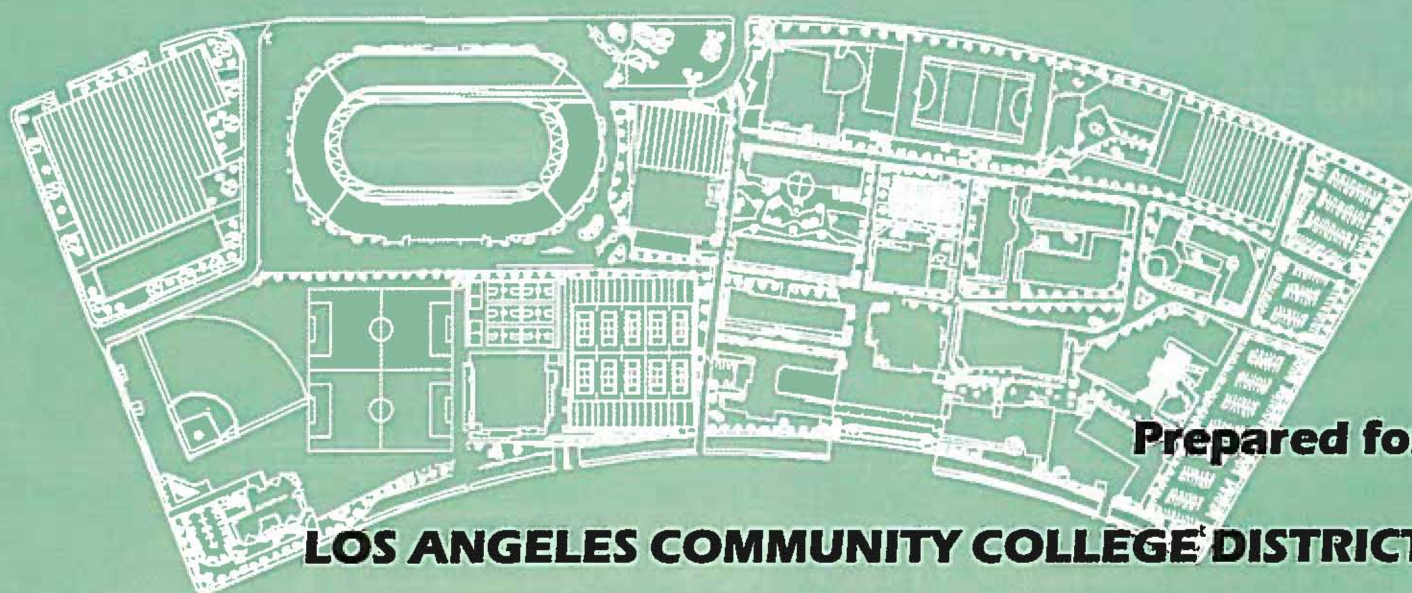
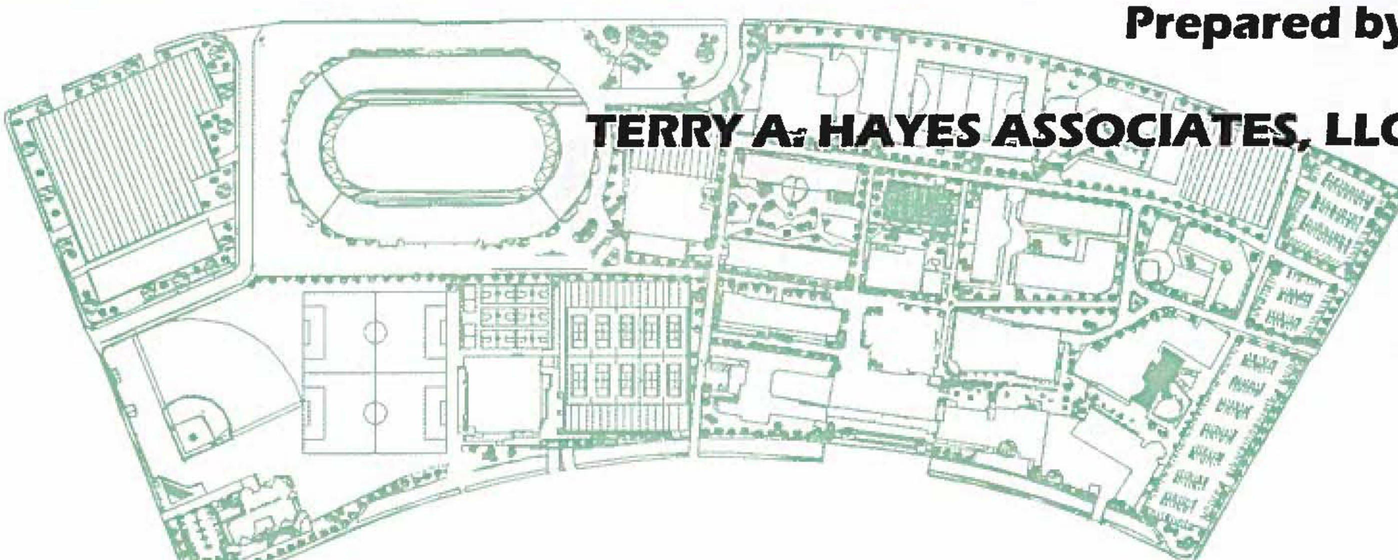
EAST LOS ANGELES COLLEGE FACILITIES MASTER PLAN
FINAL ENVIRONMENTAL IMPACT REPORT



Prepared for

LOS ANGELES COMMUNITY COLLEGE DISTRICT



Prepared by

TERRY A. HAYES ASSOCIATES, LLC

NOVEMBER 2001

EAST LOS ANGELES COLLEGE
FACILITIES MASTER PLAN
FINAL ENVIRONMENTAL IMPACT REPORT

Prepared for

THE LOS ANGELES COMMUNITY COLLEGE DISTRICT
770 WILSHIRE BOULEVARD
LOS ANGELES, CA 90017

Prepared by

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November 2001

FOREWORD

OVERVIEW

This Final Environmental Impact Report (Final EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA), including Sections 15088, 15089, and 15132 of the State CEQA Guidelines.

As defined by Section 15132 of the State CEQA Guidelines: "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; [and] (e) any other information added by the lead agency."

The environmental review phase of a project precedes the consideration of project approval. The environmental review phase identifies the environmental impacts in compliance with CEQA, while the project approval phase considers the range of factors (environmental, economic, social, etc.) relevant to the decision to approve a project. Certification of the EIR does not constitute project approval, it simply marks the end of the environmental review phase. It signifies the judgment of the lead agency that the EIR is legally adequate under CEQA and the contents of the EIR reflect the agency's independent judgment of the scope of environmental impacts.

Section 15093 of the CEQA Guidelines states:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subsection (a) (2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a) (3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subsection (a) (1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

PUBLIC REVIEW OF THE DRAFT EIR

The Draft EIR (DEIR) for the East Los Angeles College (ELAC) Master Plan along with a request for public comments was circulated beginning December 15, 2000. The 45-day circulation period formally closed on January 29, 2001. However, as a courtesy to interested parties, the Lead Agency extended the comment period to February 2, 2001. The DEIR was available for public review at the ELAC campus as well as the East Los Angeles County Library and the Bruggemeyer Memorial Library.

REVISIONS IN THE EIR

Certain changes were made in response to comments to the EIR. These changes are indicated in strikethrough and underlined text. Deleted text is stricken (~~deleted text~~) and new text is underlined (<u>new text</u>). Section 9.0, Response to Comments from Persons and Organizations Consulted and Section 10.0, Corrections and Additions, are entirely new, therefore no changes are marked in these sections. Section 10.0, Corrections and Additions, contains a comprehensive list of all alterations made to the DEIR, including changes made to figures.

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1.0 INTRODUCTION

The Los Angeles Community College District has prepared a Facilities Master Plan for the expansion of East Los Angeles College (ELAC) located in Monterey Park, California (See **Figure 1-1**). This Environmental Impact Report (EIR) addresses the potential environmental effects of the proposed expansion of the ELAC facilities. The college, established in 1945, saw an increase in enrollment to 17,197 students for the year 1999. To date ELAC has the largest student population of the nine colleges in the Los Angeles Community College District. In order to be able to provide a quality education to all incoming students, ELAC has proposed the expansion and renovation of various ELAC facilities as part of the Master Plan.

1.1 PURPOSE OF THIS REPORT

The purpose of an Environmental Impact Report (EIR), as defined in Section 15121 (a) of the State Guidelines for the implementation of the California Environmental Quality Act (CEQA) California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 "Guidelines," is to "inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effect and describe reasonable alternatives to the project." This document assesses the significant environmental impacts, including unavoidable adverse impacts and cumulative impacts, related to the adoption of the proposed East Los Angeles College Facilities Master Plan (hereafter referred to as the "proposed project"). Where there is potential for a significant adverse effect, this report identifies mitigation measures or alternatives that would either eliminate the impact or reduce the effect to a less-than-significant level. This report also identifies those significant effects that may be unavoidable even after the implementation of mitigation or policies.

1.2 AUTHORIZATION AND FOCUS

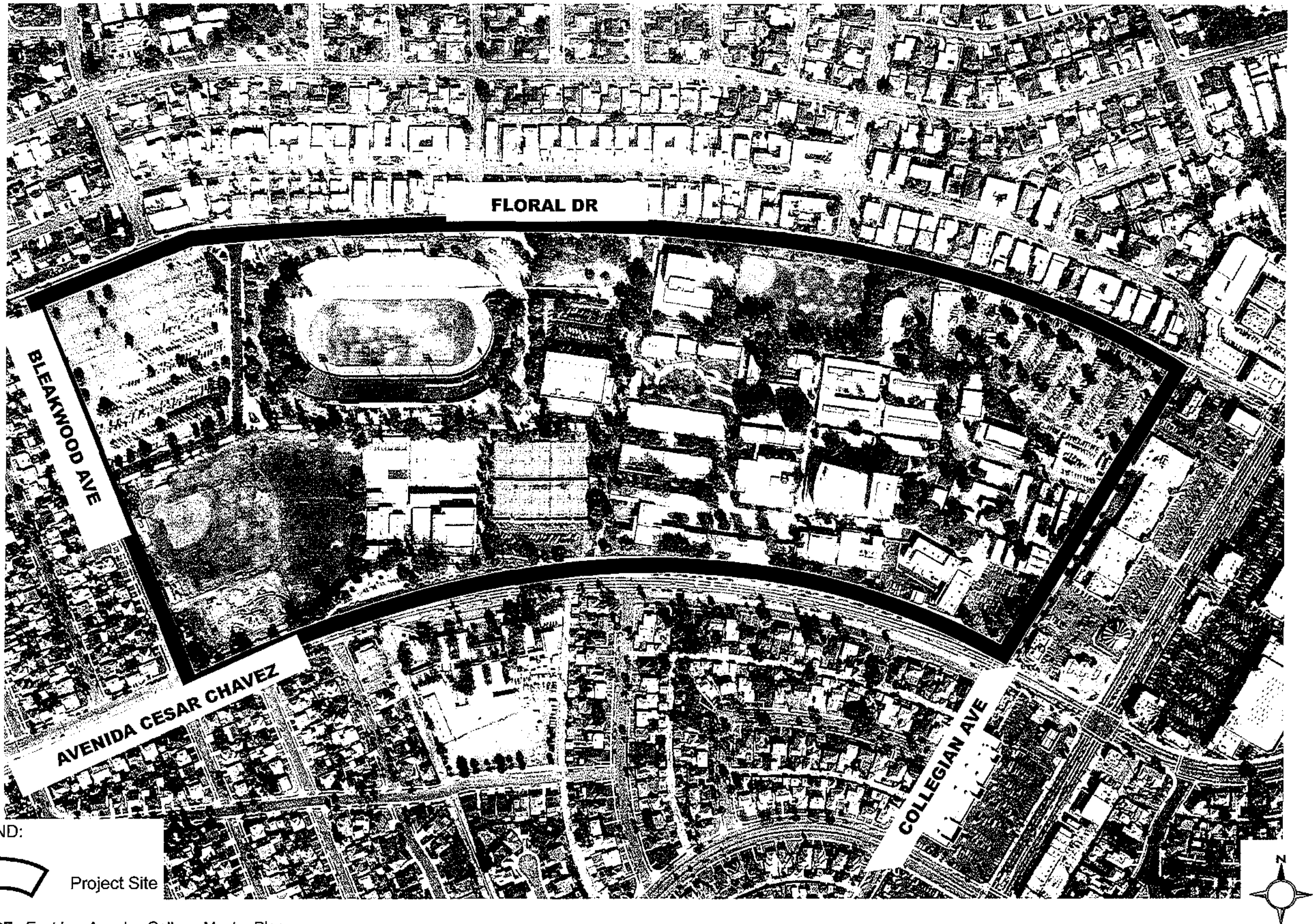
This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 and the Guidelines for the Implementation of the California Environmental Quality Act (the "State CEQA Guidelines"), as amended to date. Specifically, this document evaluates the environmental effects which may result from the implementation of the ELAC Facilities Master Plan. The following environmental issues were identified in the Initial Study, dated June 27, 2000, as having potential to result in a significant impact:

- Aesthetics
- Air Quality
- Cultural Resources
- Hazards & Hazardous Materials
- Noise
- Public Services
- Transportation/Traffic
- Utilities/Service Systems

Subsequent to the circulation of the Notice of Preparation, it was determined that the proposed project may also have adverse impacts related to Seismic Hazards and Land Use and Planning.

1.3 LEAD AGENCY

The Los Angeles Community College District is the Lead Agency in accordance with Section 15367 of the CEQA Guidelines, which defines the lead agency as "the public agency which has the principal responsibility for carrying out or approving the project." The East Los Angeles College Facilities Master Plan is proposed by:



LEGEND:

Project Site

SOURCE: East Los Angeles College Master Plan

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 1-1

AERIAL PHOTOGRAPH OF PROPOSED SITE

Los Angeles Community College District
770 Wilshire Boulevard
Los Angeles, CA 90017
Contact: William A. Dunn

1.4 INTENDED USES OF THE EIR

This EIR is prepared at the direction and under the supervision of the Los Angeles Community College District (LACCD). As discussed above, the LACCD is the Lead Agency. The intended use of this EIR is to assist the LACCD in making decisions with regards to the approval of the ELAC Facilities Master Plan. Additionally, the EIR will be used for future approvals of projects by the LACCD which are consistent with the Master Plan.

1.5 PUBLIC REVIEW AND COMMENTS

A Notice of Preparation for this EIR was issued on June 29, 2000, by the Lead Agency. Information, data, and observations resulting from these contacts are included where relevant. This Draft EIR will be circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR, or to identify where the information can be obtained. All comment letters received will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

2.0 SUMMARY

This chapter summarizes the key findings of this Environmental Impact Report, including the environmental effects, mitigation measures, unavoidable significant adverse impacts, and any areas of environmental controversy concerning the proposed project.

2.1 SUMMARY OF PROJECT DESCRIPTION

The ELAC Facilities Master Plan is being prepared for the purpose of meeting the increasing demand for classroom space and facilities, improving the aesthetic character of ELAC, and handling safety issues. The Master Plan will be designed to allow for development of the facilities which would permit a capacity of 25,000 students, an increase of approximately 45 percent of the current enrollment of 17,197 students. Current enrollment of 17,197 students was as of the Fall 2000 headcount. This figure includes students enrolled in Non-credit and Credit programs, as well as the community services program (extension courses for personal development, leisure and recreation). This figure does not include enrollment at satellite locations (off-campus locations).

Improvements contemplated in the Master Plan will add approximately ~~457,161~~ 433,149 square feet of space to the ELAC facilities. The Master Plan will also include plans for air conditioning, infrastructure upgrade, and landscaping. Infrastructure improvements include increasing electrical power, improving data lines and other infrastructure needed for a local area network for the campus. Other physical improvements include signage, lighting, fire safety and security.

2.2 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

This Environmental Impact Report (EIR) has been prepared to analyze the potential significant environmental impacts associated with the construction and long-term operation of the proposed project, and to identify mitigation measures capable of avoiding or substantially reducing the impacts. To satisfy the requirements of the California Environmental Quality Act (CEQA) and to assist the Los Angeles Community College District and other interested citizens and community organizations in understanding the findings of the EIR, potential impacts of the proposed project have been divided into three categories: unavoidable significant adverse impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts which are less than significant or nonexistent when compared to the environmental impact thresholds identified in this report. The criteria for the determination of a significant impact in each environmental topic area is discussed in the body of this report.

The impacts are evaluated for the construction period as well as operational. As required by CEQA, mitigation measures are identified in this EIR to avoid or substantially reduce the level of all identified significant impacts. However, certain significant environmental impacts cannot be reduced to a level below significance, even with application of the identified mitigation measures. Such impacts are identified in the Draft EIR as "unavoidable significant impacts." **Table 2-1** provides a summary of impacts and mitigation measures discussed in Section 4.0 of this EIR.

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
~~**Potential Impacts**~~	~~**Mitigation Measures**~~	~~**Significance After Mitigation**~~
~~**AESTHETICS**~~		
~~Visual Impacts on Adjacent Residences~~	~~**L1** All high-intensity light standards associated with the tennis courts, athletic fields and/or stadium expansion shall be fitted with visors and glare control devices such that all light is focused on the fields, and glare and spill light on adjacent properties is minimized to the greatest extent feasible. Spillover and glare shall be routinely monitored by ELAC and any necessary adjustments and/or repairs shall be made to ensure that spillover and glare are maintained at levels specified in the project lighting plan.~~ ~~**L2** Fencing along the boundaries of the athletic fields, tennis courts, parking structures (where appropriate) shall be shielded at all times such that no light generated by the lighting structures can penetrate through the fence, thereby reducing spill lighting on residential properties.~~ ~~**L3** Parking Structures will be fitted with screens where appropriate to prevent vehicle headlight glare onto adjacent residential properties.~~	~~No Significant Impact with mitigation~~
~~**AIR QUALITY**~~		
~~Construction Air Quality Impacts~~	~~**AQ1** The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.~~ ~~**AQ2** Site-wetting shall occur often enough to maintain a ten percent surface soil moisture content throughout all site grading and excavation activity.~~ ~~**AQ3** All haul trucks shall either be covered or maintained with two feet of free board.~~ ~~**AQ4** All haul trucks shall have a capacity of no less than 14 cubic yards.~~ ~~**AQ5** All unpaved parking or staging areas shall be watered at least four times daily.~~	~~Unavoidable Significant Impacts Related to PM10~~

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
~~**Potential Impacts**~~	~~**Mitigation Measures**~~	~~**Significance After Mitigation**~~
	~~**AQ6** Site access points shall be swept/washed within thirty minutes of visible dirt deposition.~~ ~~**AQ7** On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.~~ ~~**AQ8** Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.~~ ~~**AQ9** Car-pooling for construction workers shall be encouraged.~~ ~~**AQ10** Wash mud-covered tires and under carriages of trucks leaving construction sites.~~ ~~**AQ11** Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud which would otherwise be carried off by trucks departing project sites.~~ ~~**AQ12** Securely cover loads of dirt with a tight fitting tarp on any truck leaving the construction sites to dispose of excavated soil.~~	
~~**CULTURAL RESOURCES**~~		
~~Removal of Buildings~~ ~~Archeological Sensitivity for Undeveloped Areas~~	~~No Mitigation Measures Required~~	~~No Significant Impacts~~
~~**GEOLOGY**~~		
~~Seismic Hazards~~	~~**GS1** A California Certified Engineer and Geologist shall conduct a detailed subsurface engineering geologic/geo-technical investigation prior to completing final design plans for each proposed project. The site-specific geotechnical investigation should comply with the Division of Mines and Geology, Special Publication 117 Guidelines to avoid seismic hazard impacts. The investigation should recommend mitigation measures and provide for an agency~~	~~No Significant Impacts~~

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
~~Potential Impacts~~	**~~Mitigation Measures~~**	**~~Significance After Mitigation~~**
	~~review of the investigation procedures. The investigation should include soil borehole logs to evaluated surface rupture, landsliding and settlement potential. The investigation report should include recommendations for ensuring seismic safety on the site including ground improvements and shall be considered by the State Architect in the approval of all plans.~~	
~~HAZARDS & HAZARDOUS MATERIALS~~		
~~Removal of Buildings~~	**~~HW1~~** ~~Secondary containment is recommended beneath metal drums used for waste liquids in the maintenance operations area.~~ **~~HW2~~** ~~For those campus facilities effected by the Master Plan, Lead-based paint testing should be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.~~ **~~HW3~~** ~~For those campus facilities affected by the Master Plan, asbestos sampling should be conducted to determine if building materials used in the construction of the structures in question have an asbestos fiber content. All material identified as containing asbestos shall be removed and/or encapsulated by a licensed asbestos abatement contractor as provided by the provisions of Rule 1403 of the South Coast Air Quality Management District (SCAQMD) Rules and Regulations~~ **~~HW4~~** ~~PCB containing units removed from buildings affected by the Master Plan should be properly disposed of as required by law.~~	~~No Significant Impacts~~
~~LAND USE/PLANNING~~		
~~Land Use Compatibility~~	~~None Required~~	~~No Significant Impacts~~

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
~~**Potential Impacts**~~	~~**Mitigation Measures**~~	~~**Significance After Mitigation**~~
~~**NOISE**~~		
~~Construction Noise~~	~~**N1** Construction or demolition hours shall be limited to activities conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays.~~ ~~**N2** Noisy construction activities within 1,000 feet of a school or daycare center shall be conducted from 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m., or when the school or daycare center is not in session.~~ ~~**N3** When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.~~ ~~**N4** Use noise control devices, such as equipment mufflers, enclosures, and barriers.~~ ~~**N5** Stage construction operations as far from noise sensitive uses as possible.~~ ~~**N6** Maintain all sound-reducing devices and restrictions throughout the construction period.~~ ~~**N7** When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).~~ ~~**N8** Construction equipments shall be located as far as possible from noise-sensitive areas.~~ ~~**N9** Adjacent residents shall be given regular notification of major construction activities and their duration.~~ ~~**N10** A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.~~	~~Unavoidable Significant Impacts Related to Construction Noise~~

~~TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES~~		
~~Potential Impacts~~	**~~Mitigation Measures~~**	**~~Significance After Mitigation~~**
	~~**N11** Major construction sites within 1,000 feet of Lane Elementary School shall be reviewed with the Los Angeles Unified School District to determine whether a construction noise mitigation program shall be implemented to mitigate noise-related disruptions. Similarly, major construction sites within 1,000 feet of Brightwood Elementary School shall be reviewed with the Alhambra School District to determine whether a construction noise mitigation program shall be implemented to mitigate noise-related disruptions. The mitigation program shall consider such measures as limited hours of construction, limiting construction in certain site areas to hours when the school would not be affected, providing prior notification to the school of particularly noisy activities, substitution of electric powered versus combustion engine powered equipment, and the use of temporary shrouds or barriers.~~ ~~**N12** Construction occurring within 1,000 feet of the Child Development Center shall be limited to hours when the Child Development Center would not be affected. The Child Development Center shall be notified of particularly noisy activities.~~	
~~Stadium Noise~~	~~**N13** Sound walls of sufficient height shall be constructed along the perimeter of the Weingart Stadium, behind the top bleachers, to reduce sound transmission within the vicinity of the Stadium.~~ ~~**N14** Events at Weingart Stadium should be limited between the hours of 7:00 a.m. and 10:00 p.m. All activities in the Weingart Stadium should stop at 10:00 p.m.~~	~~Unavoidable Significant Impacts Related to Stadium Noise~~
~~PUBLIC SERVICES~~		
~~Police Service Due to Increased Enrollment~~	~~No Mitigation Required~~	~~No Significant Impacts~~
~~Fire Access~~	~~No Mitigation Required~~	~~No Significant Impacts~~
~~TRANSPORTATION AND TRAFFIC~~		
~~Operational Traffic Impacts~~	~~**T1** Install a traffic signal at the intersection of Bleakwood Avenue and Floral Drive.~~	~~No Significant Impacts~~

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
~~**Potential Impacts**~~	~~**Mitigation Measures**~~	~~**Significance After Mitigation**~~
	~~**T2** Install a traffic signal at the intersection of Bleakwood Avenue and Cesar Chavez Avenue.~~	
	~~**T3** At the intersection of Collegian Avenue and Floral Drive, widen Floral Drive to provide a left-turn lane, a through lane, and a shared through/right-turn lane on eastbound approach. Restripe Floral Drive to provide two eastbound departure lanes.~~	
~~Construction Traffic Impact~~	~~**T4** The Project manager or designee should notify the LAUSD Transportation Branch of the expected start and ending dates for the various portions of the project that may affect traffic through the areas.~~	
	~~**T5** The contractors shall avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours.~~	
	~~**T6** When possible, avoid heaviest construction traffic between the hours of 6:30 a.m. to 8:00 a.m. and between 3:30 p.m. and 4:30 p.m. to minimize delays to the arrivals and departures of buses.~~	
	~~**T7** Contractors shall remind their drivers of construction vehicles of the requirement to stop for the red flashing lights of any school bus.~~	
~~Special Events Impacts~~	~~**T8** The College shall implement a Special Event Parking and Access Management Program. This program will provide guidelines for addressing parking and access during stadium events, and could include such features as assigned parking, or parking/traffic attendants to direct stadium event attendees to use the stadium parking structure. Provisions for alternative parking for attendees should the structure become full should also be detailed.~~	

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
~~**Potential Impacts**~~	~~**Mitigation Measures**~~	~~**Significance After Mitigation**~~
~~**UTILITIES/SERVICE SYSTEMS**~~		
~~Utility Capacity Due To Increased Enrollment~~	~~U1 In undertaking the landscape improvements to the campus drought tolerant plants shall be used wherever possible.~~ ~~U2 As a water conservation measure, the proposed projects shall be equipped with wastewater conservation fixtures including low flow toilets.~~ ~~U3 A recycling program shall be designed to reduce the amount of solid waste going to landfills.~~ ~~U4 Recycling bins and chutes shall be provided at appropriate locations to promote the recycling of paper, metal, glass, and other recyclable materials.~~	~~No Significant Impacts~~

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Potential Impacts	**Mitigation Measures**	**Significance After Mitigation**
AESTHETICS		
Glare and Glow impacts to residences near athletic fields and parking structures.	**L1** All high-intensity light standards associated with the tennis courts, athletic fields and/or stadium expansion shall be fitted with visors and glare control devices such that all light is focused on the fields, and glare and spillover light onto adjacent properties is minimized. Spillover and glare shall be routinely monitored and lights adjusted and/or repaired by ELAC to ensure that ELAC's contribution to ambient light levels at residential property lines shall not exceed 1 foot candle. **L2** Screening (i.e., trees, fencing, etc...) along the boundaries of the athletic fields, tennis courts (on parking structure), and parking structures (where appropriate) shall be used to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the light fixtures and adjacent residential properties. **L3** Parking Structures will be fitted with screens where appropriate to prevent vehicle headlight glare onto adjacent residential properties.	Less than Significant Impact
AIR QUALITY		
Construction Air Quality Impacts. PM_{10} emissions anticipated to exceed SCAQMD thresholds during grading/ excavation phase of construction period, and during overlapping construction periods of individual projects.	**AQ1** PM_{10} Abatement. Through construction contracts, the District shall ensure that best practices are employed to reduce the creation of inhaleable dust particles during the construction process. Abatement shall use measures consistent with SCAQMD Rule 403, including site wetting, covering of haul trucks and storage piles, and periodic street sweeping.	Unavoidable Significant Impacts Related to PM_{10}
CULTURAL RESOURCES		
No Significant Impacts Identified	No Mitigation Measures Required	No Significant Impacts
GEOLOGY		
Seismic Hazards: The project may be subject to seismic hazards such as ground-shaking and landslides.	**GS1** A California Certified Engineer and Geologist shall conduct a detailed subsurface engineering geologic/geotechnical investigation prior to completing final design plans for each proposed project. The site-specific geotechnical investigation should comply with the Division of Mines and Geology, Special Publication 117 Guidelines to avoid seismic hazard impacts. The investigation should recommend mitigation measures and provide for an agency review of the investigation procedures. The investigation should include soil borehole logs to evaluated surface rupture, landsliding and settlement potential. The investigation report should include recommendations for ensuring seismic safety on the site including ground improvements and shall be considered by the State Architect in the approval of all plans.	No Significant Impacts

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Potential Impacts	**Mitigation Measures**	**Significance After Mitigation**
HAZARDS & HAZARDOUS MATERIALS		
Removal of Buildings. Potential Impacts from asbestos-containing materials, lead paint, and PCB containing units.	**HW1** Secondary containment is recommended beneath metal drums used for waste liquids in the maintenance operations area. **HW2** For those campus facilities effected by the Master Plan, lead-based paint testing should be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor. **HW3** For those campus facilities affected by the Master Plan, asbestos sampling should be conducted to determine if building materials used in the construction of the structures in question have an asbestos fiber content. All material identified as containing asbestos shall be removed and/or encapsulated by a licensed asbestos abatement contractor as provided by the provisions of Rule 1403 of the South Coast Air Quality Management District (SCAQMD) Rules and Regulations **HW4** PCB containing units removed from buildings affected by the Master Plan should be properly disposed of as required by law.	No Significant Impacts
LAND USE/PLANNING		
No Significant Impacts Identified	None Required	No Significant Impacts
NOISE		
Construction Noise: Construction activity during the hours of 7:00 p.m. to 7:00 a.m. on weekdays, or 9:00 a.m. to 6:00 p.m. on Saturdays, Sundays, or Holidays would result in a significant noise impact.	**N1** Construction activities (i.e., demolition, ground clearing, excavation, grading, laying of foundations, structural and finishing activities) shall be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays. **N2** For schools within 500 feet of a major construction site on the ELAC campus, coordination must be undertaken with the appropriate school district to define mitigation measures to substantially reduce construction noise impacts. Such measures may include limiting hours of construction for noisy construction activities (i.e., excavation and finishing phases), limiting construction in certain site areas to hours when the school would not be affected, providing prior notification to the school of particularly noisy activities, substitution of electric powered versus combustion engine powered equipment, and the use of temporary shrouds or barriers may be considered. **N3** Change the timing and/or sequence of the noisiest construction operations (i.e., excavation and finishing phases) to avoid sensitive times of the day.	Mitigation Measures N1-N6 would reduce construction related noise impacts to a less-than-significant level, but intermittent disruptions having significant impacts and discernible noise changes would remain.

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impacts	Mitigation Measures	Significance After Mitigation
	N4 Use noise control devices, such as equipment mufflers, enclosures, and barriers.	
	N5 Adjacent residents shall be given notification of major construction activities and their duration. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.	
	N6 Construction occurring within 1,000 feet of the Child Development Center shall be limited to hours when the Child Development Center would not be affected. The Child Development Center shall be notified of particularly noisy activities.	
Stadium Noise: Crowd noise and public address system noise could result in a significant impact during stadium events.	**N7** Prior to implementation of improvements to the Weingart Stadium, an acoustical noise analysis shall be conducted to determine the need or requirement for the construction of a sound wall to be located along the perimeter of the Weingart Stadium, behind the top of the bleachers, to achieve noise abatement within the vicinity of the stadium. The college shall implement the recommendations and findings of the acoustical analysis.	Less than Significant Impact after Mitigation
	N8 Events at Weingart Stadium should be limited between the hours of 7:00 a.m. and 10:00 p.m. on a weekday or weekend.	
	N9 Signs shall be posted in all parking areas indicating that there are nearby residences or school activities and that lot users are expected to refrain from making intrusive load noises.	
	N10 The use of compressed air horns and similar noise generating devices by spectators shall be prohibited. Signs shall be posted within and outside of the stadium indicating this restriction.	
	N11 Parking structures shall be designed to reduce noise impacts on adjacent sensitive receptors by ensuing that the sides facing sensitive uses are enclosed, surfaces shall be chosen that will reduce tire squeal, and the implementation of a good neighbor signage program. Signs shall be posted in all parking areas indicating that there are nearby residences or schools and that lot users are expected to refrain from making intrusive loud noises, instructing drivers to disable alarms while parking on campus, prohibition against tailgating and a posted speed limit. All prohibitions shall be strictly enforced by on-campus security.	

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Potential Impacts	**Mitigation Measures**	**Significance After Mitigation**
PUBLIC SERVICES		
Increased demand for Police Service	**PS1** ELAC shall implement security features (i.e., security cameras, improved lighting, maintenance of landscaping, and security phone system) as proposed in the Facility Master Plan. **PS2** ELAC shall design, in coordination with the Monterey Park Police Department, and implement a Special Event Security Plan. Issues addressed may include, but not be limited to: security needs, emergency evacuation procedures, and money handling issues.	Less than Significant Impact
TRANSPORTATION AND TRAFFIC		
Operational Traffic Impacts: Significant traffic impact at Bleakwood Avenue and Floral Drive during PM peak hour.	**T1** Install a traffic signal at the intersection of Bleakwood Avenue and Floral Drive. **T2** At the intersection of Collegian Avenue and Floral Drive, widen Floral Drive to provide a left-turn lane, a through lane, and a shared through/right-turn lane on eastbound approach. Restripe Floral Drive to provide two eastbound departure lanes.	No Significant Impacts
Construction Related Traffic Impacts	**T3** The Project Manager or designee shall notify the LAUSD Transportation Branch, Caltrans, LACMTA, Montebello Transit and any other appropriate City or County Department, to the extent that they are affected, of the expected start and ending construction dates for the various portions of the project that may affect traffic through the areas. **T4** The contractors shall avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours. **T5** When possible, avoid heaviest construction traffic between the hours of 6:30 a.m. to 8:00 a.m. and between 3:30 p.m. and 4:30 p.m. to minimize delays to the arrivals and departures of buses. **T6** Prior to construction of the proposed parking facilities, a detailed construction program, including construction traffic and parking, and campus parking relocation (if necessary), will be prepared. The preparation of this plan shall be done in coordination with the city of Monterey Park. **T7** To accommodate any additional need for parking during construction, temporary parking and shuttle bus service will be provided off-site as needed for those displaced parking spaces only.	Less than Significant Impact. The future provision of substantial additional on-campus parking is expected to reduce or eliminate these concerns overflow parking concerns.
Special Events Impacts: Infrequent traffic impacts to intersection level of service.	**T8** Upon completion of stadium improvements, the College shall, in coordination with the City of Monterey Park, implement a Special Event Traffic, Parking and Access	Less than Significant Impact

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Potential Impacts	**Mitigation Measures**	**Significance After Mitigation**
residential access and on-street parking during events.	Management Program for major events (10,000 people or greater). Specifics of this program should be finalized based on actual scheduled events and anticipated attendance. This program shall include a traffic management plan which shall be developed in coordination with the City of Monterey Park Police Department and the Los Angeles County Sheriff's Department for major events. This plan shall include directional signage to ensure efficient traffic flow and traffic control officers to minimize delays. Such a Program could include, but not limited to, the following elements: • A traffic control plan, including traffic control officers at campus access points, to direct and control traffic during peak arrival and departure times for stadium events. • Information services to educate attendees about recommended access routes and parking locations. Such a service could supply maps or other information along with ticket sales and signage. • Enhanced enforcement of off-site parking violations, to address nearby resident's concerns about increased traffic and parking demands during events. • If necessary during events with expected high attendance, satellite parking areas should be identified. However, the current level of stadium usage would not suggest the need for this measure on a regular basis. • Provision of special event and school parking separation (designated school parking areas). • Provisions for alternative parking for attendees, should on-campus parking become full. • Use of tandem, or stacked parking on campus lots and/or turf parking to handle overflow during large stadium events. **T9** Upon completion of stadium improvements, provisions shall be made for off-site parking and shuttle service as needed to handle parking overflow during special events at the Weingart Stadium.	
UTILITIES/SERVICE SYSTEMS		
Utility Demand Due To Increased Enrollment: Incremental increase to water demand could contribute to	**U1** In undertaking the landscape improvements to the campus drought tolerant plants shall be used wherever possible.	Less than Significant Impact

TABLE 2-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES		
Potential Impacts	**Mitigation Measures**	**Significance After Mitigation**
regional impacts to water supply.	**U2** As a water conservation measure, the proposed projects shall be equipped with wastewater conservation fixtures including low flow toilets.	
Increase in solid waste generation could contribute to regional impacts to landfill capacity.	**U3** A recycling program shall be designed and implemented to reduce the amount of solid waste going to landfills. This program shall promote the recycling of newspaper, glass bottles, aluminum, bimetal cans and P.E.T. bottles. **U4** Adequate recycling bins and chutes shall be provided at appropriate locations with sufficient access for recycling vehicles.	Less than Significant Impact

~~**Unavoidable Significant Impacts.**~~ Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance." In order to approve a project with unavoidable significant impacts, the lead agency, Los Angeles Community College District, must adopt a Statement of Overriding Considerations (in accordance with 15093 of the CEQA Guidelines) indicating that the benefits of approving the proposed project outweigh the negative environmental consequences. For this reason, the public benefits of the proposed project must be clearly articulated.

Unavoidable Significant Adverse Impacts. Based on the analysis contained in the~~is~~ Draft EIR, the proposed project would create the following unavoidable significant impact~~s~~ after the application of mitigation measures:

- Air Quality Impacts Related ~~Impacts~~ to ~~PM10~~PM_{10} from Construction. PM_{10} emissions are anticipated to exceed SCAQMD thresholds during the grading/excavation phase of the construction period. Overlapping construction could result in an exceedance of the SCAQMD threshold for PM_{10}.
- Noise Related Impacts from Intermittent Disruptions during Construction
- ~~Noise Related Impacts from Stadium Operation~~

Significant Impacts That Can Be Mitigated To Less-Than-Significant Level. Based on the analysis contained in the~~is~~ Draft EIR, the proposed project would result in the following significant impacts that can be mitigated to less-than-significant levels:

- Visual Impacts on Adjacent Residences
- Geological Impacts Related to Seismic Hazards
- Hazards Related to Removal of Buildings (Asbestos, Lead, PCB's)
- Event Traffic and Parking Impacts
- Utility Capacity Due to Increased Enrollment
- Noise Related Impacts from Stadium Operation

Less-Than-Significant Or No Impact. Based on the analysis contained in the~~is~~ Draft EIR and the Initial Study ~~**(Appendix A)**~~ for the ELAC Facilities Master Plan the following were found to result in a less-than-significant impact or no impact~~.~~:

- Agricultural Resources
- Biological Resources
- Cultural Resources
- Hydrology/Water Quality
- Land Use Compatibility
- Mineral Resources
- Population/Housing
- Scenic Resources
- Public Services ~~(Police Service due to Increased Enrollment, Fire Access, Schools)~~
- Recreation

2.3 AREAS OF CONTROVERSY

No areas of controversy or issues to be resolved by the decision-makers have been identified for this project.

3.0 PROJECT DESCRIPTION

3.1 BACKGROUND

The East Los Angeles College (ELAC) Facilities Master Plan has been developed to meet the overall needs of students, the college community, and the general surrounding community. As the most populous and second oldest college within the Los Angeles Community College District, ELAC has experienced continued and steady growth in student enrollment. The primary service area for the East Los Angeles College includes nine communities covering an area of approximately 77 square miles (See **Figure 3-1**). Student enrollment has grown by approximately 17 percent in the past ten years. In 1999 ELAC enrollment reached approximately 17,197 students.

In anticipation of further acceleration in college population growth due to demographic changes and student population increases at junior and high school levels, ELAC has entered into the master planning process with a focused attempt at planning for future build-out of the college up to the year 2010. To meet forthcoming instructional program and student services needs, the college has established a tentative priority list for new facilities that will allow for a comprehensive plan to meet overall college, student, and community needs. The priority list will be visited and updated annually in order to remain focused on the actual need and demands of the college community.

3.2 PROJECT OBJECTIVE

The Master Plan is proposed to be undertaken in order to facilitate superior instructional delivery that the ELAC students and the community need and deserve. The goals of the proposed project are drawn from discussions with the Master Plan Steering Committee, and with participants from the administration, faculty, staff, students, representatives from governmental agencies, and the community. The following facility goals were developed from these campus-wide meetings and reflect the participants' primary concerns:

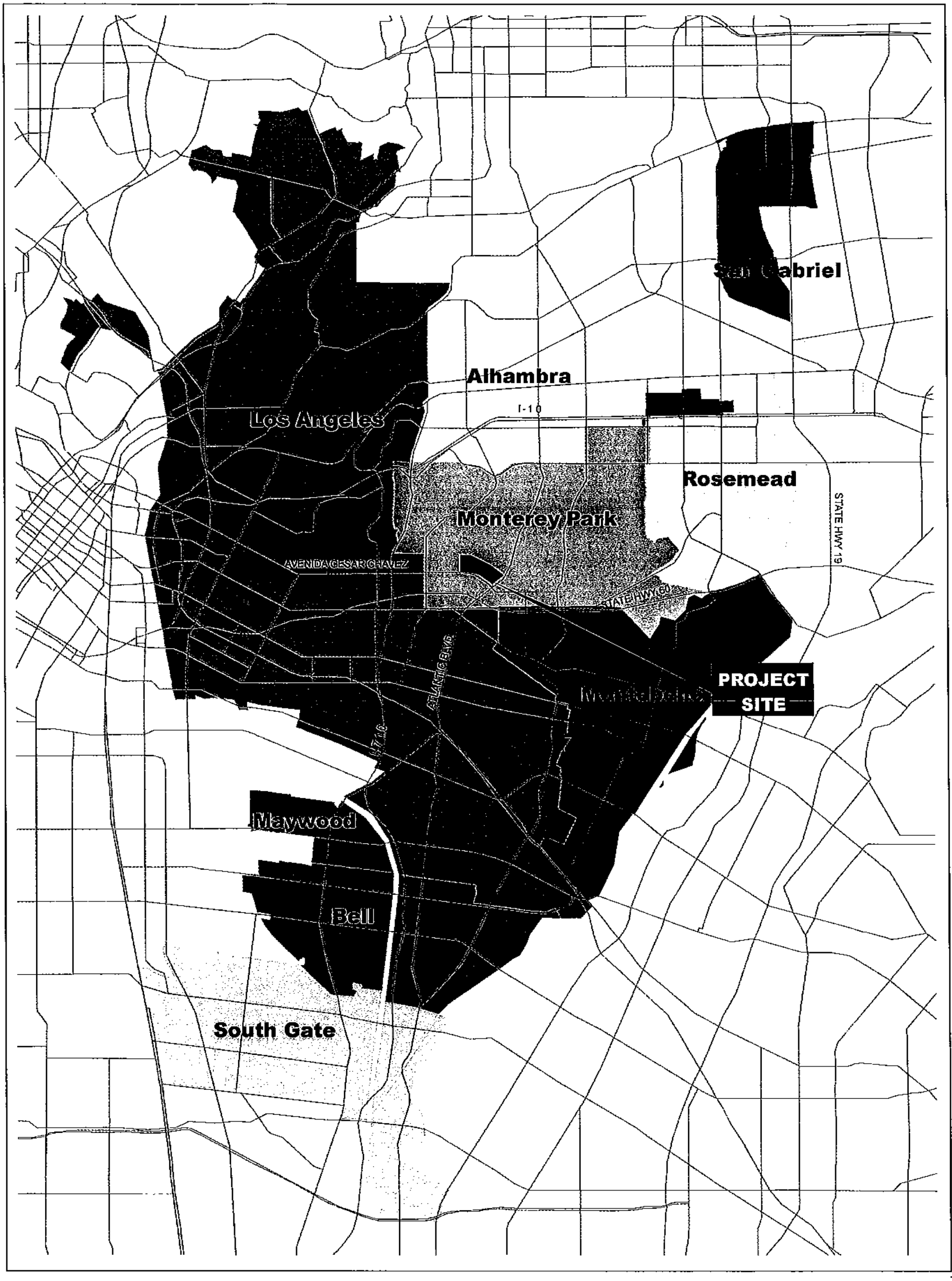
- To have an inviting and enjoyable college campus;
- To have a safe and friendly college campus; and
- To be a community landmark.

It is also the concern of the administration that ELAC is unable to fully meet the educational needs of current students due to overcrowding and inadequate facilities. Expansion would enable the college to accommodate the expected increase in enrollment as it is ELAC's goal to provide an improved learning environment. Expansion would also result in technological improvements, aesthetic improvements, improved safety through building improvements, lighting and adequate and convenient parking, and the ability to maintain and/or increase course offerings and programs.

The Master Plan includes the expansion and improvement of the Weingart Stadium. This proposed project is intended to encourage non-school related athletic events (i.e., professional soccer games). This increased use in the stadium facilities would provide the college with the financial means to undertake continued improvement to the college facilities.

3.3 PROJECT LOCATION

The East Los Angeles Community College is located at 1301 Avenida Cesar Chavez in the City of Monterey Park in Los Angeles County. The ELAC campus is 5½ miles east of Downtown Los Angeles. Geographically, the ELAC campus is nestled at the base of two groups of hills, the Repetto and Montebello hills, which cross from the northwest to the southeast of the six-mile area surrounding the college.



SOURCE: Terry A. Hayes Associates/MapInfo, 2000

East Los Angeles College Facilities Master Plan EIR

COMMUNITY COLLEGE DISTRICT

FIGURE 3-1

ELAC ENROLLMENT SERVICE AREAS

Specifically, the ELAC campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north.

Regional access to ELAC is provided by the Pomona (SR-60), Long Beach (I-710) and San Bernadino (I-10) Freeways. The Pomona Freeway runs in an east-west direction, approximately 0.3 miles south of the college. Access between the campus and the Pomona Freeway is obtained via Atlantic Boulevard. The Long Beach Freeway runs in a north-south direction, approximately one mile west of the campus. Access to the campus from the Long Beach Freeway is obtained via Floral Drive and Avenida Cesar Chavez. The San Bernadino Freeway runs in an east-west direction, approximately 1.8 miles north of the campus. Access to the campus from the San Bernadino Freeway is via Atlantic Boulevard (see **Figure 3-2**).

