaded and the add area may require roadway improvements for the network to operate without significant traffic impacts.

Analysis Process

In order to determine the potential traffic impacts of development on the vacant land area northeast of North Spring Street and College Street vehicle trip generation was conducted for six development scenarios according to standard practice. These trips were then distributed to the roadway network and study intersections in a similar manner to the proposed project with adjustments for access locations. The trips were added to the without project conditions as listed in the approved traffic study and critical movement analysis was conducted. The project trips were then added to the increased without project conditions. Evaluation of traffic impacts was conducted for each of the six development scenarios.

Development Scenarios and Trip Generation

Six development scenarios were evaluated including a large and small commercial alternative, large and small residential alternative and large and small mixed-use alternative. Vehicle trip generation was conducted based upon standard Institute of Transportation Engineers (ITE) Trip Generation as required by LADOT. Table 1, on the next page, portrays the six alternatives and vehicle trip generation for each of these scenarios. Standard pass-by and conservative internal capture credits have been incorporated. Although this is an area where there is likely to be high transit and pedestrian activity, estimates of these reductions were not incorporated in the add area to present a more conservative estimate of future conditions.

Trip Distribution

The trips estimated for the add area were then distributed to the eight study intersections. They were distributed based upon travel patterns in the area similar to the proposed project. Approximately 20% of the trips would be from the northeast, 15% from the west and 65% from the south. Refer to Figure 4 on page 12 of the March 2005 traffic study by Overland Traffic Consultants, Inc. for more detail. The trips created by the add area were added to the existing conditions increased by ambient growth and other related projects in the area to create a new without project condition for each of the add area scenarios.

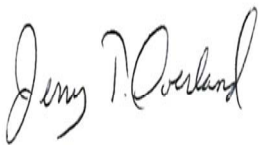
Analysis of Future Traffic Conditions

Critical movement analysis was conducted for the six add area alternative future without project traffic conditions. As would be anticipated, future conditions without the project increased with the addition of the add area commensurate with the increase in the level of development scenarios. There reaches a point in the add area development scenarios with the large commercial alternative where two intersections would deteriorate to a poor level of service. The project traffic was added to each of the six add area future without project conditions to evaluate the increase in the levels of service (LOS). Table 2 provides a LOS for the without

project conditions. Review of this information indicates that all development scenarios can be accommodated without deterioration until we reach the large commercial development. This scenario creates more than double the number of trips of the next smaller development (mixed-use large). Detailed summary CMA and LOS for the project with the lowest trip generation (Residential – Small) and the largest trip generation (Commercial – Large) are provided in Tables 3(a) and 3(b). This level of detail is on file and can be made available for the other scenarios upon request.

Please call me or Liz Culhane at (661) 799-8432, if you need further information or have any questions regarding the analysis.

Sincerely,



Jerry T. Overland

Attachments

Table 1
Trip Generation Summary

	ITE Code	Description	Size		Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
		Commercial Alternatives									
Comm'l - Lg	820	Ground Floor Retail	214,102	sf	11,139	151	96	247	497	538	1,035
		Pass-by Credit	30%		(3,342)	(45)	(29)	(74)	(149)	(161)	(311)
		Internal Capture	10%		(780)	(11)	(7)	(17)	(35)	(38)	(72)
	710	Office	1,070,510	sf	8,279	1,100	150	1,250	217	1,061	1,278
		Total	1,284,612	sf	**15,297**	**1,195**	**210**	**1,406**	**530**	**1,400**	**1,930**
Comm'l - Sm	814	Ground Floor Retail	21,190	sf	939	15	10	25	25	32	57
		Pass-by Credit	50%		(470)	(8)	(5)	(13)	(13)	(16)	(29)
		Internal Capture	5%		(23)	(0)	(0)	(1)	(1)	(1)	(1)
	710	Office	105,950	sf	1,395	173	24	197	34	164	198
		Total	127,140	sf	**1,841**	**180**	**29**	**209**	**46**	**179**	**225**
		Residential Alternatives									
Res - Lg	220	Apartments	481	units	**3,232**	**48**	**197**	**245**	**192**	**106**	**298**
Res - Sm	220	Apartments	47	units	**316**	**5**	**19**	**24**	**19**	**10**	**29**
		Mixed Use Alternatives									
Mixed-Use - Lg	820	Retail	214,102	sf	11,139	151	96	247	497	538	1,035
			30%		(3,342)	(45)	(29)	(74)	(149)	(161)	(311)
			10%		(780)	(11)	(7)	(17)	(35)	(38)	(72)
	220	Apartments	384	units	2,580	38	157	195	154	84	238
		Total			**9,598**	**133**	**217**	**351**	**467**	**423**	**890**
Mixed Use - Sm	814	Retail	21,190	sf	939	15	10	25	25	32	1,046
			50%		(470)	(8)	(5)	(13)	(13)	(16)	(523)
			5%		(23)	(0)	(0)	(1)	(1)	(1)	(26)
	220	Apartments	46	units	309	5	19	24	18	10	28
		Total			**755**	**12**	**24**	**36**	**30**	**25**	**525**