The major streets serving the campus are Atlantic Boulevard, Eastern Avenue, and Garfield Avenue in the north-south direction, and Avenida Cesar Chavez in the east-west direction.

The main access to the campus is off of Avenida Cesar Chavez entering onto the college's Access Road. This entrance is the only entrance oriented toward pedestrians. All other campus entrances are oriented toward vehicular use. The primary access point to the main student parking facility, the Stadium Lot, is provided by Avalanche Way via Floral Drive and Bleakwood Avenue. Secondary access to the campus is provided by Floral Drive and Collegian Street.

3.4 EXISTING CONDITIONS

Existing Site Conditions

Originally, the ELAC site was used for agricultural purposes. The ELAC campus encompasses 82 acres. Established in 1945, the campus is well developed with a mixture of temporary and permanent buildings (See **Figures 3-3** through **3-5**). The campus maintains a variety of open and outdoor space. However, the campus overall is suffering from deferred maintenance particularly the temporary buildings. (See **Figures 3-6** and **3-7**).

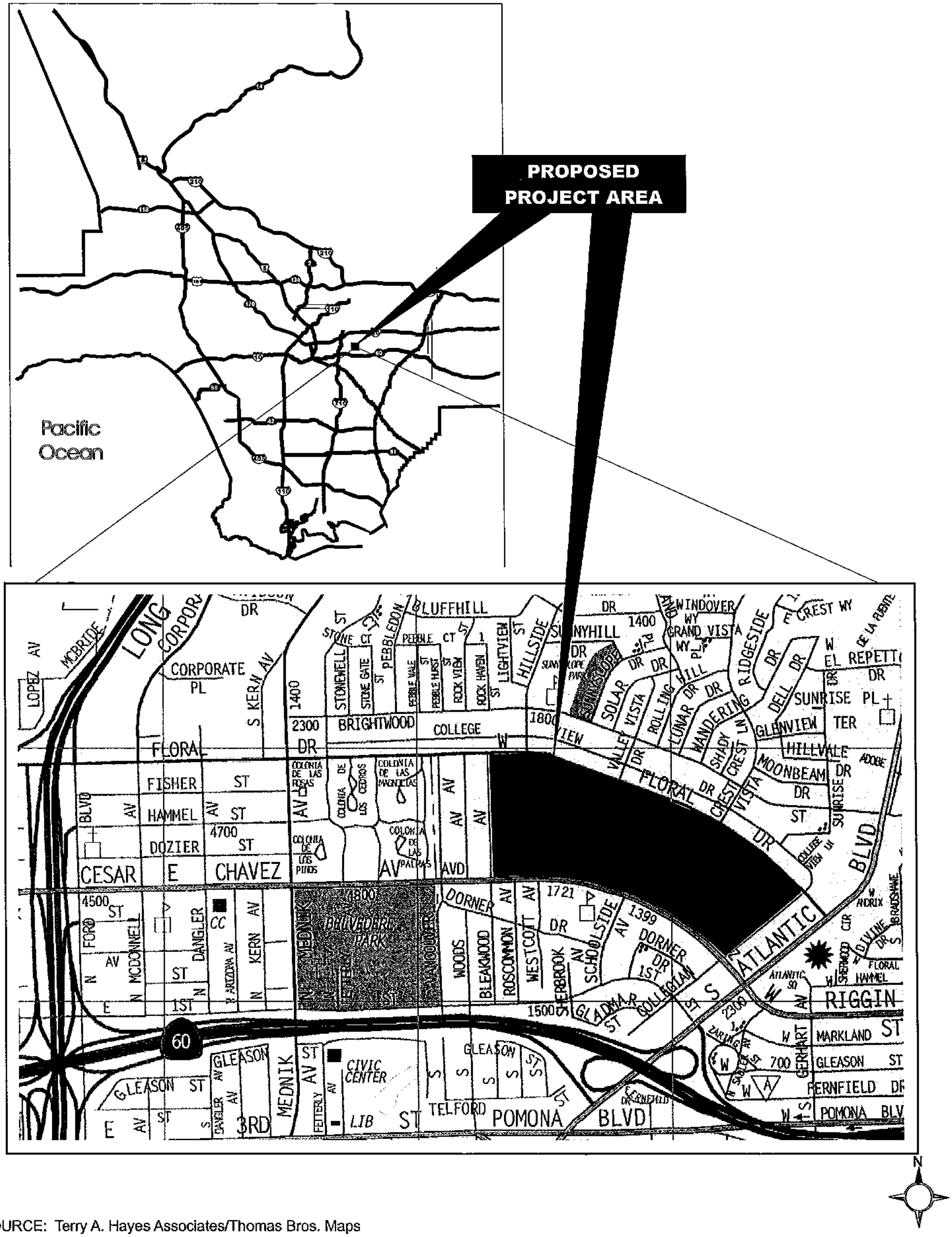
Buildings

The campus academic area, located on the eastern side of the campus, includes the Dr. Helen Miller Bailey Library, Library Annex, classroom buildings, Ingalls Auditorium, Little Theater, Vincent Price Gallery, and the Student Center. Temporary buildings are located within the academic area and are primarily used as classroom space. The temporary buildings are wooden bungalows mostly installed in the 1950's. These bungalows do not comply with current building and safety codes; are not adequately ventilated; and do not contain air conditioning. Most of these buildings are not equipped for access by disabled persons.

Athletic and recreational facilities are located on the west and central-north edge of the campus. The athletic and recreational facilities include the Swim Stadium, the Women's and Men's Gyms, and the Weingart Stadium, which has a 20,400-seat capacity. A baseball field and tennis courts are located on the west site of the campus. The campus police are also located on the west side of campus within the Weingart Stadium (See **Figures 3-8 and 3-9**).

Existing Plant Facilities are located at the northeast end of campus at Floral Drive. Three temporary buildings serve as storage for Plant Facilities.

The most recent development on campus is a Child Development Center. The facility is located at the southwest border of the campus on Bleakwood Avenue and Avenida Cesar Chavez.



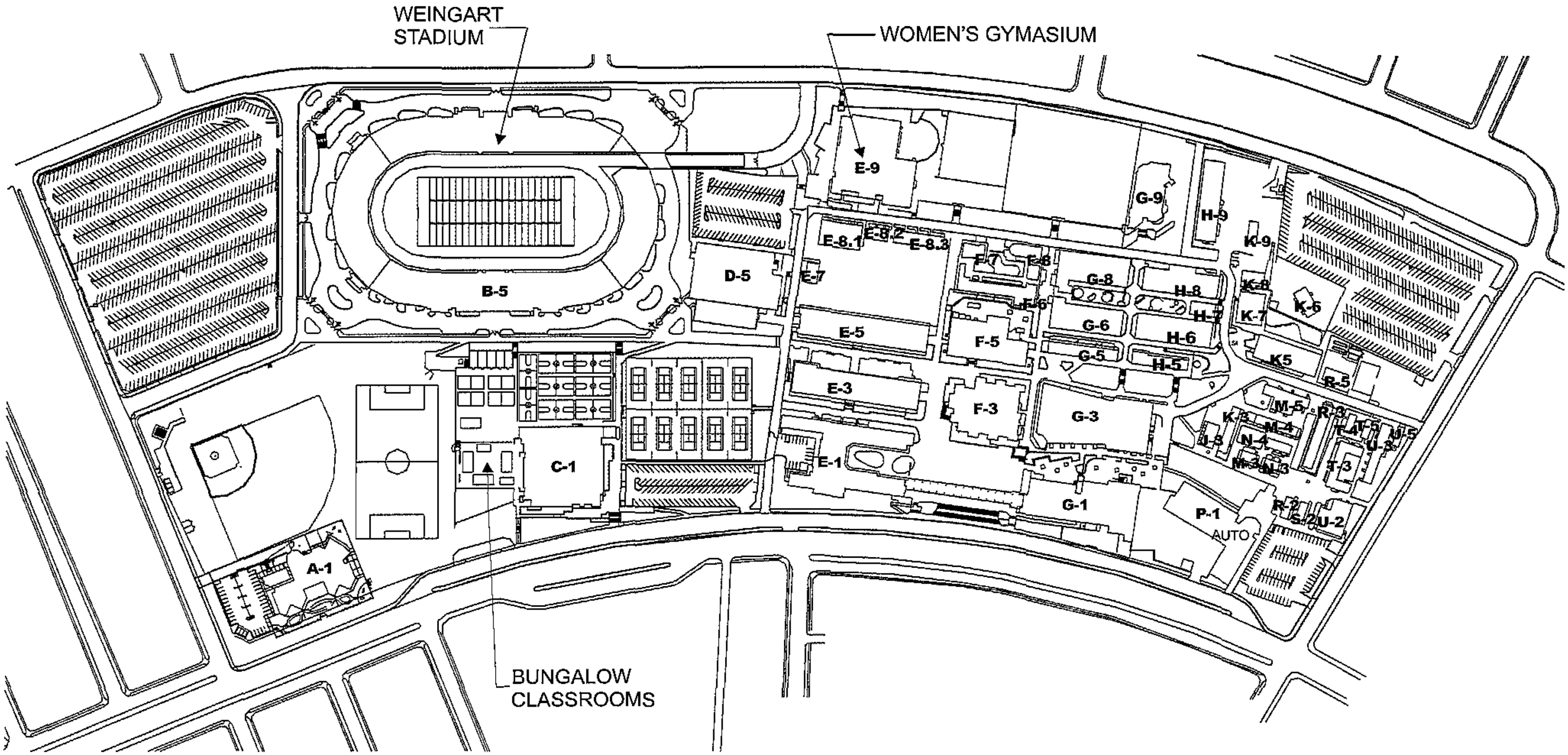
SOURCE: Terry A. Hayes Associates/Thomas Bros. Maps

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-2

REGIONAL LOCATION



LEGEND:

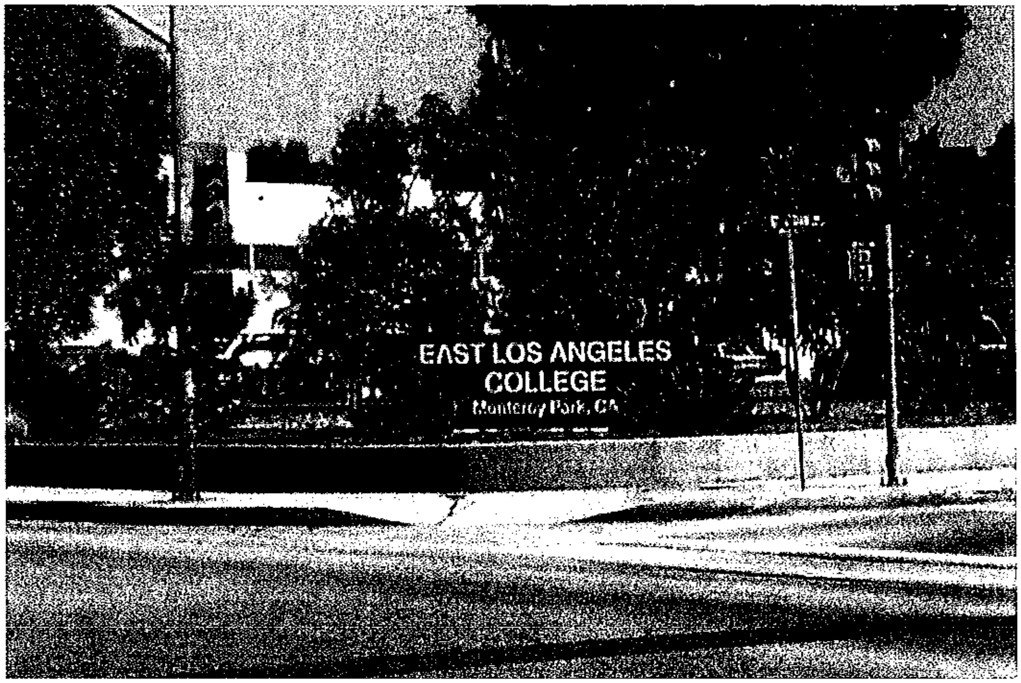
A-1 CHILD DEVELOPMENT CTR.
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY
E-5 (FORMER LIBRARY) BUSINESS,
MATH, SOCIAL SCIENCES
FOREIGN LANGUAGES
E-7 CLASSROOMS
E-8 ADMIN. OF JUSTICE
UPWARD BOUND CLASSROOMS
E-8.1 CLASSROOMS
E-8.2 EOPS
E-8.3 CLASSROOMS
E-9 WOMEN'S GYMNASIUM
F-3 BAILEY LIBRARY
F-5 LIBRARY
F-6 ART
F-7 LECTURE HALL
F-8 PLANETARIUM
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-5 FAMILY & CONSUMER STUDIES
SPECIAL STUDIES
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-6 LIFE SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
H-9 PLANT FACILITIES
J-3 COMMUNITY SVCS
COLLEGE DEV.
K-3 CLASSROOMS
K-5 MUSIC
K-6 CHILD CARE ANNEX
K-7 MUSIC
K-8 CLASSROOMS
K-9 MAINTENANCE
M-3 STORAGE
M-4 CLASSROOMS
M-5 CLASSROOMS
N-3 TOILETS
N-4 CLASSROOMS
P-1 AUTO
R-2 CLASSROOMS
R-3 ELECTRONICS
R-5 CHILD DEVELOPMENT CTR
S-2 JOURNALISM
T-3 EOPS & SPEECH DEPT
T-4 CUSTODIAL OPERATIONS
T-5 STORAGE
U-2 LITTLE THEATER
U-3 PHOTOGRAPHY
U-5 SHIPPING &
RECEIVING

N

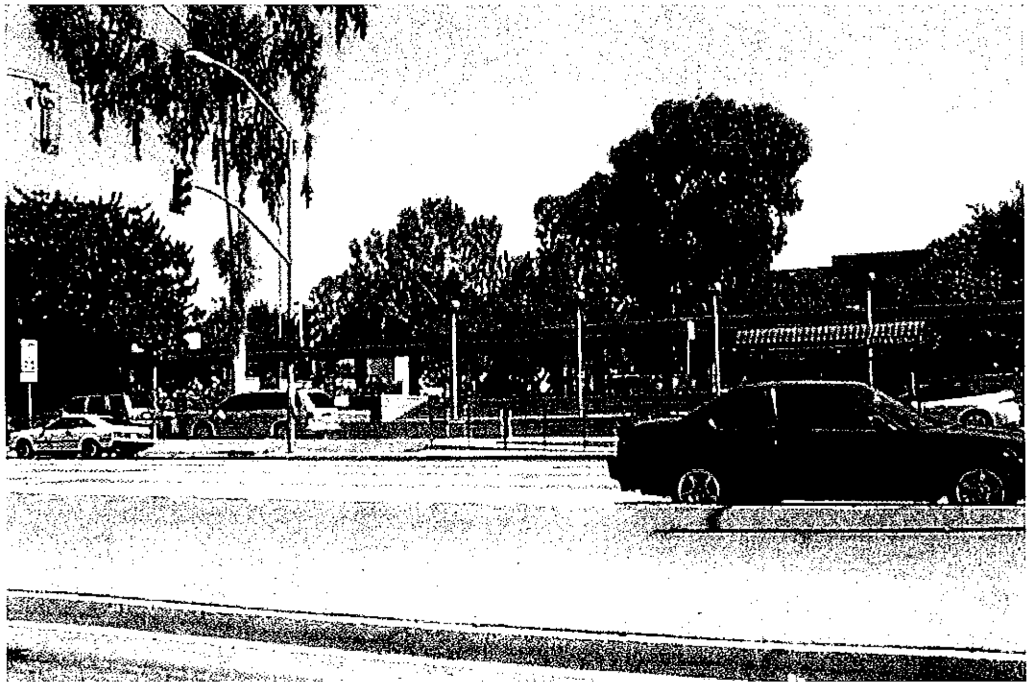
SOURCE: TDM Architects, Inc., 2000

FIGURE 3-3

EXISTING SITE PLAN



Corner of Collegian Avenue and Avenida Cesar Chavez, looking northwest.

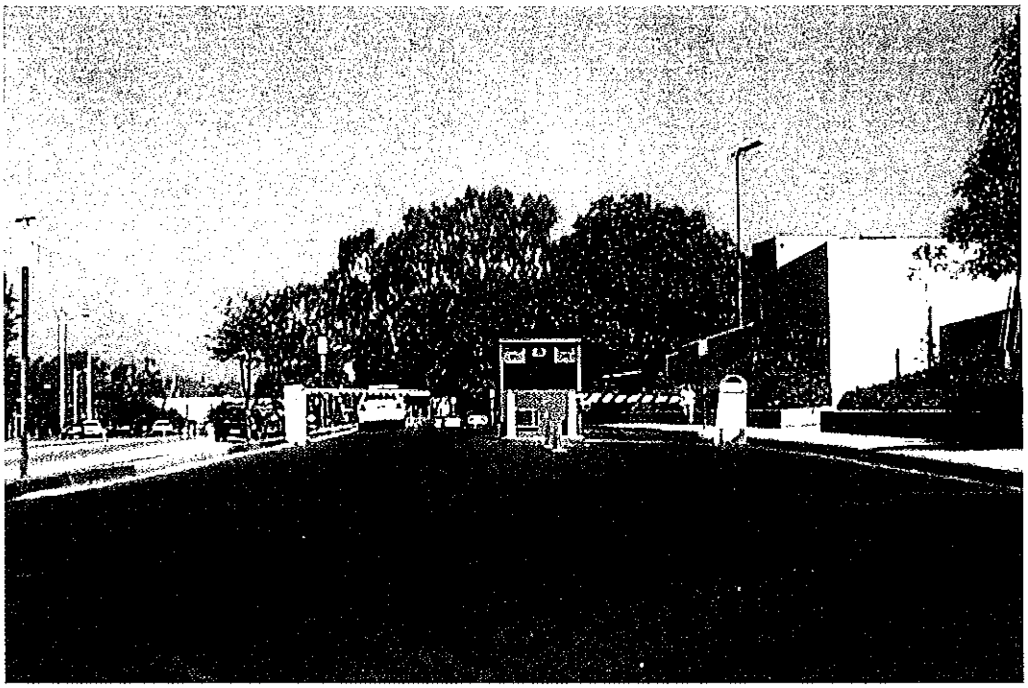


Entrance to the campus on Avenida Cesar Chavez looking north.

SOURCE: Terry A. Hayes Associates

FIGURE 3-4

PHOTOGRAPH OF CAMPUS ENTRANCE



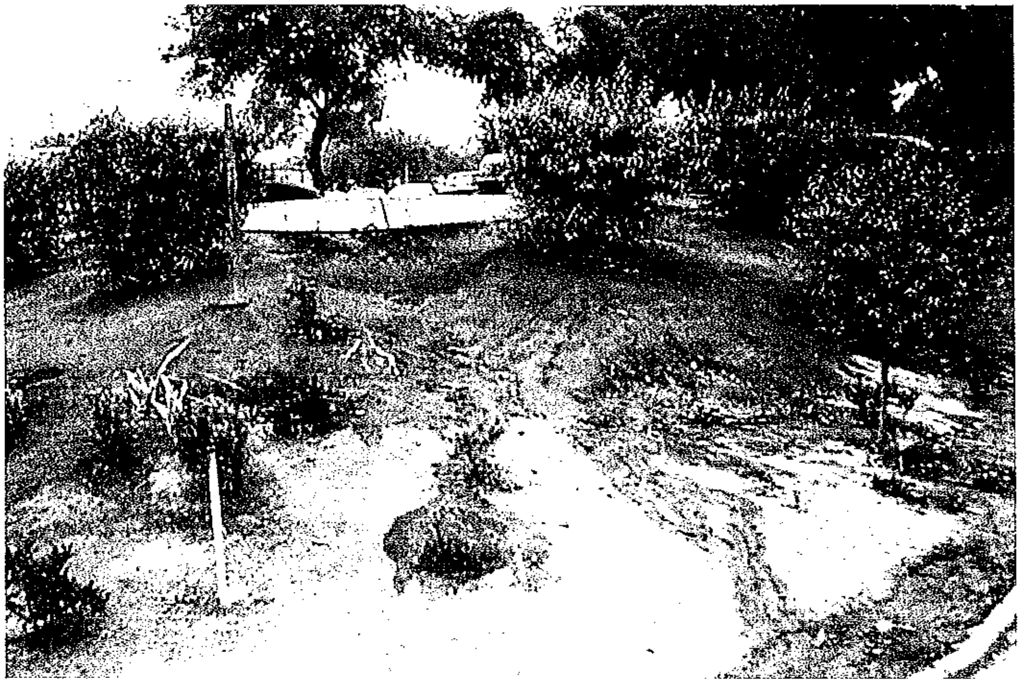
View looking east along Avenida Cesar Chavez. Guard Booth is on frontage access road on the north side of Avenida Cesar Chavez.

Buses serving the campus, primarily stop along Collegian Avenue.

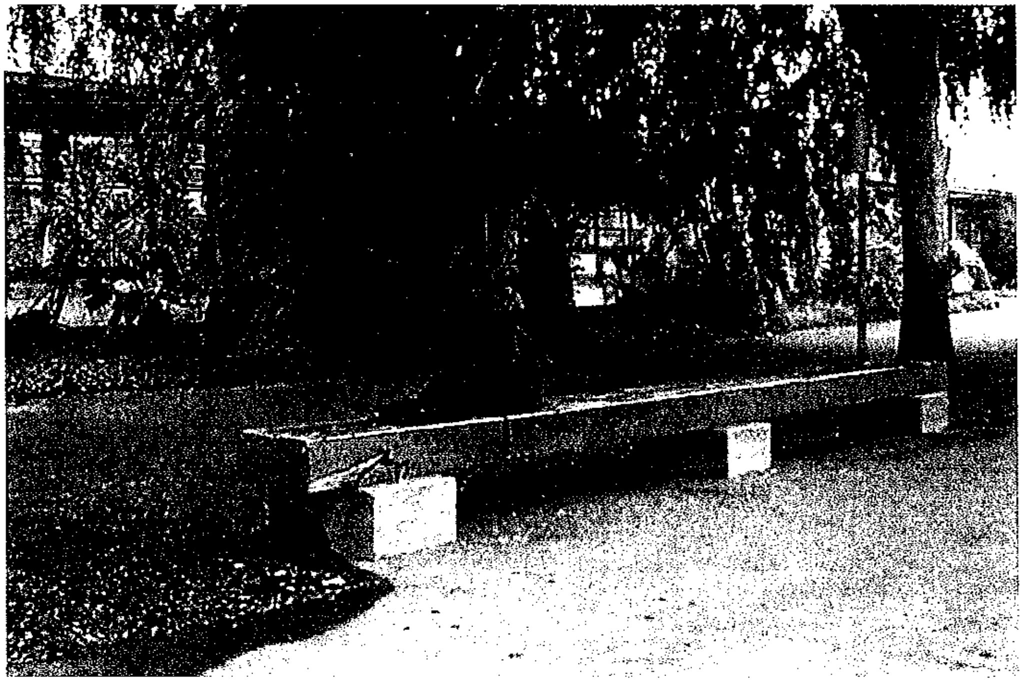
SOURCE: Terry A. Hayes Associates

FIGURE 3-5

PHOTOGRAPH OF BUS AND ACCESS ROAD

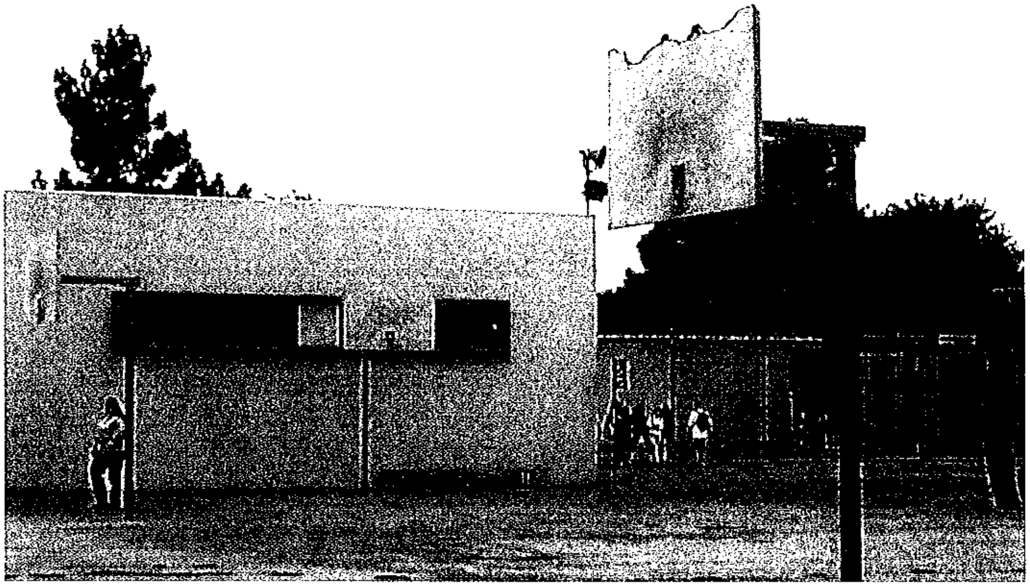


Landscaping at the corner of Floral Drive and Collegian Avenue (northeast corner of the campus) is sparse and requires maintenance.

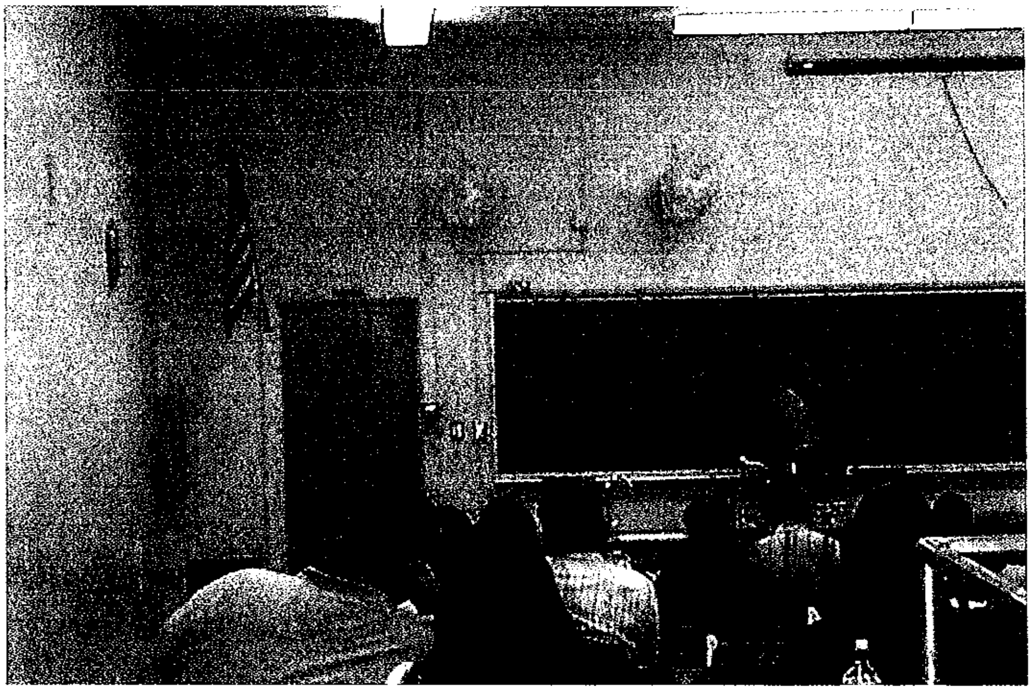


Seating northeast of the student park outside of classroom building shows signs of wear.

SOURCE: Terry A. Hayes Associates



Athletic field and basketball courts located east of tennis courts require replacement. The basketball courts will be replaced with volleyball courts, under the master plan.

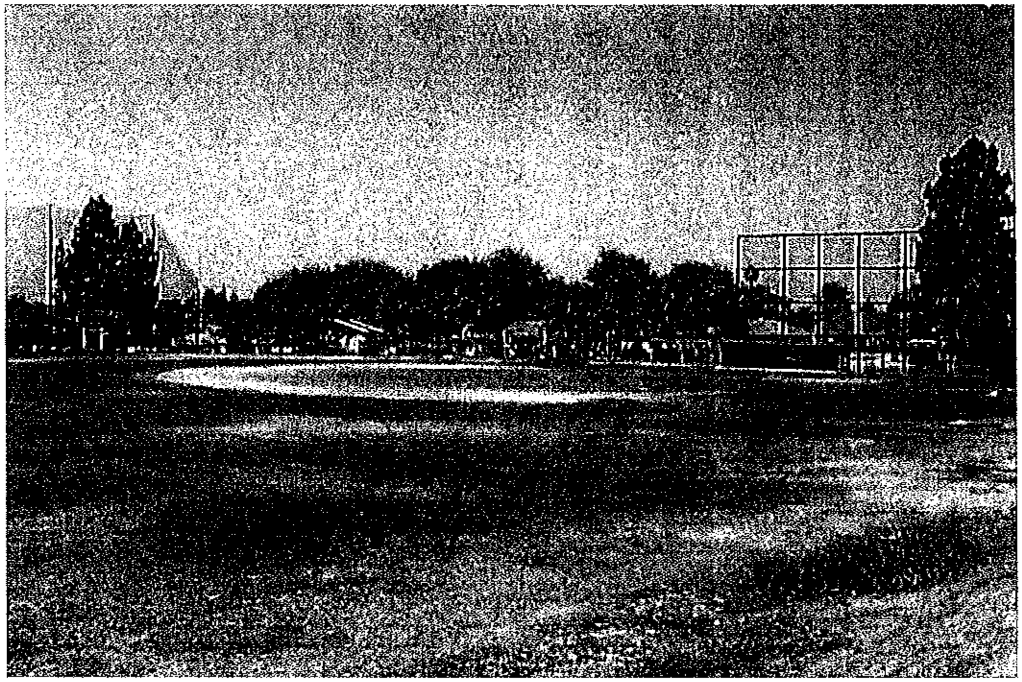


Lecture Hall within center of campus. Walls and ceiling show signs of deterioration.

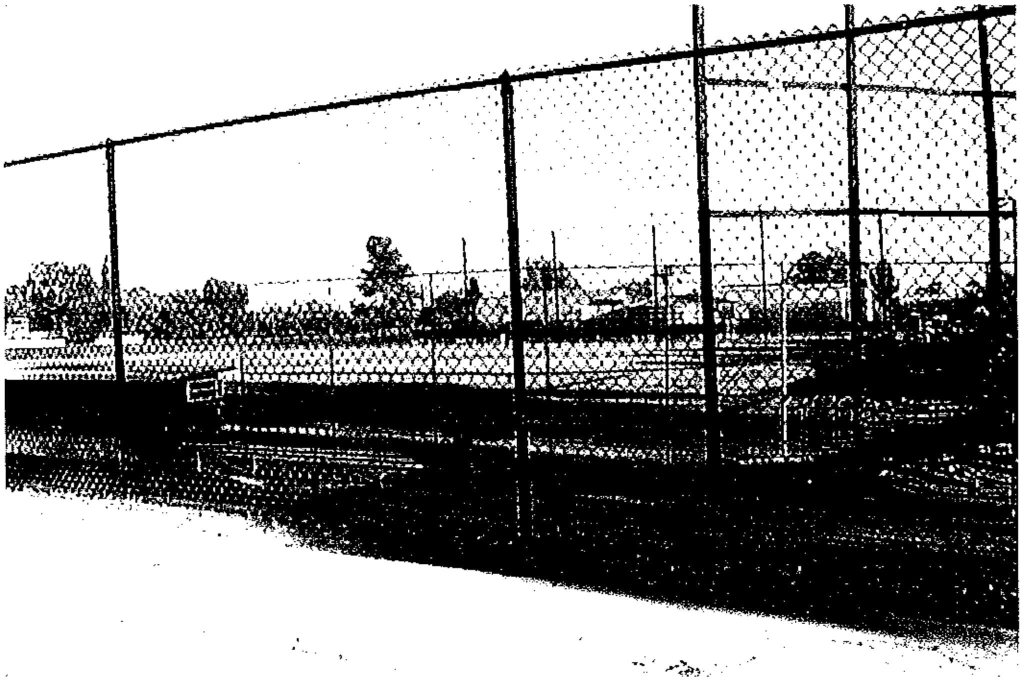
SOURCE: Terry A. Hayes Associates

FIGURE 3-7

PHOTOGRAPH OF ATHLETIC FIELD AND CLASSROOM



View of baseball field on the west side of the campus. This view is from the northeast looking towards the residential properties on Bleakwood Avenue.

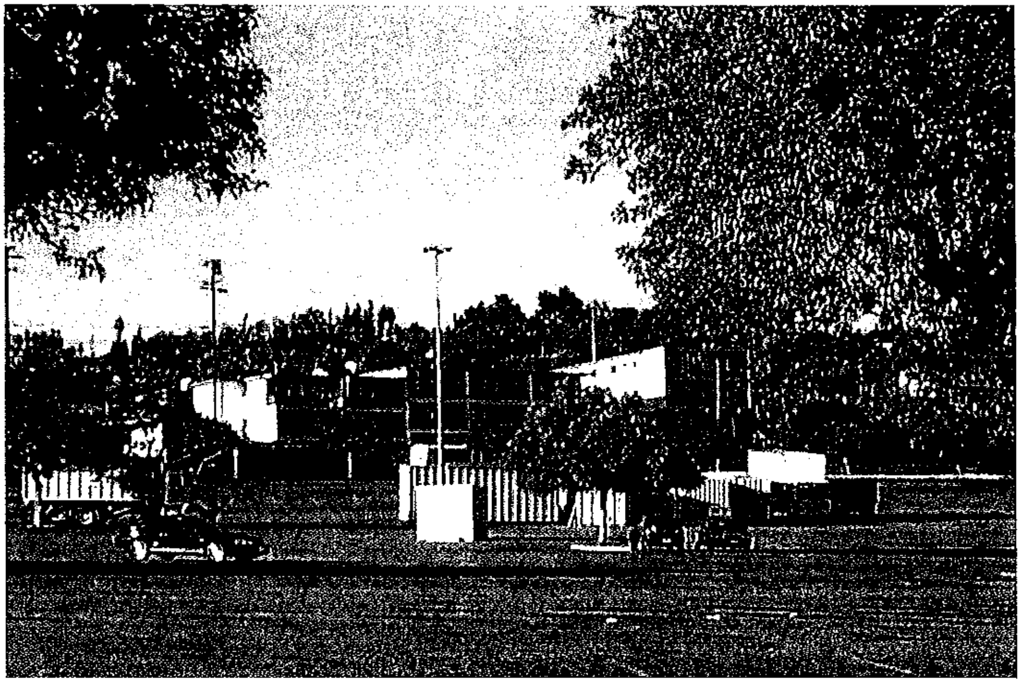


View of the baseball field looking southeast towards the campus.

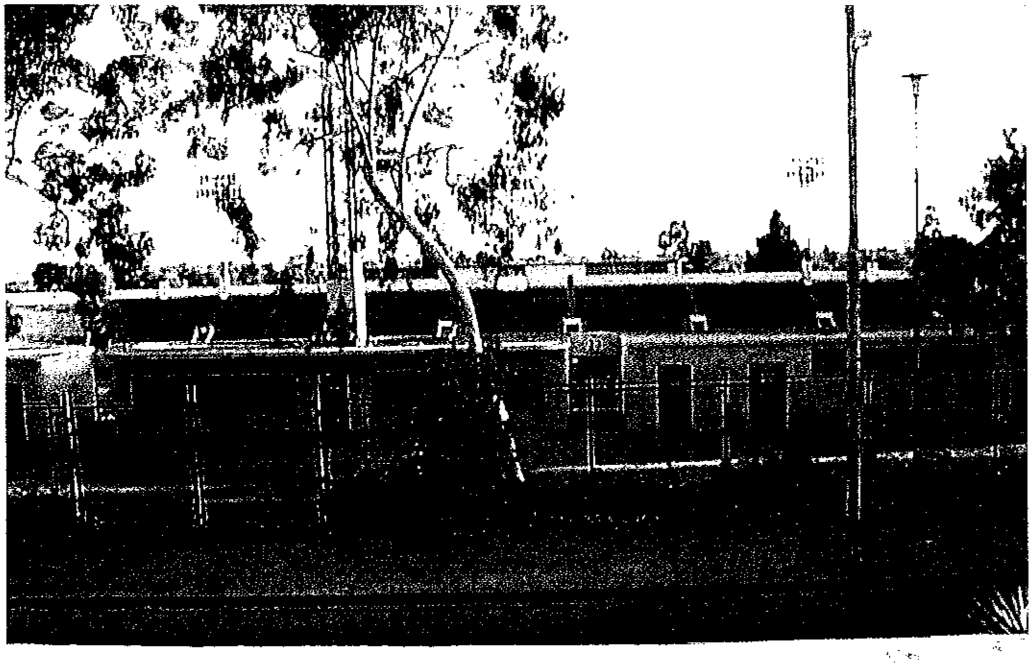
SOURCE: Terry A. Hayes Associates

FIGURE 3-8

PHOTOGRAPH OF EXISTING BASEBALL FIELD



Northeast Campus parking lot looking north towards multi-family residential properties on Floral Drive.



View of Weingart Stadium from the multi-family residential units on Floral Drive.

SOURCE: Terry A. Hayes Associates

FIGURE 3-9

PHOTOGRAPH OF STADIUM PARKING LOT AND STADIUM FACILITIES

The ELAC buildings are generally one-and two story structures. Many of the buildings are more than 40 years old and require maintenance. More than 40 percent of the buildings on the campus are classified as temporary structures. The ELAC campus contains two park-like areas. One park-like area is located near the center of the campus within the academic uses and the second park is situated adjacent to Floral Drive, to the east of the Weingart Stadium.

Parking

The campus provides 1,830 surface parking spaces in five major lots, three medium-sized lots, and curbside parking along Avalanche Way and Access Road. The five major parking lots within the campus are:

- Pool Lot, located to the north of the natatorium and east of Weingart Stadium, in the center of campus;
- Tennis Lot, located on Access Way, adjoining the tennis courts to the north;
- Northeast Lot, located at the corner of Floral Drive and Collegian Avenue;
- Southeast Lot, located at the corner of Avenida Cesar Chavez and Collegian Avenue; and
- Stadium Lot, located at the corner of Bleakwood Avenue and Floral Drive

The Northeast Lot located near the academic center of campus is often full. The largest parking lot is the Stadium Lot, and it is typically underutilized due to the distance of the lot from the academic center of the campus. Overall, the parking lots are poorly maintained and have inadequate lighting and are thus a safety concern.

Overall Campus Conditions

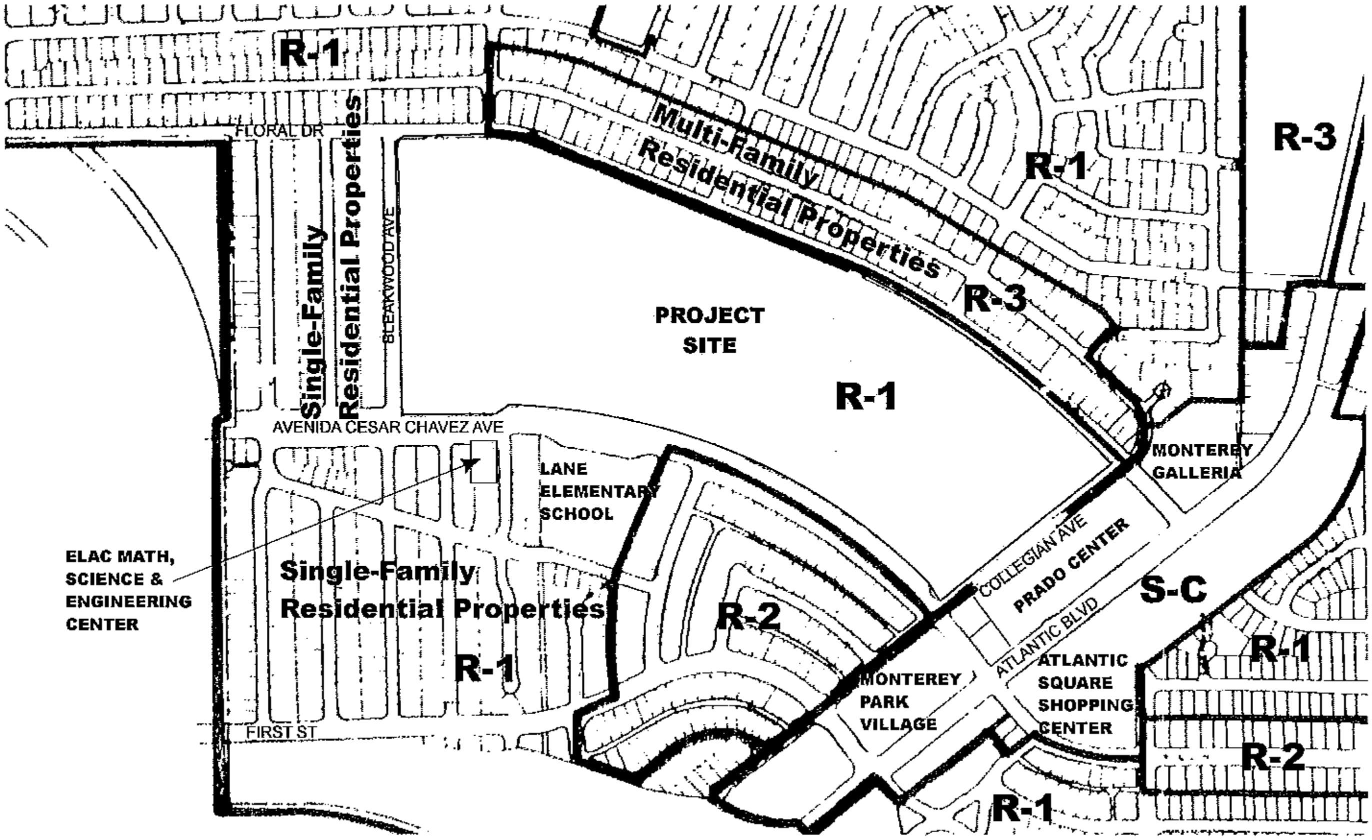
Landscaping. Landscaping within the campus consists of overgrown, haphazardly placed, and irregularly shaped trees and shrubs. Minimum landscaping exists along the edge of campus. Within the campus, sidewalks are cracked, with occasional patches of bare dirt.

Technology. Upgrades in electrical and data line infrastructure for instructional, security, fire alarm, and energy management systems are needed. In addition, many of the buildings on campus lack air conditioning.

Safety requirements. A majority of the buildings on campus do not meet current codes, such as seismic safety, energy compliance, and the Americans with Disabilities Act (ADA).

Surrounding Land Uses

Multi-family residential units are located to the north of the ELAC campus on Floral Drive. Single-family units are located along the west and south side of the campus on Bleakwood Avenue and Avenida Cesar Chavez. Robert Hill Lane Elementary School is situated on the south side of Avenida Cesar Chavez, across the street from the ELAC campus. ~~Two~~Four shopping ~~C~~centers are located to the east of the campus ~~on~~off of Collegian Avenue. The Prado ~~Plaza~~Center is located on the north side of Avenida Cesar Chavez~~ and~~, the Atlantic Square Shopping Center is located ~~to the south of Avenida Cesar Chavez~~east of Atlantic Boulevard and the Monterey Galleria is located north of Floral Drive (See **Figures 3-10** through **3-12**). A fast food restaurant is located on the corner of Avenida Cesar Chavez and Collegian Avenue and a gas station is located to the east of the fast food restaurant.



LEGEND:

R-1 = Single-Family Residential
R-2 = Medium-Multiple Residential
R-3 = High-Density Multiple Residential
S-C = Shopping Center

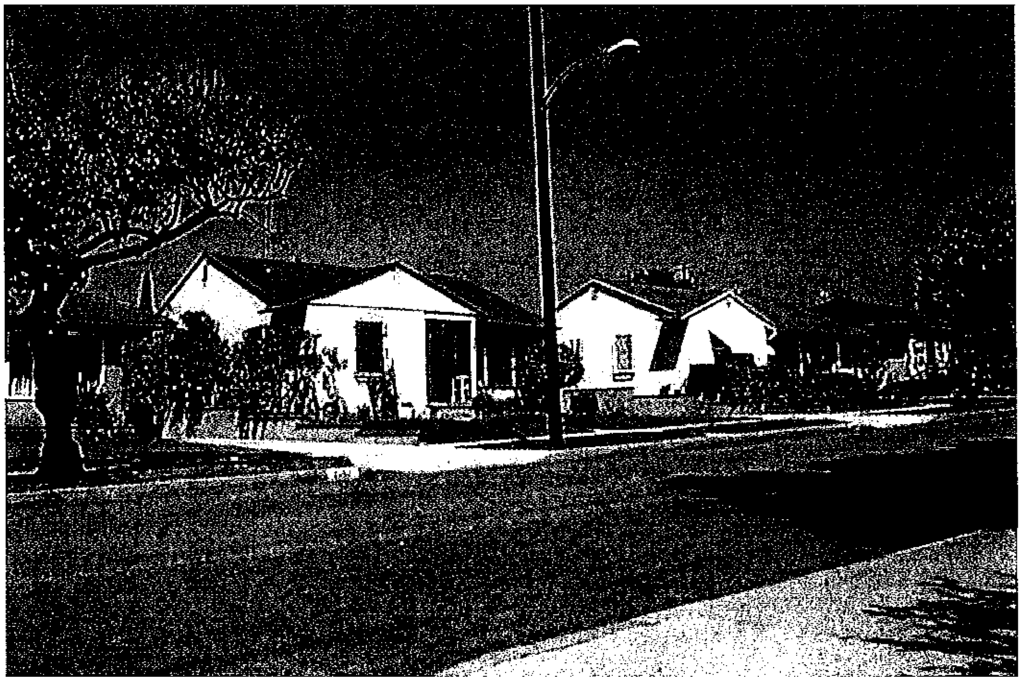
SOURCE: City of Monterey Park, Zoning Map, April 14, 1998

East Los Angeles College Facilities Master Plan EIR
LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-10

ADJACENT LAND USES

Residential units on the south side of Avenida Cesar Chavez across the street from the campus. Residential properties are identified as sensitive receptors in addressing air quality and noise impacts.



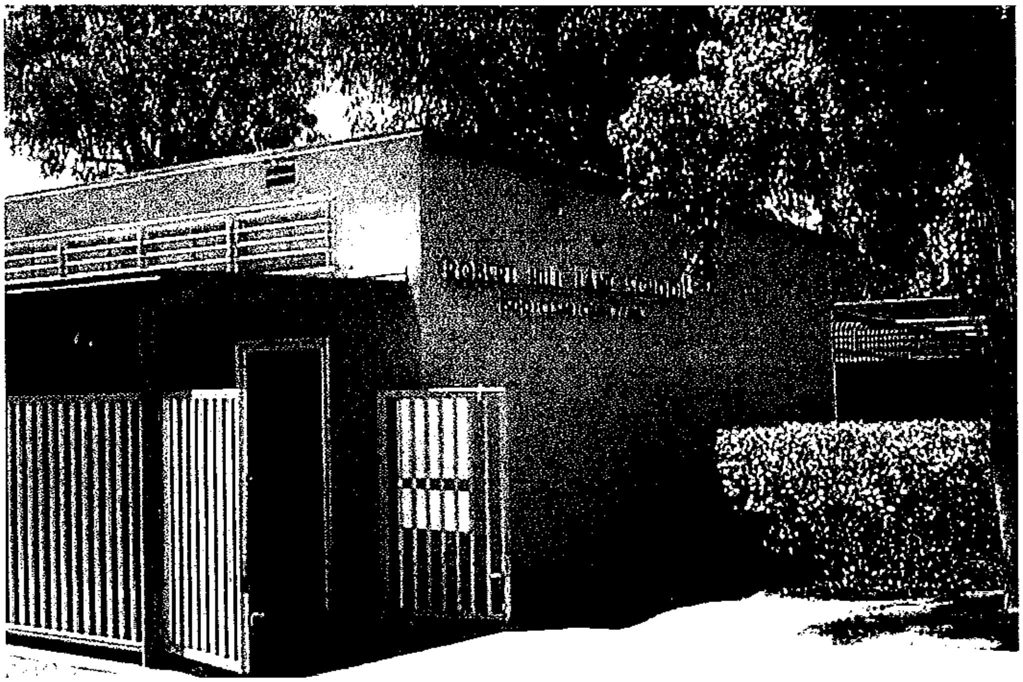
Single-family residential units on Bleakwood Drive (west of the campus), looking northwest. These properties may also be particularly affected by traffic generated by stadium events, and are also identified as sensitive receptors in addressing air quality and noise impacts.

SOURCE: Terry A. Hayes Associates

FIGURE 3-11

PHOTOGRAPH OF RESIDENTIAL PROPERTIES ADJACENT TO CAMPUS

ELAC Child Development Center at southwest edge of the campus at the corner of Avenida Cesar Chavez and Bleakwood Avenue. This use would be sensitive to air quality and noise impacts.



Robert Hill Lane Elementary School is located south of the ELAC Campus off of Avenida Cesar Chavez. This use would also be sensitive to air quality and noise impacts.

SOURCE: Terry A. Hayes Associates

FIGURE 3-12

PHOTOGRAPH OF SENSITIVE RECEPTOR SCHOOLS

3.5 DESCRIPTION OF PROJECT

ELAC is overcrowded and unable to adequately meet current educational requirements of the students. Further, anticipated growth is expected to aggravate the problems that ELAC is currently experiencing. In order to meet ~~the increasing demand for classroom space and facilities, to improve the aesthetic character of ELAC, and to handle safety issues, ELAC is undertaking the preparation of~~this growth a Facilities Master Plan~~. This plan is designed to address the physical improvements to the campus. The Facilities Master Plan will be designed to allow for development of the facilities which would permit a capacity of 25,000 students. Buildout would permit an increase from the current enrollment of 17,197 students. This will allow for an approximately 45 percent increase in enrollment~~ has been prepared.

The Facilities Master Plan is intended to act as a guide for future development within the campus. Improvements contemplated in the Master Plan will add approximately 433,149 square feet of space to the ELAC facilities. The Master Plan will also include plans for air conditioning, infrastructure upgrade, and landscaping. In order to meet the goals of the Facilities Master Plan, several projects have been proposed (See **Figures 3-13** to **3-18**):

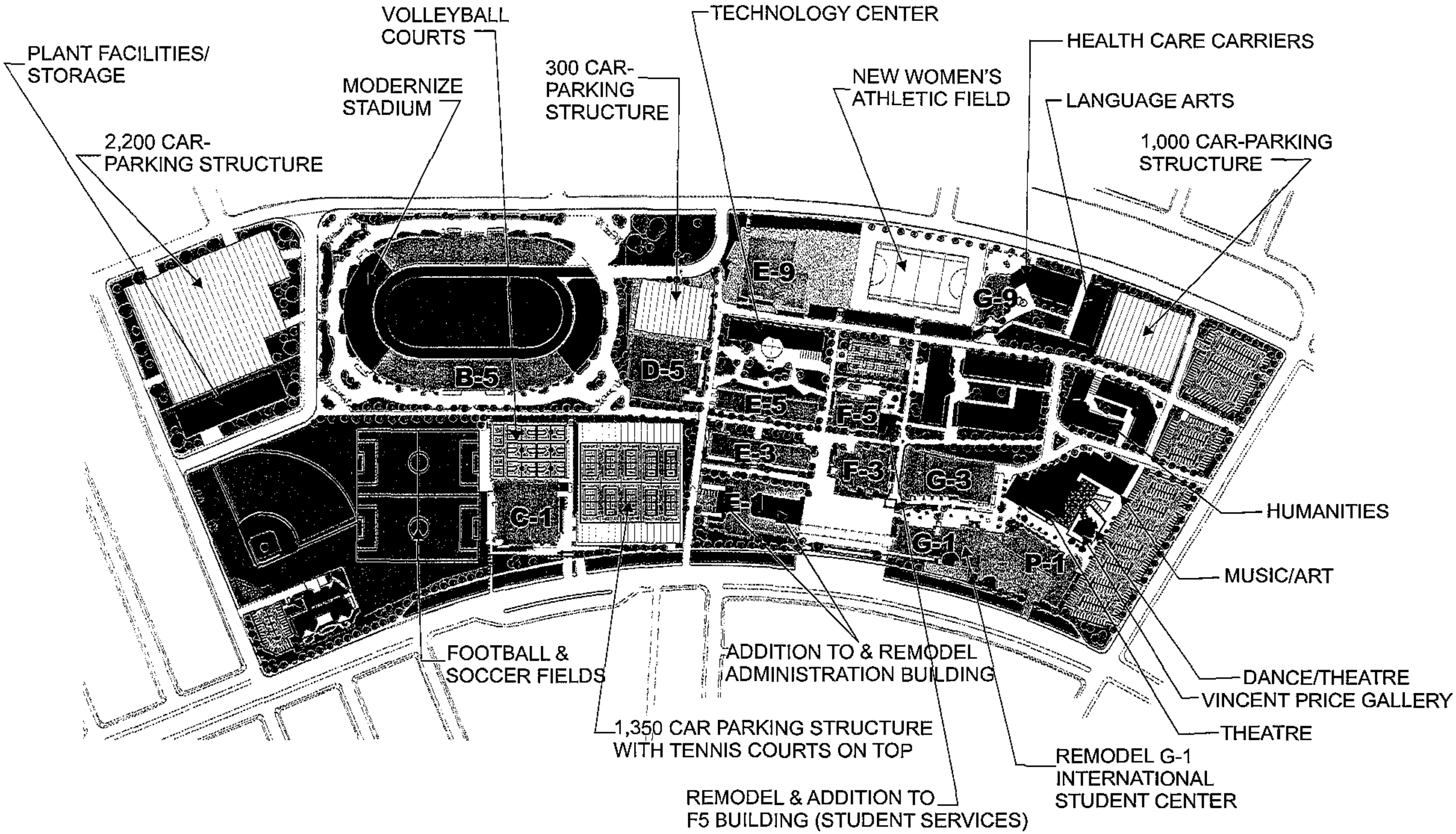
- **Technology Center** - The purpose of this building is to consolidate and expand the operations of the Architecture, Art, Broadcasting, Computer Science and Information Technology, Engineering, Electronics, Journalism, Office Administration and Photography departments. These new facilities will enable these departments to take advantage of modern technology. Further, the additional space would address capacity for increased student population. The building, a ~~99,600-square-foot~~98,065-square-foot structure, will rise four stories. The Technology Center would enclose the northern portion of the main courtyard and would be located north of the existing student park. This project would replace several temporary buildings on the east side of campus.

- **Comprehensive Fitness Center and Modernization of the Swim Stadium** - The Comprehensive Fitness Center will provide the campus with improved total fitness facilities which will be shared by Men's and Women's Athletics and the community at large. This proposed project will modernize the existing swim stadium and eliminate one of the two swimming pools, thus creating an 8,000-square-foot floor exercise area. The existing bleachers will be modified to allow space to accommodate exercise equipment. The locker Rooms and bathroom facilities will be updated to meet current codes and standards.

- **Performing and Fine Arts Center** - This proposed project will be located along the eastern side of the ELAC campus. This ~~126,500-square-foot~~119,270-square-foot facility will replace temporary structures. The facility will include a gallery, exhibition space and a theater. The two-story building will include a basement. The objective of this new facility is to consolidate and modernize existing art-related facilities. The building will house the Art, Dance, Theater Arts and Music Departments.

- **Volleyball Courts, Practice Football and Soccer Fields** - Volleyball courts will be located on the west side of the campus west of the proposed elevated tennis courts and parking structure. This proposed project will add one full-sized field to the east of the existing field for football and soccer practice. A retaining wall, which will allow the fields to be level, will be constructed along the east side of the field, west of the men's gymnasium.

- **Student Services and Administration Building Additions** - The proposed project will connect the northeast and southeast wings of the Administration Buildings at the formal front entry of the campus. Addition to the Library Annex are also proposed. The facility would contain the student



LEGEND

A-1 CHILD DEVELOPMENT CENTER
B-5 BLEACHERS
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL

E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY

E-5 (FORMER LIBRARY)
BUSINESS, MATH
SOCIAL SCIENCES
FOREIGN LANGUAGES
E-9 WOMEN'S GYMNASIUM

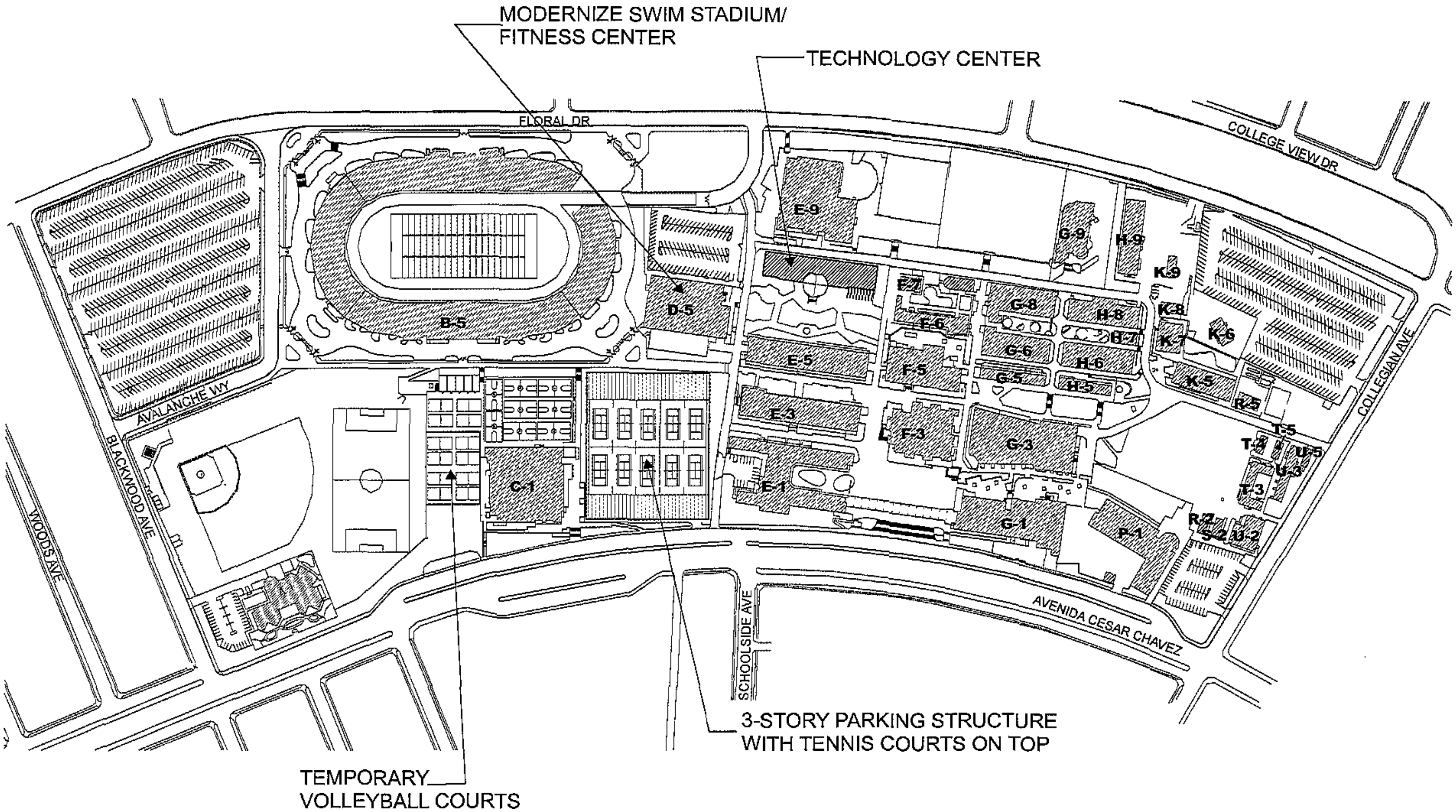
F-3 BAILEY LIBRARY
F-5 LIBRARY
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-9 NURSING
P-1 AUTO TECHNOLOGY

N

SOURCE: TDM Architects, Inc., 2000

FIGURE 3-13

PROPOSED SITE PLAN



LEGEND:

A-1 CHILD DEVELOPMENT CENTER
B-5 BLEACHERS
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY
E-5 (FORMER LIBRARY)
BUSINESS, MATH
SOCIAL SCIENCES
FOREIGN LANGUAGES
E-9 WOMEN'S GYMNASIUM
F-3 BAILEY LIBRARY
F-5 LIBRARY
F-6 ART
H-6 LIFE SCIENCE
F-7 LECTURE HALL
F-8 PLANETARIUM
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-5 FAMILY & CONSUMER STUDIES
SPECIAL STUDIES
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
H-9 PLANT FACILITIES
K-5 MUSIC
K-6 CHILD CARE ANNEX
K-7 MUSIC
K-8 CLASSROOMS
K-9 MAINTENANCE
P-1 AUTO TECHNOLOGY
R-2 CLASSROOMS
R-3 ELECTRONICS
R-5 CHILD DEVELOPMENT CTR
S-2 JOURNALISM
T-3 EOPS & SPEECH DEPT
T-4 CUSTODIAL OPERATIONS
T-5 STORAGE
U-2 LITTLE THEATER
U-3 PHOTOGRAPHY
U-5 SHIPPING AND RECEIVING

N

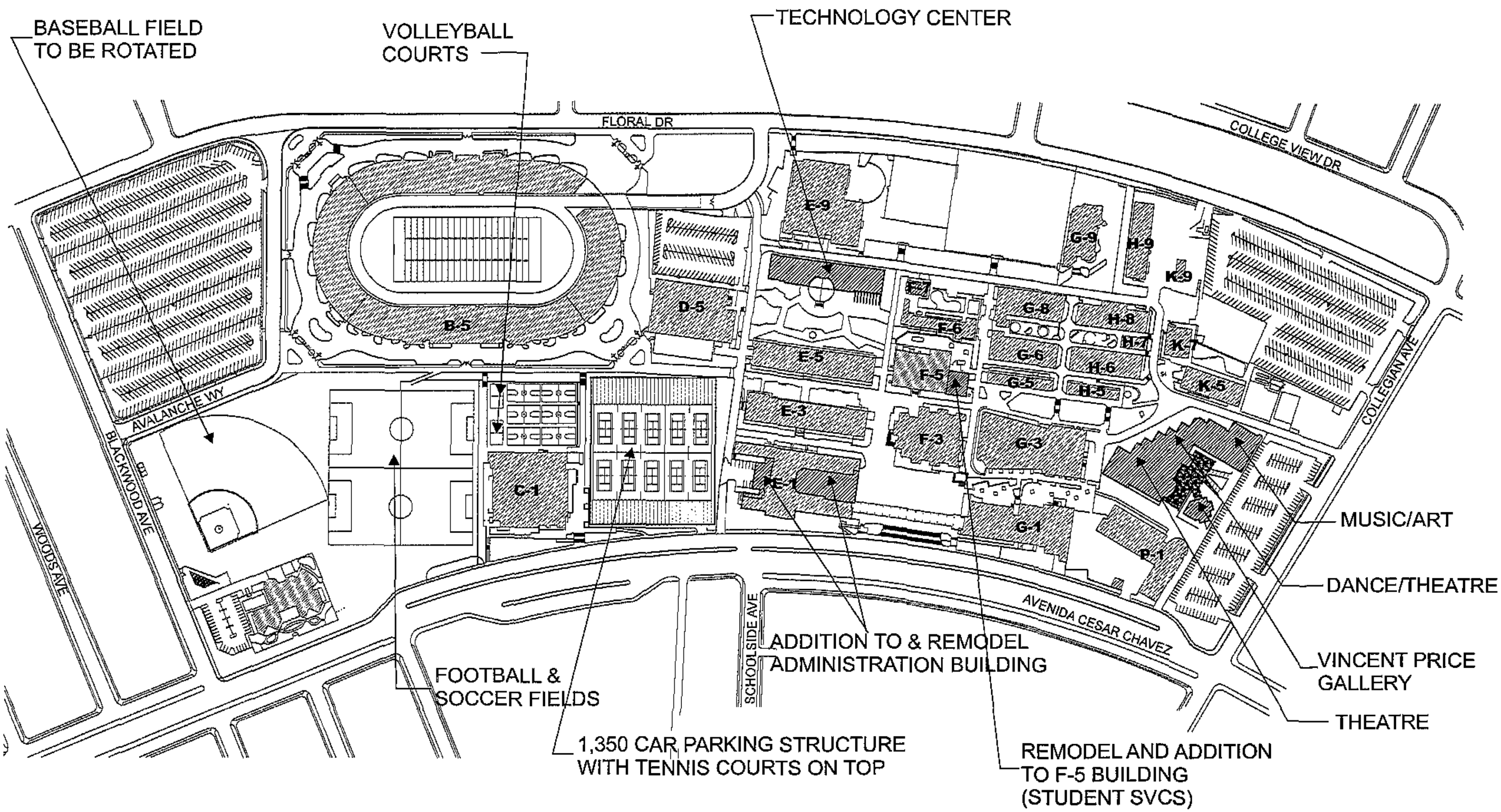
SOURCE: East Los Angeles College Master Plan

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-14

PHASE 1



LEGEND:

A-1 CHILD DEVELOPMENT CENTER
B-5 STADIUM
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY
E-5 (FORMER LIBRARY)
BUSINESS, MATH
SOCIAL SCIENCES
FOREIGN LANGUAGES
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F-3 BAILEY LIBRARY
F-5 LIBRARY
F-6 ART
F-7 LECTURE HALL
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-5 FAMILY & CONSUMER STUDIES
SPECIAL STUDIES
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-6 LIFE SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
H-9 PLANT FACILITIES
K-5 MUSIC
K-7 MUSIC
P-1 AUTO

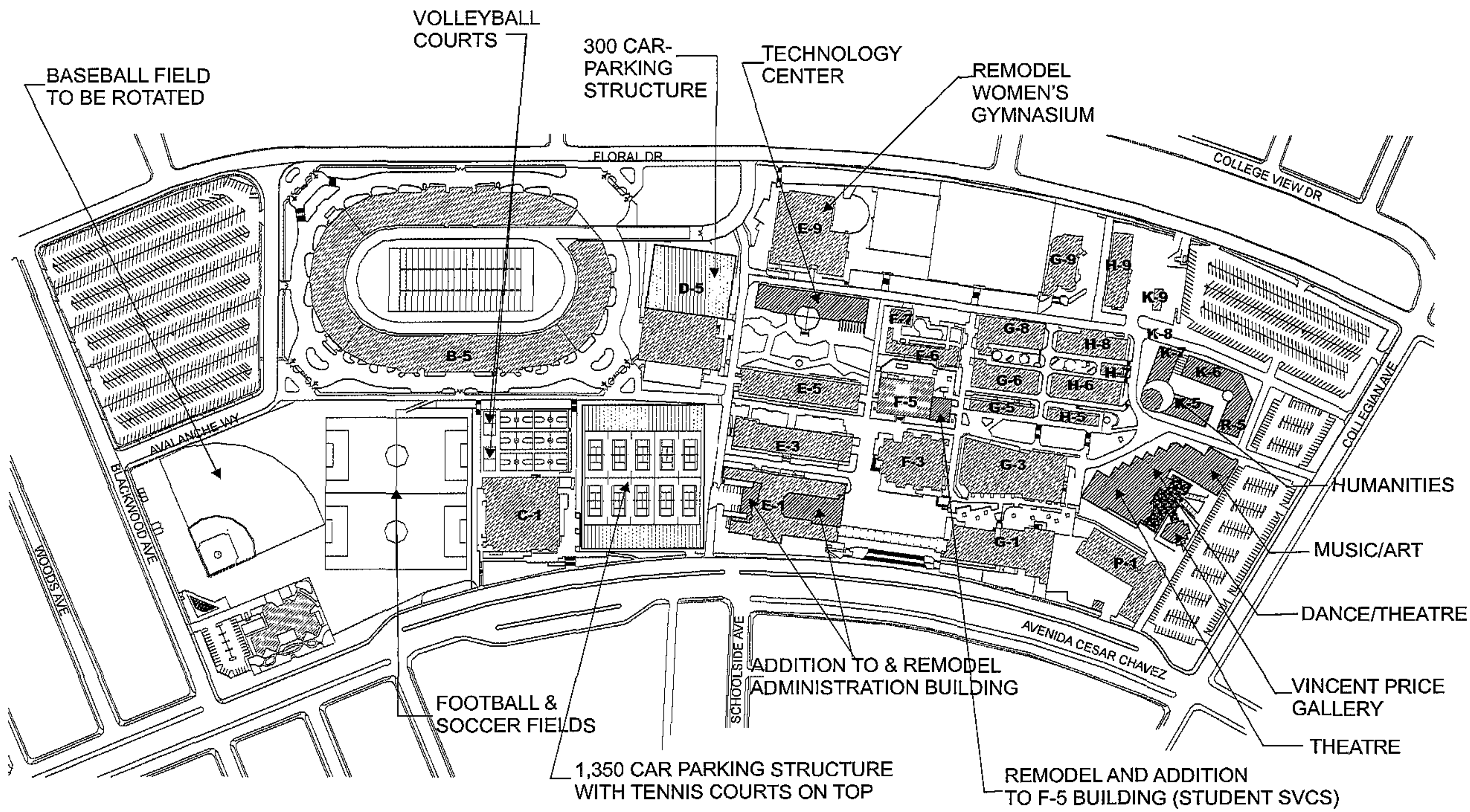
SOURCE: East Los Angeles College Master Plan

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-15

PHASE 2



LEGEND:

A-1 CHILD DEVELOPMENT CENTER
B-5 BLEACHERS
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
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F-7 LECTURE HALL
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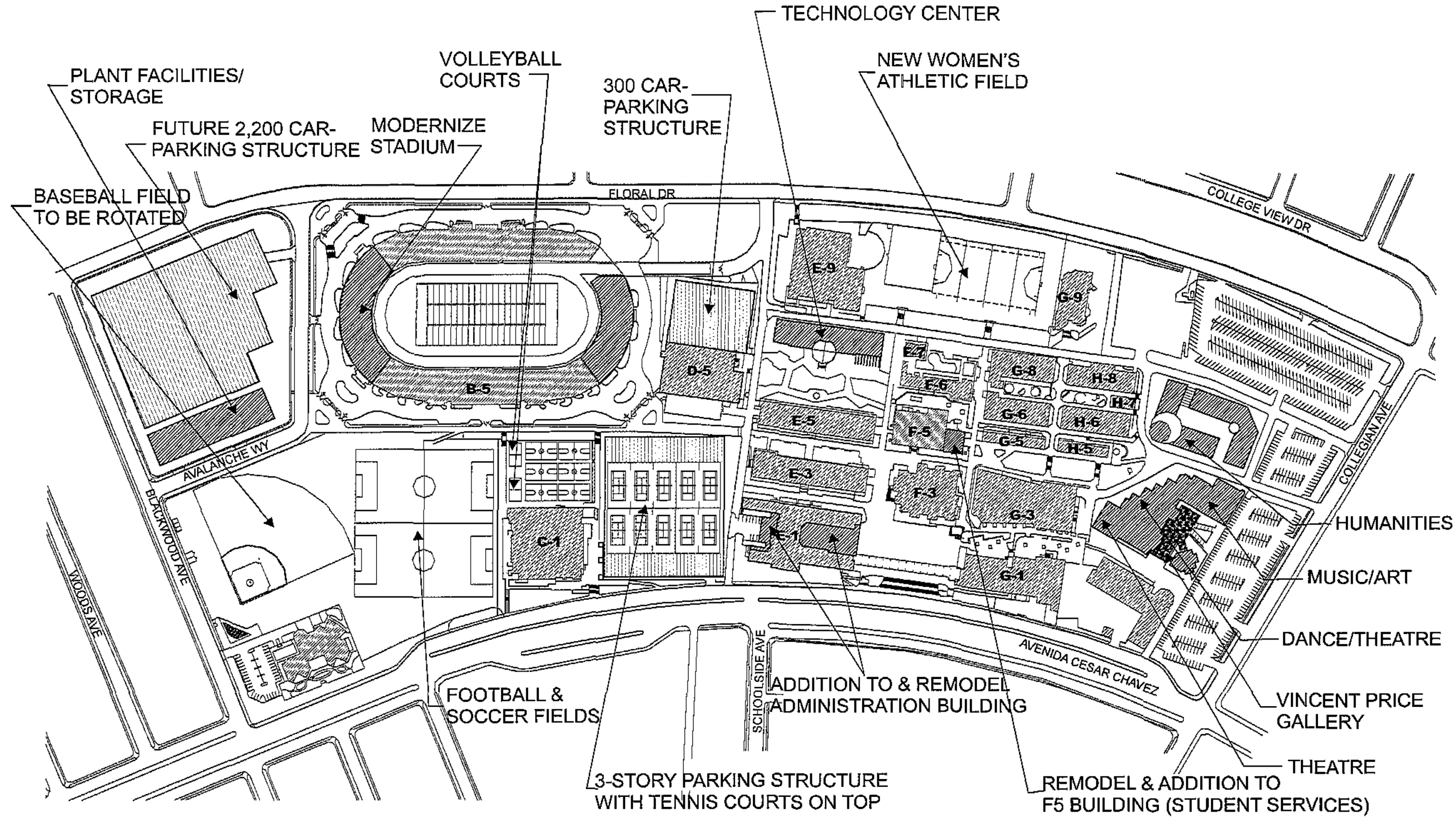
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-6 LIFE SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
H-9 PLANT FACILITIES
K-9 MAINTENANCE
P-1 AUTO TECHNOLOGY
S-2 JOURNALISM
T-3 EOPS & SPEECH DEPT
T-4 CUSTODIAL OPERATIONS
T-5 STORAGE
U-2 LITTLE THEATER
U-3 PHOTOGRAPHY
U-5 SHIPPING AND RECEIVING

SOURCE: East Los Angeles College Master Plan

East Los Angeles College Facilities Master Plan EIR
LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 3-16

PHASE 3



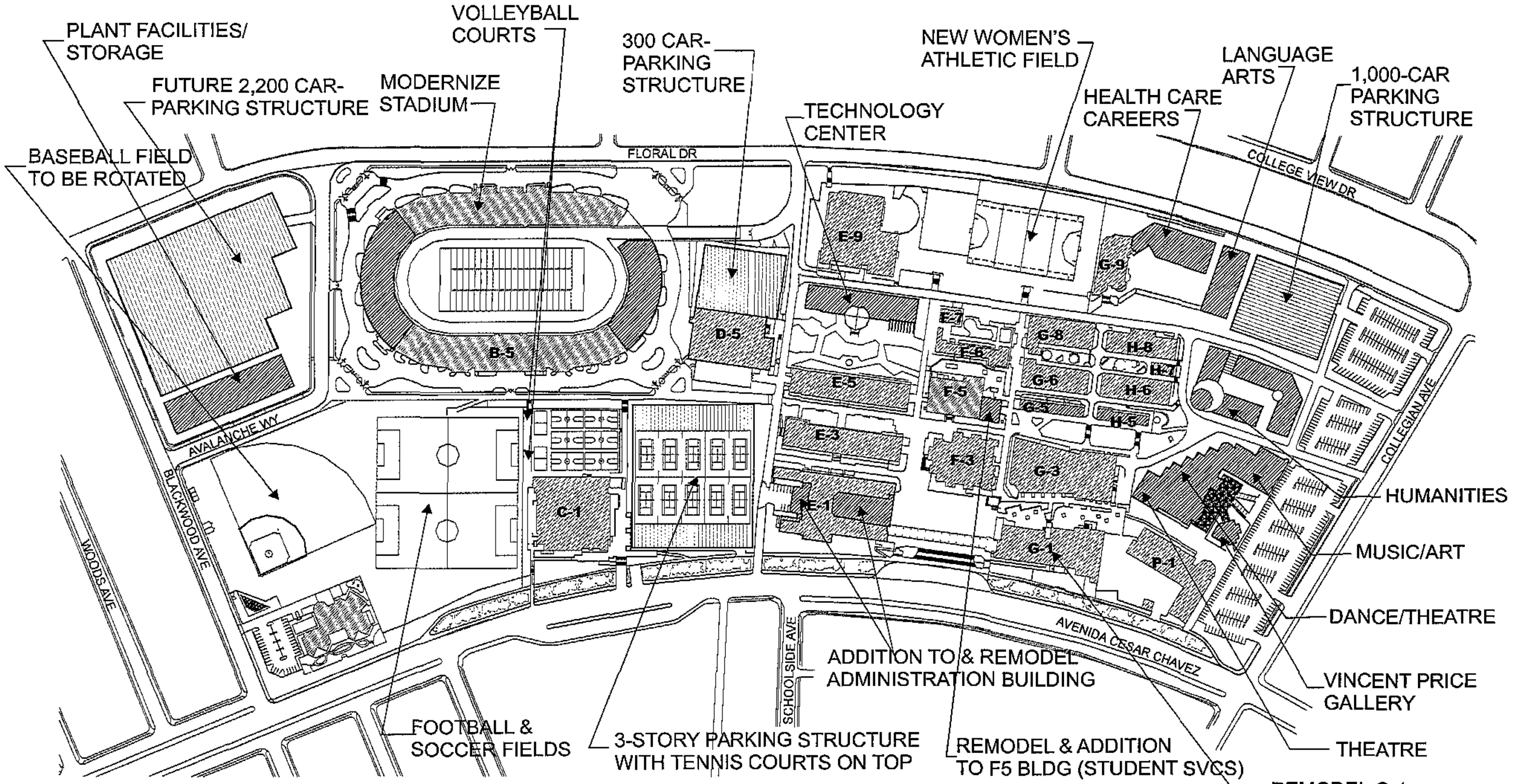
LEGEND:

A-1 CHILD DEVELOPMENT CENTER
B-5 BLEACHERS
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY
E-5 (FORMER LIBRARY)
BUSINESS, MATH
SOCIAL SCIENCES
FOREIGN LANGUAGES
E-9 WOMEN'S GYMNASIUM
F-3 BAILEY LIBRARY
F-5 LIBRARY
F-6 ART
F-7 LECTURE HALL
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-5 FAMILY & CONSUMER STUDIES
SPECIAL STUDIES
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-6 LIFE SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
P-1 AUTO TECHNOLOGY
S-2 JOURNALISM
T-3 EOPS & SPEECH DEPT
T-4 CUSTODIAL OPERATIONS
T-5 STORAGE
U-2 LITTLE THEATER
U-3 PHOTOGRAPHY
U-5 SHIPPING AND RECEIVING

SOURCE: East Los Angeles College Master Plan

FIGURE 3-17

PHASE 4



LEGEND:

A-1 CHILD DEVELOPMENT CENTER
B-5 BLEACHERS
C-1 MEN'S GYMNASIUM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY
E-5 (FORMER LIBRARY)
BUSINESS, MATH
SOCIAL SCIENCES
FOREIGN LANGUAGES
E-9 WOMEN'S GYMNASIUM
F-3 BAILEY LIBRARY
F-5 LIBRARY
F-6 ART
F-7 LECTURE HALL
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-5 FAMILY & CONSUMER STUDIES
SPECIAL STUDIES
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-6 LIFE SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
P-1 AUTO
S-2 JOURNALISM
T-3 EOPS & SPEECH DEPT
T-4 CUSTODIAL OPERATIONS
T-5 STORAGE
U-2 LITTLE THEATER
U-3 PHOTOGRAPHY
U-5 SHIPPING AND RECEIVING

SOURCE: East Los Angeles College Master Plan

FIGURE 3-18

PHASE 5

services functions that currently occur in temporary structures throughout the campus. This proposed project will reconstruct approximately 36,700 square feet of existing space, and add approximately 62,590 square feet of space.

- **Modernization of Women's Gymnasium** - Rehabilitation of this 1961 concrete structure will facilitate improved instructional delivery and provide up-to-date amenities for women currently not available.

- **Humanities Center** - The proposed humanities center would be located to the north of the proposed Performing and Fine Arts Center and encompass approximately 110,000 square feet (95,700 net new square feet).

- **New Women's Athletic Field** - This new field will be located on the north side of the campus immediately east of the women's gymnasium.
- ~~**New Plant Facilities - Located at the northwest side of the campus immediately south of the 2,200- car parking structure, 40,000 square feet will be provided for plant facilities.**~~
- New Plant Facilities/Storage - At the northwest side of the campus immediately south of the 2,200-car parking structure, 40,000 square feet will be provided for plant facilities.

- **Modernization of Weingart Stadium** - The proposed project includes new seating at the east and west ends of the playing fields, as well as new shower and locker facilities and other stadium appurtenances below the new seating. The stadium currently seats 20,400 persons. With implementation of the Master Plan the stadium would seat 30,000 persons. The field will be expanded transforming the stadium into an international-size stadium suitable for professional athletic games.

- **Language Arts and Health Care** - This 78,000-square-foot facility will be located on the northeast side of campus in an area which is currently used for maintenance and storage. Two buildings are included in this project: a new Language Arts building and an expansion of the existing nursing building.

- **Re-orientation of Baseball Field** - Undertaken to restore the full outfield to the existing baseball field.

- **Remodel Student Center** - The existing Student Center, situated to the east of the formal entry to the campus, would be remodeled. No buildings would be removed for this project, and no increase in floor area would occur.

- **Air Conditioning, Infrastructure Upgrade, Landscaping, and Security Upgrades** - These improvements will primarily affect buildings that are not targeted for removal. Several buildings, which are proposed to be removed under the Facilities Master Plan. will need improvements for continued use in the short term as the proposed projects will be phased over a ten-year period. Infrastructure improvements would be necessary to install air-conditioning units in existing facilities. Infrastructure improvements include increasing electrical power to the amounts required to operate the proposed air-conditioning units an structural improvements to support the new air-conditioning units. Data line improvements are proposed to allow local area network throughout the campus. Upgraded landscape features for the frontage road are proposed and will improve the campus appearance by providing street frontage with consistent and well-maintained landscape along the Avenida Cesar Chavez campus entry.

Fire safety, security features, and a campus-wide energy management system are incorporated into this proposed project. As part of infrastructure upgrades and as an effort to improve security, cameras and a public address system will be installed. Security cameras, monitored from the security office, will be installed in strategic locations such as the parking areas. A public address system is essential in case of the need for evacuation of students.

- **Math and Science Complex** - This proposed facility will serve to consolidate the math and science facilities and will replace many existing classroom buildings north of the Auditorium Building. The proposed facility will encompass approximately 140,000 square feet creating an additional 79,704 square feet.

- **Parking** - Additional parking will primarily be provided in four parking structures. Parking will also be provided in a parking lot on the east side of the campus through the removal of existing parking lots. Approximately 3,512 net new parking spaces will be provided~~ as existing parking lots will be removed in order to construct parking structures~~.

1,350-Car Parking Structure (with Raised Tennis Courts and Campus Police Facilities) - This proposed project will be located at the center of the campus near the Avenida Cesar Chavez boundary of the campus, and will be used as preferred parking for a variety of campus activities, as well as, future developments envisioned by the Facilities Master Plan. The ~~proposed project~~four level structure will provide approximately 1,350 parking spaces. ~~This structure will include three~~Three levels are above-ground and one subsurface level. The proposed project also ~~involves the construction of tennis courts replacing~~includes tennis courts on the top level. These tennis courts are intended to replace the existing tennis courts ~~to be demolished~~ which ~~will be located at the~~are targeted for removal to~~p level of~~ build the parking structure. This structure will also house the campus police office.

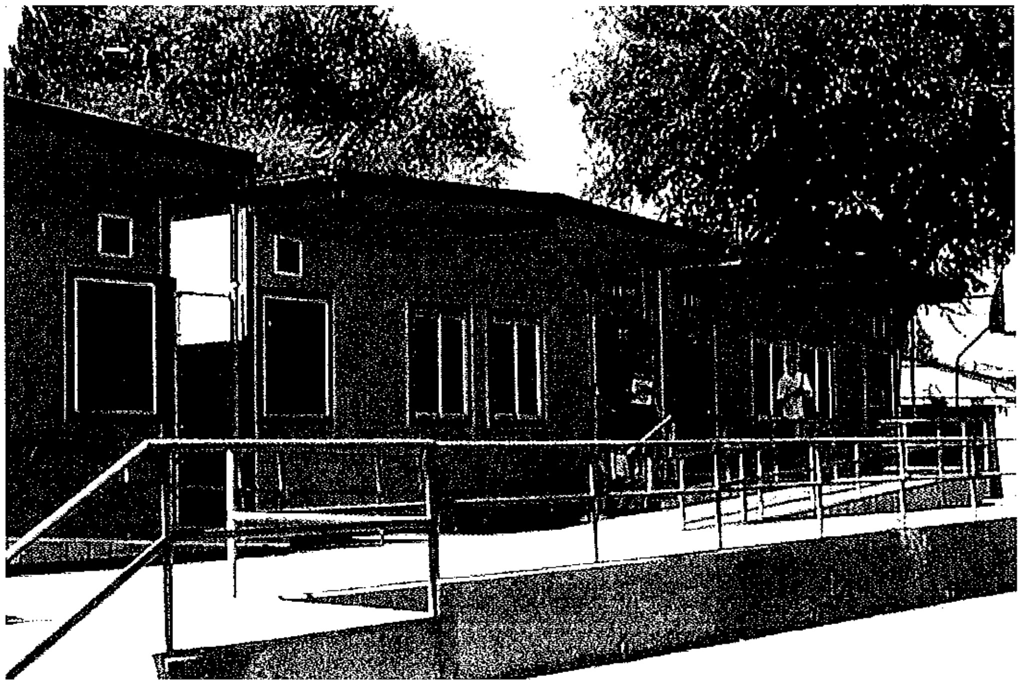
1,000-Car Parking Structure - This structure will provide 1,000 parking spaces with~~ up to~~ four levels above-ground and one level below-ground. This parking structure will be located near the northwest corner of the campus.

2,200-Car Parking Structure - The proposed project will replace the existing surface parking lot at the northwest corner of the ELAC with a new parking structure. The proposed project will provide parking for approximately 2,200 vehicles with two levels above-ground and one subsurface level~~, and~~. This structure will house the plant facility's office and shops.

300-Car Parking Structure - This 300-car parking structure will be located near the north boundary of the campus east of the Weingart Stadium. This lot will replace the existing "pool" lot. This structure will contain three levels above-ground and one level below-ground.

- **Removal of Bungalows** - Approximately 40 percent of the buildings on campus are temporary structures. At least five of these structures date back to World War II when they were used as military housing before being moved to the campus in 1957. Additional bungalows were installed on campus in the early 1970's to keep up with the growing student enrollment. However, the bungalows are suffering from age and deferred maintenance. In addition, the buildings do not meet current safety standards. In an effort to remedy this, a majority of the bungalows are proposed to be removed ~~(See Figure 3-14 and 3-15)~~(See Figure **3-19** and **3-20**).

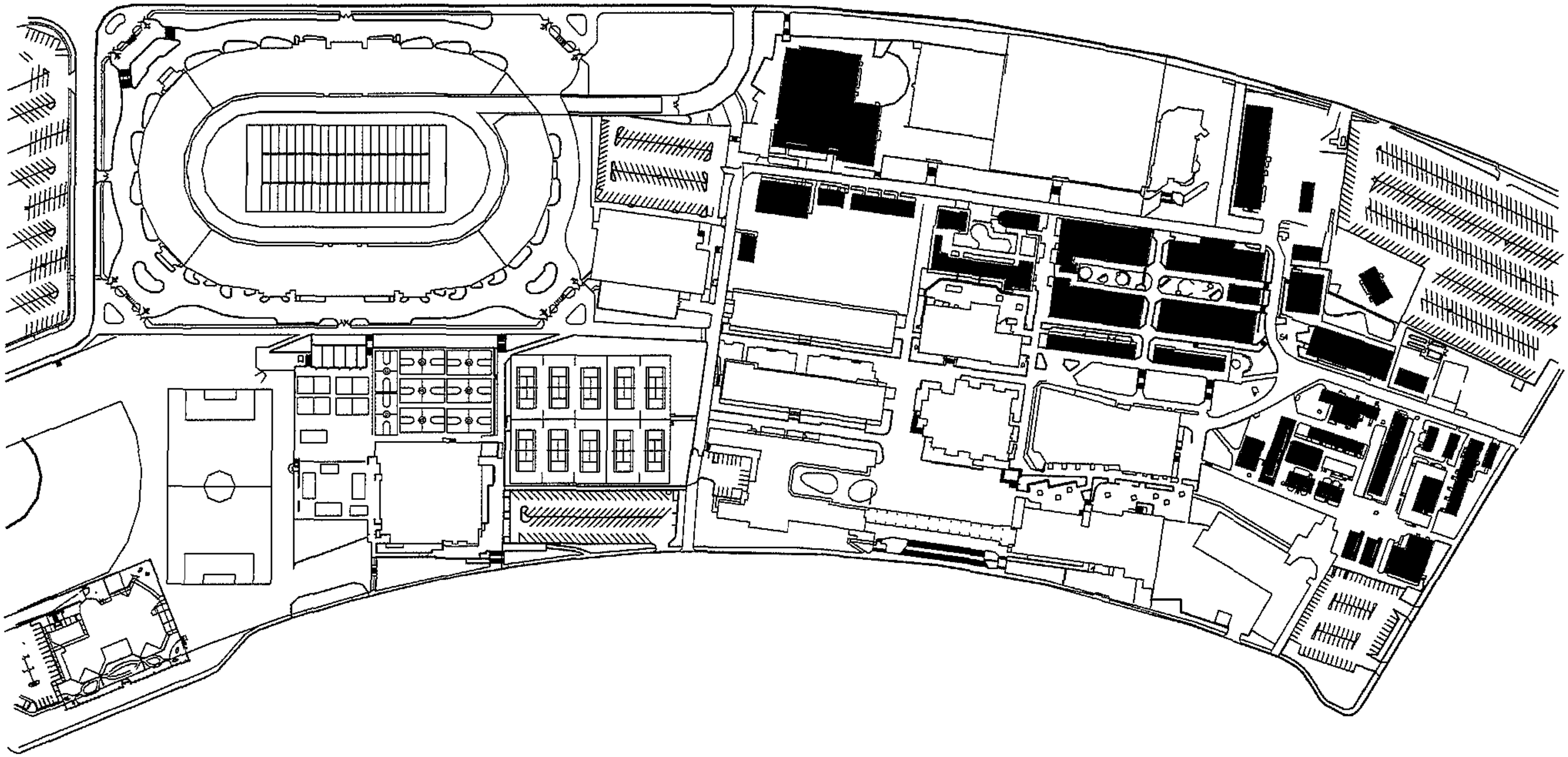
The bungalows that are to remain will be upgraded. **Table 3-1** identifies the bungalows that are



Bungalows, located in the southwest portion of campus between the football field and tennis courts.

Bungalows, installed in 1957, formerly used as military barracks in World War II, located on the east side of the campus.

SOURCE: Terry A. Hayes Associates



LEGEND:

Buildings to be removed

SOURCE: TDM Architects, Inc., 2000

East Los Angeles College Facilities
Master Plan EIR
COMMUNITY COLLEGE DISTRICT

FIGURE 3-20

BUILDINGS TO BE REMOVED

targeted for action.