Table 2
LOS Summary – Add Area Scenrios
Included in Without Project Conditions

				Add Area Scenario					
			Original	Residential		Mixed Use		Commercial	
	Intersection	Peak Hour	Analysis LOS	Small LOS	Large LOS	Small LOS	Large LOS	Small LOS	Large LOS
1	N Main St &	AM	A	A	A	A	A	A	B
	Alpine St/Vignes St	PM	A	A	A	A	B	A	B
2	N Main St &	AM	A	A	A	A	A	A	**E**
	College St	PM	A	A	A	A	A	A	**E**
3	N Main St &	AM	A	A	A	A	A	A	A
	Elmyra St	PM	A	A	A	A	A	A	A
4	Alameda St &	AM	B	B	B	B	B	B	D
	Cesar E Chavez Av	PM	A	A	A	B	B	A	D
5	Alameda St &	AM	A	A	A	A	A	A	A
	Ord St/N Main St	PM	A	A	A	A	A	A	B
6	Alameda St &	AM	A	A	A	A	A	A	A
	Alpine St	PM	A	A	A	A	A	A	B
7	Alameda St &	AM	A	A	A	A	A	A	A
	College St	PM	A	A	A	A	A	A	A
8	N Spring St &	AM	A	A	A	A	A	A	A
	Elmyra St	PM	A	A	A	A	A	A	B

Table 3(a)
CMA Summary – Without Project Add Area Residential Small and With Project

Residential - Small

No.	Intersection	Peak Hour	Future Without Project CMA	Future Without Project LOS	Future With Project CMA	Future With Project LOS	IMPACT
1	N Main St &	AM	0.334	A	0.349	A	0.015
	Alpine St/Vignes St	PM	0.531	A	0.548	A	0.017
2	N Main St &	AM	0.368	A	0.384	A	0.016
	College St	PM	0.287	A	0.303	A	0.016
3	N Main St &	AM	0.432	A	0.432	A	0.000
	Elmyra St	PM	0.323	A	0.323	A	0.000
4	Alameda St &	AM	0.644	B	0.656	B	0.012
	Cesar E Chavez Av	PM	0.562	A	0.568	A	0.006
5	Alameda St &	AM	0.457	A	0.465	A	0.008
	Ord St/N Main St	PM	0.535	A	0.544	A	0.009
6	Alameda St &	AM	0.462	A	0.468	A	0.006
	Alpine St	PM	0.579	A	0.583	A	0.004
7	Alameda St &	AM	0.489	A	0.492	A	0.003
	College St	PM	0.466	A	0.467	A	0.001
8	N Spring St &	AM	0.560	A	0.576	A	0.016
	Elmyra St	PM	0.574	A	0.586	A	0.012

Table 3 (b)
CMA Summary – Without Project Add Area – Commercial Large and With Project

COMMERCIAL - LARGE

No.	Intersection	Peak Hour	Future Without Project CMA	Future Without Project LOS	Future With Project CMA	Future With Project LOS	Future With Project IMPACT	
1	N Main St &	AM	0.603	B	0.618	B	0.015	
	Alpine St/Vignes St	PM	0.642	B	0.658	B	0.016	
2	N Main St &	AM	0.927	E	0.943	E	0.016	*
	College St	PM	0.983	E	0.999	E	0.016	*
3	N Main St &	AM	0.472	A	0.472	A	0.000	
	Elmyra St	PM	0.370	A	0.370	A	0.000	
4	Alameda St &	AM	0.860	D	0.871	D	0.011	
	Cesar E Chavez Av	PM	0.836	D	0.851	D	0.015	
5	Alameda St &	AM	0.476	A	0.484	A	0.008	
	Ord St/N Main St	PM	0.663	B	0.665	B	0.002	
6	Alameda St &	AM	0.487	A	0.491	A	0.004	
	Alpine St	PM	0.602	B	0.605	B	0.003	
7	Alameda St &	AM	0.504	A	0.507	A	0.003	
	College St	PM	0.574	A	0.575	A	0.001	
8	N Spring St &	AM	0.599	A	0.615	B	0.016	
	Elmyra St	PM	0.620	B	0.633	B	0.013	

* Significant Impact as identified by LADOT