TABLE 3-1: TEMPORARY BUILDINGS TARGETED FOR REMOVAL		
Action	**Building**	
Relocatable Buildings	E-7 Media Production Center E-8.1 Student Services E-8.2 Classrooms E-8.3 Classrooms J-3 Community Services College Development K-6 Child Care Annex K-9 Maintenance Storage M-3 Storage M-4 Classrooms M-5 Classrooms	N-3 Restrooms N-4 Classrooms R-2 Classrooms R-3 Electronics R-5 Child Development Center S-2 Journalism T-3 EOPS and Speech Department T-4 Custodial Operations U-2 Little Theater U-3 Photography U-5 Shipping and Receiving Building
Non-Permanent Fixed Structures	E-9 Women's Gymnasium F-6 Art F-7 Lecture Hall F-8 Planetarium G-5 Family and consumer Studies Special Education G-6 Physics	G-8 Architecture and Engineering H-5 Earth Science H-6 Life Science H-7 Lecture Hall H-8 Chemistry H-9 Plant Facilities K-5 Music K-7 Music K-8 Classrooms
SOURCE: TDM Architects		

The bungalows north of the Student Park will be displaced with the new Technology Center. The bungalows on the eastern portion of campus are also proposed to be replaced with the new Performing and Fine Arts Center. The bungalows located between the football/soccer field and the Men's Gym would be removed and the football/soccer field would be extended into the newly available area.

Construction Phase

~~TABLE 3-2: PROJECT CONSTRUCTION PHASING~~	
~~Project~~	~~Estimated Year of Construction~~
~~Technology Center~~	~~2002~~
~~1,350-Car Parking Structure (with raised tennis courts)~~	~~2002~~
~~300-Car Parking Structure~~	~~2003~~
~~Air-Conditioning and Infrastructure Upgrade,~~	~~2003~~
~~Performing and Fine Arts Center~~	~~2004~~
~~Volleyball Courts, Practice Football and Soccer Fields~~	~~2004~~
~~Student Services and Administration Building Additions~~	~~2005~~

~~TABLE 3-2: PROJECT CONSTRUCTION PHASING~~

~~Project~~	~~Estimated Year of Construction~~
~~Humanities Center~~	~~2006~~
~~Comprehensive Fitness Center and Modernization of Swim Stadium~~	~~2006~~
~~Women's Gymnasium~~	~~2006~~
~~Modernization of Weingart Stadium~~	~~2007~~
~~2,200-Car Parking Structure~~	~~2007~~
~~New Plant Facilities~~	~~2007~~
~~Language Arts and Health Care Careers~~	~~2008~~
~~1,000-Car Parking Structure~~	~~2008~~
~~East Parking Lot~~	~~2008~~
~~Remodel Student Center (International Student Center)~~	~~2008~~
~~Landscaping and Lighting~~	~~2008~~
~~Math and Science Complex~~	~~2010~~
~~Removal of Bungalows~~	~~Ongoing~~

~~SOURCE: TDM Architects.~~

TABLE 3-2: TENTATIVE PROJECT CONSTRUCTION PHASING

	Gross	Net Added	Estimated Year
Phase 1			
Technology Center	98,065	40,253	2001
1,350-Car Parking Structure (with raised tennis courts)	380,000	N/A	2002
Comprehensive Fitness Center and Modernization of Swim Stadium	N/A	N/A	2002
Air-Conditioning and Infrastructure Upgrade	N/A	N/A	2002
Phase 2			
Performing and Fine Arts Center	119,270	58,637	2003
Volleyball Courts, Practice Football and Soccer Fields	N/A	N/A	2003
Student Services and Administration Building	68,500	62,590	2005
Women's Gymnasium Remodel	N/A	N/A	2006
300-Car Parking Structure	120,000	N/A	2006

TABLE 3-2: TENTATIVE PROJECT CONSTRUCTION PHASING			
	Gross	Net Added	Estimated Year
Humanities Center	110,000	95,700	2006
Phase 4			
New Women's Athletic Field	N/A	N/A	2006
2,200-Car Parking Structure	880,000	N/A	2007
New Plant/Storage Facilities	40,000	29,116	2007
Modernization of Weingart Stadium	40,000	N/A	2007
Language Arts and Health Care Careers	78,000	67,149	2008
1,000-Car Parking Structure	400,000	N/A	2008
Rotate Baseball Field	N/A	N/A	2008
Phase 5			
Remodel Student Center (International Student Center)	N/A	N/A	2008
Landscaping and Lighting	N/A	N/A	2008
Math and Science Complex	140,000	79,704	2010
Removal of Bungalows	N/A	N/A	Ongoing
Total Square Footage	**2,473,835**	**433,149**	
SOURCE: TDM Architects.			

4.0 ENVIRONMENTAL IMPACTS

The environmental setting, impacts, and mitigation section of the EIR assesses the potential beneficial and adverse impacts of the proposed East Los Angeles College Facilities Master Plan in the following areas, as identified in the Initial Study and during the Notice of Preparation process:

- Aesthetics & Lighting
- Geology and Seismicity
- Noise
- Utilities/Service System
- Air Quality
- Hazards & Hazardous Materials
- Public Services
- Cultural Resources
- Land Use/Planning
- Transportation/Traffic

Analysis of each of these environmental issues is organized within the following five subsections:

Environmental Setting - A description of existing conditions, prior to the implementation measures envisioned in the ELAC Facilities Master Plan, and a discussion of the policy and technical background necessary for analysis of potential impacts.

Thresholds of Significance - The thresholds by which the Facilities Master Plan and subsequent implementation projects are measured to determine if a project will cause a substantial, or potentially substantial, adverse change in the existing environmental conditions.

Environmental Impact - An analysis of the beneficial and adverse effects of the Facilities Master Plan, including, where appropriate, assessments of the significance of potential adverse impacts relative to established criteria and thresholds (relative to existing conditions per CEQA).

Mitigation Measures - Wherever significant adverse impacts relative to existing conditions have been identified under the preceding Environmental Impact section, appropriate and reasonable measures are recommended to minimize impacts.

Impacts After Mitigation Measures - The impacts of the proposed project which would remain following the implementation of the proposed mitigation measures.

4.1 AESTHETICS & LIGHTING

EXISTING ENVIRONMENTAL SETTING

The approximately 82-acre project site is located in a fully developed urban setting. Generally, the project site and its vicinity varies between having relatively steep sloping and gentle sloping areas. The project site, as well as its surrounding area south of Floral Drive, gently slopes down in a north-south and west-east direction (approximately a 30 foot change in elevation in each direction). The area to the north of Floral Drive and west of Atlantic Boulevard has relatively steep slopes. There is an approximately 100 to 200 feet change in elevation within a half mile north of Floral Drive. Although elevation on the East Los Angeles College (ELAC) campus gently slopes downward in most areas, there are several areas within the campus where steep slopes exists, such as Avalanche Way and near the Ingalls Auditorium.

The vistas of the surrounding neighborhoods overlook the ELAC campus. On Bleakwood Avenue, single-family residential units overlook the baseball field and surface parking for Weingart Stadium. There is minimal landscaping fronting Bleakwood Avenue. On Floral Drive there is predominantly two and three story multi-family units that overlook Weingart Stadium, parking and classroom buildings. There are large trees fronting Floral Drive east of the stadium extending to Collegian Avenue. These partially obscure some of the views from the residential units. Collegian Avenue includes commercial strip centers which are oriented east away from the campus. Surface parking lots front Collegian Avenue on the campus. On Avenida Cesar Chavez there are predominantly residential units which are located across from the main ELAC entrance, tennis courts, classrooms and parking structures. There is little landscaping located along Avenida Cesar Chavez.

There are no existing state designated scenic highways within one mile of the ELAC campus. The two designated scenic highways closest to the college are State Route 110 Arroyo Seco Historic Parkway and Interstate 210 Foothill Freeway. Both are approximately seven miles away to the west and north respectively.

Landscaping within the ELAC campus consists of trees, shrubs, and grass areas. Minor landscaping surrounds the edge of the campus. In addition, cyclone fencing is located along several areas of the school's boundaries. The eastern portion of the Weingart Stadium is heavily landscaped with trees. The western portion of the stadium consists of several trees and shrubs that has been shaped to spell "ELAC."

Currently, open spaces are dispersed throughout the campus. Open space includes small courtyards adjacent to classrooms, as well as several athletic fields, the campus entrance plaza, two park-like areas, and surface parking lots.

A park-like area, landscaped with trees, is located to the east of Weingart Stadium. The second park-like area is known as the Student Park. This open space area is located to the south of three temporary buildings, to the east of the Media Production Center, and to the north of the existing Business, Math, Social Sciences, Foreign Languages Building. The Student Park is well maintained with several trees, and several pedestrian walkways crosses the Student Park.

The athletic field located at the southwest corner of the campus along Bleakwood Avenue currently consists of a baseball diamond and a football/soccer field. Several volleyball courts and tennis courts are located to the east of the football/soccer field. A group of athletic fields, known as the Women's Athletic Fields, is located between the gymnasium and the Nursing Education Building within the center of campus and adjacent to Floral Drive. This group of athletic fields are surrounded by mature trees.

The campus entrance plaza, located on Access Way, between the Administration Building to the west, Bailey Library to the north, and the Student Center to the east, is paved. This area is the main entrance to the campus. Most of the surface parking lots are located along the edge of the campus. The campus has five major surface parking lots: the Stadium Lot (located at the northwest corner of the campus), the Tennis Lot (located on Access Way, adjacent to the tennis courts), the Southeast Lot (located at the corner of Avenida Cesar Chavez and Collegian Avenue), the Northeast Lot (located at the corner of Collegian Avenue and Floral Drive), and the Pool Lot (located to the north of Natatorium and east of the Weingart Stadium). Several trees are scattered throughout the Stadium and Northeast Lot. In addition, a few trees line the outer edges of each of the five parking lots. Landscaping around the campus varies from being well maintained in some areas to patchy and deteriorated in other areas.

Existing Aesthetic Conditions

The campus can be characterized as aging, with nearly all buildings in need of repair. A majority of the buildings on campus have been constructed prior to 1973 (approximately 93 percent) and are in poor condition. The eastern portion and several areas of the campus consist of mostly bungalows, which had been set up on campus as early as the 1950s. These bungalows were placed on campus for use as temporary classrooms and laboratories. The bungalows have occasionally been moved to different locations within the campus, but have not been replaced by permanent buildings.

Structures within the project area are one to two stories in height and do not cast shadows on the adjacent residential properties. The only building located on the western boundary of Bleakwood Avenue is the Child Development Center. The Child Development Center is a one-story building that has a setback of approximately 50 feet from Bleakwood Drive. This 50 foot setback is such that a shadow is not cast on adjacent land uses. The Women's Gymnasium, Plant Facilities, and the Weingart Stadium, which is cut into a hill, is located adjacent to Floral Drive. These structures are adjacent to the multi-family residential units to the north. However, these structures are situated below the residential buildings. The residential buildings sit approximately 15 feet above the stadium and, thus, shadows are not cast onto the adjacent residential units.

Existing Lighting Conditions

Lighting levels in the project vicinity are typical to the light levels of similar suburban areas in Los Angeles. Currently, the nighttime ambient light level is low to moderate for the surrounding neighborhoods and there is no direct light emitted from the college onto any residential neighborhoods or commercial properties. The ambient light in the surrounding community is predominantly the result of vehicle headlights, street lights and commercial lighting along the major arterial streets surrounding the college. In addition, security and signage lighting from the college and residential lighting add to the total ambient light levels.

The Weingart Stadium, which has a 20,000 seat capacity, is nestled into the hillside on the north side of the campus and is a major source of light during events. The stadium is used year round for football, soccer, track and field, and other special events. There are six main lighting structures attached to Weingart Stadium. They are located at the top of the stadium behind the bleachers. There are three light standards on the north and south sides of the field with 27 high-intensity lights on each. Currently, the lights do not include any visors or shields to prevent glare, however they are focused onto the field and do not emit any direct light into the surrounding neighborhoods. Because the stadium is situated lower than the existing grade on Floral Drive, the lighting structures are located almost level with the top of the apartments and residential units located on the north side of Floral Drive. The apartments and residential units are predominantly two and three stories overlooking the stadium. Lighting for the stadium is based upon the scheduling of sports and other events, however, the college closes at 10:00 p.m. and lighting is turned off.

Lighting for surrounding commercial land uses is limited to ornamental signs, security lighting, and lighting for surface parking. Lighting at the ELAC campus is below average and has many dark and poorly lit areas. The lighting consists primarily of security lighting, signage, parking and walkway lights. No buildings are constructed of reflective materials, which may be a source of glare.

THRESHOLDS OF SIGNIFICANCE

A significant visual and aesthetic impact would result if:

- The proposed project would have a demonstrable negative aesthetic effect on the existing visual character or quality of the site and its surrounding,
- The proposed project would result in lighting being cast on adjacent residential property,
- The proposed project would entail buildings with surface areas that are highly reflective,
- The proposed project would result in buildings that would cast shadows on adjacent residences or other sensitive outdoor uses (such as swimming pools) for more than three hours during the day.

ENVIRONMENTAL IMPACT

The proposed Facilities Master Plan would result in changes to the aesthetic and visual characteristics of the college. However, the planned improvements would not result in any unmitigable impacts. The following is a summary of the planned projects and changes to the existing conditions.

Aesthetics

Landscaping Impacts. The Facilities Master Plan does not propose construction or any changes to the park-like area to the east of Weingart Stadium, the Student Park, and the campus cntrancc plaza. Thc addition of trees along pedestrian walkways, the perimeter of the campus, and along building exteriors are proposed. There are no impacts associated with the landscaping improvements.

Aesthetic Impacts Related to Construction of Parking Structures. Parking structures will replace surface parking in the Stadium Lot, Tennis Lot, Pool Lot, and the eastern portion of the Northeast Lot. Construction of the parking structures would result in the removal of trees that are located within the parking lots. However, replacement landscaping including trees and grass will be provided along the perimeter of the new 2,200-car parking structure at the Stadium Lot. In addition, the southern portion of the Stadium Lot will be replaced with a building for plant facilities/storage. The surface parking at the Tennis Lot and the tennis courts north of the lot will be replaced with a 1,350 car-parking structure. Tennis courts will be provided at the top level of the parking structure, resulting in no loss of tennis facilities.

The eastern section of the Northeast Lot will be replaced with a 1,000-car parking structure. Additional landscaping will be added along the edge of the remaining surface parking at the Northeast Lot. The bungalows at the eastern portion of the campus will be removed to extend the surface parking from the Southeast to the Northeast Lot. In addition, a 300-car parking structure will be built just east of Weingart Stadium.

The four planned parking structure improvements are located predominantly on the perimeter of the campus. Because these structures will be at least three stories tall, they will change the line of sight for the surrounding residential neighborhoods. However, no impacts will be associated with the parking structures. **Table 4.1-1** summarizes the changes in line of sight after the parking structures are erected.

TABLE 4.1-1: DESCRIPTION IN CHANGES OF LINE OF SIGHT		
Planned Improvement	**Existing Line of Sight**	**New Line of Sight**
P-1 Parking Structure & Tennis Courts	Tennis courts and street level parking	Parking structure with tennis courts on top
P-2 Parking Structure	None	Structure is located just east of Weingart Stadium and behind large trees that front Floral Dr. Residential units on Floral sit above street and will not have view blocked by small parking structure
P-3 Parking Structure	Residents at intersection of Bleakwood Ave. and Floral Dr. can see Weingart Stadium and the baseball park	New parking structure will partially impair view of stadium and baseball fields for a handful of residential properties
P-4 Parking Structure	None	Residential units located near intersection of Floral Dr. and Collegian Ave. face the surface parking lots and large trees fronting Floral Dr. The parking structure will be nestled between two large buildings
SOURCE: Arellano Associates.		

Field Improvements. The women's athletic field will be expanded on the south side into the existing slope. The athletic fields (consisting of the baseball and football/soccer field) located at the southwest portion of the campus would also be expanded. The baseball field would be rotated such that home plate is located at the southwest portion of the field, restoring the full outfield that was previously reduced for the Child Development Center. The football/soccer field would extend to the east, replacing the bungalows and handball courts to the east of the field. This would expand the existing football/soccer field by one full size. To expand the field, as well as to level the field, a retaining wall will be constructed along the east side of the fields. No impact will result from the proposed field improvements.

New Building Impacts. The new Technology Center will replace the temporary buildings to the north of the Student Park. The Performing and Fine Arts Center will replace the multiple temporary structures located on the east side of the campus allowing the southern parking lot along Collegian Avenue to be expanded to more than double its current capacity. Located just north of the Fine Arts building will be the new Humanities Center structure which will replace the existing Music Buildings. The Language Arts and Health Care building is located on the north east corner of campus in an area currently used for maintenance and storage facilities. There will be two buildings including an expansion of the existing nursing building and a new Language Arts building. In addition, the Math and Science Complex will replace many of the existing classroom buildings north of the Auditorium Building.

The tallest building included in the planned improvements is four stories in height. Buildings will be built with materials similar to existing structures on campus including non-glare materials. The buildings being proposed are primarily located on the interior of the campus and would not significantly impact any line of site for the surrounding neighborhoods. Furthermore, the proposed buildings are compatible with the existing structures on campus and will not result in an impact.

The following table (See **Table 4.1-2**) summarizes the planned improvements and the aesthetic and visual characteristics.

TABLE: 4.1-2: AESTHETIC AND VISUAL IMPACTS

Planned Improvement	Aesthetics: Stories/Height/ Materials	Lighting: Type/Height/ Quantity	Comments
Technology Center	4 stories above + 1 below/concrete block; precast concrete & stucco	Not Applicable	Low voltage accent lighting may be introduced on some buildings + water feature at the entrance
P-1 Parking Structure & Tennis Courts	3 stories above + 1 below/concrete with screens on streetside	Tennis courts will be lit with directional lighting using visor shields	Low voltage accent lighting may be introduced on some buildings
Performing and Fine Arts Center	2 – 3 stories	Plaza lights 12' – 16' pedestrian intensity	Low voltage accent lighting may be introduced on some buildings + water feature at the plaza level
Practice Football and Soccer Fields	On grade	Pedestrian lighting around perimeter	Not Applicable
Student Services & Admin Building	Addition to existing 1 story building (fill in existing courtyard)	Not Applicable	Not Applicable
Humanities Center	3 – 4 stories	Not Applicable	Low voltage accent lighting may be introduced on some buildings
Fitness Center & Modernization of Swim Stadium	1 story	Not Applicable	Not Applicable
P-2 Parking Structure	3 stories above + 1 below/ concrete with screens on street side	Not Applicable	Not Applicable
Women's Athletic Field Improvements	Field improvements and expansion on south side	Pedestrian lighting	Not Applicable
Modernization of Women's Gymnasium	Not Applicable	Not Applicable	Not Applicable

TABLE: 4.1-2: AESTHETIC AND VISUAL IMPACTS

Planned Improvement	Aesthetics: Stories/Height/ Materials	Lighting: Type/Height/ Quantity	Comments
P-3 Parking Structure & New Plant Facilities	Parking – 3 stories; plant – 2 stories + basement/concrete with screens on north & west side	Not Applicable	Low voltage accent lighting may be introduced on some buildings
Stadium Modernization	Match existing height/ concrete	Pedestrian lighting	Low voltage accent lighting may be introduced on some buildings
Language Arts & Health Care	2 – 3 stories	Pedestrian Plaza lighting 12' – 16' high	Low voltage accent lighting may be introduced on some buildings
Student Center Remodel	No new square footage/ modernize existing	Not Applicable	Not Applicable
P-4 Parking	3 stories + basement/ Concrete	Not Applicable	Low voltage accent lighting may be introduced on some buildings + landscaping
Landscape Frontage Road		Pedestrian lighting per campus and city standards	Beautification of the campus along Avenida Cesar Chavez
Math & Science Complex	3 story + basement/ concrete; stucco	Pedestrian lighting in courtyard	Low voltage accent lighting may be introduced on some buildings + water feature in courtyard

SOURCE: Arellano Associates.

Lighting

Plan Implementation Impacts. The proposed Facilities Master Plan also proposes lighting improvements throughout the campus to provide a sense of security. Lighting throughout the campus would be consistent to discourage dark or poorly lit areas. Pedestrian walkways and parking areas are of particular concern.

Parking Structure Impacts. There will be four new parking structures added to the college. These structures will include security lighting which will not emit glare into the surrounding neighborhoods. There may be a small amount of glow that will result from the parking structures potentially slightly raising the ambient night light levels in the surrounding neighborhoods. Vehicles parking in the structure will not emit any direct light into the neighborhoods due to the screens that are part of planned mitigation. This will not result in any glare into the surrounding community. No impacts will result from implementation of these structures.

Athletic Field Impacts. The most prominent lighting improvements associated with the planned projects in the new Master Plan include the improvements to the Athletic fields, courts and the stadium. At the Weingart Stadium lighting improvements will be limited to increased pedestrian lighting on the east and west side of the stadium. This improvement will not result in any glare to the surrounding community, but will add increase glow to the existing ambient levels.

The 1,350 car parking structure will include tennis courts on top of the three-story structure. High intensity directional lighting will be used to light the courts. This will result in glare and glow to the residential units located along Avenida Cesar Chavez. Visors and glare shields will be recommended to control this impact. In addition, practice football and soccer fields and the women's athletic field will be expanded. Additional pedestrian lighting will be added to the perimeter of these fields. This will not result in any glare to surrounding neighborhoods, but glow will be added to the ambient levels.

New Building Impacts. Various new building will be built within the campus removing a variety of existing substandard structures. Lighting will be used as accents to the new structures and security lighting installed. This will result in a positive improvement to the existing conditions which include dark and unsecure areas. The lighting associated with the new buildings will not result in glare or glow to the surrounding community. No impacts are associated with these improvements.

MITIGATION MEASURES

L1——All high-intensity light standards associated with the tennis courts, athletic fields and/or stadium expansion shall be fitted with visors and glare control devices such that all light is focused on the fields, and glare and ~~spill~~spillover light onto adjacent properties is minimized~~ to the greatest extent feasible~~. Spillover and glare shall be routinely monitored ~~by ELAC~~ and ~~any necessary adjustments~~lights adjusted and/or ~~repairs shall be made~~ repaired by ELAC to ensure that ~~spillover and glare are maintained at levels specified in the project lighting plan.~~ ELAC's contribution to ambient light levels at residential property lines shall not exceed 1 foot candle.

~~**L2**~~ ~~Fencing along the boundaries of the athletic fields, tennis courts, parking structures (where appropriate) shall be shielded at all times such that no light generated by the lighting structures can penetrate through the fence, thereby reducing spill lighting on residential properties.~~

L2 Screening (i.e., trees, fencing, etc...) along the boundaries of the athletic fields, tennis courts (on parking structure), and parking structures (where appropriate) shall be ~~shielded at all times such that~~

~~no light generated by the lighting structures can penetrate through the fence, thereby reducing spill lighting on~~used to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the light fixtures and adjacent residential properties.

L3 Parking Structures will be fitted with screens where appropriate to prevent vehicle headlight glare onto adjacent residential properties.

IMPACTS AFTER MITIGATION MEASURES

No unavoidable significant impacts are anticipated to result from implementation of the proposed project with regard to aesthetics or lighting. Implementation of the mitigation measures listed above would reduce potential impacts to less than significant levels.

4.2 AIR QUALITY

ENVIRONMENTAL SETTING

Climate

Regional. The climate of the project site vicinity, as with all of Southern California, is controlled largely by the strength and position of the subtropical high pressure cell over the Pacific Ocean. This high pressure cell maintains moderate temperatures and comfortable humidity, and limits precipitation to a few storms during the winter wet season. Temperatures are normally mild, except during the summer months, which commonly bring substantially higher temperatures. Winds in the project area are usually driven by the dominant land/sea breeze circulation system. Regional wind patterns are dominated by daytime on-shore sea breezes. At night, the wind generally slows and reverses direction, traveling toward the sea.

Southern California experience frequent temperature inversions. Inversion occurs when pollutants are trapped under a layer of still air, preventing pollutants from moving away from the area. Inversions may be either ground-based or elevated. Ground-based inversions are more severe during clear cold early winter mornings. Under conditions of a ground-based inversion, very little mixing or turbulence occurs and high concentrations of primary pollutants may occur in proximity to the source of emissions, along local and major roadways. Elevated inversions can be generated by a variety of meteorological phenomena. Elevated inversions act as a lid or upper boundary and restrict vertical mixing. Below the elevated inversion dispersion is not restricted. Mixing height for elevated inversions are lower in the summer and are more persistent. This low summer inversion puts a lid over the South Coast Air Basin, and is responsible for the high levels of ozone observed during the summer months.

Local. Although the entire South Coast Air Basin (SCAB) share similar overall climatic features, differences exist throughout the region because of topographic features and distance from the ocean. The City of Monterey Park is inland, therefore, spring and summer days in the city are less subject to clouds or fogs than coastal cities. In addition, days in the city are warmer.

The nearest air monitoring station with meteorological data is recorded at the Downtown Los Angeles Monitoring Station (approximately 4.4 miles northwest of the project site). Predominant wind direction is from the southwest. Calm winds (less than two miles per hour) occurs approximately 7.9 percent throughout the year. Average wind speed in the vicinity is approximately 5.39 miles per hour.

Air Quality Management

The proposed project is located in the South Coast Air Basin (SCAB), a 6,600-square-mile area encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality control in the SCAB is regulated by federal, state, and regional control authorities. At the federal level, the U.S. Environmental Protection Agency (EPA) is involved in local air quality planning through the Federal Clean Air Act (FCAA), as amended by the CAA Amendments of 1990. The Federal CAA sets timetables for attaining the national ambient air quality standards. Under National Standards, the SCAB/Los Angles County has been designated as a non-attainment area for ozone, carbon monoxide, nitrogen dioxide and PM_{10}, and as an attainment area for sulfur dioxide. Federal CAA deadlines for attaining carbon monoxide, PM_{10}, and ozone standards in the SCAB are 2000, 2005, and 2010, respectively. At the state level, the California Clean Air Act (CCAA) of 1988 set air quality planning and regulatory responsibilities for the SCAB. The California Air Resources Board (CARB) is responsible for coordinating efforts to attain and maintain ambient air quality standards and conducting research into the causes of, and solutions to, air pollution problems. The CARB is charged with controlling motor vehicle emissions. The

CARB, in fulfilling its obligations under the California Clean Air Act, has designated the Los Angeles County portion of the SCAB as an attainment area for nitrogen dioxide and sulfur dioxide. The CARB has designated the Los Angeles County portion of the SCAB as non-attainment for ozone, carbon monoxide, and PM_{10}. Non-attainment areas were required to adopt plans in 1991 to meet state standards, and to revise these plans every three years. Unlike the Federal CAA, the California CAA has no attainment deadlines. California's ambient air standards are more stringent than national standards for the same pollutants.

The SCAB is jurisdictionally the responsibility of the South Coast Air Quality Management District (SCAQMD) and CARB. The SCAQMD sets and enforces regulations for stationary sources in the basin. The SCAQMD and the Southern California Association of Governments (SCAG) have responsibility for preparing the Air Quality Management Plan (AQMP), which contains measures to meet state and federal requirements. The AQMP is intended to bring the SCAB into compliance with state air quality standards. Designated portions of an AQMP, which is prepared or subsequently revised to comply with the national ambient air standards, are submitted to CARB for incorporation in the SIP with plans and regulations from other air quality management and air pollution control districts in the state. When approved by CARB and the EPA, the AQMP becomes part of the State Implementation Plan (SIP) for the SCAB. The SIP is a collection of AQMPs for all air basins within the state.

Existing Air Quality. Two air monitoring stations are within the vicinity of ELAC. The Central Los Angeles Monitoring Station is located at 1630 N. Main Street, in Los Angeles, approximately 4.4 miles northwest of the project site. The Pico Rivera Monitoring Station is located approximately 6.5 miles southeast of the project site, at 3713-B San Gabriel River Parkway, in Pico Rivera. The two stations monitor ozone (O_3), carbon monoxide (CO), and nitrogen dioxide (NO_2). However, sulfur dioxide (SO_2) and particulates (PM_{10}) are only monitored at the Central Los Angeles Monitoring Station. **Table 4.2-1** shows the number of violations recorded at the two station during the 1997-99 period, as well as, the state and national ambient air quality standards for each pollutant. The most recent monitoring data (1999) for the two stations indicate that, with the exception of ozone and PM_{10}, there were no exceedences of the federal or state standards as they pertain to each of the criteria pollutants monitored. During the 1997-99 period, CO and NO_2 concentrations were higher at the Central Los Angeles Monitoring Station than at the Pico Rivera Monitoring Station. With the exception of 1999, Pico Rivera Monitoring Station recorded a higher concentration of O_3 than at Central Los Angeles Monitoring Station.

TABLE 4.2-1: AIR QUALITY SUMMARY FOR STUDY AREA MONITORING STATION 1997-1999

Pollutant	Period	Federal and State Standard	Central Los Angeles			Pico Rivera		
			1997	1998	1999	1997	1998	1999
Ozone	1-Hour	Days > 0.12 ppm (Federal Standard)	0	5	1	6	10	0
		Days > 0.09 ppm (State Standard)	6	17	13	18	31	6
		Maximum Concentration	0.120	0.148	0.128	0.133	0.183	0.119
Carbon Monoxide	8-Hour	Days > 9 ppm (Federal Standard)	0	0	0	0	0	0
		Days > 9 ppm (State Standard)	0	0	0	0	0	0

TABLE 4.2-1: AIR QUALITY SUMMARY FOR STUDY AREA MONITORING STATION 1997-1999

Pollutant	Period	Federal and State Standard	Central Los Angeles			Pico Rivera		
			1997	1998	1999	1997	1998	1999
		Maximum Concentration	7.80	6.18	6.37	6.10	6.07	5.50
Nitrogen Dioxide	1-Hour	Days > 0.25 ppm (State Standard)	0	0	0	0	0	0
		Maximum Concentration	0.198	0.170	0.212	0.149	0.140	0.155
Sulfur Dioxide	24-Hour	Days > 0.14 ppm (Federal Standard)	0	0	0	n/a	n/a	n/a
		Days > 0.04 ppm (State Standard)	0	0	0	n/a	n/a	n/a
		Maximum Concentration	0.011	0.006	0.010	n/a	n/a	n/a
PM_{10}	24-Hour	Days > 150 µg/m^3 (Federal Standard)	0	0	0	n/a	n/a	n/a
		Days > 50 µg/m^3 (State Standard)	15	11	19	n/a	n/a	n/a
		Maximum Concentration	102	80	88	n/a	n/a	n/a

/a/ All values are in parts per million (ppm) except for PM_{10}, which is measured in micrograms per cubic meter (µg/m^3).
SOURCE: California Air Resources Board.

Existing Carbon Monoxide (CO) Concentrations. Carbon monoxide concentrations are typically used as the sole indicator of conformity with the California Ambient Air Quality Standard (CAAS) because: (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants; and (2) CO concentrations and characteristics can be modeled using State recognized methods. In other words, the operational air quality impacts associated with a project are generally best reflected through the estimated changes in related CO concentrations. The background level of CO is typically defined as the average of second-highest eight-hour readings over the past three-year period. Based on recorded monitoring data at the Central Los Angeles station, the existing eight-hour background concentration is estimated to be 5.74 ppm for eight hour concentrations. Assuming a typical persistence factor of 0.7, the estimated one-hour background concentration would be 8.21 ppm.[1]

Vehicular traffic is the main source of CO. Therefore, the highest concentrations of CO is generally found along sidewalks, as CO is a very localized gas. CO dissipates quickly under normal meteorological conditions, which means that CO concentrations decrease substantially as distance from the source (intersection) increases. CO concentrations were evaluated along the sidewalks at the seven study intersections most affected by the proposed project and have the worst levels of operation and delay. It is at these locations that carbon monoxide concentrations would be the highest. For each of the seven

[1] Persistence factor is the ratio between the eight hour and one hour second annual maximum CO concentrations measured at a continuous air monitoring station. A persistence factor of 0.7 is typically used in urban areas.

intersections modeled, traffic related contributions were added to the background conditions discussed above. One-hour and eight-hour CO concentrations adjacent to these intersections were estimated using the CAL3QHC dispersion model, which was developed by the US Environmental Protection Agency. This model utilizes EMFAC 7F emissions factors, meteorological data, traffic volume, speed, and vehicle mix inputs. Existing conditions at the study intersections are shown in **Table 4.2-2**. Currently, no intersection exceeds the state one-hour standard of 20 ppm. However, four intersections exceed the state eight-hour standard of 9 ppm. Of the four intersections that exceed the state standard, two intersections (Atlantic ~~Boulevard/Cesar~~Boulevard/Avenida Cesar Chavez ~~Avenue~~ and Atlantic Boulevard/Floral Drive) are located within one block east of the campus. SR-60 Freeway westbound off-ramp/1st Street and Atlantic Boulevard intersection is located approximately 0.13 miles south of the campus. I-710 northbound on-ramp/Ford Avenue and Floral Drive intersection is located approximately 0.8 miles west of the campus.

TABLE 4.2-2: EXISTING CARBON MONOXIDE (CO) CONCENTRATIONS (parts per million)

Intersection	CO Concentration at Nearest Sidewalk	
	1-Hour (State Standard = 20 ppm)	8-Hour (State Standard = 9 ppm)
I-710 NB On-Ramp/Ford Avenue & Floral Drive	13.8	9.7
Bleakwood Avenue & Floral Drive	11.8	8.3
Bleakwood Avenue & Avenida Cesar Chavez ~~Avenue~~	12.1	8.5
SR-60 Freeway WB Off-Ramp/1st Street & Atlantic Boulevard	13.9	9.7
Atlantic Boulevard & Avenida Cesar Chavez ~~Avenue~~	14.2	10.0
Collegian Avenue & Floral Drive	11.1	7.8
Atlantic Boulevard & Floral Drive	14.0	9.8

Note: 1-Hour and 8-Hour carbon monoxide concentrations for the intersection I-710 NB On-Ramp/Ford Avenue & Floral Drive are based on AM peak hour traffic conditions. All other carbon monoxide concentrations are based on PM peak hour traffic conditions.
SOURCE: Terry A. Hayes Associates, Kaku Associates.

THRESHOLDS OF SIGNIFICANCE

Air quality impacts of a project can be separated into two categories: short-term impacts due to construction and long-term permanent impacts due to project operations. The proposed project would have a significant air quality impact if:

- Daily construction or operation emissions were to exceed SCAQMD thresholds for carbon monoxide (CO), reactive organic gas (ROG), nitrogen dioxide (NO_2), sulfur oxide (SO_2) or particulates (PM_{10}). **Table 4.2-3** lists the thresholds for each of these pollutants.

- The proposed project would cause a violation of the California Ambient Air Quality Standard (CAAS) for either the one-hour or the eight-hour period, which are 20.0 parts per million (ppm) and 9.0 ppm, respectively. If there are currently violations of the CAAS, then a 1.0 ppm increase for the one-hour period, and a 0.45 ppm increase for the eight-hour period would be considered a significant impact.

- The proposed project is not consistent with the South Coast AQMP because it would result in emissions greater than the SCAQMD thresholds or increase the number and severity of air quality violations at sensitive locations within the project area.

TABLE 4.2-3: SCAQMD DAILY EMISSIONS THRESHOLDS (in pounds per day)		
Pollutant	**Construction**	**Operations**
Carbon Monoxide	550	550
Reactive Organic Gas	75	55
Nitrogen Oxides	100	55
Sulfur Oxides	150	150
PM_{10}	150	150
SOURCE: SCAQMD, CEQA Air Quality Handbook, 1993.		

ENVIRONMENTAL IMPACT

Construction Impacts

Construction of the proposed projects in the Facilities Master Plan are anticipated to occur between the years 2002 and 2010. Because the actual construction schedule is speculative, a hypothetical worst-case construction scenario was developed. The development of the Technology Building will require the most buildings to be removed, thus this development was used to determine daily construction emissions during the demolition phase of construction. It is assumed that the buildings and bungalows would be demolished on-site. The construction of the 2,200-car parking structure and new Plant Facilities was used to calculate daily construction emissions during the grading/excavation and foundation phase since these developments would require the most grading, excavation, and foundation.

Daily emissions for the proposed project are calculated based on the procedures contained in the SCAQMD CEQA Handbook. Construction emissions for the proposed project were calculated based on the amount of demolition, area of grading, volume of excavation, size of footprint for foundations, maximum allowable size of structure to be built, and total days construction that is anticipated to occur. The calculations encompass emissions from the use of heavy-duty equipment, earth loading and unloading, paving, architectural coatings, construction worker vehicle trips, and haul truck travel on both paved and unpaved surfaces. **Table 4.2-4** shows worst-case construction emissions for the proposed project. Because the daily emissions numbers provided in **Table 4.2-4** represent worst-case scenario, emissions on most construction days for each proposed development are expected to fall well below the thresholds for each pollutant. Emissions of CO, ROG, NO_X, and SO_X are not anticipated to exceed SCAQMD thresholds on any days during the construction period. However, as indicated in **Table 4.2-4**, PM_{10} emissions are anticipated to exceed SCAQMD thresholds during the grading/excavation phase of the construction period. Thus, a significant impact would result.

Construction phases for some of the developments proposed in the Facilities Master Plan could potentially overlap, and increase emissions during certain days. Based on **Table 4.2-4**, overlapping construction is not likely to exceed SCAQMD thresholds for CO, ROG, NO_X, and SO_X. However, overlapping construction could result in an exceedance of the SCAQMD threshold for PM_{10}.

TABLE 4.2-4: CONSTRUCTION EMISSIONS (pounds per day)

Construction Phase	Pollutants				
	Carbon Monoxide (CO)	Reactive Organic Gas (ROG)	Nitrogen Oxides (NO_X)	Sulfur Oxides (SO_X)	(Mitigated) Particulate Matter (PM_{10})
Demolition /a/	17	3	31	2	23
Grading/Excavation /b/	35	8	52	3	180
Foundation /b/	22	3	25	2	16
Maximum	35	8	52	3	180
SCAQMD Thresholds	550	75	100	150	150
Exceed Thresholds?	No	No	No	No	Yes

/a/ Emissions were based on the development of the Technology Center. Assumes targeted buildings will be removed.
/b/ Emissions were based on the development of the 2,200 car-parking structure and new Plant Facilities.
NOTE: Assumes proper implementation of dust abatement measures consistent with AQMD Rule 403.
SOURCE: Terry A. Hayes Associates, see Appendix C.

The proposed project is subject to the provisions of SCAQMD Rule 403-Fugitive Dust, which restricts visible emissions from construction. This rule would reduce the amount of particulate matter entrained in the air as a result of construction activities at the project site. Under Rule 403, a person conducting activities capable of generating fugitive dust is required to use the applicable best available control measures to minimize future dust emissions from fugitive dust source types, which are part of the activities. Rule 403 prevents fugitive dust that is visible in the atmosphere from an active operation, open storage pile, or disturbed surface area from being emitted in the atmosphere beyond the property line of the emissions source. In addition, Rule 403 requires the bulk material, which has been tracked-out by the fugitive dust generating activity, on the public paved roadways to be removed within one hour. The removal of the track-out of bulk material onto public paved roadways within one hour. At the end of each work day, all visible roadway dust, generated by the fugitive dust generating activity, is required to be removed from public paved roadways. Rule 403 also states that at least one of the options in Table 3 of the rule needs to be implemented.

SCAQMD Rule 403 would reduce PM_{10} emissions generated by construction activities. Implementation of mitigation measures would further decrease construction emissions, such that emissions would be reduced to the maximum extent feasible. Reductions in PM_{10} emissions during the foundation phase is negligible.

Operations Impacts

Long-term project emissions would be generated by motor vehicles (mobile sources). Air quality impacts for the operations phase was estimated by using the California Air Resources Board's URBEMIS7G operational emissions model, which considers the type of land use, vehicle mix, and average trip lengths. The traffic report prepared by traffic consultant, Kaku Associates, indicates that the proposed project is anticipated to generate approximately 5,410 daily trips (see Section 4.9 of this report). The results, shown in **Table 4.2-5**, show that operational emissions are not anticipated to exceed SCAQMD significance threshold for any criteria pollutants.

TABLE 4.2-5: DAILY OPERATIONS EMISSIONS (POUNDS PER DAY)				
	Pollutant			
Project	CO	ROG	NO_x	PM_{10}
East Los Angeles Facilities Master Plan	232	23	74	34
SCAQMD Threshold	**550**	**55**	**55**	**150**
Exceed Threshold?	**No**	**No**	**No**	**No**
SOURCE: Terry A. Hayes Associates, URBEMIS 7G Output, 2000; See Appendix C.				

Carbon-Monoxide Hot Spot Analysis

CO Concentrations from Street Intersections. Overall, CO concentrations are expected to be lower than existing conditions in the year 2015 due to stringent state and federal mandates for lowering vehicle emissions. Although traffic volumes would be substantially higher in the future with and without implementation of the proposed project, CO emissions from vehicles are expected to be much lower due to technological advances in vehicle emissions system and turnover in the vehicle fleet.

As indicated in **Table 4.2-6**, year 2015 "no project" conditions (i.e., ambient growth plus cumulative projects, but does not include the proposed project) one-hour CO concentrations at study intersections would range from 5.0 to 6.6 ppm, and eight-hour concentrations would range from 3.5 to 4.6 ppm. The greatest increase in CO concentrations attributable to the addition of project-generated traffic is expected to occur at the intersection of Atlantic Boulevard and Floral Drive, where the one-hour concentration would increase from 6.2 ppm to 6.7 ppm, and the eight-hour concentration would increase from 4.4 ppm to 4.7 ppm.

Since CO is a gas which disperses quickly, CO concentrations at sensitive receptor locations are expected to be much lower than CO concentrations at sidewalk locations, which is the model in this analysis. As shown in **Table 4.2-6**, no impact is expected at the analyzed sidewalk locations, thus no significant increase in CO concentrations at sensitive receptor locations are expected, and no significant impacts would occur.

Weingart Stadium-CO Concentrations Due to Traffic Generated by Events. The proposed Master Plan project includes the modernization and expansion of the existing Weingart Stadium located near the northwest corner of the campus. Primary stadium parking is located to the west of the stadium at the corner of Bleakwood Avenue and Floral Drive. The stadium expansion will result in an increase in the number of seats from the existing 20,000 seats to 30,000 seats for a 50 percent increase in capacity.

The utilization of the stadium will be essentially characterized as a "special event" and generally occurs on Friday evenings and weekend afternoon and/or evenings. Thus, the effects of the stadium expansion on the surrounding intersections and neighborhood streets were examined for a Friday evening and a Saturday afternoon/evening. Events occurring on these days were judged to be typical of the type of events to be expected at the stadium. Kaku Associates has prepared a supplemental traffic analysis (See Appendix G) to address the potential impacts related to the expansion and upgrade of the Weingart Stadium. The supplemental traffic analysis is more focused and is designed to address "special event" impacts, thus two intersections were identified for analysis: Avenida Cesar Chavez ~~Avenue~~/Bleakwood Avenue and Floral Drive/Bleakwood Avenue.

TABLE 4.2-6: FUTURE (2015) CARBON MONOXIDE CONCENTRATIONS AT PROJECT AREA INTERSECTIONS (ppm)								
	1-Hour Concentration (State Standard = 20.0)				8-Hour Concentration (State Standard = 9.0)			
Intersection	No Project	Project	Change	Impact?	No Project	Project	Change	Impact?
I-710 NB On-Ramp/Ford Avenue & Floral Drive	5.6	5.7	0.1	No	3.9	4.0	0.1	No
Bleakwood Avenue & Floral Drive	5.0	5.0	0.0	No	3.5	3.5	0.0	No
Bleakwood Avenue & Avenida Cesar Chavez ~~Avenue~~	5.0	5.0	0.0	No	3.5	3.5	0.0	No
SR-60 Freeway WB Off-Ramp/1st Street & Atlantic Boulevard	6.6	6.7	0.1	No	4.6	4.7	0.1	No
Atlantic Boulevard & Avenida Cesar Chavez ~~Avenue~~	6.0	6.0	0.0	No	4.2	4.2	0.0	No
Collegian Avenue & Floral Drive	5.1	5.1	0.0	No	3.6	3.6	0.0	No
Atlantic Boulevard & Floral Drive	6.2	6.7	0.5	No	4.4	4.7	0.3	No
SOURCE: Terry A. Hayes Associates, CAL3QHC (carbon-monoxide dispersion) model printouts contained in Appendix C.								

As indicated in **Table 4.2-6**, implementation of the Master Plan would result in weekday one- and eight-hour carbon monoxide (CO) concentrations of approximately 5.0 and 3.5 parts per million (ppm), respectively, at the two intersections. According to the supplemental traffic analysis, project traffic additions to the street segments is considered minimal and the level of service (LOS) on the key intersections will not change. Because these intersections operate at an improved LOS during the time periods examined the one- and eight-hour CO concentrations during stadium events is expected to fall below 5.0 and 3.5 ppm, respectively. CO concentrations at the two intersections would not exceed the State one- and eight-hour standard of 20 and 9.0 ppm, respectively. No significant impacts are anticipated.

CO Concentrations from Parking Lots. The proposed project would increase parking spaces on campus by constructing four new parking structures. CO emitted from the parking structures would potentially impact nearby sensitive receptors. The largest parking structure that would be constructed on the ELAC campus is the 2,200-car parking structure, which is located at the corner of Floral Drive and Bleakwood

Avenue. Among the four parking structures proposed in the Facilities Master Plan, the 2,200-car parking structure is the closest to residential units.[2] The parking structure would consist of three stories, of which one of the stories is subterranean. CO emissions from vehicles are higher during cold starts (starting a vehicle after its engine has been turned off for a few hours) than during hot starts (starting a vehicle before the engine has time to cool down). During morning peak hour, a majority of the vehicles entering the campus have been operating for a few hours, and thus a majority of the vehicles on campus would be operating under hot start conditions. However, more students would be leaving campus in the evening than in the morning. Thus, there would be a higher volume of vehicles that are operating under cold start conditions during the evening hours. **Table 4.2-7** shows CO concentrations at certain distances from the parking structure. As the table shows, areas within approximately 60 meters (197 feet) of the parking structure would exceed the State one hour CO standards, and areas within approximately 120 meters (394 feet) of the parking structure would exceed the State eight hour CO standards. Thus, nearby residential units that are within approximately 120 meters of the parking structure would be significantly impacted.

TABLE 4.2-7: CARBON MONOXIDE CONCENTRATIONS AT VARIOUS DISTANCES FROM 2,200-CAR PARKING STRUCTURE (ppm)

Distance from Parking Structure (meters)	1-Hour Concentration (State Standard = 20.0)	8-Hour Concentration (State Standard = 9.0)	Exceed 1-Hour State Standard?	Exceed 8-Hour State Standard?
15	20.6	14.4	Yes	Yes
30	23.8	16.7	Yes	Yes
60	26.2	18.3	Yes	Yes
120	16.8	11.8	No	Yes
240	10.9	7.6	No	No

Note: Calculations assume that 40 percent of the vehicles are entering the parking structure, and 60 percent of the vehicles are leaving the parking structure.
SOURCE: Terry A. Hayes Associates, see Appendix C.

Consistency with the Air Quality Management Plan

The AQMP for the South Coast Air Basin has been prepared by the SCAQMD to ensure that the basin attains the objectives of the National Ambient Air Quality Standards as well as the California Ambient Air Quality Standards. Criteria for determining consistency with the AQMP is defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast Air Quality Management District's CEQA Air Quality Handbook.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

SCAQMD methodologies require that an air quality analysis for projects include forecasts of project emissions in a regional context during construction, and in a regional as well as local context, during project occupancy. The analysis above shows that daily construction and operations emissions are not anticipated to exceed SCAQMD significance thresholds.

[2]Residential units adjoins the proposed 2,200 parking structure to the north and west. The residential units are approximately 60 feet from the project site.

This consistency criteria pertains to pollutant concentrations, rather than total emissions, as distinguished by the SCAQMD. The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As shown in the analysis above, the proposed project would not result in a violation of the State CO concentration standards. Thus, the proposed project is considered consistent with the Consistency Criterion No. 1.

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout phase.

The growth assumptions, generated by the Southern California Association of Governments (SCAG), is based on the General Plans of cities located within the SCAG region. The proposed project is a service institution, and thus, implementation of the proposed project would not directly result in the growth of population, housing, and employment.

MITIGATION MEASURES

~~AQ1 The construction area and vicinity (500-foot radius) shall be swept and watered at least twice daily.~~

~~AQ2 Site-wetting shall occur often enough to maintain a ten percent surface soil moisture content throughout all site grading and excavation activity.~~

~~AQ3 All haul trucks shall either be covered or maintained with two feet of free board.~~

~~AQ4 All haul trucks shall have a capacity of no less than 14 cubic yards.~~

~~AQ5 All unpaved parking or staging areas shall be watered at least four times daily.~~

~~AQ6 Site access points shall be swept/washed within 30 minutes of visible dirt deposition.~~

~~AQ7 On-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice daily.~~

~~AQ8 Operations on any unpaved surfaces shall be suspended when winds exceed 25 mph.~~

~~AQ9 Car-pooling for construction workers shall be encouraged.~~

~~AQ10 Wash mud-covered tires and under-carriages of trucks leaving construction sites.~~

~~AQ11 Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud which would otherwise be carried off by trucks departing project sites.~~

~~AQ12 Securely cover loads of dirt with a tight fitting tarp on any truck~~

<u>**AQ1** PM_{10} Abatement. Through construction contracts, the District shall ensure that best practices are employed to reduce the creation of inhaleable dust particles during the construction process. Abatement shall use measures consistent with SCAQMD Rule 403, including site wetting, covering of haul trucks and storage piles, and periodic street sweeping.</u>

IMPACTS AFTER MITIGATION MEASURES

With the implementation of the above mitigation measures, construction related impacts related to PM_{10} would not be reduced to less-than-significant levels.

4.3 CULTURAL RESOURCES

ENVIRONMENTAL SETTING

Monterey Park was once inhabited by the Shoshone Indians now known as the Gabrielinos. Gabrielino is an European term, the name applied to Indians living in the vicinity of the Spanish mission of San Gabriel in historic times, and by extension to those living in the area– broadly speaking, the Los Angeles basin– in late prehistory. The East Los Angeles College (ELAC) campus is located in Monterey Park. The campus and the surrounding area was previously used for agricultural purposes.

On the ELAC campus there are several permanent structures built prior to 1950 throughout the campus. Buildings over 50 years of age are generally suspect and should be considered for historical significance. There are also buildings designated as temporary that exist on campus that are over 50 years of age. These temporary buildings are wooden bungalows originally located at the old Santa Ana Army Base. These bungalows were used as military housing and date back to World War II. Five of these structures are still in use on campus. These buildings, which were relocated to the campus in 1957, are currently used as classrooms and/or storage facilities. The buildings are wood-framed bungalows with painted wood siding, wood-framed panelized windows, and gable roofs with asphalt roof shingles.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact on cultural resources if:

- The proposed project has the potential to disturb areas that are considered to be archaeologically or paleontologically sensitive;
- The proposed project would remove buildings or places listed on or eligible for either the National Register of Historic Places or the California Register of Historic Resources, locally designated landmarks, or have the potential to remove or affect buildings constructed prior to 1949; and
- The proposed project has the potential to disturb or affect sacred areas that are known to the archaeological resource centers, the Native American Heritage Commission, or to tribal descendants of Native Americans.

ENVIRONMENTAL IMPACT

Historic Resources include but are not limited to, any object, building, structure, site, area, place, record, manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic agricultural, education, social, political, military, or cultural annals of California.

A record search of the East Los Angeles College campus was conducted by the South Central Coastal Information Center at California State University, Fullerton on July 13, 2000. The search included a review of all recorded historic and prehistoric archaeological sites within one-half mile radius of the project site, as well as, known cultural resource survey and excavation reports. The record search indicates that four archaeological surveys and/or excavations have been previously conducted within one-half mile radius of the project area. No known prehistoric or historic archaeological artifacts exist on or within one-half mile of the project site. The record search has determined that there are no National register of Historic places properties, California Historical Landmarks, California State Historic resources, California points of Historical Interest or City of Los Angeles Historic cultural monuments within a half-mile radius of the project site.

A search of the area was conducted by the California Native American Heritage Commission. A record search of the Sacred Lands file failed to indicate the presence of Native American cultural resources in the immediate project area (See Appendix D).

"A resource that is not listed in, or determined to be eligible for listing in, the California Register of Historic Resources, not included in a local register of historic resources, or not deemed significant in a historical resource survey may nonetheless be historically significant, pursuant to public resources code section 21084". The Facilities Master Plan proposes to replace several temporary buildings (bungalows) with permanent buildings. Buildings built before 1950 may be considered for eligibility as a state or national historic place. Buildings or bungalows on campus, which are considered as a historic landmark by the State or National Register of Historic Places, will be required to be incorporated in future developments.

An evaluation of the bungalows has found that any historical integrity that the bungalows may have retained has been lost due to the move of the bungalows from the Santa Ana Military base. This is due to the fact that the buildings have lost all basic historic connection. These buildings have undergone various changes over the years to maintain their use as classroom and administrative facilities.

An evaluation of all permanent buildings on campus has been conducted for potential Historical Significance. Analysis has determined that two buildings on campus are at least 50 years old. There are no proposed changes to these buildings. It should also be noted that these buildings have not been identified as historically significant. Furthermore, construction of proposed projects is not anticipated to cause damage to any other buildings other than those intended to be destroyed or remodeled. Thus, no impact to historical resources is anticipated.

MITIGATION MEASURES

As no potential significant impacts have been identified, no mitigation measures are required.

IMPACTS AFTER MITIGATION MEASURES

The proposed project is not anticipated to have significant adverse impacts on cultural resources.

4.4 GEOLOGY AND SEISMICITY

ENVIRONMENTAL SETTING

Geologic Materials and Soil Characteristics

The project site is located in Monterey Park within the Los Angeles County. The topography of Los Angeles County is widely varied and includes mountains, valleys, coastal plain and desert areas. Monterey Park is in the southerly part of the most dominant mountain range in Los Angeles County, the San Gabriel Mountains. Monterey Park has two different topographical areas. The northern Portion of the city is valley floor and the central section consists of moderate relief hills.

Based on review of the Los Angeles County Soil Survey General Report and Soil Map the site has been identified with Altamont Diablo Soil Association. Specifically, the site is underlain by artificial fill and alluvial soils. The artificial fill consists of dark brown and brown mottled, clayey silt with sand and pebbles. The alluvial soils consist of flood plain deposits of dark brown to brown clayey, sandy tilt and brown silty sand with some gravel. Holocene age alluvial deposits could be prone to liquefaction if groundwater is locally perched in the shallow unconsolidated Holocene age alluvial. Drainage at the site is by sheet flow to the south. The campus is located on a nearly level area with mild slopes. Site elevation is 300 feet above mean sea level. Groundwater depth in the area is at 225 feet.

Seismicity

The project site is not within a state designated Alquist-Priolo Earthquake Fault Zone for surface rupture hazard. There are however several faults in the vicinity of the site. By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (last two million years). Inactive faults have not moved in the last two million years.

The Elysian Park Blind Thrust fault is less than one mile from the project site. This fault constitutes the most significant ground motion hazard to the project site (See **Table 4.4-1**). The Elysian Thrust, originally defined as the Elysian Park Fold and Thrust Belt, was once postulated to extend northwesterly from the Santa Ana Mountains to the Santa Monica Mountains, extending westerly and paralleling the Santa Monica-Hollywood and Malibu coast Faults. The Elysian Park Fold and Thrust Belt is presently known as the Elysian Park Thrust, and is now believed to be smaller in size, only underlying the central Los Angeles Basin. This fault zone was responsible for the 1987 Whittier Narrows earthquake.

The Raymond Fault is an oblique-slip fault and is not known to be active. This fault is five miles away from the project site. The Santa Monica-Hollywood Fault Zone is eight miles away and is a reverse fault system that has not been active since the Holocene. The Whittier-Elsinore Fault Zone is a major right lateral strike-slip fault system approximately one mile away from active project site and in the Holocene (11,000 years ago). Other nearby faults are the Newport Inglewood Fault, the Sierra Madre Fault, the Verdugo Fault, and the San Gabriel fault. These faults are thought to have lower potential.

TABLE 4.4-1: CAPABLE FAULTS

Fault	Maximum Moment Magnitude	Distance From Site	Type of Fault
Elysian Park Thrust	6.7	Less than 1 mile	Blind Thrust fault
Newport Inglewood Fault	6.9	12 miles	Major right lateral, strike-slip fault
The Raymond Fault	6.7	5 miles	Oblique-slip fault
Santa Monica-Hollywood Fault Zone	6.4-6.6	8 miles	Reverse fault system
Whittier-Elsinore Fault Zone /a/	6.8	1 mile	Major right lateral strike-slip fault system

/a/ The moment magnitude is denoted by Mw. It takes into account both the energy released and the amplitude of a distant earthquake. The commonly used Richter Scale is not used because it is known to saturate at higher magnitudes and does not correlate well with other fault parameters such as fault length and slip rate.
SOURCE: California Division of Mines and Geology. Probabilistic Seismic Hazard Assessment for the State of California; Appendix A, Table 182 California Faults.

Landslide

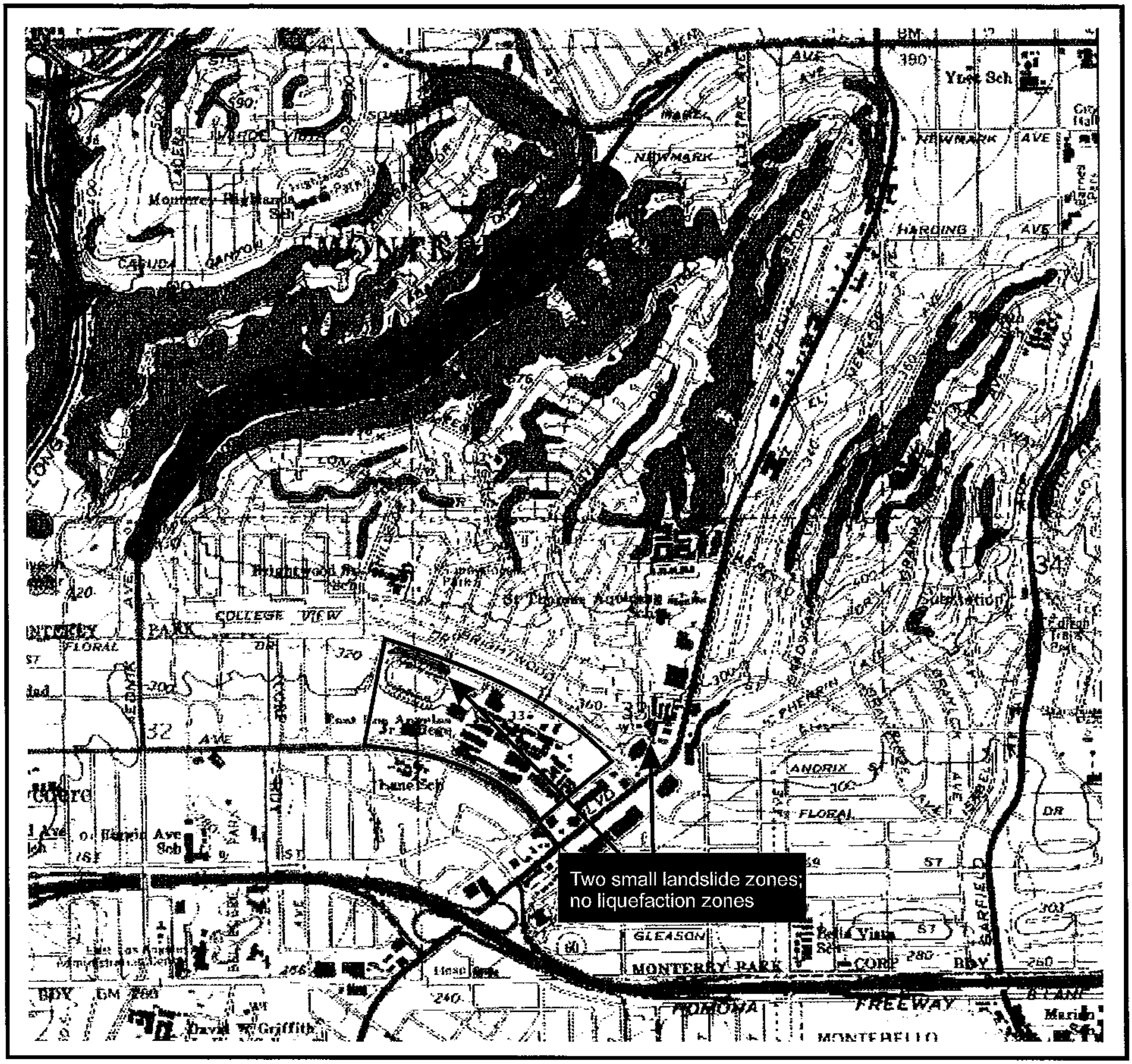
A landslide is the descent of earth and rock down a slope. Some areas are at higher risk for landslides due to inherent instability. This instability is generally caused by a steep slope or unstable soil composition. Heavy rainfall, flooding, or ground movements such as earthquakes can induce landslides. The March 25, 1999 Seismic Hazard Zones Map lists areas which have been identified as landslide hazard zones. Review of the Map identified two landslide zones near the project site. (See **Figure 4.4-1**). A landslide zone was located on the northwest border of the college campus north of the Weingart Stadium. The second landslide zone was identified adjacent to the campus near the northeast border of the campus.

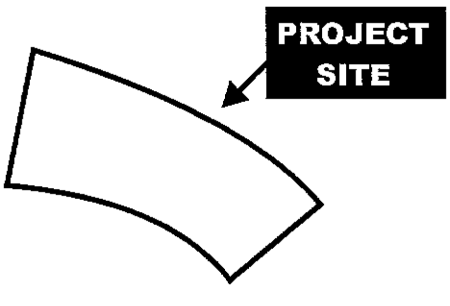
Liquefaction

Liquefaction is essentially the transformation of the soil to a liquid state. Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction potential has been found to be the greatest where the groundwater level is shallow, and loose, fine sands occur with a depth of about 50 feet or less. Significant factors that affect liquefaction include water level, soil type, particle size and gradation, relative density, confining pressure, intensity of shaking and duration of shaking. A review of the March 25, 1999 Seismic Hazard Zones Map has indicated that there are no liquefaction zones located within or adjacent to the site.

Tsunamis, Inundation, and Seiches

Tsunamis are usually caused by displacement of the ocean floor causing large waves. Tsunamis are typically generated by seismic activity. A seiche is a standing wave in an enclosed or partly enclosed body of water. Seiches are normally caused by earthquake activity, and can affect harbors, bays, lakes, rivers and canals. Inundation is flooding caused by tsunamis or seiches. The site is not located within a coastal zone or within 1/4 mile of a body of water; therefore, tsunamis, inundation or seiches are not potential hazards.





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SOURCE: California Division of Mines & Geology, Issued by State Geologist March 25, 1999

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.4-1

SEISMIC HAZARD ZONES MAP

Volcanic Hazards

The project site is not subject to any known volcanic hazards. The nearest location of volcanic activity is more than 100 miles away (Amboy and Pigsah Craters, Little Lake, and the Coso Mountains).

THRESHOLDS OF SIGNIFICANCE

The proposed project would be considered to have a significant effect if associated construction activity resulted in the following geologic hazard on the proposed project area:

- Potential for failure of new construction due to loose saturated sand or soft clay, and/or cobbles and large boulders obstructing excavation;

- Potential for ground rupture and damage to the project resulting from seismic activity; and

- Potential for liquefaction, settlement, lateral spreading and/or surface cracking and probable attendant damage to structures resulting from earthquake induced ground shaking.

ENVIRONMENTAL IMPACT

Seismicity

The ELAC campus is not within an Alquist-Priolo Earthquake Fault Zone. However, the site is situated above the Elysian Park Thrust Fault. The site could be subject to strong ground shaking as the result of an earthquake on this fault. There is potential for ground shaking to have a significant impact on the proposed development.

Movements on any of the previously described active and potentially active faults could cause strong groundshaking at the site. Ground motions have been postulated for the site corresponding to the Design Basis Earthquake (DBE) as having a 10 percent probability for exceedance during a 50-year time period.[1] The estimated peak ground acceleration for the DBE is 0.48g. Ground motions for the site for an Upper Bound Earthquake (UBE) is postulated as a 10 percent chance of exceedance in 100 years. UBE is defined in Section 1629.2.6 of the 1995 California Building Code as "the motion having a 10 percent probability of being exceeded in a 100-year period of maximum level of motion which may ever be expected at the building site within the known geologic framework." The estimated peak ground acceleration for the ELAC site is 0.58g. Both the calculated ground motion for the Upper Bound Earthquake and the Design Basis Earthquake greatly exceeds the envelope of the 1998 California Building Codes (CBC).[2]

The potential effects of groundshaking will be reduced to a less-than-significant level by designing the new ELAC facilities to resist strong ground motions approximating the Design Basis Earthquake standards and the associated ground accelerations expected to occur in the vicinity of the project site. Potential impacts from groundshaking will be further reduced through proper engineering design and conformance with current City and State seismic building and development code requirements.

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[1] Design Basis Earthquake standards as identified in the 1997 Uniform Building Code Section 1627, 1629.1, 1631.2 for Residential and Commercial.

[2] See Appendix A - Comments to Notice of Preparation. From Robert Sydnor, California Certified Engineering Geologist. C.D.M.G. Note 48 - Checklists for the Review of Geological Seismic Reports for California Public Schools, Hospitals, and Essential Services Buildings. July 1, 2000.

Landslides

Landsliding can occur due to seismic groundshaking. Because there is a state designated landslide zone on-site (northwest part of site), impacts are anticipated.

Other Seismic Impacts

The likelihood of other geologic hazards (tsunamis, inundation, seiches, liquefaction, or slope instability) impacting the site are considered very low and no significant impacts to the project would be expected.

MITIGATION MEASURES

GS1 A California Certified Engineer and Geologist shall conduct a detailed subsurface engineering geologic/geotechnical investigation prior to completing final design plans for each proposed project. The site-specific geotechnical investigation should comply with the Division of Mines and Geology, Special Publication 117 Guidelines to avoid seismic hazard impacts. The investigation should recommend mitigation measures and provide for an agency review of the investigation procedures. The investigation should include soil borehole logs to evaluated surface rupture, landsliding and settlement potential. The investigation report should include recommendations for ensuring seismic safety on the site including ground improvements and shall be considered by the State Architect in the approval of all plans.

IMPACTS AFTER MITIGATION MEASURES

Implementation of the mitigation measures identified above would reduce impacts associated with seismic hazards to a less-than-significant level.

4.5 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

A Phase One Environmental Site Assessment was conducted of the East Los Angeles College (ELAC) campus and selected buildings on October 5, 2000 by Property Condition Consultants (See Appendix E). The purpose of the assessment was to attempt to uncover past or present environmentally related events that negatively impact the ELAC campus. Research included a governmental records search, research of permits, interviews, review of historical and aerial photographs and other supporting documentation and an on-site inspection.

The assessment uncovered the existence of a 6,000-gallon underground storage tank (UST). The 6,000-gallon UST is currently in operation in the maintenance shop on the north portion of the campus. The tank conforms to current State of California regulation for UST systems.

A 6,000-gallon UST was appropriately removed in 1991 from the maintenance area with nominal contamination found.

A 10,000-gallon UST was abandoned in place in 1991 near the auditorium. Formal closure was authorized by the County of Los Angeles Department of Public Works.

Hazardous materials are stored and utilized as part of the maintenance operations conducted on campus. These include lubricating oils, paint, and solvent. These appear to be stored and utilized appropriately.

Hazardous waste is generated as a result of maintenance operations conducted on the campus. These include oil, filters, paints, and solvents. Manifest information and site inspection evidenced appropriate storage and removal.

Hazardous materials use and storage is located in the north-central maintenance shop area. There was no indication of hazardous waste storage problems in the area of the maintenance shop or on the entire campus. An underground storage tank is also located in this area. Drums of PCB containing lighting ballasts, waste oil and filters are stored in metal drums on this yard. There is also a paint spray booth located in the shop buildings.

Poly-chlorinated biphenyl(PCB). PCB containing transformers were banned in 1976 by the United States Environmental Protection Agency (US EPA). Several transformers were observed on site but appeared to be in satisfactory condition. PCB's may also be found in capacitors and fluorescent lighting unit ballasts.

Asbestos Materials. Asbestos containing building materials were widely used in structures built between 1945 and 1980. Common asbestos-containing building materials include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage occurs or if remodeling, renovation or demolition activities disturb asbestos-containing building materials. The structures on the property in question were constructed between 1950 and the present. Asbestos containing building materials are likely to be identified in types of building targeted for removal. Building materials suspected of having an asbestos content include floor tiles and linoleum, plaster walls, wallboard, ceiling tiles, exterior stucco and roofing materials. These were observed in damaged condition.

Lead Paint. Lead paint was primarily utilized from the 1920's to 1978. There is a strong likelihood of lead-based paint historically used in some of the structures on the ELAC campus. Lead-based paint is likely to be identified on wood components used in the construction of the wood frame bungalows. This was observed to be in flaking condition. Commercial/industrial structures are affected by lead-based paint regulations if damage occurs or if remodeling, renovation or demolition activities disturb lead-based paint surfaces.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact if:

- The proposed project would expose daytime and/or residential populations to health hazards; and
- The proposed project would entail a risk of explosion or release of hazardous substances.

ENVIRONMENTAL IMPACT

There are no apparent environmentally-related concerns regarding the current or historic operations conducted on the project site. There are no apparent concerns regarding the migration of subsurface contamination from off-site sources. An environmentally-related concern is noted regarding the project site due to the likely presence of building materials containing asbestos. During the site survey, paint chips were observed on windowsills and around building exteriors. There is an environmentally related concern of the existence of lead-based paint used in older buildings on the campus. The present underground storage tank is a continued source of environmental concern by virtue of its existence. However, there was no evidence to indicate that immediate action to an environmentally-related concern was needed.

Construction Impacts

The demolition and/or renovation of any structures with asbestos containing materials or lead-based paint would have the potential to release these substances into the atmosphere if these substances are not properly stabilized or removed prior to demolition activity. This could result in a significant impact.

Operation Impacts

Operation of the expanded ELAC campus would continue as it currently does. All potentially hazardous materials would be stored, handled and disposed of in accordance with all applicable federal, state, and local regulations. Consequently, campus operations would not be expected to pose any significant risks related to accidental release of hazardous materials due to the expansion of the campus. Operational impacts would be less than significant.

MITIGATION MEASURES

HW1 Secondary containment is recommended beneath metal drums used for waste liquids in the maintenance operations area.

HW2 For those campus facilities effected by the Master Plan, lead-based paint testing should be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.

HW3 For those campus facilities effected by the Master Plan, asbestos sampling should be conducted to determine if building materials used in the construction of the structures in question have an asbestos fiber content. All material identified as containing asbestos shall be removed and/or encapsulated by a licensed asbestos abatement contractor as provided by the provisions of Rule 1403 of the South Coast Air Quality Management District (SCAQMD) Rules and Regulations

HW4 PCB containing units removed from buildings effected by the Master Plan should be properly disposed of as required by law.

IMPACTS AFTER MITIGATION MEASURES

Implementation of the mitigation measures identified above would reduce impacts associated with hazardous waste to a less-than-significant level.

4.6 LAND USE & PLANNING

Existing Environmental Settings

The East Los Angeles College (ELAC) campus encompasses approximately 82 acres in the City of Monterey Park. The ELAC campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north. The ELAC campus and its surrounding environment are fully developed. The surrounding neighborhood can be described as primarily residential. The college has operated in its current location since 1945.

Land uses to the immediate north of the ELAC campus consist primarily of multi-family residential units. Single-family residential units are located to the west with single-family and multi-family residential units located to the south of the campus. ~~and south of the campus.~~ An elementary school (Robert Hill Lane Elementary School) is located between the single family residential units on Avenida Cesar Chavez. In addition, a mathematics and engineering building, which is part of the ELAC, is located immediately to the west of the elementary school. Commercial land uses adjoins the ELAC campus to the east. Land uses in the commercial area consist of restaurants, retail stores, and banks.

Existing uses within the ELAC campus include two parks, classrooms, lecture halls, library, planetarium, student center, administrative offices, parking lots, storage, Women and Men's Gymnasium, Child Development Center, Ingalls Auditorium, Little Theatre, Weingart Stadium, Vincent Price Gallery, Plant Facilities, and Student Center.

Land Use Plans

Regional

SCAG's Regional Comprehensive Plan and Guide. The ELAC campus is located within the Southern California Association of Governments (SCAG) region. SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated by the year 2015 and beyond. At the regional level, the goals, objectives, and policies in the RCPG are used for measuring consistency with adopted plan. However, the city and county governments have the authority and responsibility for land use and other critical planning decisions. The relationship of SCAG policies to the proposed development alternatives is shown in **Table 4.6-1**.

Local

The City of Monterey Park General Plan 2000 Land Use Element designates the ELAC campus as R1 (single family residential). Adjacent land uses are zoned R-3 (high-density multiple residential) to the north, R1 to the west, R-1 and R-2 (Medium-Multiple Residential) to the south, and SC (shopping center) to the east.

Thresholds of Significance

The proposed project would have a significant land use impact if:

- The proposed project is not consistent with the goals and objectives, and/or land use designations and zoning of the City of Monterey Park General Plan.
- The proposed project is not consistent with the goals and objectives, and/or land use designations and zoning of the applicable environmental plans and land use plans, such as the Southern California Association of Governments Comprehensive Regional Plan,

- The proposed project would create conflicts or nuisances with existing surrounding land uses. Conflicts would include proximity effects related to noise, lighting, parking, etc., and
- The proposed project would create a substantial physical disruption to neighborhoods and communities.

Environmental Impact

Compatibility with Local Plans and Land Use Regulations

The ELAC campus is a major land use fixture in the community since 1945. Any changes in character, intensity or type of land use within the campus boundaries would typically be compatible with the surrounding land uses in the City of Monterey. Jurisdiction and authority over the project site and development of the site However, belongs to the Los Angeles Community College District. However, it is th desire of the Community College District to take into account the goals of the Monterey Park General Plan in the implementation of any new development within the College Campus. In furthering this effort the compatibility of the development proposed in the Master Plan must remain consistent.

In evaluating the potential impacts of the ELAC Master Plan, the existing ELAC campus use was reviewed for compatibility with local planning regulations. Educational facilities are typically located in residential areas. As noted in the General Plan many schools are located in low density residential areas (as is ELAC). The ELAC campus does not conflict with the policies or goals of the General Plan Land Use Element. There is no indication that the proposed expansion and renovation of the ELAC campus would result in any conflict as the proposed project does not involve a change in existing use. The college is updating its Master Plan with planned improvements that are consistent with the existing uses on campus. The Master Plan does not include any new uses that do not current exist on the campus. Therefore, the planned projects in the new Master Plan are compatible with the surrounding land uses and do not create any land use impacts.

Currently, the City of Monterey is updating its General Plan and is expected to adopt the new plan in 2001. The new General Plan does not include any significant changes to the existing plan that would impact the plans of ELAC.

Consistency with SCAG Regional Comprehensive Plan and Guide

The consistency of the proposed development alternatives with SCAG policies is shown in **Table 4.6-1**.

TABLE 4.6-1 COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES

Policy Type and Goals	Finding	Discussion/Cross Reference
REGIONAL COMPREHENSIVE PLAN AND GUIDE		
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Not Applicable	The proposed project is not the development of public facilities, utility systems or transportation systems.

TABLE 4.6-1 COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES			
REGIONAL TRANSPORTATION PLAN POLICIES			
4.01	Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost effectiveness).	Not applicable	The proposed project does not contain any regional transportation investment elements. Therefore, this policy is not applicable.
4.02	Transportation investments shall mitigate environmental impacts to an acceptable level.	Not applicable	The proposed project does not contain any regional transportation investment elements.
4.04	Transportation Control Measures shall be a priority.	Consistent with this policy	See Section 4.9, Transportation and Traffic which identifies project-specific mitigation measures.
4.06	Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.	Not applicable	The proposed project does not require the implementation of transit restructuring.
4.16	Maintaining and operating the existing transportation system will be a priority over expanding capacity.	Consistent with this policy	The proposed project may result in localized impacts to the transportation system which would be mitigated. The project would be within projected growth forecasts and would not place an undue burden on the existing regional transportation system. The project may include local improvements to the existing transportation system (See Section 4.9)
GROWTH MANAGEMENT CHAPTER POLICIES TO IMPROVE THE REGIONAL STANDARD OF LIVING			
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction, and make better use of existing facilities.	Consistent with this policy	The proposed project is located within an urbanized area, with an extensive network of infrastructure in place. As a result, development of this project would not demand

TABLE 4.6-1 COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES			
			expansion of infrastructure into outlying or undeveloped areas. The project would use existing facilities to the greatest extent possible.
3.09	Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Consistent with this policy	See Discussion for Policy 3.05
3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	Consistent with this policy	This report is a EIR to a Master Plan. Because this report evaluates all proposed projects within the Master Plan, future permitting of the individual component in the Master Plan can be streamlined.
GROWTH MANAGEMENT CHAPTER POLICIES TO IMPROVE THE REGIONAL QUALITY OF LIFE			
3.12	Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Not applicable.	The proposed project consists of renovation and expansion of existing use.
3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	Not applicable	The proposed project is the builtout of an existing use.
3.16	Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Not Applicable	See Discussions for Policies 3.12-3.14.
3.18	Encourage planned development in locations least likely to cause environmental impact.	Not applicable	The site is a fully improved urban location.

TABLE 4.6-1 COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES			
3.21	Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Consistent with this policy	See Section 4.3 of this EIR.
3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent with this policy	See Summary of Mitigation Measures discussed in Chapter 2.0 Summary of this EIR.
GROWTH MANAGEMENT CHAPTER POLICIES TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY			
3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services, such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	~~Not applicable~~Consistent with this policy	The proposed project involves the renovation and addition to an existing educational facility and is undertaken to meet an increasing demand for educational opportunities.
AIR QUALITY CHAPTER CORE ACTIONS			
5.07	Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	Consistent with this policy	See Mitigation Measures summarized in Chapter 2.0 Summary of this EIR

TABLE 4.6-1 COMPARISON OF THE PROPOSED PROJECT TO SCAG REGIONAL POLICIES			
5.11	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	Consistent with this policy	As discussed in Chapter 4.2 Air quality this EIR would be considered consistent with the South Coast Air Quality Management District's Air Quality Management Plan.
WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS			
11.07	Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Consistent with this policy	The feasibility of using reclaimed water for the landscaped and open space areas of the project site will be examined and utilized ~~as necessary to comply with all applicable City-mandated water conservation and wastewater discharge policies~~where possible.
SOURCE: Terry A. Hayes Associates.			

Any impacts associated with the SCAG Regional Policies are discussed in the relevant sections of this Draft Program EIR.

Mitigation Measures

None required.

Impacts After Mitigation Measures

There are no adverse significant land use impacts associated with this project.

4.7 NOISE

ENVIRONMENTAL SETTING

Noise Definition and Terminology

Noise is defined as unwanted or excessively loud sound. The degree to which noise can impact the human environment range from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, as well as the amount of background noise present and the nature of work or human activity that is exposed to the noise source.

Sound is technically described in terms of loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale" (dBA) reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. The smallest perceptible sound level change is about three decibels, while ten dBA increase is perceived by most people as a doubling of the sound level. Examples of typical A-weighted sound levels in different environments are shown in **Figure 4-7.1**.

Sound Propagation and Attenuation

Generally, noise is most audible when traveling by direct line-of-sight.[1] Barriers, such as walls, berms, or buildings, that break the line-of-sight between the source and the receiver greatly reduces noise levels from the source since sound can only reach the receiver by bending over the top of the barrier (diffraction). Sound barriers can reduce sound levels by approximately 10 to 15 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced. In a situation where the source or the receiver is located three meters above the ground, or whenever the line-of-sight averages more than three meters (approximately 9.84 feet) above the ground, sound levels would reduce by approximately three decibels for each doubling of distance.

City of Monterey Park General Plan Noise Element and Noise Ordinance

The ELAC campus is not within the jurisdiction of the City of Monterey Park. However, noise sensitive land uses, such as adjacent residential units, surround the campus. These sensitive land uses are located within the City of Monterey Park and have the potential to be impacted by noise generated by activities on the ELAC campus. Because the noise sensitive land uses are located within the City of Monterey Park, the City Noise Ordinance would protect the sensitive land uses from intruding noise sources.

The City of Monterey Park General Plan Noise Element has established goals to control and abate noise. These goals include:

- Provide a safe, healthy noise level within the City that will not be physically or psychologically detrimental to residents,
- Coordinate intergovernmental efforts to abate noise;
- Reduce noise levels produced by all types of motor vehicles,
- Reduce the impact of construction and industrial noise,

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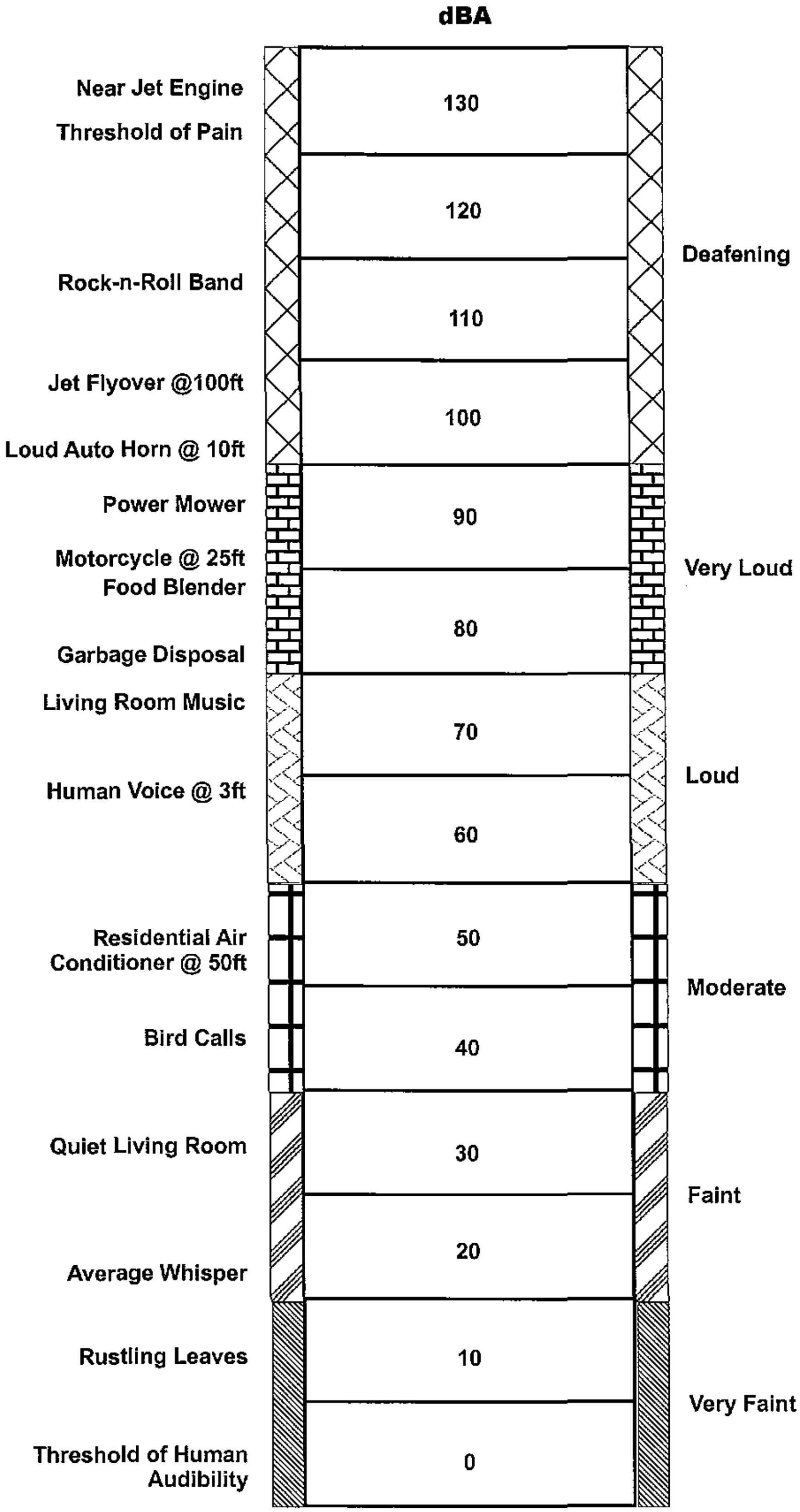
[1] Line-of-sight is a direct line between the noise source and the noise receptor.



SOURCE: Cowan, James P., Handbook of Environmental Acoustics

FIGURE 4.7-1

A-WEIGHTED DECIBEL SCALE

- Minimize unnecessary outdoor noises,
- Provide the basis for noise evaluation in land use considerations and Environmental Impact Reports,
- Acquaint people with the seriousness of noise pollution, and with ways they can assist in reducing noise,
- Maintain building codes which require soundproofing.

The City of Monterey Park Municipal Code (Title 9, Chapter 9.53.040-9.53.050) has established noise standards for the City of Monterey Park. These noise standards are used for intruding noise sources that are continuous and cannot be reasonably discontinued for sufficient time in which the ambient noise level can be determined. **Table 4.7-1** shows the noise standards for different land uses in the City of Monterey Park.

TABLE 4.7-1: CITY OF MONTEREY PARK NOISE STANDARDS

Noise Zone	Time	Allowable Noise Level (dBA)
Residential	7:00 a.m. - 10:00 p.m.	55
	10:00 p.m. - 7:00 a.m.	50
Commercial	7:00 a.m. - 10:00 p.m.	65
	10:00 p.m. - 7:00 a.m.	55
Industrial	Anytime	70

SOURCE: City of Monterey Park Municipal Code (Title 9, Chapter 9.53.040 (1)).

The City of Monterey Park allows for noise levels to increase, depending on the duration of the noise. **Table 4.7-2** shows the permitted increase in noise levels, as set forth in the Municipal Code Title 9 Chapter 9.53.040 (**Table 4.7-1**).

TABLE 4.7-2: CITY OF MONTEREY PARK PERMITTED INCREASE IN NOISE LEVELS

Permitted Increase (dBA)	Duration of Increase Permitted (minutes per hour)
5	15
10	5
15	1
20	Less than 1 minute

SOURCE: City of Monterey Park Municipal Code (Title 9, Chapter 9.53.050).

The City of Monterey Park Municipal Code exempts certain activities from the noise ordinance (Title 9, Chapter 9.53.070). Activities that are exempt from the noise ordinance include:

- Activities conducted on public playgrounds and public or private school grounds, including, but not limited to, school athletic and school entertainment events, and

- Construction or demolition work conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays.

Sensitive Receptors

Land uses that are considered sensitive to noise impacts are referred to as "sensitive receptors." Noise sensitive receptors include, but are not limited to, schools, residences, libraries, hospitals and other care facilities. Noise sensitive receptors adjoining the proposed project include residential units to the immediate north, south, and west of the ELAC campus, Robert Hill Lane Elementary School (located on the south side of Avenida Cesar Chavez adjacent to the ELAC campus), and the Child Development Center (located on the ELAC campus). Other nearby sensitive receptors include Brightwood Elementary School (approximately 0.1 miles north of the project site).

Existing Setting

The existing noise environment of the project area is typical of an urban region and can be characterized by a background, or ambient, noise level generated by automobile traffic on the nearest roadways and a variety of other characteristic urban noise events, such as barking dogs, home and car stereos, and people.

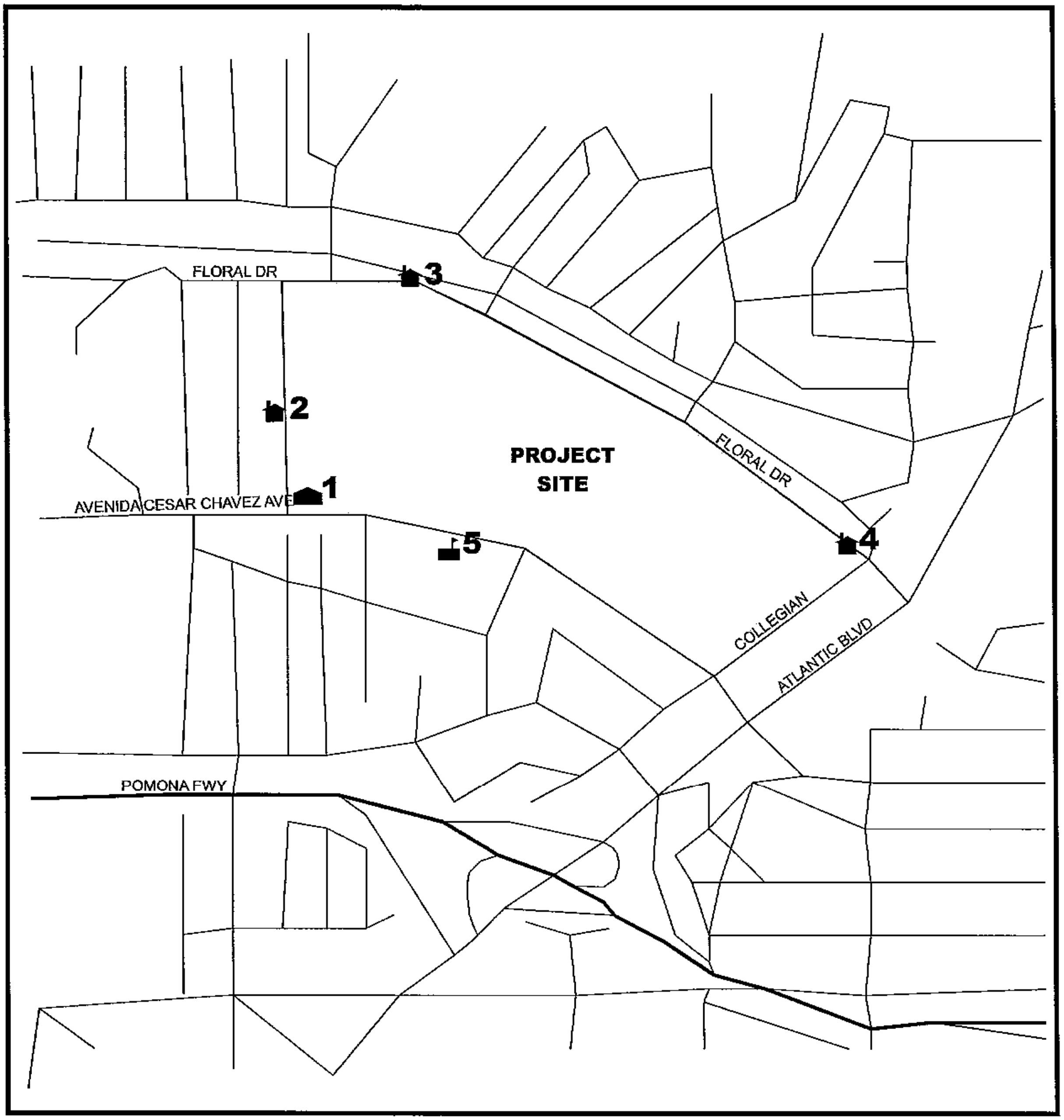
The Quest Q-400 Noise Dosimeter was used to measure ambient noise levels at five locations within the vicinity of the project site. Noise measurements were taken at Robert Hill Lane Elementary School, the Child Development Center, and adjacent residential uses to the north and west of the ELAC campus (see **Figure 4.7-2**). Noise measurements were conducted during the evening hours between 6:00 p.m. and 7:00 p.m. on August 9, 2000 and during the daytime hours between 10:00 a.m. and 1:30 p.m. on August 10, 2000. Evening and daytime noise measurements were taken to correspond with day and evening classes. The ambient noise level is relatively the same during daytime and evening hours. Noise measurements were taken for a ten-minute period at each site. Existing noise levels at each sensitive receptor site, as recorded, are listed in **Table 4.7-3**. Noise levels for each sensitive receptors range between 57 and 66 dBA.[2] Existing ambient noise level at R2 is lower because noise measurements were taken in a residential street (Bleakwood Avenue). Ambient noise levels are higher at SR1, SR3, SR4, and SR5 since these areas are situated adjacent to arterial streets, where traffic volumes are higher.

TABLE 4.7-3: EXISTING NOISE LEVELS (dBA, Leq)

Sensitive Receptor (SR)	Noise Monitoring Location	Measurement (dBA)
SR1	Child Development Center (Corner of Bleakwood Avenue and Avenida Cesar Chavez)	60
SR2	Single-family Residential: 2065 Bleakwood Avenue	57
SR3	Multi-family Residential north of Floral Drive	66
SR4	Multi-family Residential: Corner of College View Avenue and Floral Drive	63
SR5	Robert Hill Lane Elementary School	63

SOURCE: Terry A. Hayes Associates.

[2] dBA is the abbreviation for A-weighted decibels. The A-weighted decibel scale reflects the normal hearing sensitivity range of the human ear. An increase of 3 dBA is generally considered to be the point at which people can perceive a change in the sound level. Leq is the abbreviation for the equivalent sound level. Leq is a sound energy average of the fluctuating noise levels recorded in a given time period, generally one hour.



LEGEND:

Residences

Schools

Development Center

1 = Child Development Center
2 = Single-Family Residential Units
3 = Multi-Family Residential Units
4 = Multi-Family Residential
5 = Lane Elementary School

SOURCE: Terry A. Hayes Associates, 2000

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.7-2

SENSITIVE NOISE RECEPTOR LOCATIONS

Currently, minimum barriers exist between the campus and adjacent sensitive receptors. The boundaries of the campus are landscaped with few trees, which do not break the line-of-sight between the campus and the sensitive land uses. Adjacent multi-family residential units to the north of Floral Drive are situated approximately 18 feet above Floral Drive and could be viewed from the bleachers along the southern portion of Weingart Stadium.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant impact if:

- Noise generated by the proposed project would exceed the City of Monterey Park noise standards as indicated in **Tables 4.7-1** and **4.7-2;**
- The project would entail construction activities that would raise ambient noise level on a typical construction day by more than five decibels;
- The proposed project would result in a discernible change in ambient community noise levels (an incremental change of three decibels or more, resulting from stationary or mobile sources); and
- The proposed project would entail uses or activities that would produce severe noise levels, i.e., sound levels greater than 100 dBA at sensitive locations that could adversely affect human health.

ENVIRONMENTAL IMPACT

Construction Impact

In general, construction activities resulting from development within the project site would increase ambient noise levels in the vicinity on an intermittent, but temporary, basis. Noise levels during construction would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and the presence/absence of barriers between the noise source and receptor.

Typical noise levels from various types of equipment that may be used during construction of the proposed project are listed in **Table 4.7-4**. The table shows noise levels at distances of 50 feet and 100 feet from the construction noise source. Generally, noise levels decrease by six decibels over hard surfaces and nine decibels over soft surfaces for each doubling of distance. For example, the noise level for a paving breaker would be 82 dBA at 50 feet, 76 dBA at 100 feet, and 70 dBA at 200 feet.

TABLE 4.7-4: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINERY		
	Noise Level (dBA) /a/	
Noise Source	**50 Feet**	**100 Feet**
Paving Breaker	82	76
Jackhammer	82	76
Steamroller	83	77
Street Paver	80	74
Backhoe	83	77
Street Compressor	67	61
Front-End Loader	79	73
Street Cleaner	70	64
Idling Haul Truck	72	66
Cement Mixer	72	66

/a/ Assumes a 6 dBA drop-off rate for noise generated by a "point source" and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of 10 feet and 30 feet from the source.
SOURCE: Cowan, James P., 1994. Handbook of Environmental Acoustics, p. 230.

Table 4.7-4 shows noise levels of individual equipment. However, noise level would vary depending on the amount and type of equipment used during construction. **Table 4.7-5** shows the typical noise levels that can be expected during each construction phase. As the table shows, the highest noise levels are expected to occur during the grading/excavation and finishing phase. It should be emphasized that the noise levels presented in **Table 4.7-5** represent worst case conditions and would be of an infrequent and temporary nature.

TABLE 4.7-5 OUTDOOR CONSTRUCTION NOISE LEVELS		
	Noise Level (dBA, Leq)	
Construction Phase	**At 50 Feet**	**At 50 Feet with Mufflers**
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

To determine worst-case noise impacts at sensitive receptor locations, construction noise was modeled by introducing the noise level associated with the finishing phase of a typical development project to the ambient noise level. The noise source was assumed to be active for approximately 40 percent of the eight-hour work day (consistent with the Environmental Protection Agency studies of construction noise), generating a noise level of 89 dBA (Leq) at a reference distance of 50 feet.

Several projects proposed in the Facilities Master Plan are proposed to start within the same year. Therefore, overlapping noise impacts may result from the construction sites. However, it is not currently known whether construction for each development would be completed prior to the construction of a new development. Although many projects proposed by the Facilities Master Plan are not anticipated to start within the same year, construction may occur before previous developments have been completed, which would potentially increase construction noise impacts. **Table 4.7-6** shows the impact construction noise would have at nearby sensitive receptor locations. It is assumed that proposed developments with the same target start years are built at the same time and completed before new developments with different start dates, are constructed. Noise level at adjacent sensitive receptor locations was calculated by (1) making a distance and/or height adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level.

TABLE 4.7-6: CONSTRUCTION NOISE IMPACTS (dBA, Leq)

Sensitive Receptors Closest to Construction Site	Distance To Construction Sites	Existing Ambient (dBA)	New Ambient (dBA) /a/	Increase (dBA)
Technology Center & 1,350 Car-Parking Structure With Raised Tennis Courts - Target Start Date: 2002				
Robert Hill Lane Elementary School and Residential Units on Avenida Cesar Chavez ~~Avenue~~	1,000 feet from Technology Center, 150 feet from 1,350-Car Parking Structure	63	72	9
300 Car-Parking Structure - Target Start Date: 2003				
Residential Units on Floral Drive (east of Valley Vista Drive)	260 feet	66	69	3
Performing and Fine Arts Center & Practice Football/Soccer Field - Target Start Date: 2004				
Residential Units on Avenida Cesar Chavez ~~Avenue~~	440 feet from Performing and Fine Arts Center, 2,000 feet from Practice Football/Soccer Field	63	65	2
Child Development Center	50 feet from Practice Football/Soccer Field, 2,300 feet from Performing and Fine Arts Center	60	81	21
Remodeling of Administration Building & Remodeling of F-5 Building - Target Start Date: 2005 /b/				
Residential Units on Avenida Cesar Chavez ~~Avenue~~	200 feet	63	65	2

TABLE 4.7-6: CONSTRUCTION NOISE IMPACTS (dBA, Leq)

Sensitive Receptors Closest to Construction Site	Distance To Construction Sites	Existing Ambient (dBA)	New Ambient (dBA) /a/	Increase (dBA)
Humanities Building & New Women's Athletic Field - Target Start Date: 2006				
Sensitive Receptors Closest to Construction Site	**Distance To Construction Sites**	**Existing Ambient (dBA)**	**New Ambient (dBA) /a/**	**Increase (dBA)**
Residential Units on Floral Drive (north of the construction site for the Humanities Building)	660 feet from New Women's Athletic Field, 400 feet from Humanities Building	63	66	3
Residential Units at the Corner of Floral Drive and Crest Vista Drive	100 feet from New Women's Athletic Field, 770 feet from Humanities Buildings	63	78	15
2,200 Car-Parking Structure, New Plant Facilities, & Modernized Stadium - Target Start Date: 2007				
Residential Units on Bleakwood Drive	60 feet from 2,200-Car Parking Structure and Plant Facilities, 770 feet from Weingart Stadium	57	82	25
Residential Units on Floral Drive (east of Hillside Street)	300 feet from Weingart Stadium, 100 feet from 2,200-Car Parking Structure, 550 feet from Plant Facilities	66	76	10
Language Arts and Health Care Building, Remodeling of G-1 International Student Center, & 1,000 Car-Parking Structure - Target Start Date: 2008 /c/				
Residential Units on Floral Drive (adjacent to construction sites)	100 feet	63	78	15

/a/ New ambient sound level assumes construction noise sources would be active for approximately 40 percent of the eight-hour work day, which is consistent with the Environmental Protection Agency studies of construction noise). Construction sound levels are adjusted for distance. In addition, construction sound levels for each development were combined at sensitive receptor locations.
/b/ A five decibel attenuation is provided when buildings(noise barriers) occupy 65 to 90 percent of the length of the noise source. Construction sites for these proposed developments are located behind building. Thus, noise levels at sensitive receptor locations are adjusted for noise attenuation provided by the buildings that break the line of sight of the construction site and sensitive receptor location.
/c/ Remodeling of G-1 International Student Center will occur within the interior of the building. Consequently, minimum noise impact to the surrounding area is expected at this construction site.
SOURCE: Terry A. Hayes Associates.

Should proposed developments with similar target start dates occur simultaneously, new ambient sound levels greater than five decibels would occur at six locations. A significant impact is anticipated to occur. Construction activities are exempted from the City of Monterey Park Noise Ordinance if activities are conducted between 7:00 a.m. and 7:00 p.m. during the weekdays and 9:00 a.m. and 5:00 p.m. on Saturdays, Sundays, and holidays. Should construction activities occur between 7:00 p.m. and 7:00 a.m. on weekdays, and between 9:00 a.m. and 6:00 p.m on Saturdays, Sundays, and holidays, a significant impact would occur. Mitigation measures should be implemented to reduce noise impacts to the maximum extent feasible.

Operational Impact

Traffic-Related Noise. Noise readings taken at five sensitive receptors were used to calibrate CALTRANS' Sound32 noise prediction model, which utilizes three-dimensional computer mapping, traffic volume, vehicle mix, and traffic speed inputs to estimate noise levels. Data inputs were tailored using estimated future peak hour traffic volumes for project area intersections to accurately estimate the future noise level with and without the proposed project at each sensitive receptor.[3]

As **Table 4.7-7** shows, there would not be a noticeable noise change (increase of three decibels or more) at any of the sensitive receptor locations. However, existing ambient sound levels exceed the City of Monterey Park Noise Limits (see **Table 4.7-1**) for residential zones, and future ambient sound levels with and without the proposed project would continue to exceed the City noise limits.

TABLE 4.7-7: OPERATIONAL PEAK HOUR NOISE LEVELS AT SENSITIVE RECEPTORS (dBA, Leq)

Sensitive Receptor	Existing	Future Without Project	Future With Project	Change Attributable to Project	Impact? (Future With Project minus Future Without Project ≥3?)
SR1 (Child Development Center)	60	61	62	1	No
SR2 (Single-family Residential Unit: 2065 Bleakwood Avenue)	57	58	58	0	No
SR3 (Multi-family Residential Units north of Floral Drive)	66	67	67	0	No
SR4 (Multi-family Residential Units at corner of College View Avenue and Floral Drive)	63	64	65	1	No
SR5 (Robert Hill Lane Elementary School)	63	64	64	0	No

SOURCE: Terry A. Hayes Associates, see Appendix F.

Weingart Stadium. Among the projects proposed by the Facilities Master Plan, the modernization of Weingart Stadium would have the greatest impact on noise levels in the vicinity, especially during nighttime, when events are likely to occur at the stadium. Noise generated from Weingart Stadium would potentially affect sensitive receptors located several hundred feet from the stadium. Currently, the Weingart Stadium has a seating capacity of approximately 20,400 persons and is one of the largest stadiums in Southern California. The modernization of Weingart Stadium would create additional seating to the east and west of the stadium. An additional 9,600 seats will be added for a total capacity of 30,000. The Weingart Stadium has been used by the community for recreation, high school football games, holiday events (such as the Fourth of July), and other community events. The stadium has also been used to host events specific to ELAC. The purpose of the proposed project is to make Weingart Stadium an attractive venue for ELAC events and community events as well as rental for other events, such as professional soccer games.

[3] Kaku Associates, Traffic and Parking Study for East Los Angeles College Master Plan, September 2000.

The proposed project would increase events held at the Weingart Stadium. Events that have the potential to generate the loudest crowd noise include football games. Typically, instantaneous crowd noise of approximately 65,000 people in an open stadium for a football game could reach up to approximately 111 dBA. Generally, sound level decreases by three decibels each time the number of identical sources is decreased by half. For example, 65,000 people would generate a noise level of 111 dBA, 32,500 people would generate a noise level of 109 dBA, 12,250 people would generate a noise level of 106 dBA, and so on. **Table 4.7-8** shows the impact a crowd of 30,000 people, 20,000 people, and 10,000 people would have on ambient noise levels at nearby residential areas. Crowd noise was based on a reference crowd size of 65,000 people generating 111dBA in the center of the field. It is assumed that crowd noise would occur approximately 60 percent of the time during a three-hour event.

TABLE 4.7-8: EFFECT OF CROWD NOISE ON AMBIENT NOISE LEVELS AT VARIOUS AREAS (dBA, Leq) /a/

Sensitive Receptor Areas	Existing Ambient Sound Level (dBA) /b/	10,000 People		20,000 People		30,000 People	
		New Ambient (dBA) /c/	Increase (dBA)	New Ambient (dBA) /b/	Increase (dBA)	New Ambient (dBA) /b/	Increase (dBA)
Multi-family Residential Units North of Floral Drive, Adjoining Weingart Stadium	66	68	2	73	7	78	12
Single Family Residential Units East of Bleakwood Avenue, Adjoining the Stadium Parking Lot	57	59	2	65	8	70	13

/a/ Assumes a reference crowd size of 65,000 people generating 111 dBA.
/b/ Pre-project ambient sound level at sensitive receptor location.
/c/ New sound level at sensitive receptor location.
SOURCE: Terry A. Hayes Associates, see Appendix F.

A crowd of 20,000 to 30,000 people would significantly increase sound levels by over three decibels at nearby sensitive receptor locations. The likelihood of an event that would generate 30,000 people would be infrequent. It is more likely that the modernized stadium would generate a crowd size of 10,000 to 20,000 people. Noise generated at the Weingart Stadium would be exempted from the City of Monterey Park Noise Ordinance since events would be located on school grounds. In addition, there has not been any awareness of incidences that would require the City to enforce the Noise Ordinance on events at the Weingart Stadium.[4] Mitigation measures should be implemented such that future noise at the Weingart Stadium would not result in an issue in which the City would be forced to apply the Noise Ordinance.

In addition, the 2,200-car parking structure, proposed in the ELAC Facilities Master Plan, is a three-level parking structure, with two levels above ground, and one level below ground. The parking structure would

[4]Conversation with Ray Hamada, Senior Planner with the City of Monterey Park, October 11, 2000.

attenuate noise levels to as much as five dBA at residential units on Bleakwood Avenue. The parking structure would minimize the impact that noise generated at Weingart Stadium, would have on residential units on Bleakwood Avenue.

Public Address System. To be clearly intelligible, a public address system must generate at least ten dBA above the background noise levels. Currently, four loudspeakers are located on the scoreboard at Weingart Stadium. The location of the loudspeakers are typical of many existing stadium sound systems. The proposed project would not result in a change in the current public address system. However, the increase in events resulting from the modernization of Weingart Stadium would potentially result in an increase usage of the public address system. It is estimated that the public address system would be used approximately 30 percent of the time during an event. In addition, the public address system would only be used during an event. Although the modernization of the Weingart Stadium would potentially result in an increase use of the public address system, the use of the system would remain infrequent (occurring during an event) and temporary (lasting for a few hours).

MITIGATION MEASURES

Construction Noise

N1 Construction ~~or~~activities (i.e., demolition ~~hours shall be limited to activities~~, ground clearing, excavation, grading, laying of foundations, structural and finishing activities) shall be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays.

N2 For schools within 500 feet of a major construction site on the ELAC campus, coordination must be undertaken with the appropriate school district to define mitigation measures to substantially reduce construction noise impacts. Such measures may include limiting hours of construction for noisy construction activities ~~within 1000 feet of a school or daycare center shall be conducted from 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m., or when the school or daycare center is not in session.~~ (i.e., excavation and finishing phases), limiting construction in certain site areas to hours when the school would not be affected, providing prior notification to the school of particularly noisy activities, substitution of electric powered versus combustion engine powered equipment, and the use of temporary shrouds or barriers may be considered.

~~N3 When feasible, change the timing and/or sequence of the noisiest construction operations to avoid sensitive times of the day.~~

~~N4 Use noise control devices, such as equipment mufflers, enclosures, and barriers.~~

~~N5 Stage construction operations as far from noise sensitive uses as possible.~~

~~N6 Maintain all sound-reducing devices and restrictions throughout the construction period.~~

~~N7 When feasible, replace noisy equipment with quieter equipment (for example, a vibratory pile driver instead of a conventional pile driver and rubber-tired equipment rather than track equipment).~~

~~N8 Construction equipments shall be located as far as possible from noise-sensitive areas.~~

~~N9 Adjacent residents shall be given regular notification of major construction activities and their duration.~~

~~N10 A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.~~

~~N11 Major construction sites within 1000 feet of Lane Elementary School shall be reviewed with the Los Angeles Unified School District to determine whether a construction noise mitigation program shall be implemented to mitigate noise-related disruptions. Similarly, major construction sites within 1000 feet of Brightwood Elementary School shall be reviewed with the Alhambra School District to determine whether a construction noise mitigation program shall be implemented to mitigated noise-related disruptions. The mitigation program shall consider such measures as limited hours of construction~~

N3 Change the timing and/or sequence of the noisiest construction operations (i.e., excavation and finishing phases) to avoid sensitive times of the day.

N4 Use noise control devices, such as equipment mufflers, enclosures, and barriers.

N5 Adjacent residents shall be given notification of major construction activities and their duration. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

N6 Construction occurring within 1,000 feet of the Child Development Center shall be limited to hours when the Child Development Center would not be affected. The Child Development Center shall be notified of particularly noisy activities.

Stadium Noise

N7 Prior to implementation of improvements to the Weingart Stadium an acoustical noise analysis shall be conducted to determine the need or requirement for the construction of a sound wall to be located along the perimeter of the Weingart Stadium, behind the top of the bleachers, to achieve noise abatement within the vicinity of the stadium. The college shall implement the recommendations and findings of the acoustical analysis.

N8 Events at Weingart Stadium should be limited between the hours of 7:00 a.m. and 10:00 p.m. on a weekday or weekend.

N9 Signs shall be posted in all parking areas indicating that there are nearby residences or school activities and that lot users are expected to refrain from making intrusive load noises.

N10 The use of compressed air horns and similar noise generating devices by spectators shall be prohibited. Signs shall be posted within and outside of the stadium indicating this restriction.

N11 Parking structures shall be designed to reduce noise impacts on adjacent sensitive receptors by ensuing that the sides facing sensitive uses are enclosed, surfaces shall be chosen that will reduce tire squeal, and the implementation of a good neighbor signage program. Signs shall be posted in all parking areas indicating that there are nearby residences or schools and that lot users are expected to refrain from making intrusive loud noises, instructing drivers to disable alarms while parking on campus, prohibition against tailgating and a posted speed limit. All prohibitions shall be strictly enforced by on campus security.

~~N12 Construction occurring within 1000 feet of the Child Development Center shall be limited to hours when the Child Development Center would not be affected. The Child Development Center shall be notified of particularly noisy activities.~~

~~Operational Noise~~

~~N13 Sound walls of sufficient height shall be constructed along the perimeter of the Weingart Stadium, behind the top bleachers, to reduce sound transmission within the vicinity of the Stadium.~~

~~N14 Events at Weingart Stadium should be limited between the hours of 7:00 a.m. and 10:00 p.m. All activities in the Weingart Stadium should stop at 10:00 p.m.~~

IMPACTS AFTER MITIGATION MEASURES

Construction Impact

Topographical and meteorological conditions affect sound wave propagation and the effectiveness of the mitigation measures listed above. As previously indicated in **Table 4.7-4,** machinery equipped with mufflers would reduce noise levels. **Table 4.7-9** shows construction noise impact at nearby sensitive receptor locations with muffler utilization.

TABLE 4.7-9: CONSTRUCTION NOISE IMPACT WITH MUFFLER UTILIZATION (dBA, Leq)

Sensitive Receptors Closest to Construction Site	Distance	Existing Ambient	New Ambient /a/	Increase
Technology Center & 1,350 Car-Parking Structure With Raised Tennis Courts - Target Start Date: 2002				
Robert Hill Lane Elementary School and Residential Units on Avenida Cesar Chavez ~~Avenue~~	1,000 feet from Technology Center, 150 feet from 1,350 Car-Parking Structure	63	69	6
300 Car-Parking Structure - Target Start Date: 2003				
Residential Units on Floral Drive (east of Valley Vista Drive)	260 feet	66	67	1
Performing and Fine Arts Center & Practice Football/Soccer Field - Target Start Date: 2004				
Residential Units on Avenida Cesar Chavez ~~Avenue~~	440 feet from Performing and Fine Arts Center, 2,000 feet from Practice Football/Soccer Field	63	64	1
Child Development Center	50 feet from Practice Football/ Soccer Field, 2,300 feet from Performing and Fine Arts Center	60	78	18

TABLE 4.7-9: CONSTRUCTION NOISE IMPACT WITH MUFFLER UTILIZATION (dBA, Leq)

Sensitive Receptors Closest to Construction Site	Distance	Existing Ambient	New Ambient /a/	Increase
Remodeling of Administration Building & Remodeling of F-5 Building - Target Start Date: 2005 /b/				
Residential Units on Avenida Cesar Chavez ~~Avenue~~	200 feet	63	64	1
Humanities Building & New Women's Athletic Field - Target Start Date: 2006				
Residential Units on Floral Drive (north of the construction site for the Humanities Building)	660 feet from New Women's Athletic Field, 400 feet from Humanities Building	63	64	1
Residential Units at the Corner of Floral Drive and Crest Vista Drive	100 feet from New Women's Athletic Field, 770 feet from Humanities Buildings	63	75	12
2,200 Car-Parking Structure, New Plant Facilities, & Modernized Stadium - Target Start Date: 2007				
Residential Units on Bleakwood Drive	60 feet from 2,200 Car-Parking Structure and Plant Facilities, 770 feet from Weingart Stadium	57	79	22
Residential Units on Floral Drive (east of Hillside Street)	300 feet from Weingart Stadium, 100 feet from 2,200 Car-Parking Structure, 550 feet from Plant Facilities	66	74	8
Language Arts and Health Care Building, Remodeling of G-1 International Student Center, & 1,000 Car-Parking Structure - Target Start Date: 2008 /c/				
Residential Units on Floral Drive (adjacent to construction sites)	100 feet	63	75	12

/a/New ambient sound level assumes construction noise source would be active for approximately 40 percent of the eight-hour work day, which is consistent with the Environmental Protection Agency studies of construction noise). Construction sound levels are adjusted for distance. In addition, construction sound levels for each development were combined at sensitive receptor locations.
/b/ A five decibel attenuation is provided when buildings(noise barriers) occupy 65 to 90 percent of the length of the noise source. Construction sites for these proposed developments are located behind building. Thus, noise levels at sensitive receptor locations are adjusted for noise attenuation provided by the buildings that break the line of sight of the construction site and sensitive receptor location.
/c/ Remodeling of G-1 International Student Center will occur within the interior of the building. Consequently, minimum noise impact to the surrounding area is expected at this construction site.
SOURCE: Terry A. Hayes Associates.

Muffler utilization would reduce ambient sound level by two to three decibels at each sensitive receptor location. However, construction noise would continue to exceed five decibels at six sensitive receptor locations. This impact is considered unavoidable and significant.

Operational Impact

Although noise levels generated at the Weingart Stadium for school events would not be subjected to the City Noise Ordinance, a crowd that exceed approximately 20,000 people would increase sound levels by over three decibels at nearby sensitive receptor locations. Mitigation measures would prevent excessive noise from impacting sensitive receptor locations during overnight hours (between 10:00 p.m. and 7:00 a.m.).

4.8 PUBLIC SERVICES

This section of the EIR addresses the impact the proposed project will have on fire service and police protection.

FIRE PROTECTION

ENVIRONMENTAL SETTING

Fire protection services for the East Los Angeles College (ELAC) campus is provided by the City of Monterey Park Fire Department (MPFD). Three fire stations currently exist within the City. **Table 4.8-1** shows the fire stations that serves the ELAC campus. The nearest fire station to the ELAC campus is located on 701 Monterey Pass Road (approximately 0.6 miles north of the project site). As of the year 2000, the Monterey Park Fire Department has 58 employees. Emergency response time is 4.5 minutes for the entire city.[1]

TABLE 4.8-1: FIRE STATIONS SERVING THE EAST LOS ANGELES COLLEGE CAMPUS

Fire Station	Address	Response Personnel	Location
Station 1	320 W. Newmark Avenue.	23	1.89 miles from the ELAC Campus
Station 2	2001 S. Garfield Avenue	15	1.04 miles from the ELAC Campus
Station 3	704 Monterey Pass Road	9	Located 1.03 miles from the ELAC Campus.

SOURCE: City of Monterey Park Fire Department, 2000.

Calls for service would primarily be responded to by Station 2 as this station provides paramedics rescue ambulance service (See **Figure 4.8-1**).

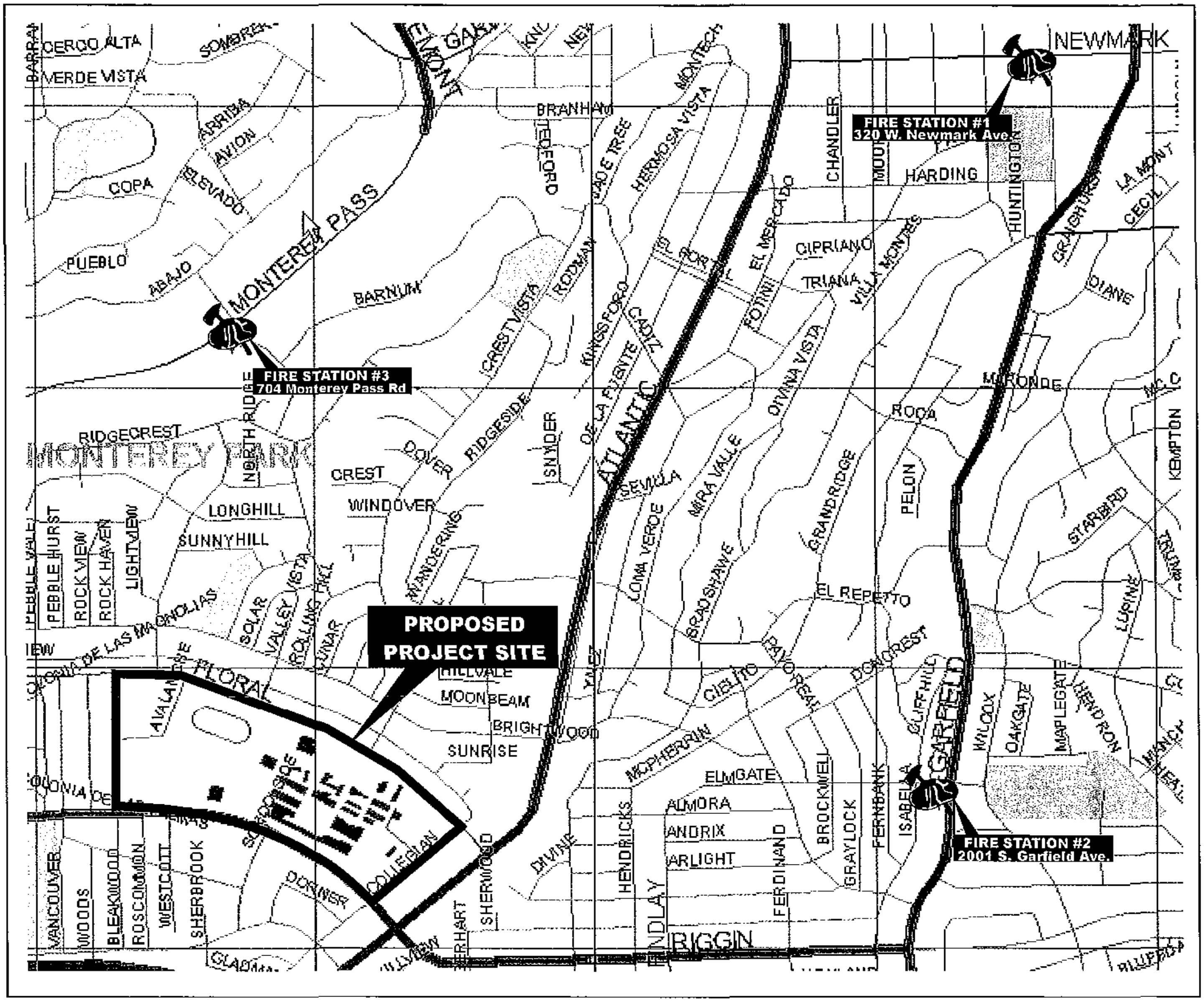
According to the City of Monterey Park Program Summary-Fire, the MPFD currently achieves service objectives of the fire department and maintains the minimum of 15 firefighters/paramedics.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact on fire protection services if:

- substantially diminishes the level of fire protection services;
- creates a substantial need for additional fire department personnel or equipment; or
- fails to comply with applicable fire codes and regulations, thereby putting persons or property at substantial risk in the event of a fire.

[1]Based on September 27, 2000 conversation with Jerry Wombacher, Fire Marshall in the Fire Prevention Division.



SOURCE: Terry A. Hayes Associates/Thomas Bros. Maps, 2000

East Los Angeles College Facilities Master Plan EIR

LOS ANGELES COMMUNITY COLLEGE DISTRICT

FIGURE 4.8-1

FIRE STATIONS

ENVIRONMENTAL IMPACT

Emergency response time is the total time from when a call requesting assistance is made until the time that a unit responds to the scene. The response time of fire protection service depends upon the distance from the nearest station to a given location and the level of traffic congestion. According to the City of Monterey Park Fire Department, the city is sufficiently covered in terms of distances from stations to areas within the city. Implementation of the ELAC Master Plan would encourage an increased enrollment up to approximately 7,800 additional students. This increase would result in an additional 5,410 daily vehicular trips to the campus. A reduction in the Level of Service on the surrounding street system could result in a decrease in response time to the ELAC campus and/or surrounding uses. Currently, existing traffic in the vicinity of the campus does not impair response time. However, future traffic projections and cumulative new development may result in congestion in the vicinity of the campus during peak traffic hours. This additional traffic may impair response to the campus. The traffic from the ELAC Master Plan would not significantly increase the amount of congestion. Section 4.9, Transportation and Traffic, indicates that the proposed project would not have a significant traffic impact on the 12 analyzed intersections. Therefore, the proposed ELAC Master Plan is not expected to substantially increase congestion or emergency response times and no additional personnel would be required.

The total number of calls for fire service within the City of Monterey Park for 1999 was 3,460 and was projected to increase to 3,636 calls for the year 2000. Calls to the ELAC campus for the year 2000 constituted less than 1 percent of projected total (35 calls to the ELAC campus were recorded). A breakdown of the calls by type show that 29 calls were for emergency medical service, 1 for public assistance (non-emergency call), and 5 were cancelled prior to arrival. With campus enrollment anticipated to rise by 45% by the year 2010, the additional 7,803 new students would theoretically result in an additional 16 calls by the year 2010 for a total of 51 calls (45% increase in call volume from the campus). The addition of sixteen calls to the total calls to campus with full buildout of the Master Plan is not considered to be a significant impact.

It is recognized that conditions within the City of Monterey Park that would have an affect on the need for fire service over the next nine years cannot be accurately determined. However, it is likely that the additional calls for service to the ELAC campus would continue to constitute approximately 1 percent of the total calls for service. This can be seen due to the expected increase in the population of Monterey Park by the year 2010 which is projected to rise to approximately 77,125 per Southern California Association of Governments (SCAG) projections. The current population of Monterey Park is 63,957 which will constitute a 20% rise in population. Assuming that calls for fire service rise in proportion to the population approximately 3,856 calls for service can be expected by year 2010. Thus, calls for service to the ELAC campus would remain at 1% of total calls. Therefore, the proposed project would not result in a significant impact on fire service as no need for additional facilities or resources will be required due to implementation of the ELAC Facilities Master Plan.

Fire hazards are anticipated to be reduced as the old uses on campus will be replaced with new facilities which will comply with current fire codes. Further, access to and from the campus will remain unobstructed.

Prior to the construction of new facilities on the ELAC campus, individual projects must undergo Plan Review and would be subject to the Monterey Park Fire Department (MPFD) permit process to document the use and storage of hazardous materials, if any. Information such as the type and amount of materials to be stored will be required. The new facilities will be required to undergo annual inspection by the MPFD.

It is not anticipated that the net addition of 433,149 square feet of space would result in the need for the provision of new fire service or facilities. The Master Plan proposes to replace existing facilities with upgraded facilities.

MITIGATION MEASURES

As no potential significant impacts have been identified, no mitigation measures are required.

IMPACTS AFTER MITIGATION MEASURES

The proposed project is not anticipated to have significant adverse impacts on fire protection.

POLICE PROTECTION

ENVIRONMENTAL SETTING

ELAC Security ~~Police Department~~

~~Police Protection at the ELAC Campus is provided by the ELAC branch of~~ Security for the Los Angeles Community College District, as of January 2001, is being provided by the Los Angeles County Sheriff's Department. ~~Police Department. The ELAC Police Department provides service within a one-mile radius of the campus. The boundary of the ELAC's Police force jurisdiction is approximately one mile outside of~~ Jurisdiction is within the college campus boundary. Based on a site analysis conducted during a Phase 2 study, current security needs on campus was determined. One sergeant, two Bonus-I deputies and 13 armed Los Angeles County Security Officers have been assigned to the campus. ~~Currently, the ELAC Police Department employs 10 sworn officers, 17 campus security officers, 3 clerks, and 6 escorts.[2] For the 1999 year, campus~~ Crime statistics for the ELAC campus was provided for 1999 year (Year 2000 statistics unavailable). Campus offenses consisted primarily of theft and vehicular burglary. There were four incidents of felony assault and one rape. Other offenses included 31 traffic and 4,438 parking citations. The total number of arrests made for the year was 12.

Monterey Park Police Department

The Monterey Park Police Department ~~(MPPD) is located at 320 W. Newmark Avenue, Monterey Park, CA 91754. Response time for 1999 was 3.40 minutes. The MPPD employs approximately 46 sworn officers for a population of 67,409 residents. The MPPD responded to approximately 40,970 total calls for service in 1999 (estimated).[3]~~ employs 82 sworn officers. For security issues outside the purview of campus security, the Monterey Park Police Department (MPPD) received approximately 109 calls to the ELAC campus in the year 2000 (while under the operation of the College District Security personnel). A majority of the calls ranged from medical calls (assistance to Monterey Park Fire Department emergency medical personnel) through vehicle code violations. Campus offenses also included vehicular burglary.

THRESHOLDS OF SIGNIFICANCE

For the purposes of this EIR, the proposed project would have a significant impact if it:

- Creates a substantial need for additional police department personnel or facilities; or
- substantially diminishes the level of police protection services by adversely affecting police response time.

ENVIRONMENTAL IMPACT

~~The addition of 8,000 new students is expected to result in an increased need for police service. Currently, The ELAC Police Department responds to calls taking place on the campus and within a one-mile radius of the campus. With an enrollment of 17,197 students the ELAC Police Department maintains one officer for every 1,719 students or 1 security personnel (officer and security officer) for every 1,011 students. It is projected by the year 2005 and additional 17 full time officers will be required to accommodate increased enrollment. An increase in police personnel is proposed as part of the Master Plan. With the addition of 17 full time officers (assuming worst case scenario of 25,000 students) 1 security personnel for every 925 students will be provided. Further, the proposed project includes the addition of security cameras in strategic points throughout the campus as well as improved lighting.~~

~~The addition of approximately 8,000 students without the addition of the 17 new officers would result in 1 security personnel per every 1,470 students. Without the implementation of the additional security features, particularly the hiring of additional officers, an impact on the Monterey Park Police Department may occur if enrollment increases.~~

Future security needs for the campus will be evaluated by the L.A. County Sheriff Department in coordination with the Monterey Park Police Department. For existing needs, 17 officers have been determined to be appropriate based on a study done in coordination the MPPD.

As to impacts to the Monterey Park Police Department, currently, the calls for service to the campus were less than 0.01 percent of the total calls received by the department for the year 2000. Using the assumption that if enrollment increases, approximately 45% and crime levels on campus rise proportionately, the MPPD is estimated to receive an additional 50 calls per year by year 2010 (for a total of 159 calls). Thus, calls for service would remain less than 1 percent.

Considering all available information, it is highly unlikely that crime levels on campus would rise significantly such that additional police facilities or resources would be required to handle security issues on campus. Because existing calls to the campus constitute a negligible impact when compared to calls as a whole to the MPPD and security needs are now being evaluated and handled by the Los Angeles County Sheriff's Department a less than significant impact is expected to occur.

MITIGATION MEASURES

PS1 ~~Hire additional 17 new officers~~ ELAC shall implement security features (i.e., security cameras, improved lighting, maintenance of landscaping, and security phone system) as proposed in the Facility Master Plan.

~~PS2 Implementation of security features (i.e., security cameras and improved lighting) as proposed in the Facility Master Plan~~

PS2 ELAC shall design and implement a Special Event Security Plan, in coordination with the Monterey Park Police Department.. Issues addressed may include, but not be limited to: Security needs, emergency evacuation procedures, and money handling issues.

IMPACTS AFTER MITIGATION MEASURES

Upon implementation of the above mitigation measures, no significant impact is expected to occur.

4.9 TRANSPORTATION & TRAFFIC

This section summarizes the findings of the traffic and parking study conducted by Kaku Associates on September 2000. The complete traffic and parking study report is included in Appendix G of this document. A supplemental traffic report was prepared November 6, 2000 to address impacts specifically related to the expansion of Wiengart Stadium and this report is included in Appendix G following the traffic and parking study.

The traffic and parking study was prepared to evaluate traffic generated by the proposed Facilities Master Plan and the impacts on the surrounding street system. The traffic analysis addresses existing conditions, cumulative base conditions, and cumulative plus project conditions. Existing and potential future parking demands were analyzed in detail. Traffic and parking mitigation measures were recommended as needed.

ENVIRONMENTAL SETTING

Existing Street System

Regional access to the ELAC campus is provided by the Pomona (SR-60) and Long Beach Freeway (I-710). The Pomona Freeway is located approximately 0.25 miles south of the project site and runs in an east-west direction. Access to the Pomona Freeway is via Atlantic Boulevard. The Long Beach Freeway (I-710) is approximately 1 mile west of the project site and runs in a north-south direction. Direct access to the ELAC campus from I-710 can be obtained through Avenida Cesar Chavez and Floral Drive.

The major streets serving the ELAC campus are Atlantic Boulevard, Eastern Avenue, and Garfield Avenue in the north-south direction, and Avenida Cesar Chavez in the east-west direction. The main access to the campus is on Avenida Cesar Chavez at Access Road. The main student parking facility, located at the northwest corner of the campus, is primarily accessible on Avalanche Way via Bleakwood Avenue and Floral Drive. The campus is also accessible on Floral Drive.

Existing Public Transit Service

The campus is currently served by bus services provided by the Los Angeles County Metropolitan Transit Authority (MTA), City of Montebello, and the Monterey Park Spirit. The following bus lines currently serve the campus:

- MTA Route # 30, 31 & 470 - These travel along 1st Street, connecting downtown Los Angeles and East Los Angeles.
- MTA Route # 256 - This route travels along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- MTA Route # 258 & 259 - These routes travel along Arizona Avenue and Mednik Boulevard in the study area, connecting East Los Angeles and South Los Angeles.
- MTA Route # 260 - This route travels along Atlantic Avenue in the study area, connecting East Los Angeles and South Los Angeles.
- Montebello Route # 40, 341, 342 & 343 - These routes travel along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.

- Monterey Park Route # 1 - This route travels along Avenida Cesar Chavez, 1st Street and Atlantic Boulevard in the study area and serves ELAC as well as central Monterey Park.
- Monterey Park Route # 2 - This route travels along Atlantic Boulevard and Floral Drive in the study area and serves ELAC, as well as Central Monterey Park.
- Monterey Park Route # 4 - This route travels along Monterey Pass Road and Corporate Center Drive in the study area and serves the Medical Center, as well as the northern Monterey Park.
- Monterey Park Route # 5 - This route travels along Atlantic Avenue, Floral Drive, and Corporate Center Drive in the study area and serves ELAC, Corporate Center, and southern Monterey Park.

Existing Traffic Conditions

The level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The City of Monterey Park has established LOS C as the minimum acceptable level of service. The definitions for each level of service are described in **Table 4.9-1** for signalized intersections and **Table 4.9-2** for unsignalized intersections.

TABLE 4.9-1: LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.00 - 0.60	EXCELLENT. No vehicles waits longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 - 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 - 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCE: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

TABLE 4.9-2: LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS	
Level of Service	Average Total Delay (seconds/vehicle)
A	0 - 10.0
B	10.0 - 15.0
C	16.0 - 25.0
D	26.0 - 35.0
E	36.0 - 50.0
F	> 50.0
SOURCE: Transportation Research Board, *Highway Capacity Manual, Special Report 209*, 1997.	

The "Intersection Capacity Utilization" (ICU) method of analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the 12 signalized study intersections. For unsignalized intersections (two-way STOP sign-controlled intersections), the level of service was determined by using the "Two-Way Stop Control" analysis method contained in the *Highway Capacity Manual, Special Report No. 209* (Transportation Research Board, 1997).

Table 4.9-3 summarizes the existing weekday morning and afternoon peak hour V/C ratio and/or average vehicle delay, and corresponding LOS, at each of the study intersections based on the methodology described above. As shown in **Table 4.9-3**, the intersection of Ford Boulevard/I-710 Northbound On-ramp and Floral Drive currently operates at LOS E during morning peak hour, and LOS D during afternoon peak hour. All other study intersections are currently operating at LOS C or better during both the morning and afternoon peak hours.

Existing Parking Conditions

Currently, there are eight parking lots (five major lots and three medium-sized lots) that exist on the ELAC campus. The five major parking lots within the campus are the Stadium Lot, Pool Lot, the Tennis Lot, Northeast Lot, and Southeast Lot. Of the eight parking lots, three are located along the edge of the campus. The Stadium Lot is located at the northwest corner of campus on Bleakwood Avenue and Floral Drive. The Northeast Lot is located on the corner of Collegian Avenue and Floral Drive. The Southeast Lot is on the corner of Avenida Cesar Chavez and Collegian Avenue. The Tennis Lot is situated at the southern edge of campus to the east of the main campus entrance, on Avenida Cesar Chavez. In addition to the campus parking lots, parking is available along Avalanche Way and Access Road. All parking facilities on campus, except along Avalanche Way, are restricted and are located within the gated areas of the campus. A total of 1,830 parking spaces are available on campus. **Table 4.9-4** shows the total number of spaces available in each parking facility.

TABLE 4.9-3: EXISTING INTERSECTION LEVEL OF SERVICE

Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay	LOS	V/C or Delay	LOS
1. I-710 SB Off-Ramp/Humphreys Av & Floral Dr	0.651	B	0.588	A
2. I-710 NB On-Ramp/Ford Bl & Floral Dr	0.920	E	0.863	D
3. Mednik Av/Monterey Pass Rd & Floral Dr	0.564	A	0.564	A
4. Bleakwood Av & Floral Dr /a/	13	B	17	C
5. Bleakwood Av & Av Cesar Chavez ~~Av~~ /a/	13	B	17	C
6. SR-60 Freeway EB Off-Ramp & Atlantic Bl	0.549	A	0.719	C
7. SR-60 Freeway WB Off-Ramp/1st St & Atlantic Bl	0.652	B	0.765	C
8. Collegian Av & Av Cesar Chavez ~~Av~~	0.494	A	0.544	A
9. Atlantic Bl & Av Cesar Chavez ~~Av~~	0.709	C	0.789	C
10. Collegian Av & Floral Dr	0.496	A	0.789	C
11. Atlantic Bl & Floral Dr	0.616	B	0.726	C
12. Atlantic Bl & Brightwood St	0.634	B	0.611	B

/a/ Stop-controlled intersection; methodology does not calculate V/C. Represents total intersection delay in seconds.
SOURCE: Kaku Associates, September 2000.

TABLE 4.9-4: INVENTORY OF PARKING SPACE

Location	Number of Spaces				
	Regular	Handicap	Car Pool	Motorcycle	Lot Total
Pool Lot	83	6	3	12	104
Tennis Lot	85	4	3	0	92
Administration Lot	13	1	0	0	14
M-2 Lot	37	0	0	0	37
Northeast Lot	390	8	0	0	398
Southeast Lot	79	2	3	0	84
Men's P.E. Lot	15	0	0	0	15
Stadium Lot	855	10	0	0	865
Access Road	131	10	0	10	151
Avalanche Way	70 (meters)	0	0	0	70
Grand Total	**1,758**	**41**	**9**	**22**	**1,830**

SOURCE: Kaku Associates, September 2000.

Existing Parking Utilization

Parking utilization surveys were conducted by Kaku Associates, Inc. on November 24, 1998 between 7:00 a.m. and 9:00 p.m. to assess the use of the various parking facilities during the school session. The survey primarily emphasized the use of the five major parking lots, which provide approximately 84 percent of the total available parking supply on campus.

Parking on the ELAC campus have three peak periods. The peak periods occur during the morning, from 10:00 a.m. to 12:00 p.m., during the afternoon from 5:00 p.m. to 6:00 p.m., and during the evening, from 7:00 p.m. to 9:00 p.m. During morning peak hour, approximately 64 percent (984 parking spaces) of the total available parking spaces were used. A total of 712 parking spaces were occupied during peak afternoon hours. During evening peak hour, approximately 58 percent (891 parking spaces) of the total available parking spaces were used. Among all the parking facilities, only the Northeast Lot reached maximum capacity, which occurred during morning peak hour between 9:00 a.m. and 10:00 a.m. **Table 4.9-5** shows existing use of parking lots during peak hour.

TABLE 4.9-5: EXISTING PARKING LOT UTILIZATION

Type of Lot	Total Capacity	Morning Peak Hour		Afternoon Peak Hour		Evening Peak Hour	
		Number of Spaces Occupied	Percentage Utilized	Number of Spaces Occupied	Percentage Utilized	Number of Spaces Occupied	Percentage Utilized
Student Lots							
Stadium Lot	865	404	47%	256	30%	403	47%
Northeast Lot	398	396	99%	336	84%	345	87%
Subtotal	1,263	800	63%	592	47%	748	59%
Faculty/Staff/Guest Lots							
Pool Lot	104	72	69%	46	44%	59	57%
Tennis Lot	92	67	73%	43	47%	42	46%
Southeast Lot	84	45	54%	31	37%	42	50%
Subtotal	280	184	15%	120	10%	143	11%
Total	1,543	984	64%	712	46%	891	58%

SOURCE: Kaku Associates.

Existing Parking Demand Rates

The student enrollment in 1998 (at the time the inventory and parking surveys were conducted) was approximately 16,500. Of these 16,500 students, 5,280, or 32 percent, were students who took morning classes. The total daytime student population was 7,425 students, approximately 45 percent of the total population. Total nighttime student population was approximately 9,075 students, approximately 55 percent of the total population. **Table 4.9-6** shows the peak parking demands in the five major parking lots during morning, afternoon and evening peak hours.

TABLE 4.9-6: PEAK PERIOD PARKING USE BY CATEGORY			
Period	**Students**	**Staff/Faculty**	**Total**
Morning Peak Hour	800	184	984
Afternoon	592	120	712
Nighttime Peak Hour	748	143	891
SOURCE: Kaku Associates, September 2000.			

Using the peak parking demand numbers in **Table 4.9-6**, it is estimated that students generate parking demands during the three surveyed periods at the following rates:

Morning Peak Hour	0.15 spaces/student
Afternoon	0.08
Nighttime Peak Hour	0.08

The remaining parking supply on campus provides a total of approximately 287 spaces, of which approximately 80 percent, or 230 spaces, are occupied during each of the peak periods of usage on campus. These spaces are used by faculty/staff and visitors to the campus. Adding these spaces to the known faculty/staff and guest/visitor parking use observed in the five major lots, results in a total peak parking demand of approximately 414 spaces for staff, faculty and visitors.

THRESHOLDS OF SIGNIFICANCE

The City of Monterey Park has established criteria for determining the significance of traffic impacts of proposed projects within the City. Based on the criteria established by the City, a project is considered to have a significant traffic impact if:

- the addition of project-related traffic causes an intersection to operate at a half level of service worse than the pre-project conditions (V/C increase of 0.05); and
- intersections are caused to operate at worse than LOS C conditions by project-related traffic.
- the project provides less parking than needed as determined through an analysis of demand from the project.

ENVIRONMENTAL IMPACT

Areawide Traffic Growth

A review of historical traffic count data and forecast population figures for Monterey Park indicate that traffic in the study area is predicted to increase at a rate of about 0.63 percent per year. Future ambient increases in the background traffic volumes due to regional growth and development are assumed to continue at this rate. Assuming a completion date in the year 2015, the existing year 2000 traffic volumes were increased by approximately 9.5 percent to reflect the ambient regional growth between 2000 and 2015.

Project Trip Generation

The number of trips generated by the proposed project were estimated based on trip generation rates/equations provided in the Institute of Transportation Engineers' *Trip Generation, 6th Edition.* The resulting estimate of the number of trips associated with the proposed project is summarized in **Table 4.9-7**. Although the Facilities Master Plan projects a total increase in enrollment of 7,803 students, to a total of 25,000, only about 3,511 new daytime students are expected. This is based on the current enrollment split of 45 percent daytime students and 55 percent evening and/or night students. Since daytime students are the most critical to the traffic analysis, the potential traffic impacts of the Master Plan are based on this number of students. While the number of new nighttime students will be greater than the number of daytime students, they travel to and from the campus during off-peak periods of traffic, when overall traffic and congestion on the adjacent street system are less, and the potential for significant traffic-related impacts is reduced.

TABLE 4.9-7: EAST LOS ANGELES COLLEGE CAMPUS TRIP GENERATION ESTIMATES

Land Use	ITE Trip Rate Category	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ELAC Student Growth	Junior/Community College	3,511 Students	5,410	445	45	490	405	190	595

SOURCE: *ITE Trip Generation Manual, 6th Edition.*

Using the ITE trip generation equations, the 3,511 new daytime students are expected to generate a total of approximately 5,410 net new trips per day. Approximately 492 net new trips will occur during the morning peak hour, while 597 net new trips will result during the evening peak hour.

Cumulative Base Traffic Conditions

The Year 2015 Cumulative Base peak hour traffic volumes were analyzed to determine the V/C ratio and/or average vehicle delay, and LOS at each of the 12 study intersections for without project conditions. The results are shown in **Table 4.9-8**. Based on the standards established by the City of Monterey Park, six of the twelve analyzed intersections are projected to operate at an unacceptable level of service (LOS D, E, or F) under future conditions without the addition of project traffic. These intersections are:

- Ford Boulevard/I-710 Northbound On-Ramp and Floral Drive (AM & PM)
- Atlantic Boulevard and SR-60 Eastbound Off-Ramp (PM Only)
- Atlantic Boulevard and SR-60 Westbound Off-Ramp/1st Street (PM Only)
- Atlantic Boulevard and Avenida Cesar Chavez (PM Only)
- Collegian Avenue and Floral Drive (PM Only)
- Atlantic Boulevard and Floral Drive (PM Only)

Cumulative Plus Project Traffic Conditions

The Cumulative Plus Project peak hour traffic volumes were analyzed to determine the projected Future Year 2015 operating conditions with the proposed East Los Angeles College Facilities Master Plan project. The results of the Cumulative Plus Project analysis are shown in **Table 4.9-8**. Traffic from the proposed project would increase V/C such that four of the twelve study intersections would have a significant impact during one or both of the peak hours. However, one of these intersections (Collegian Avenue and Avenida Cesar Chavez) would operate at acceptable levels of service (LOS C or better). According to City of Monterey Park Guidelines, since this impacted intersection is projected to operate at acceptable levels of service, excess capacity would be available at the intersection and specific project-related mitigation measures would not be required for this location. However, the three other intersections are forecast to operate at unacceptable LOS D or worse during the afternoon peak hour and require mitigation. The ~~three~~ two significantly impacted intersections are:

- Bleakwood Avenue and Floral Drive
- ~~Bleakwood Avenue and Avenida Cesar Chavez~~
- Collegian Avenue and Floral Drive

Future Parking Demand

With the completion of the proposed project in the Year 2015, the student population is expected to increase by approximately 8,500 students over the 1998 enrollment levels surveyed for the parking demand analysis. It is reasonable to assume that these additional students will exhibit parking-use profiles similar to those of the existing students. Thus, it is assumed that the 8,500 new students will be distributed among the various time periods:

Period	Master Plan Increase	Existing Student Enrollment	Total
Morning	2,720	5,280	8,000
Afternoon	3,825	7,425	11,250
Nighttime	4,675	4,400	9,075

These projections were used to forecast future parking demand for the campus. The parking demand rates observed on the campus during morning, afternoon, and nighttime were used to project the incremental increases in parking demand by students during various times of the day. **Table 4.9-9** summarizes the future parking demands generated by students during each time periods.

TABLE 4.9-8 YEAR 2015 CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base		Cumulative + Project		Project Increase in V/C or Delay	Significant Project Impact	With Mitigation		Project Increase in V/C	Residual Increase
		V/C or Delay	LOS	V/C or Delay	LOS			V/C	LOS		
1. I-710 SB Off-Ramp/Humphreys Av & Floral Dr	AM	0.733	C	0.752	C	0.02	NO	/b/	/b/		
	PM	0.664	B	0.694	B	0.03	NO	/b/	/b/		
2. I-710 NB On-Ramp/Ford Bl & Floral Dr	AM	1.068	F	1.082	F	0.01	NO	/b/	/b/		
	PM	1.010	F	1.040	F	0.03	NO	/b/	/b/		
3. Mednik Av/Monterey Pass Rd & Floral Dr	AM	0.621	B	0.656	B	0.04	NO	/b/	/b/		
	PM	0.624	B	0.638	B	0.01	NO	/b/	/b/		
4. Bleakwood Av & Floral Dr /a/	AM	14	B	18	C	4	NO	0.571	A	n/a	NO
	PM	20	C	29	D	9	YES	0.709	C	n/a	NO
~~5. Bleakwood Av & Av Cesar Chavez Av /a/~~	~~AM~~	~~14~~	~~B~~	~~20~~	~~C~~	~~6~~	~~NO~~	~~0.448~~	~~A~~	~~n/a~~	~~NO~~
	~~PM~~	~~21~~	~~C~~	~~39~~	~~E~~	~~17~~	~~YES~~	~~0.475~~	~~A~~	~~n/a~~	~~NO~~
5. Bleakwood Av & Av Cesar Chavez	AM	0.378	A	0.448	A	0.070	YES	/b/	/b/		
	PM	0.414	A	0.475	A	0.061	YES	/a/	/a/		
6. SR-60 Freeway EB Off-Ramp & Atlantic Bl	AM	0.607	B	0.621	B	0.01	NO	/b/	/b/		
	PM	0.837	D	0.854	D	0.02	NO	/b/	/b/		
7. SR-60 Freeway WB Off-Ramp & Atlantic Bl	AM	0.728	C	0.755	C	0.03	NO	/b/	/b/		
	PM	0.912	E	0.929	E	0.02	NO	/b/	/b/		
8. Collegian Av & Av Cesar Chavez ~~Av~~	AM	0.538	A	0.565	A	0.03	NO	/b/	/b/		
	PM	0.604	B	0.654	B	0.05	YES	/b/	/b/		

TABLE 4.9-8 YEAR 2015 CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base V/C or Delay	Cumulative Base LOS	Cumulative + Project V/C or Delay	Cumulative + Project LOS	Project Increase in V/C or Delay	Significant Project Impact	With Mitigation V/C	With Mitigation LOS	Project Increase in V/C	Residual Increase
9. Atlantic Bl & Av Cesar Chavez ~~Av~~	AM	0.800	C	0.823	D	0.02	NO	/b/	/b/		
	PM	0.916	E	0.957	E	0.04	NO	/b/	/b/		
10. Collegian Av & Floral Dr	AM	0.557	A	0.622	B	0.06	YES	0.492	A	-0.065	NO
	PM	0.875	D	0.922	E	0.06	YES	0.654	B	-0.221	NO
11. Atlantic Bl & Floral Dr	AM	0.700	B	0.718	C	0.02	NO	/b/	/b/		
	PM	0.865	D	0.897	D	0.03	NO	/b/	/b/		
12. Atlantic Bl & Brightwood St	AM	0.716	C	0.717	C	0.00	NO	/b/	/b/		
	PM	0.760	C	0.776	C	0.02	NO	/b/	/b/		

/a/ Strip controlled intersection; methodology does not calculate V/C. Delay is reported as total intersection delay, in seconds.
/b/ No mitigation required.
SOURCE: Kaku Associates, September 2000.

TABLE 4.9-9: PROJECTED FUTURE ON-SITE STUDENT PARKING DEMANDS					
Period	Existing Parking Demand	Increase in Student Population (1998-2015)	Parking Demand Rate	Increase in Student Parking Demand	Total Parking Demand
Morning Peak Hour	800	2,720	0.15	412	1,212
Afternoon	592	3,825	0.08	305	897
Nighttime Peak Hour	748	4,675	0.08	385	1,133
SOURCE: Kaku Associates.					

As shown in **Table 4.9-9**, peak student parking demand will occur during morning peak hour. The proposed enrollment increase is expected to result in an on-site parking demand of approximately 1,212 spaces, an increase of 412 spaces.

As a result of enrollment growth, the number of faculty/staff positions is expected to increase. The number of faculty and staff positions was assumed to increase approximately 25 percent by Year 2015, and the parking demand associated with their use was increased accordingly. Similarly, the number of guests/visitors was assumed to increase by approximately 25 percent. This assumption results in a total future parking demand for staff, faculty, and visitors of approximately 518 spaces.

Adding these parking demands to the student demands (shown in **Table 4.9-9**) results in a projected year 2015 peak parking demand for the campus of 1,730 spaces during the morning periods, 1,335 spaces during afternoon hours, and 1,599 spaces during evening hours. The proposed project would provide a total of approximately 5,336 on-site surface and structural spaces. Therefore, the projected demand would be easily accommodated by the Master Plan.

It should be clarified that the parking projections in the study are based on surveys of on-campus parking use only. It is acknowledged that students of and visitors to the East Los Angeles College campus park in the surrounding neighborhoods to avoid obtaining a parking permit, or because convenient on-site parking is not available. This segment of the overall school parking demand has not been addressed in the calculations summarized above, and could add substantially to the total amount of campus parking actually needed to meet the parking demands of the proposed Facilities Master Plan. An accurate assessment of the amount of off-campus parking that occurs is extremely difficult to obtain, and is outside the scope of this study. It is important to understand that this activity currently occurs, and is likely to continue in the future. As a result, while provision of at least 1,730 on-campus parking spaces by ELAC will meet the expected on-site parking demands of the Facilities Master Plan, it will not address the existing or future use of nearby public streets for school parking. However, the proposed project will provide 5,336 spaces, which are expected to allow all students who currently park off-campus to be accommodated on-site.

Construction Related Impacts on Adjacent Robert Hill Lane Elementary School

During the construction phases truck and construction vehicles may cause traffic delays which would in turn effect the transportation of students to and from school. Furthermore, the addition of construction vehicles poses an increased danger to pedestrian students near staging areas.

Weingart Stadium Expansion

~~The proposed Master Plan project includes modernization and expansion of the existing Weingart Stadium located near the northwest corner of the campus. The expansion will increase the number of seats by 50 percent, from the current 20,000 seats to approximately 30,000 seats.~~

A supplemental traffic analysis was prepared by Kaku Associates, Inc. on November 6, 2000 to address potential impacts of expansion ~~(See Appendix G)~~. The utilization of the stadium is essentially a "special event" at the campus, and generally occurs during Friday evenings and weekend afternoon/evenings~~. Thus, the effects~~, when the typical traffic flow patterns and volumes on the surrounding street system are not likely to be critically affected by additional traffic.

Traffic impacts of the stadium expansion ~~on the surrounding intersections and neighborhood streets were examined during Friday evening between 6:00 p.m. and 8:00 p.m. and Saturday between 4:00 p.m. to 7:00 p.m. Two~~were examined at the two intersections ~~were analyzed~~most likely to be affected, Avenida Cesar Chavez/Bleakwood Avenue, and Floral Drive/Bleakwood Avenue. Intersection traffic counts were conducted on Friday, September 29 between 6:00P.M. and 8:00 P.M., and on Saturday, September 30 between 4:00 P.M. and 7:00 P.M.

In addition, potential traffic impacts were examined on six street segments along the access routes to and from the stadium~~, were also analyzed.~~. Traffic counts were conducted from midnight Thursday, September 29th through midnight Saturday, September 30th. The street segments analyzed are listed below:

1. Bleakwood Avenue, north of Avalanche Way
2. Bleakwood Avenue, south of Avalanche Way
3. Avenida Cesar Chavez, east of Bleakwood Avenue
4. Avenida Cesar Chavez, ~~east~~west of Bleakwood Avenue
5. Floral Drive, east of Avalanche Way
6. Floral Drive, west of Bleakwood Avenue

Analysis of the identified intersections determined that additional traffic on the two analyzed intersections would not result in an impact. This is primarily due to the ~~fact that~~lower traffic volumes ~~are lower~~ during the ~~periods of~~ stadium utilization times as compared to the more critical peak hours examined in the Master Plan EIR traffic study. These intersections ~~would continue~~are projected to operate at their current level of service of LOS A for Avenida Cesar Chavez/Bleakwood Avenue and LOS B for Floral Drive/Bleakwood Avenue.

~~According to~~It is estimated that the ~~analysis of the street segments the~~proposed stadium expansion would result in an additional 840 net new trips along Avenida Cesar Chavez and Floral Drive on Friday afternoon/evenings. An additional 1,022 net new trips would result on Saturdays. ~~Additionally,~~According to the analysis of the street segments, the addition of the proposed project traffic ~~additions to the area street segments will~~would result in an increase typically ~~be~~ less than five percent ~~of the existing~~in daily traffic on all of the street segments analyzed, and is not expected to cause a significant impact.

Analysis included assessment of potential access and parking related impacts on residential properties located along Bleakwood Avenue and Floral Drive. It has been determined that with the ~~additional~~ construction of 3,506 new on-campus parking spaces as proposed in the Master Plan, there would be sufficient parking to accommodate the expected increase in stadium ~~activity parking~~capacity. However, it is recognized that impact on residential access and on-street parking may still occur. A Special Event Traffic, Parking and Access Management Program would ~~reduce this potential~~be implemented to ensure that no "overflow" parking impacts ~~to a less-than-significant level~~ occur.

MITIGATION MEASURES

Operational Impacts

T1 Install a traffic signal at the intersection of Bleakwood Avenue and Floral Drive.

~~T2 Install a traffic signal at the intersection of Bleakwood Avenue and Avenida Cesar Chavez.~~

~~T3~~T2 At the intersection of Collegian Avenue and Floral Drive, widen Floral Drive to provide a left-turn lane, a through lane, and a shared through/right-turn lane on eastbound approach. Restripe Floral Drive to provide two eastbound departure lanes.

Constructions Impacts

~~T4~~T3 The Project ~~m~~Manager or designee ~~should~~shall notify the LAUSD Transportation Branch, Caltrans, LACMTA, Montebello Transit and any other appropriate City or County Department, to the extent that they are affected, of the expected start and ending construction dates for the various portions of the project that may affect traffic through the areas.

T4 The contractors ~~to~~shall avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours.

T5 When possible, avoid heaviest construction traffic between the hours of 6:30 a.m. to 8:00 a.m. and between 3:30 p.m. and 4:30 p.m. to minimize delays to the arrivals and departures of buses.

T6 Prior to construction of the proposed parking facilities, a detailed construction program, including construction traffic and parking, and campus parking relocation (if necessary), will be prepared. Preparation of this plan shall be done in coordination with the city of Monetery Park.

~~T7 Contractors to remind their drivers of construction vehicles of the requirement to stop for the red flashing lights of any school bus~~

T7 To accommodate any additional need for parking during construction, temporary parking and shuttle bus service will be provided off-site as needed for those displaced parking spaces only.

Special Events Impacts

T8 Upon completion of stadium improvements, the College shall, in coordination with the City of Monterey Park, implement a Special Event Traffic, Parking and Access Management Program~~. This program will provide guidelines for addressing parking and access during stadium events, and could include such features as assigned parking, or parking/traffic attendants to direct stadium event attendees to use the stadium parking structure.~~ for major events (10,000 people or greater). Specifics of this program should be finalized based on actual scheduled events and anticipated attendance. This program shall include a traffic management plan which shall be developed in coordination with the City of Monterey Park Police Department and the Los Angeles County Sheriff's Department for major events. This plan shall include directional signage to ensure efficient traffic flow and traffic control officers to minimize delays.

Such a Program could include, but not limited to, the following elements:

- A traffic control plan, including traffic control officers at campus access points, to direct and control traffic during peak arrival and departure times for stadium events.

- Information services to educate attendees about recommended access routes and parking locations. Such a service could supply maps or other information along with ticket sales and signage.

- Enhanced enforcement of off-site parking violations, to address nearby resident's concerns about increased traffic and parking demands during events.

- If necessary during events with expected high attendance, satellite parking areas should be identified. However, the current level of stadium usage would not suggest the need for this measure on a regular basis.

- Provision of special event and school parking separation (designated school parking areas).

- Provisions for alternative parking for attendees, should on-campus parking become full.

- Use of tandem, or stacked parking on campus lots and/or turf parking to handle overflow during large stadium events.

T9 Upon completion of stadium improvements, provisions shall be made for off-site parking and shuttle service as needed to handle parking overflow during special events at the Weingart Stadium.

IMPACTS AFTER MITIGATION MEASURES

The effectiveness of the mitigation measures are shown in **Table 4.9-8**. As indicated in the table, the proposed measures will fully mitigate all project related impacts due to normal operations, and reduce them to less-than-significant levels. Special Events impacts would be reduced to less-than significant levels with implementation of mitigation.

4.10 UTILITIES & SERVICE SYSTEMS

WATER SUPPLY

ENVIRONMENTAL SETTING

The East Los Angeles College is located in the San Gabriel Valley. The San Gabriel Valley is approximately 200 square miles and lies in the eastern Los Angeles County, California, at the foot of the San Gabriel Mountains. Water services in the San Gabriel Valley is provided by a number of private water companies and public water agencies. In any given year, as much as 80 to 85 percent of the water supply comes from groundwater sources. The remaining water demand is met by importing surface water from the State Water Project and from the Colorado River.

Three major groundwater basins are located in the valley: the Main San Gabriel Basin, the Raymond Basin, and the Puente Basin. The Main San Gabriel Basin is the largest of the three basins and is separated from the Raymond Basin to the northwest by the Raymond Fault, which serves as a partial barrier to groundwater flow. The Puente Basin is a shallow basin that underlies the Puente Valley and is tributary to the Main San Gabriel Basin. The three basins are managed separately.

The City of Monterey Park Water System receives its water supply from local groundwater. The water is produced by 12 City-owned wells, which has a total capacity of 20 million gallons per day (mgd). The wells are located in the vicinity of the Rio Hondo, outside the city limits, and in the Main San Gabriel groundwater basin. The Monterey Park Water System supplies an average of 10 mgd to its customers. Approximately 65 percent of the water used each year is supplied from local rainfall. Approximately 35 percent is imported by the San Gabriel Valley Municipal Water District from northern California. Then, the water percolates into the groundwater aquifers. In the City of Monterey Park, average water use per person is approximately 100 to 110 gallons per day.

Although the ELAC campus is located within the City of Monterey Park, water services is not provided by the City. Instead, the California Water Service Company supplies water to the ELAC campus. The company was established in 1926 supplies more than 100 billion gallons of water per year to approximately 1.5 million people in 58 California communities. The sources of supply for the East Los Angeles, Commerce, and Montebello systems are surface water purchased from the Metropolitan Water District of Southern California (MWD) and groundwater produced by 29 local wells. The system includes 48 booster pumps, 4 standby auxiliary boosters or generators and 24 storage tanks with a total capacity of 35 million gallons.

Currently, water supplied by the California Water Service Company to the ELAC campus travels through a six-inch pipe with a capacity of 450 gallons per minute. The ELAC currently uses 137,576 gallons of water per month.[1]

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant impact on water if:

- the proposed project would represent a disproportionate demand for water compared to existing usage levels,
- the proposed project would require the construction of new water supply distribution system.

[1] Conversation with Larry Beck, Project Engineer for California Water Service Company, October 5 and 6, 2000.

ENVIRONMENTAL IMPACT

ELAC has a water usage factor of five gallons of water a day per student. The proposed project is anticipated to increase student enrollment from 17,197 students to 25,000 students. With a water usage factor of five gallons of water a day per student, future usage is expected to increase to 125,000 gallons per day, or 86.8 gallons of water per minute. Given that existing water pipe has a capacity of 450 gallons per minute, there is sufficient capacity in the existing water pipe to accommodate for additional water usage. Construction of a new water supply distribution system would not be necessary.

The provision of water to California has been an ongoing issue. The ability to meet future demand will depend in part upon the implementation of water conservation and reclamation efforts. Procurement of adequate water supplies is a regional issue. The following mitigation measures are recommended to ensure that water resources will be conserved to the greatest extent possible.

MITIGATION MEASURES

U1 In undertaking the landscape improvements to the campus drought tolerant plants shall be used wherever possible.

U2 As a water conservation measure, the proposed projects shall be equipped with wastewater conservation fixtures including low flow toilets.

IMPACTS AFTER MITIGATION MEASURES

No significant impacts are anticipated.

WASTEWATER

ENVIRONMENTAL SETTING

The City of Monterey Park contains a total of 126 miles of main line sewers, which collect more than two billion gallons of raw sewage each year. The City's storm drain system handles the run-off of storm water from all of the City streets and parking facilities, which ultimately ends up in the ocean.

Wastewater flow from the ELAC campus is discharged to the local sewer line and conveyed to the Monterey Park Extension Trunk Sewer. The sewer has a 15-inch diameter and a capacity of 3.9 million gallons per day (mgd). Peak flow was last measured in 1997 as 2.2 mgd. Wastewater is treated at the Joint Water Pollution Control Plant (JWPCP) in the City of Carson. The Joint Water Pollution Control Plant (JWPCP) is operated by the Sanitation Districts of Los Angeles County. The JWPCP is one of the largest wastewater treatment plants in the world. It serves a population of about 31/2 million people and many industries in southern and eastern Los Angeles County. It provides advanced primary and partial secondary treatment for an average flow of 332.4 mgd. Total wastewater treatment capacity for the JWPCP is 385 mgd. The sewer load for the ELAC campus has been calculated to be approximately 3,665 gpm

THRESHOLDS OF SIGNIFICANCE

A significant impact would occur if:

- the proposed project would place a substantial burden on local infrastructure or regional treatment facilities, such that the increased demand could not be met by available facilities or feasible local improvements, or would warrant an unforeseen or unanticipated expansion of regional treatment facilities.

ENVIRONMENTAL IMPACT

As determined by the County Sanitation Districts of Los Angeles County, the expected increase in average wastewater flow from the project site will be 70,075 gallons per day.[1] According to a conversation with the County Sanitation Districts of Los Angeles County there is sufficient capacity at the JWPCP to accommodate the additional wastewater flow.[2]

Further, there is sufficient capacity in sewer lines to accommodate additional wastewater flow. Thus, the proposed project would not require the expansion or development of additional wastewater facilities.

MITIGATION MEASURES

No mitigation measures are required.

IMPACTS AFTER MITIGATION MEASURES

No significant impacts are anticipated.

SOLID WASTE

ENVIRONMENTAL SETTING

Los Angeles County currently has eight major landfills, four minor landfills, and 14 Class III landfills. Class III landfills accept all types of nonhazardous solid waste and must comply with strict environmental and technical standards mandated by local, state, and federal agencies. The project site is located within the solid waste service area of the Puente Hills Landfill No.6, located at 2800 S. Workman Mills Road in Whittier (approximately seven miles from ELAC). Puente Hills Landfill, a Class III landfill, has a capacity of approximately 72,000 tons per week, with a permitted remaining capacity of 15,092,000 tons. The landfill currently accepts 72,000 tons per week and thus, is at capacity. In 1999, the landfill accepted approximately 11,618 tpd. The Puente Hills Landfill is proposed to be expanded to accept an additional 12,000 tpd.

According to a conversation with Richard Pothier, Facilities Manager, the campus has an informal recycling program. However, the campus is in the process of implementing a formal recycling program. Currently

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[1] Based on institutional wastewater factor for College/University. Loadings were calculated at 20 gallons per day per student.

[2] Conversation with Ruth Frazen, Engineering Technician at the County Sanitation Districts of Los Angeles County, October 3, October 6, 2000.

recycling activities consists of the mulching of green waste, recycling of aluminum cans (which are picked up by individuals in the community for recycling purposes) and the provision of bins for the recycling of white paper.

California Integrated Waste Management Act, AB 939

As many of the landfills in the state were approaching capacity and siting of new landfills became increasingly difficult, the California Integrated Waste Management Act of 1989 (IWMA) AB 939 was designed to focus on source reduction, recycling and composting, and environmentally safe landfilling and transformation activities. The Act required cities and counties to divert 25 percent of all solid waste from landfills and transformation facilities by 1995, and 50 percent by the year 2000. In an effort to assist in meeting the goals of AB 939 the campus is in the process of implementing a formal recycling program. Mitigation has been provided to ensure compliance. However, mitigation measures U3 and U4 have been revised to more specifically address the goals of AB 939.

THRESHOLDS OF SIGNIFICANCE

The proposed project would result in a significant impact on solid waste if:

- the proposed project would generate substantial amounts of solid waste.

ENVIRONMENTAL IMPACT

Currently, ELAC averages a total of 1,248,000 pounds of solid waste per year, of which includes tree waste, grass clippings 644,900 pounds are from custodial and community scavenging, wood pallets, and cardboard.[3] Eliminating miscellaneous waste (tree and grass clippings, scavenging, wood pallets and cardboard) approximately 603,100 pounds of solid waste was generated in 1999. The resulting solid waste factor for the college is approximately 0.15 pounds of solid waste per student a day, or 35 pounds per student per year. Implementation of the proposed project is anticipated to increase enrollment by 7,803 students. Using the solid waste generation factor of 0.15 pounds of solid waste per day, 25,000 students would generate approximately 3,750 pounds of solid waste per day, an increase of approximately 1,170 pounds (or 0.5 tons) per day. The increase of 0.5 tons per day would account for less than one percent of the total amount of solid waste accepted at the La Puente Landfill per day. This additional solid waste contribution would be negligible. However, due to the fact that the ability of area landfills to meet increasing solid waste contributions is an ongoing problem mitigation measures are recommended to help ensure that appropriate conservation measures are observed.

According to a conversation with Richard Pothier, Facilities Manager, the campus has an informal recycling program. The campus is planning to implement a formal Waste Management Plan by Summer 2001. Currently, approximately 36 percent of waste on the ELAC campus is diverted for recycling purposes. With the implementation of this program a recycling waste diversion rate of 41percent is estimated for the year 2002. The college plans to attain a 50 percent diversion goal by year 2004. All waste reduction activities are taken in coordination with the California Integrated Waste Management Board and to meet the requirements of the State Agency Model Integrated Waste Management Plan. All new development on the campus would be subject to the Waste Management Plan developed for the campus.

[3] Conversation with Art Lyons, Maintenance Supervisor of Custodians, October 10, 2000.

MITIGATION MEASURES

U3 A recycling program shall be designed and implemented to reduce the amount of solid waste going to landfills. This program shall promote the recycling of newspaper, glass bottles, aluminum, bimetal cans and P.E.T. bottles.

U4 Adequate recycling bins and chutes shall be provided at appropriate locations with sufficient access for recycling vehicles. ~~to promote the recycling of paper, metal, glass, and other recyclable materials.~~

IMPACTS AFTER MITIGATION MEASURES

No significant impacts are anticipated.

STORMWATER RUNOFF

ENVIRONMENTAL SETTING

ELAC has occupied the current site for more than 50 years. At present, the majority of the site consists of impermeable areas. Areas which are not paved or developed are landscaped with trees and grass. A stormwater drainage system is in place to accommodate runoff. It is calculated that at present the maximum rate of runoff during a worst-case (50-year) storm is 235 cubic feet per second.

THRESHOLDS OF SIGNIFICANCE

A significant impact would occur if:

- storm water runoff from the proposed project site would be increased above the level presently in existence to the extent that the existing drainage infrastructure would be insufficient.

ENVIRONMENTAL IMPACT

The proposed project is not anticipated to have an impact on storm water runoff quantities. Storm water runoff depends largely upon the amount of permeable (i.e., unpaved) areas on the site. The proposed projects involve the demolition of existing buildings and the construction of new buildings, as well as, the remodeling of existing buildings. They do not involve the development of open areas, so the ratio of impermeable areas to unpaved areas will remain essentially unchanged. Additionally, the project areas would be paved and landscaped to effectively convey surface runoff to flow within existing drainage patterns. Thus, the rate of rainwater absorption will remain approximately the same, and the change in the amount of runoff generated will be negligible. No significant impact is foreseen.

MITIGATION MEASURES

No mitigation measures are required.

IMPACTS AFTER MITIGATION MEASURES

No significant impacts are anticipated.

5.0 PROJECT ALTERNATIVES

5.1 DESCRIPTION OF PROJECT ALTERNATIVES

Alternatives to the proposed project must be evaluated under Section 15126.6 of the California Environmental Quality Act (CEQA). Because an Environmental Impact Report must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives focuses on changes to the project or the project's location which are capable of achieving the objectives of the proposed project while avoiding or substantially lessening any significant effects associated with the project.

In the scope of alternatives to be examined in an EIR, the public agency must be guided by the doctrine of "feasibility." In the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof. (Public Resources Code Section 21002)

The Legislature has defined "feasible" for purposes of CEQA review as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." (Public Resources Code Section 21061.1; Guidelines Section 15364). In addition, among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site. (Guidelines Section 15126.6) A project alternative which cannot be feasibley accomplished need not be extensively considered.

5.2 ANALYSIS OF ALTERNATIVES

ALTERNATIVE 1-NO PROJECT ALTERNATIVE

The No Project alternative is required by Section 15126(e) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project Alternative does not mean that development within the project area will be prohibited. The "No Project" alternative allows decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. With respect to the proposed project, analysis of the "No Project" alternative includes existing environmental impacts on-site, as well as those environmental effects which would be reasonably expected to occur in the foreseeable future if the project were not approved.

IMPACT SUMMARY

This alternative would avoid all impacts associated with the preferred alternative.

PROJECT OBJECTIVE

~~Although t~~The No Project ~~A~~alternative ~~is environmentally superior to the proposed project, it~~ would not be considered a feasible alternative by the college because it would not meet project objectives, in particular the objective to provide a safe environment for the students.

Furthermore, as California enrollment continues to rise, ELAC would not be able to accommodate the needs of these additional students.

Bungalows. The cost to maintain most of the temporary facilities have become cost prohibitive for the college. Further, most of these buildings as they exist do not meet applicable safety standards.

Parking. Parking is currently underutilized in those parking lots located away from the ~~administrative core~~main educational uses of the campus. Underutilization in these lots results in lack of parking in other lots. The "No Project" objective would not serve to eliminate this problem. Rather, failure to act will result in an exacerbation of the problem.

Lighting, Air Conditioning and Landscaping. The temporary buildings are currently not air conditioned and provides an uncomfortable environmental not suitable for learning. Campus lighting upgrades could serve to improve safety on campus. Failure to implement new light upgrades would not meet the goal of improving safety on campus for the students and faculty. Landscaping in certain areas of the campus is sparse and detracts from the appearance of the campus.

ALTERNATIVE 2-UPGRADE EXISTING FACILITIES

This alternative would allow ELAC to continue to offer ~~programming to existing students~~existing programming to students and would only allow upgrades to existing uses. This alternative would include the upgrade of the electrical infrastructure and air conditioning to those buildings capable of supporting such amenities. This alternative would also provide access for the disabled. In addition, temporary buildings that have outlived their usefulness will be demolished. Programs that are currently held in these building will either be discontinued or provided at a satellite facility. Lighting will be improved in those areas where safety issues are a concern.

The implementation of this alternative would improve energy efficiency on campus to conform to environmental and safety regulations and concerns.

Satellite Facilities. The continuation of the provision of off-campus classes can help to reduce lack of space for existing educational programming. Where programs must be discontinued on campus due to lack of space additional facilities may be acquired off campus.

IMPACT SUMMARY

This alternative would avoid all impacts associated with the preferred alternative.

PROJECT OBJECTIVES

This alternative while meeting environmental and safety related issues fail to adequately meet the primary goal of accommodating the existing student body and the anticipated growth in enrollment. Further, the goal of significantly improving the overall appearance of the campus would not be reached.

5.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives (excluding the No Project alternative). The Superior Alternative —as discussed in the EIR ~~requires~~is the implementation of the ~~Master Plan. Implementation~~Facilities Master Plan as proposed. The Master Plan is proposed to be undertaken in order to facilitate superior instructional delivery. The goals of the proposed ~~projects in the Master Plan would allow the campus to meet all identified objectives.~~ project are to have an inviting and enjoyable college campus, a safe and friendly college campus; and to be a community landmark. It is also the concern of the administration that ELAC is unable to fully meet the educational needs of current students due to overcrowding and inadequate facilities. Expansion would enable the college to accommodate the expected increase in enrollment. Expansion would also result in technological and aesthetic improvements, improved safety through building improvements, lighting and adequate and convenient parking, and the ability to maintain and/or increase course offerings and programs.

6.0 CUMULATIVE AND LONG-TERM EFFECTS

In certain instances, a proposed project may have possible environmental effects which are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines (as amended through January 1, 2000), this EIR analyzes the cumulative impacts that could occur with the proposed project. Cumulative impacts (e.g., two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time.

The CEQA Guidelines require a discussion of the cumulative impacts of a project "when the project's incremental effect is cumulatively considerable," e.g., when "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."[1] The Guidelines provide further direction as to the scope of a cumulative impact analysis. The discussion "need not provide as great detail as is provided for the effects attributable to the project alone" and "should be guided by the standards of practicality and reasonableness."[2] Furthermore, an EIR should not discuss impacts that do not result in part from the evaluated project. An EIR may also determine that a project's contribution to a significant impact is *de minimus* and thus is not significant (i.e., the environmental conditions would be essentially the same whether or not the proposed project is implemented).

An adequate discussion of significant cumulative impacts can be accomplished by analyzing either (1) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency" or (2) "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."[3]

6.1 CUMULATIVE EFFECTS

Aesthetics

The ~~listed projects~~ cumulative projects (approved or proposed development projects in the general study area) are too distant from each other to have a combined effect. In addition, each project is of a scale in keeping with the City of Monterey Park and the surrounding area. No cumulative change in the physical environment is expected.

The ELAC campus will be provided with upgraded lighting in an already developed environment. None of the listed projects would produce an intense concentration of lighting that would be different from a typical urban environment. No cumulative change in lighting is expected.

Air Quality

As shown in **Table 6-1**, daily mobile emissions are expected to fall below the daily emissions thresholds

[1] CEQA Guidelines, Section 15065(c).

[2] CEQA Guidelines, 15130(4)(b).

[3] CEQA Guidelines, Section 15130 (b)(1).

established by the SCAQMD for all pollutants except Nitrogen Oxide. These cumulative NOX levels would exceed SCAQMD daily emissions criteria by 23 percent. The ELAC Master Plan accounts for about 11 percent of the cumulative NOX emissions, and thus accounts for about two percent of the overall NOX cumulative exceedance.

TABLE 6-1 : CUMULATIVE AIR EMISSIONS (Pounds per Day)

Project	Operational Emissions /a/			
	ROG	NO_X	CO	PM_{10}
(1) Monterey Park Market Place	84	258	804	120
(2) North Atlantic Project	59	185	575	86
(3) Savon Drug Store	6	21	64	10
(4) Bank of Canton	4	13	40	6
(5) Hilton Hotel	21	56	177	26
(6) Smart & Final	15	48	148	22
(7) Monterey Views Development	5	12	45	6
(8) Econo Lodge	2	6	18	3
(9) Supermarket Addition	2	8	22	4
(10) East Los Angeles College Facilities Master Plan	23	74	232	34
TOTAL	**221**	**679**	**2125**	**315**
CUMULATIVE SCAQMD THRESHOLDS /b/	**550**	**550**	**5500**	**1500**
PERCENT OF THRESHOLD	**40%**	**123%**	**39%**	**21%**
ELAC PERCENT OF TOTAL	**10%**	**11%**	**11%**	**11%**

/a/ Daily emissions are expressed in pounds per day.
/b/ The individual project threshold multiplied by number of individual projects.
SOURCE: Terry A. Hayes Associates, URBEMIS7G model output, see Appendix C.

Cultural Resources

No cultural resources have been identified within or adjacent to the ELAC campus, therefore, no cumulative effects are anticipated.

Geology and Seismicity

Concerns related to geology and seismicity are site specific. A portion of the proposed project site does have in area subject to landslide hazards. The proposed project site would not be expected to be affected by the other projects on the cumulative project list. As no projects are proposed to be developed on or adjacent to this sensitive area no cumulative effects are expected.

Hazards and Hazardous Materials

Concerns related to hazardous materials are site specific. All new development projects would be required to mitigate prior to implementation hazardous concerns (if existing). The proposed ELAC project has not identified negative effects related to hazardous materials, therefore, no cumulative effects are anticipated.

Land Use and Planning

The proposed ELAC land use is in character with the surrounding developed setting. Further, the related projects appear to be in keeping with the low to moderate density character of the area. Thus, no cumulative effects are expected.

Noise

Although several projects are within the vicinity of the project site, the timing of development and degree of overlapping construction is unknown at this time. Because of the long-term phasing of the buildout of the ELAC Master Plan overlapping construction is unlikely. It is also important to note, that few of the proposed projects are located close enough together that they would likely disrupt traffic flows on the same street nor combine together to increase overall construction related noise as it would affect a single neighborhood or sensitive land use area. Thus, no construction-related noise cumulative impacts are anticipated.

With respect to traffic-related noise, a cumulative increase in traffic would result in sound level changes of one to two decibels when existing conditions are compared to future conditions, including the ELAC Master Plan. Because significant noise changes are typically defined as an increase of three decibels or more, no significant cumulative noise impacts are anticipated.

Public Services

An increased demand in fire and police service is expected and therefore, cumulative impacts would occur. However, ~~ELAC intends to mitigate~~ any cumulative impacts ~~by hiring additional officers to mitigated the impact on police services~~ would be mitigated through the implementation of additional security features and a Special Event Security Plan. In addition, the proposed ELAC Master Plan includes the removal of structures that currently do not meet current fire safety codes and will replace with new structures built to satisfy the most current and stringent fire safety requirements.

Transportation and Traffic

An assessment of future traffic conditions is needed to determine the impact of the project at the time of development. Future conditions must account for other known or planned projects. Forecasts of the future year 2015 Cumulative Base traffic volumes were developed by adding the traffic expected to be generated by approved or proposed development projects in the area to the forecast ambient traffic growth described above. Listings of proposed Projects in the study area were obtained from the City of Monterey Park as well as the City of Montebello and the County of Los Angeles. A review of these lists indicated that a total of nine projects of notable size have been proposed or approved within the study area (See **Table 6-2 ~~1~~**). This list does not include projects expected to generate fewer than ten P.M. peak hour trips, or development that is located outside an approximate two-mile radius from the campus.

TABLE 6-2 : TRAFFIC RELATED CUMULATIVE PROJECTS

Project	Land Use	Size	Daily Trips	AM Peak Hour In	AM Peak Hour Out	Total	PM Peak Hour In	PM Peak Hour Out	Total
Monterey Park Market Place Paramount Bl	Shopping Center	507258 sf	19,366	257	164	421	880	954	1,834
North Atlantic Project SEC Helman Av and Atlantic Bl	Shopping Center	300000 sf	13,815	187	120	307	623	674	1,297
Savon Drug Store SWC Newmark and Garfield Av	Pharmacy/ Drugstore	17000 sf	1,531	32	22	54	64	66	130
Bank of Canton SEC Garvey and Moore Av	Walk-In Bank	6000 sf	939	12	12	24	99	100	199
Hilton Hotel 700 Corporate Center	Hotel	500 Rms	4,115	171	109	280	162	143	305
Smart & Final SEC Garfield and Garvey Av	Discount Supermarket	20000 sf	na	24	10	34	94	103	197
Monterey Views Development De La Fuente and Atlantic Bl	Single-Family	83 DU	794	16	46	62	54	30	84
Econo Lodge 516 S. Atlantic Bl	Hotel	50 Rms	412	17	11	28	16	14	31
Supermarket Addition 3425 E. 1st St	Supermarket	5000 sf	558	10	6	16	29	29	58
ELAC Master Plan Project	Junior/Community College	3,511 Students	5,410	445	45	490	405	190	595
		Grand Total	**46,939**	**1,171**	**547**	**1,718**	**2,426**	**2,302**	**4,728**

SOURCE: Kaku Associates.

In assessing the cumulative impacts of the proposed project, a combination of both of the methodologies listed above was utilized. The traffic analysis contained in this EIR is cumulative in nature. Specifically, the analysis takes into account ambient traffic growth as well as the effects of future planned and proposed projects. As discussed in the traffic section, ambient traffic was expected to increase by approximately 9.5 percent over the life of the ELAC Master Plan. Future developments –including the buildout of the ELAC Master Plan– were expected to increase daily trips by approximately 46,939 trips. The impact analysis, however revealed that these cumulative traffic increases with the implementation of mitigation measures would not result in unavoidable significant impacts. Thus, no cumulative traffic impacts are anticipated.

~~The traffic analysis was also used as the basis for determining air quality and noise impacts, as these impacts are predicated primarily on increases in vehicle traffic within the area. As shown in **Table 6-2**, daily mobile emissions are expected to fall below the daily emissions thresholds established by the SCAQMD for all pollutants except Nitrogen Oxide. These cumulative NOX levels would exceed SCAQMD daily emissions criteria by 23 percent. The ELAC Master Plan accounts for about 11 percent of the cumulative NOX emissions, and thus accounts for about two percent of the overall NOX cumulative exceedance.~~

~~With respect to traffic-related noise, increase cumulative traffic would result in sound level changes of from one to two decibels when existing conditions are compared to future conditions including the ELAC Master Plan. Because significant noise changes are typically defined as an increase of three decibels or more, no significant cumulative noise impacts are anticipated.~~

~~Although several projects are within the vicinity of the project site, the timing of development and degree of overlapping construction is unknown at this time. Because of the long-term phasing of the buildout of the ELAC Master Plan overlapping construction is unlikely. It is also important to note, that few of the proposed projects are located close enough together that they would likely disrupt traffic flows on the same street nor combine together to increase overall construction related noise as it would affect a single neighborhood or sensitive land use area. Thus, no construction-related noise cumulative impacts are anticipated. As discussed below, it is not expected that the proposed ELAC Master Plan –combined with other future developments– would have an adverse cumulative effect in impact categories such as: aesthetics, cultural resources, geology and seismicity, hazardous materials, land use, and utilities.~~

~~**Utilities.**~~
Utilities/Service Systems

A combined effect on utilities is expected. It is not expected that the increase will be significant as there appears to be adequate capacity in the current utility systems to accommodate the projects.

6.2 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines states that the assessment of growth-inducing impacts in the EIR must describe the "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The proposed project will not extend infrastructure such as roads, utilities and public facilities, beyond that which already exists and meets the needs of existing development in the project area. The proposed project site is located within a densely developed urban setting and will not introduce new land uses into a previously undeveloped area that could induce changes to the surrounding area.

Although the proposed project inherently represents growth within the area, including expansion of existing facilities, creation of new facilities, and marginal localized job growth, such growth is not of the scale that would affect regional population, housing, or employment forecasts. Thus, no significant growth-inducing impacts are anticipated.

6.3 IRREVERSIBLE ADVERSE ENVIRONMENTAL EFFECTS

Irreversible adverse environmental effects are not anticipated for the proposed project or any of the project alternatives. Construction and operation of the proposed project would rely upon the use of nonrenewable resources. Use of fossil fuel derived energy sources such as gasoline, diesel fuel, electricity, and natural gas would be necessary for transport of workers and materials during construction and provision of electricity, natural gas, and fuel for vehicles during the life of the project. Although the fossil fuel consumption associated with the project would constitute the depletion of a resource which is irretrievable and irreversible, the amount of resources consumed would not be of an extraordinary nature in a regional context. Thus, the proposed project's use of nonrenewable energy sources is not considered to constitute a significant impact.

7.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

This section discusses expected effects of the proposed project and why these effects are not considered significant or why various effects would not be expected to occur.

AGRICULTURE RESOURCES

The project site is not currently utilized as farmland, or as any agricultural use. In addition, the project is located in an urbanized and developed area in which no farmland exists.

BIOLOGICAL RESOURCES

The project site is located within an area that has been urbanized for many years and does not contain species identified as a candidate, sensitive, or special status species. The site is not located within an area with riparian habitat or other sensitive natural community. The site is not located near a surface water body and there are no corridors for native resident or migratory fish or wildlife species nor will the proposed project impede the use of native wildlife nursery sites as there are no such sites located within or adjacent to the proposed project area.

FLOOD HAZARD

The proposed project site is not located within a 100-year or a 500-year flood inundation zone as designated by the *Federal Emergency Management Agency (FEMA) Flood Insurance Program Map No. 0601140005C, Q3 Flood Data* (5/96).

MINERAL RESOURCES

No mineral resources of value to the region or to the residents of the state were found to be known or to exist on or immediately adjacent to the proposed project site.

POPULATION AND HOUSING

The proposed project is not anticipated to induce substantial population growth in the area since no residential units would be included in the project. Possible new employment generated from the new development would draw from the local area and general region. In addition, the proposed project would be located in a highly urbanized area that is served by existing infrastructure. No major extensions of existing infrastructure would be necessary for the project since the project would continue to be served by existing utilities surrounding the site.

SCENIC RESOURCES

The general project area can be described as a developed urban setting with no distinguishing scenic or public views. No scenic highways exist within the area. Consequently, no scenic impact will occur.

SCHOOLS

The proposed project does not contain a residential component and would not directly affect school enrollment within the Monterey Park School District. Further, any change in site employment would be minimal and thus, no secondary student generation would be created due to new or unusual housing demand within the Monterey Park (or neighboring) School District service area.

RECREATION

The proposed project does not contain a residential component and is not anticipated to increase the demand for neighborhood or regional parks or other recreational facilities from project operations.

8.0 ORGANIZATIONS AND PERSONS CONSULTED

PUBLIC AND PRIVATE AGENCIES CONSULTED

- County Sanitation Districts of Los Angeles County
  1955 Workman Mill Road
  Whittier, CA 90601

- Southern California Association of Governments
  818 W. Seventh Street
  Los Angeles, CA 90017

- South Coast Air Quality Management District
  21865 E. Copley Drive
  Diamond Bar, CA 91765

- City of Monterey Park
  320 W. Newmark Avenue
  Monterey Park, CA 91754
  - Planning Division
  - Public Works
  - Engineering
  - City of Monterey Park Fire Department
  - City of Monterey Park Police Department

- Los Angeles Unified School District
  1449 S. San Pedro St.
  Los Angeles, CA 90015
  - School Traffic and Safety Education Section
  - Transportation Branch
  - Environmental Health and Safety

- California Water Service Company, Engineering
  5243 Sheila Street
  Los Angeles, CA 90040

- State of California, The Resources Agency Department of Conversation,
  Division of Mines and Geology
  801 K. Street, MS 12-31
  Sacramento, CA 95814

- Native American Heritage Commission
  915 Capitol Mall, Room 364
  Sacramento, CA 95814

- South Central Coastal Information Center,
  California Historic Resources Information System
  California State University, Fullerton
  Department of Anthropology
  800 North State College Boulevard
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- Al Dages, Principal

9.0 RESPONSE TO COMMENTS FROM PERSONS AND ORGANIZATIONS CONSULTED

The Draft EIR (DEIR) for the ELAC Master Plan along with a request for public comments was circulated beginning December 15, 2000. The 45-day circulation period formally closed on January 29, 2001. However, as a courtesy to interested parties, the Lead Agency extended the comment period to February 2, 2001. The DEIR was available for public review at the ELAC campus as well as at the East Los Angeles County Library and the Bruggemeyer Memorial Library. A total of four comments were received in response to the DEIR.

This Final EIR provides responses to all written comments received on the DEIR as required by Section 15088 of the CEQA Guidelines and has been prepared in accordance with Section 15132 of the Guidelines. Responses to Comments to the Draft EIR, issues raised by public comments warranted clarification or correction of certain statements in the Draft EIR. This section provides any such corrections or clarifications as required by Section 15132 of the CEQA Guidelines (see section 4.0 Corrections and Additions for a compilation of all changes). None of the corrections and additions constitutes significant new information or substantial project changes as defined by Section 15088.5 of the CEQA Guidelines. All written comments are contained in this section in their entirety along with the Lead Agency's responses. Copies of each comment letter are also provided.

Comment letters and responses to the Draft EIR are presented as follows:

1. County Sanitation Districts of Los Angeles County
   Felicia Ursitti, Project Engineer
   1955 Workman Mill Road
   Whittier, CA 90607
   December 26, 2000

2. County Sanitation Districts of Los Angeles County
   Ruth L. Frazen, Engineering Technician
   1955 Workman Mill Road
   Whittier, CA 90607
   January 17, 2001

3. Southern California Association of Governments
   Jeffrey Smith, Senior Planner
   818 West Seventh Street, 12th Floor
   Los Angeles, CA 90017
   January 10, 2001

4. City of Monterey Park
   Ray Hamada, Planning Manager
   320 West Newmark Avenue
   Monterey Park, CA 91754
   January 29, 2001

COMMENT LETTER NO. 1

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

Comment No. 1.1

The Puente Hills Landfill is a publicly owned and operated disposal facility open to the public. Currently, the Puente Hills Landfill closes early due to permit-imposed tonnage restrictions. The existing local land use permit authorizes the disposal of a maximum of 13,200 tons per day, not to exceed 72,000 tons per week. This permit is valid through November 1, 2003, at which time it will have to be renewed to continue operations. The proposed permit renewal would not increase the landfill's daily tonnage rate.

Response No. 1.1

Comment Noted.

Comment No. 1.2

The document should address the California Integrated Waste Management Act, AB 939, requiring cities to meet ambitious waste diversion goals. The Act also requires each city and county to promote source reduction, recycling and safe disposal of transformation.

Response No. 1.2

Add the following text to Page 4.10-4, section 4.10 Solid Waste, Environmental Setting:

California Integrated Waste Management Act, AB 939

As many of the landfills in the state were approaching capacity and siting of new landfills became increasingly difficult, the California Integrated Waste Management Act of 1989 (IWMA) AB 939 was designed to focus on source reduction, recycling and composting, and environmentally safe landfilling and transformation activities. The Act required cities and counties to divert 25 percent of all solid waste from landfills and transformation facilities by 1995, and 50 percent by the year 2000. In an effort to assist in meeting the goals of AB 939 the campus is in the process of implementing a formal recycling program. Mitigation has been provided to ensure compliance. However, mitigation measures U3 and U4 have been revised to more specifically address the goals of AB 939.

Mitigation measures U3 and U4 shall now read as follows:

U3 A recycling program shall be designed and implemented to reduce the amount of solid waste going to landfills. This program shall promote the recycling of newspaper, glass bottles, aluminum, bimetal cans and P.E.T. bottles.

U4 Adequate recycling bins and chutes shall be provided at appropriate locations with sufficient access for recycling vehicles.

COMMENT LETTER NO. 2

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

Comment No. 2.1

All information regarding Districts' sewerage facilities contained in the documents is currently complete and accurate.

Response No. 2.1

Comment Noted.

COMMENT LETTER NO. 3

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Comment No. 3.1

This approach to discussing consistency of support of SCAG policies is commendable and we appreciate your efforts.

Response No. 3.1

Comment Noted.

COMMENT LETTER NO. 4

CITY OF MONTEREY PARK

Comment No. 4.1

Page 1-1, et al: Any reference to the 17,197 enrollment figure should be qualified to indicate if this number is actual students on the ELAC campus or does it also include students at any satellite facilities.

Response No. 4.1

Insert the following text to Page 2-1, section 2.0 Summary, Summary of Project Description, the end of the first paragraph.

Current enrollment of 17,197 students was as of the Fall 2000 headcount. This figure includes students enrolled in Non-credit and Credit programs, as well as the community services program (extension courses for personal development, leisure and recreation). This figure does not include enrollment at satellite locations (off-campus locations).

Comment No. 4.2

Page 2-1: The reference to adding approximately 457,161 does not appear consistent with the project description beginning on Page 3-16. Please confirm square footage. A table would be helpful.

Response No. 4.2

Table 3-2 shall be revised as follows:

TABLE 3-2: TENTATIVE PROJECT CONSTRUCTION PHASING			
	Gross	**Net Added**	**Estimated Year**
Phase 1			
Technology Center	98,065	40,253	2001
1,350-Car Parking Structure (with raised tennis courts)	380,000	N/A	2002
Comprehensive Fitness Center and Modernization of Swim Stadium	N/A	N/A	2002
Air-Conditioning and Infrastructure Upgrade	N/A	N/A	2002
Phase 2			
Performing and Fine Arts Center	119,270	58,637	2003
Volleyball Courts, Practice Football and Soccer Fields	N/A	N/A	2003
Student Services and Administration Building	68,500	62,590	2005
Phase 3			
Women's Gymnasium Remodel	N/A	N/A	2006
300-Car Parking Structure	120,000	N/A	2006
Humanities Center	110,000	95,700	2006
Phase 4			
New Women's Athletic Field	N/A	N/A	2006
2,200-Car Parking Structure	880,000	N/A	2007
New Plant/Storage Facilities	40,000	29,116	2007
Modernization of Weingart Stadium	40,000	N/A	2007
Language Arts and Health Care Careers	78,000	67,149	2008
1,000-Car Parking Structure	400,000	N/A	2008
Rotate Baseball Field	N/A	N/A	2008
Phase 5			
Remodel Student Center (International Student Center)	N/A	N/A	2008
Landscaping and Lighting	N/A	N/A	2008
Math and Science Complex	140,000	79,704	2010
Removal of Bungalows	N/A	N/A	Ongoing
Total Square Footage	**2,473,835**	**433,149**	
SOURCE: TDM Architects			

Comment No. 4.3

Page 2-2, 2-3. Mitigation Measures AQ3 and AQ12 have potential conflict with implementation. For apparently the same issue, AQ3 provides two options, but AQ12 provides only one of the options. Additional appropriate mitigation measures should include identification of equipment maintenance to optimal operational specifications and control of airborne particulate matter during any demolitions of buildings.

Response No. 4.3

The mitigation measure identified below will be undertaken as per the provision of the South Coast Air Quality Management District (SCAQMD) Rule 403-Fugitive Dust Abatement guidelines. Rule 403 is designed to reduce dust and PM10 emissions during the construction and demolition phases of a project. Rule 403 includes grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking as construction/demolition activities.

Remove Mitigation AQ1 through AQ12 and replace with the following Mitigation Measure:

AQ1 PM_{10} Abatement. Through construction contracts, the District shall ensure that best practices are employed to reduce the creation of inhaleable dust particles during the construction process. Abatement shall use measures consistent with SCAQMD Rule 403, including site wetting, covering of haul trucks and storage piles, and periodic street sweeping.

Comment No. 4.4

Page 2-4: A mitigation measure, which states that, "Design measures should be incorporated so as buildings and facilities should be located at a distance from residential uses to the maximum extent possible" should be considered for inclusion.

Response No. 4.4

New ELAC facilities are primarily located at the campus center. Location of specific buildings have been determined based on available land on campus and existing uses to be replaced. Further, where development is located along the perimeter of the campus, mitigation measures are provided to reduce proximity impacts on adjacent sensitive uses.

Comment No. 4.5

Page 2-5: Mitigation Measures N1 and N2 should include language to further qualify the types of activities. N1 should make reference to "general" construction activities and N2 should more definitively describe "noisy" construction activities.

Response No. 4.5

Mitigation Measure N11 has been removed and combined with N2.

Revise Mitigation Measures N1 and N2 to read:

N1 Construction activities (i.e., demolition, ground clearing, excavation, grading, laying of foundations, structural and finishing activities) shall be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays.

N2 For schools within 500 feet of a major construction site on the ELAC campus, coordination must be undertaken with the appropriate school district to define mitigation measures to substantially reduce construction noise impacts. Such measures may include limiting hours of construction for noisy construction activities (i.e., excavation and finishing phases), limiting construction in certain site areas to hours when the school would not be affected, providing prior notification to the school of particularly noisy activities, substitution of electric powered versus combustion engine powered equipment, and the use of temporary shrouds or barriers may be considered.

Comment No. 4.6

Page 2-6, et al: All references to Lane Elementary School should be corrected to Robert Hill Lane Elementary School.

Response No. 4.6

The requested change shall be made to the following:

- Section 4.7 Noise
  Page 4.7-4, Sensitive Receptors, third sentence
  Page 4.7-4, Existing Setting, second paragraph, second sentence
  Page 4.7-4, Table 4.7-3, fifth row of data
  Page 4.7-8, Environmental Impact, Table 4.7-6, second row of data
  Page 4.7-10, Table 4.7.7, last row of data
  Page 4.7-14, Impacts After Mitigation, Table 4.7-9, second row of data

- Section 4.9 Transportation and Traffic
  Page 4.9-11, heading that reads "**Construction Related Impacts on Adjacent Lane Elementary School**"

Comment No. 4.7

Page 2-6: Mitigation Measure N14 should include those days of the week that events are permitted.

Response No. 4.7

Mitigation Measure N14 is now N8 and shall read:

N8 Events at Weingart Stadium should be limited between the hours of 7:00 a.m. and 10:00 p.m. on a weekday or weekend.

The following Mitigation Measures shall be included:

N9 Signs shall be posted in all parking areas indicating that there are nearby residences or school activities and that lot users are expected to refrain from making intrusive load noises.

N10 The use of compressed air horns and similar noise generating devices by spectators shall be prohibited. Signs shall be posted within and outside of the stadium indicating this restriction.

Comment No. 4.8

Page 2-6: In Mitigation Measure N12, define the meaning of "sufficient."

Response No. 4.8

This comment is assumed to refer to Mitigation Measure N13. Without a more in-depth acoustical analysis the appropriate height necessary to achieve noise abatement within the vicinity of the stadium cannot be determined. This measure is now N7 and shall be revised to read:

N7 Prior to implementation of improvements to the Weingart Stadium, an acoustical noise analysis shall be conducted to determine the need or requirement for the construction of a sound wall to be located along the perimeter of the Weingart Stadium, behind the top of the bleachers, to achieve noise abatement within the vicinity of the stadium. The college shall implement the recommendations and findings of the acoustical analysis.

Comment No. 4.9

Under Public Services, due to the pending contract for services between the College District and the Los Angeles County Sheriff's Department, the analysis is insufficient at this time. A compilation of mitigation measures for Police services due to the increased enrollment and potential servicing of the stadium is anticipated. The document contains older data related to response from the City Public Safety personnel, and should be revised to include discussion relating to Applicable updates. Another related mitigation measure should indicate the timing of use of on-site security personnel.

Response No. 4.9

Replace the existing "Environmental Setting" under Police Protection on Page 4.8-3 with the following text:

ELAC Security

Security for the Los Angeles Community College District, as of January 2001, is being provided by the Los Angeles County Sheriff's Department. Jurisdiction is within the college campus boundary. Based on a site analysis conducted during a Phase 2 study, current security needs on campus was determined. One sergeant, two Bonus-I deputies and 13 armed Los Angeles County Security Officers have been assigned to the campus.

Crime statistics for the ELAC campus was provided for 1999 year (Year 2000 statistics unavailable). Campus offenses consisted primarily of theft and vehicular burglary. There were four incidents of felony assault and one rape. Other offenses included 31 traffic and 4,438 parking citations. The total number of arrests made for the year was 12.

Monterey Park Police Department

For security issues outside the purview of campus security, the Monterey Park Police Department (MPPD) received approximately 109 calls to the ELAC campus in the year 2000 (while under the operation of the College District Security personnel). A majority of the calls ranged from medical calls (assistance to Monterey Park Fire Department emergency medical personnel) through vehicle code violations. Campus offenses also included vehicular burglary.

The following text shall replace the text under the "Environmental Impact" section on page 4.8-4:

Future security needs for the campus will be evaluated by the L.A. County Sheriff Department in coordination with the Monterey Park Police Department. For existing needs, 17 officers have been determined to be appropriate based on a study done in coordination the MPPD.

As to impacts to the Monterey Park Police Department, currently, the calls for service to the campus were less than 0.01 percent of the total calls received by the department for the year 2000. Using the assumption that if enrollment increases approximately 45% and crime levels on campus rise proportionately, the MPPD is estimated to receive an additional 50 calls per year by year 2010 (for a total of 159 calls). Thus, calls for service would remain less than 1 percent.

Considering all available information, it is highly unlikely that crime levels on campus would rise significantly such that additional police facilities or resources would be required to handle security issues on campus. Because existing calls to the campus constitute a negligible impact when compared to calls as a whole to the MPPD and security needs are now being evaluated and handled by the Los Angeles County Sheriff's Department a less than significant impact is expected to occur.

Comment No. 4.10

Reference to "Fire Access" should be restated as "Fire Services."

There should be further discussion in the document to identify current service needs to the college and potential service needs of the Stadium.

Response No. 4.10

In section 2.0 Summary, Table 2-1, Page 2-6, change "Fire Access" to Fire Services"

Fire hazards are anticipated to be reduced as the old uses on campus will be replaced with new facilities which will comply with current fire codes. Further, access to and from the campus will remain unobstructed.

See Response No. 4.30 for further discussion.

Comment No. 4.11

Page 2-7: All references to "Cesar Chavez Avenue" should be corrected to Avenida Cesar Chavez."

Response No. 4.11

Change All references of Cesar Chavez Avenue to Avenida Cesar Chavez in the following sections:

- Section 4.2 Air Quality
  Page 4.2-4, Table 4.2-2, third and fifth row
  Page 4.2-7, last sentence of last paragraph
  Page 4.2-8, Table 4.2-6, fifth row

- Section 4.7 Noise
  Page 4.7-8, Table 4.7-6, rows six and nine
  Pages 4.7-13 and 4.7-14, Table 4.7-9, rows two, six, and nine

Comment No. 4.12

Mitigation Measure T2 is not applicable since it already exists. All references as a mitigation measure should be omitted and any related traffic data and analysis should be reevaluated for an updated presentation.

Response No. 4.12

The traffic analysis prepared as part of the EIR for the East LA Community College Master Plan has been re-evaluated. A revision of the traffic analyses was necessary because base conditions changed at the intersection of Bleakwood Avenue and Avenida Cesar Chavez. The installation of a traffic signal at the previously STOP-sign controlled intersection required an adjustment in the analyses of future conditions and the mitigation measures recommended. To remedy LOS C and E conditions that were expected to occur due to the project, the report recommended the installation of a traffic signal at the intersection of Bleakwood and Avenida Cesar Chavez. The traffic signal has been installed and a new traffic analyses performed. It was determined that no mitigation measures are required. Although the project will cause V/C to increase by more that 0.05 (which is the city's established criteria for a "significant" impact) for both AM and PM peak hours, the intersection will still be operating at LOS A at both peak hours well under its estimated capacity. This intersection will continue to operate at a good condition even with the project. Further, this intersection is forecast to exhibit substantial excess capacity and no mitigation or further remediation is necessary.

Intersection	Peak Hour	Cumulative Base		Cumulative Plus Project		Project Increase in V/C	Significant Project Impact	With Mitigation	
		V/C	LOS	V/C	LOS			V/C	LOS
Bleakwood Avenue and Avenida Cesar Chavez	AM	0.378	A	0.448	A	0.070	Yes	[a]	
	PM	0.414	A	0.475	A	0.061	Yes	[a]	

[a] No mitigation required. Intersection at LOS A.

Remove all references to Mitigation Measure T2 from the following:

Page 2-7, section 2.0 Summary
Page 4-9-12, section 4.9 Transportation and Traffic

Comment No. 4.13

In Mitigation Measure T3, indicate the extent of the proposed Mitigation to "widen" Floral Drive and expand in the body of the document.

Response No. 4.13

See Response No. 4.51.

Comment No. 4.14

For Mitigation Measure T4, other agencies such as Caltrans, MTA, Montebello Transit, and appropriate City and County Departments should be included in the list of entities to be notified.

Response No. 4.14

This Mitigation Measure is now T3 and shall be revised to read:

T3 The Project Manager or designee shall notify the LAUSD Transportation Branch, Caltrans, LACMTA, Montebello Transit and any other appropriate City or County Department, to the extent that they are affected, of the expected start and ending dates for the various portions of the project that may affect traffic through the areas.

Comment No. 4.15

For Mitigation Measure T8, an implementation time, subject to City of Monterey Park review, should be indicated.

Response No. 4.15

Mitigation Measure T8 has been noted for revision. See Response No. 4.51.

Comment No. 4.16

Page 2-8: In Mitigation Measure U3 an implementation time should be indicated.

Response No. 4.16

See Section 4.10 Utilities, Solid Waste, Environmental Impact, Page 4.10-3. Replace the last paragraph with the following text:

According to a conversation with Richard Pothier, Facilities Manager, the campus has an informal recycling program. The campus is planning to implement a formal Waste Management Plan by Summer 2001. Currently, approximately 36% of waste on the ELAC campus is diverted for recycling purposes. With the implementation of this program a recycling waste diversion rate of 41% is estimated for the year 2002. The college plans to attain a 50% diversion goal by year 2004. All waste reduction activities are taken in coordination with the California Integrated Waste Management Board and to meet the requirements of the State Agency Model Integrated Waste Management Plan. All new development on the campus would be subject to the Waste Management Plan developed for the campus.

See Response 1.2 for revisions to Mitigation Measure U3.

Comment No. 4.17

Figure 3-3: Not all facilities listed in the legend are identified on the map.

Response No. 4.17

Figure 3-3 has been revised. **Figure 3-13** (Site Plan) has also been revised. To show the phasing of the project see the addition of **Figures 3-14** through **3-18**. Insert all revised or new figures (found at the end of section 4.0 Corrections and Additions).

Comment No. 4.18

Page 3-12: The statement regarding the surrounding shopping centers needs to be corrected and expanded to indicate the following:

- The Prado Center is located on the north side of Avenida Cesar Chavez.
- The Monterey Park Village is located on the south side of Avenida Cesar Chavez.
- The Atlantic Square Shopping Center is located on the east side of Atlantic Boulevard.
- The Monterey Galleria is located on the north side of Floral Drive.

Response No. 4.18

The revised text in section 3.0 Project Description, Page 3-12 under "Surrounding Land Uses." Shall read:

Multi-family residential units are located to the north of the ELAC campus on Floral Drive. Single-family units are located along the west and south side of the campus on Bleakwood Avenue and Avenida Cesar Chavez. Robert Hill Lane Elementary School is situated on the south side of Avenida Cesar Chavez, across the street from the ELAC campus. Four shopping centers are located to the east of the campus off of Collegian Avenue. The Prado Center is located on the north side of Avenida Cesar Chavez, the Atlantic Square Shopping Center is located east of Atlantic Boulevard and the Monterey Galleria is located north of Floral Drive (See **Figures 3-10** through **3-12**). A fast food restaurant is located on the corner of Avenida Cesar Chavez and Collegian Avenue and a gas station is located to the east of the fast food restaurant

Comment No. 4.19

Figure 3-10: The figure should be corrected to include the R3 designation for the area north of Floral Drive and the R-2 designation for the area south of Avenida Cesar Chavez. The shopping centers indicated for page 3-12 should be approximately identified and corrected.

Response No. 4.19

See revised **Figure 3-10** for requested corrections (at the end of section 4.0 Corrections and Additions).

Comment No. 4.20

Page 3-23: Project Construction Phasing should be considered to indicate all parking lot/structure improvements at the same time or prior to the modernization of the Weingart Stadium.

Response No. 4.20

Construction phasing is based on funding and technical considerations. If the stadium reaches capacity during construction there is the potential for parking spillover.

Add the following mitigation measure under section 4.9 Transportation and Traffic. This Mitigation Measure shall will read as follows:

T7 To accommodate any additional need for parking during construction, temporary parking and shuttle bus service will be provided off-site as needed for those displaced parking spaces only.

For additional discussion see Response No 4.50.

Comment No. 4.21

Page 4.1-2: In the second paragraph under the "existing Lighting Conditions" section, the statement that the Stadium lights do not directly emit onto the surrounding neighborhoods should be confirmed through the production of a "line of projection" diagram that depicts the light standards and angles of direction. Figure 3-9 assists in understanding the potential issue, but the quality of the photo does not provide the clarity to ascertain that the lamps are not directly pointed across to which direct lighting could be received by the surrounding residential properties.

Response No. 4.21

Mitigation Measure L1 as revised addresses these issues.

Comment No. 4.22

Pages 4.1-5 and 4.1-6: Table 4.1-2 needs to be further clarified regarding pedestrian, security and other provisions of lighting for the planned improvements. For example, the P-2 Parking Structure may need to indicate lights with shields.

Response No. 4.22

Exterior building lighting has not been finalized at this time. General pedestrian and security lighting will be provided to ensure the safety of the faculty and students.

Comment No. 4.23

Pages 4.2-3 to 4.2-8: The Carbon Monoxide analysis needs to be further qualified to discuss the extent of study locations. There appears to be a number of other potentially impacted intersections, such as further west to Mednik Avenue at Avenida Cesar Chavez and Floral Drive, and the E-bound off-ramp at Atlantic Boulevard. The analysis should quantify the number of trucks and other equipment needed in which the emissions data is based upon. If changes, this needs to be coordinated with the traffic analysis. The analysis for the parking structures should be expanded, in particular to include the 1,000-car structure.

Response No. 4.23

The three intersections that the traffic report indicated would be significantly impacted by the proposed project were evaluated (Bleakwood Avenue at Floral Drive, Bleakwood Avenue and Avenida Cesar Chavez, and Collegian Avenue and Floral Drive). In addition to these three intersections the DEIR also evaluates four other intersections that had a level of service of E or F. The intersections that were not evaluated were not materially effected by the project (i.e., were not expected to operate at a LOS greater than D). As indicated in the traffic study conducted by Kaku Associates, Mednick Avenue at Floral Dive and the SR -60 Freeway eastbound off-ramp and Atlantic Boulevard were not materially effected by operation of the project as the V/C increases by 0.01 and 0.02 during the A.M. and P.M. peak traffic hours respectively. Further, Mednick Avenue at Avenida Cesar Chavez was not evaluated. All intersections chosen for evaluation were done so in coordination with the City.

As to the analysis of the parking structures, the CO hot spot analysis deals with localized impacts. The EIR, by considering the larger parking structure (2,200 spaces) evaluated the worst case scenario. Thus, if no localized CO impacts is anticipated to result with the 2,200 space parking structure, no impact will result with the 1,000 car parking structure.

Comment No. 4.24

Page 4.5-2: Under Operation Impacts, in regards to the use and storage of hazardous materials, the discussion should indicate any review and comments from the City of Monterey Park Fire Department.

Response No. 4.24

Add the following text to the impact analysis in 4.8 Public Services, Fire Protection, Environmental Impact, Page 4.8-3 at the end of the section:

Prior to the construction of new facilities on the ELAC campus, individual projects must undergo Plan Review and would be subject to the Monterey Park Fire Department (MPFD) permit process to document the use and storage of hazardous materials, if any. Information such as the type and amount of materials to be stored will be required. The new facilities will be required to undergo annual inspection by the MPFD.

It is not anticipated that the net addition of 433,149 square feet of space would result in the need for the provision of new fire service or facilities. The Master Plan proposes to replace existing facilities with upgraded facilities.

Comment No. 4.25

Page 4.6-1: In the," there are also multiple-family residential units to the south.

Response No. 4.25

The second paragraph under "Existing Environmental Settings" shall be revised to read:

Single-family residential units are located to the west with single-family and multi-family residential units located to the south of the campus.

Comment No. 4.26

Page 4.6-4 and 4.6-5: Policies 3.12 and 3.27 would seem to be applicable to the activities and welfare of the college. The discussion should be expanded.

Response No. 4.26

Policy 3.12

As stated, ELAC is an existing land use and thus a discussion of programs aimed at designing land uses which encourage the use of transit is not applicable.

Policy 3.27

Shall be changed to show that this project is consistent with this policy. Change discussion for this policy to read as follows:

The proposed project involves the renovation and addition to an existing educational facility and is undertaken to meet an increasing demand for educational opportunities.

Comment No. 4.27

Page 4.6-6: Policy 11.07 makes reference to "City mandated water conservation policies," but the college is served by the California Water Service Company, a private entity.

Response No. 4.27

The discussion under Policy 11.07 shall be revised to read:

The feasibility of using reclaimed water for the landscaped and open space areas of the project site will be examined and utilized where possible.

Comment No. 4.28

Page 4.7-10: The document does not adequately address operational noise impacts as a result of vehicle and pedestrian use of the proposed parking structures. Appropriate mitigation measures must be incorporated.

Response No. 4.28

Sources of operational impacts related to the use of the proposed parking structures include engine rev-ups, tire squeal and car alarms. To reduce these noise sources include the following mitigation measure:

N11 Parking structures shall be designed to reduce noise impacts on adjacent sensitive receptors by ensuing that the sides facing sensitive uses are enclosed, surfaces shall be chosen that will reduce tire squeal, and the implementation of a good neighbor signage program. Signs shall be posted in all parking areas indicating that there are nearby residences or schools and that lot users are expected to refrain from making intrusive loud noises, instructing drivers to disable alarms while parking on campus, prohibition against tailgating and a posted speed limit. All prohibitions shall be strictly enforced by on campus security.

Comment No. 4.29

Pages 4.7-11 and 4.7-15: The statement in the second paragraph related to exemption from the Monterey Park Noise Ordinance should clarify that it refers to "school events." The statement indicated that was paraphrased from conversation with Ray Hamada should be corrected to state, "In addition, there <u>is not awareness of</u> any incidences that would require the City to enforce the Noise Ordinance on events at the Weingart Stadium."

Response No. 4.29

Section 4.7 Noise, Page 4.7-11, first paragraph, fifth sentence shall be changed to read:

In addition, there has not been any awareness of any incidences that would require the City to enforce the Noise Ordinance on events at the Weingart Stadium.

Section 4.7 Noise, Page 4.7-15, under Operational Impact, first sentence shall be changed to read:

Although noise levels generated at the Weingart Stadium for school events would not be subjected to the City Noise Ordinance, a crowd that exceed approximately 20,000 people would increase sound levels by over three decibels at nearby sensitive receptor locations.

Comment No. 4.30

Pages 4.8-1 and 4.8-3: According to Fire Marshall Jerry Wombacher, the analysis does not adequately address any discussion response call history to the college. It is anticipated that the expanded construction and growth of enrollment could proportionately increase the call volume, and increase service level requirements for fire fighting, building plan checks and inspections. City Staff conclusions would indicate that additional personnel would be required.

Response No. 4.30

Add the following text to the impact section for Section 4.8 Public Services, Fire Protection:

The total number of calls for fire service within the City of Monterey Park for 1999 was 3,460 and was projected to increase to 3,636 calls for the year 2000. Calls to the ELAC campus for the year 2000 constituted less than 1 percent of projected total (35 calls to the ELAC campus were recorded). A breakdown of the calls by type show that 29 calls were for emergency medical service, 1 for public assistance (non-emergency call), and 5 were cancelled prior to arrival. With campus enrollment anticipated to rise by 45% by the year 2010, the additional 7,803 new students would theoretically result in an additional 16 calls by the year 2010 for a total of 51 calls (45% increase in call volume from the campus). The addition of sixteen calls to the total calls to campus with full buildout of the Master Plan is not considered to be a significant impact.

It is recognized that conditions within the City of Monterey Park that would have an affect on the need for fire service over the next nine years cannot be accurately determined. However, it is likely that the additional calls for service to the ELAC campus would continue to constitute approximately 1 percent of the total calls for service. This can be seen due to the expected increase in the population of Monterey Park by the year 2010 which is projected to rise to approximately 77,125 per Southern California Association of Governments (SCAG) projections. The current population of Monterey Park is 63,957 which will constitute a 20% rise in population. Assuming that calls for fire service rise in proportion to the population approximately 3,856 calls for service can be expected by year 2010. Thus, calls for service to the ELAC campus would remain at 1% of total calls. Therefore, the proposed project would not result in a significant impact on fire service as no need for additional facilities or resources will be required due to implementation of the ELAC Facilities Master Plan.

Comment No. 4.31

Due to the pending contract arrangements with the Los Angeles County Sheriff's Department for campus law enforcement and security, the discussion would likely require revisions for staffing, operations and implementation of mitigation measures. The statement regarding no traffic impacts must be reconsidered.

Response No. 4.31

The Los Angeles County Sheriff's Department has been selected and began overseeing law enforcement and security on the ELAC campus as of January 2001. See discussion under Response No. 4.9. This section has been reviewed for discussion of traffic related impacts. No additional response is required.

Comment No. 4.32

Pages 4.8-4: The discussion should include information on crime data related to response calls to specifically the college. The number of Monterey Park sworn officers should be corrected to reflect 82.

Response No. 4.32

See Response No. 4.9 regarding response calls to the campus for year 2000.

Page 4.8-4, section 4.8 Public Services, first paragraph, third sentence shall be revised to reflect 82 sworn officers.

Comment No. 4.33

Mitigation Measure PS1 needs reconfirmation.

Response No. 4.33

The Facilities Master Plan has provisions for the hiring of 17 additional security officers. Due to the recent contract with the Los Angeles County Sheriff's Department, future security needs on campus will be determined by the Sheriff's Department in conjunction with the Monterey Park Police Department. Mitigation Measure PS1 as it relates to the hiring of 17 additional security officers shall be deleted.

Comment No. 4.34

PS2 needs to be expanded to include "in-house phones" connected to the Campus Security Office on parking structure levels and other strategic locations on the campus, and maintenance of landscaping to minimize concealment.

Response No. 4.34

Currently, a security phone system exists on campus via a public telephone system. All phones are programmed to contact the on-campus Sheriff's Department. All new facilities (including parking structures) will be equipped with this telephone system. Change mitigation measure PS2 to PS1 and revise to read:

PS1 ELAC shall implement security features (i.e., security cameras, improved lighting, maintenance of landscaping, and security phone system) as proposed in the Facility Master Plan.

Comment No. 4.35

An additional mitigation measure should be included to make reference to inter-jurisdictional cooperation on managing parking and access for special events at the stadium.

Response No. 4.35

The Special Event Parking and Access Management Plan will be designed to address such issues as on-street parking and parking in adjacent retail parking lots during special events. See revised Mitigation Measure T8 in Response No. 4.51.

Comment No. 4.36

Page 2.0: A need to discuss plans to address traffic flow in and around the college during construction.

Response No. 4.36

See Response No 4.50.

Comment No. 4.37

Page 2-1: There is a need to address traffic flow into parking areas during special events.

Response No. 4.37

See Response No. 4.51.

Comment No. 4.38

Page 2-10: The plans, under the less than significant or no impact heading, does not base the public safety issues based on the present policing with the Los Angeles County Sheriffs's.

Response No. 4.38

See Response No. 4.9.

Comment No. 4.39

Page 3-5: Security measures, with anticipated increase of 45% in student population, what are the policing plans through the provision of service from the Los Angeles County Sheriffs's Department.

Response No. 4.39

See Response No. 4.9.

Comment No. 4.40

Page 3-16: Will there be, or are there plans to have "in-house" phones inside each building so that incidents of trouble or calls for police service to the Los Angeles County Sheriff's Campus Police can be done so in the most expeditious way?

Response No. 4.40

See Response No. 4.34.

Comment No. 4.41

Also with anticipated expansion in use and contracts with special and sporting events, what are the security measures for money handling, traffic flow and lighting?

Response No. 4.41

Issues related to money handling cannot be addressed at this time. This type of issue would be addressed in a Special Event Security Plan (See Response No. 4.45). See Response No. 4.51 regarding traffic flow issues and Response No. 4.42 regarding lighting.

Comment No. 4.42

Page 3-19: Where will the security camera be installed and who will make the recommendations as to the location, and distance between cameras and lighting proposed to be installed? The cameras need to be taped and kept on file for a period of time review. Also where will public address system, for evacuation purposes, be installed?

Response No. 4.42

As stated in the Draft EIR, buildout is proposed to be phased over the next ten years. No determination has been made at this time as to final design of new buildings and placement of such security features. However, as increased security is one of the main objectives of implementation of the Master Plan, all necessary provisions will be made as necessary with coordination with the Sheriff's Department for proper placement to maximize security.

Comment No. 4.43

Page 3-23: During construction, where there will be loss of parking spaces, how will parking issues be mitigated where the surrounding neighborhood will not suffer any impact?

Response No. 4.43

See Response No. 4.50.

Comment No. 4.44

Page 4.1-7. Lighting and phones, location of both items needs discussion and the lighting brightness needs to be addressed.

Response No. 4.44

See Response No. 4.34 and Response No. 4.42.

Comment No. 4.45

Page 4.8-3: Information is based on now defunct L.A. Community College District Police provision of service and not on service provided by the Los Angeles County Sheriff's Department. The level and type of service should remain the same, however this is not discussed and can have a negative effect on the public safety of surrounding community. With an anticipated increase of 45% in college enrollment, there was a call in the Environmental Impact Report for an additional 17 police officers as well as increase in other related personnel, is this number of personnel going to be provided by the Sheriff Department since this study calls for it? Public safety plans for special events were not discussed as these events, with the proposed expansion of stadium capacity can impact the surrounding neighborhood. There needs to be coordination with the City of Monterey Park Departments.

Response No. 4.45

Revise Mitigation Measure PS2 to read as follows:

PS2 ELAC shall design and implement a Special Event Security Plan, in coordination with the Monterey Park Police Department,. Issues addressed may include, but not be limited to: Security needs, emergency evacuation procedures, and money handling issues.

Comment No. 4.46

Page 4.8-4: The number of police and security personnel in relationship population of campus was discussed to ensure adequate campus public safety, however how was this ratio derived?

Response No. 4.46

See Response No. 4.9.

Comment No. 4.47

Pages 4.9-1 to 4.9-13: Comments from Steve Hilton, City Traffic Consultant is provided as follows: The master plan analyzed traffic impacts associated with the increased student load at the college. The following table presents those intersections that forecasted to operate at LOS "D" or worse and/or have significant impacts upon implementation of the ELAC master plan.

Table 1
INTERSECTIONS WITH LOS 'D' OR WORSE AND/OR SIGNIFICANT IMPACTS
(Year 2015 Cumulative Plus Project ELAC Master Plan-EIR)

INTERSECTION	PEAK HOUR	WITHOUT MITIGATION		SIGNIFICANT IMPACT	WITH MITIGATION	
		V/C OR DELAY	LOS		V/C OR DELAY	LOS
Atlantic Blvd. & Avd. Cesar Chavez	AM	0.823	D	NO	n/a	n/a
	PM	0.957	E	NO	n/a	n/a
Atlantic Blvd. & Floral Dr.	AM	0.718	C	NO	n/a	n/a
	PM	0.897	D	NO	n/a	n/a
Bleakwood Av & Avd. Cesar Chavez	AM	20	C	NO	0.448	A
	PM	39	E	YES	0.475	A
Bleakwood Av & Floral Dr.	AM	18	C	NO	0.571	A
	PM	029	D	YES	0.709	C
Collegian Ave. & Avd. Cesar Chavez	AM	5.565	A	NO	n/a	n/a
	PM	2.654	B	YES	n/a	n/a
Collegian Ave. & Floral Dr.	AM	0.622	B	YES	0.492	A
	PM	0.922	E	YES	0.654	B
I-710 NB On-Ramp/Ford Bl & Floral	AM	1.082	F	NO	n/a	n/a
	PM	1.040	F	NO	n/a	n/a

Table 1, presents intersections that are expected to operate at LOS "D" or worse and/or whose impact is considered significant. Significant impact is when the addition of project related traffic causes an intersection to operate at a half level of service worse than the pre-project conditions (V/C increase of 0.05) or an intersection is caused to operate at worse than LOS C conditions by the addition of project-related traffic.

Intersections where the project traffic has a significant impact are presented in "**Bold**" typeface for easy recognition. According to the DEIR, the traffic added to these intersections can be mitigated. Bleakwood Avenue at Avenida Cesar Chavez was mitigated by installation of a recently installed traffic signal. Collegian Avenue and Avenida Cesar Chavez doesn't require mitigation since it is forecast to operate at LOS "B" even after addition of project related traffic. The intersection of Collegian Avenue and Floral Drive however, requires additional analysis. At the intersection of I-710 NB on-Ramps at Ford and Floral Drive is forecasted to operate at LOS "F" after the project. Project related traffic does not worsen conditions at I-710 NB on-Ramps at Ford and Floral Drive by a significant level.

Collegian Avenue and Floral Drive calculates to LOS "E" during the PM peak hour but in actuality operates significantly worse than that. For example, at noon this intersection experiences massive backups that frequently queue back to the west 400 feet or more.

What this means is traffic counts taken there only show the number of vehicles that get through the intersection during that period and doesn't account for the large number of vehicles that were blocked from entering the intersection. A delay analysis should be performed for this intersection, which will present a more accurate representation of the actual operating conditions.

Response No. 4.47

The level of service calculations for the intersection of Collegian Avenue and Floral Drive, and all other signalized intersections analyzed in the DEIR, were performed using the Intersection Capacity Utilization (ICU) methodology. This analysis technique is an appropriate planning tool, and accepted by the City of Monterey Park. The purpose of the intersection analyses is to provide a comparison of the intersection conditions without and with the proposed project. The ICU methodology allows for a straightforward assessment of project impacts while holding all other factors constant. It should also be noted that the traffic study identifies Collegian Avenue and Floral Drive as being significantly impacted by the project. Calculation of the intersection operations using the delay-based methodology will likely yield similar results, and re-analysis is unnecessary and unwarranted. Additionally, the reference to intersection operations during the noon hours is not relevant to the analysis, since that time period was not analyzed.

Comment No. 4.48

The EIR indicates that traffic impacts at Collegian Avenue and Floral drive can be mitigated by widening Floral Drive to provide a left-turn lane, a through lane, and a shared through/right-turn lane on eastbound approach and restripe Floral Drive to provide two eastbound departure lanes. There doesn't appear to be room to add the two eastbound departure lanes suggested at this location. Insufficient information was provided as part of the EIR to determine if this recommended mitigation can be implemented. Preliminary engineering drawings presenting the proposed mitigation will need to be provided and approved by the City prior to our acceptance of this proposed mitigation measure.

Response No. 4.48

The proposed mitigation for this intersection would not add two departure lanes, but rather provide two eastbound departure lanes on Floral Avenue, consisting of one through lane and one shared through/right-turn lane. A left turn lane is also proposed. Only one new lane is proposed.

Comment No. 4.49

On-street student parking, which impacts adjacent residential areas, is a major concern to both residents and the City. However, this problem is not anticipated to get much worse that it currently is. As more students park off-site the distance they have to walk increases proportionately making it less desirable than parking on the campus. Therefore, we expect student-parking intrusion into residential areas to remain relatively the same it currently is. Should residents find it increasingly difficult to find parking near their homes, the City can expand the permit areas as needed.

Forecasts of future student parking demand, was based solely on parking counts of on-site parking facilities. Expansion of enrollment will have a greater impact to on-site parking facilities than was forecast since off-site parking is nearly exhausted. As the distance of available parking increases and should the residential permit parking area be expanded more students will be parking on campus. Therefore, the forecast on-site student parking demand is too low.

Although the forecast on-site parking demand is too low, the proposed project indicates, upon completion, it will provide a total of 5,336 on-site surface and structural spaces, which should meet the anticipated student, faculty and visitor parking demands.

Nearby commercial uses have complained about students utilizing their parking lots and making it difficult for customers to find parking. Some of them have hired additional security personnel to try to keep college students from taking valuable customer parking. These developments have complained to the City that they are losing revenue because their customers can't find parking. Student parking intrusion into commercial areas needs to be stopped. It is suggested that the college adopt a program to educate students on where they can and cannot park and that campus security assist the local businesses in preventing their parking from being used by students.

Response No. 4.49

The parking surveys were conducted in late 1998, and reasonably represent current parking conditions at the Campus. Parking utilization was determined on a "per student" basis for the existing enrollment at that time. Enrollment has not increased substantially since the surveys, and while "per student" on-campus parking utilization may increase slightly with enrollment increases due to the lack of additional off-campus parking, the EIR estimates of future parking demand are considered reasonable.

As an example, even if all anticipated 4,675 nighttime students (the peak proposed enrollment increase period) were to drive and park on-campus, assuming a typical average vehicle occupancy (AVO) of 1.2, a total of 3,896 new spaces would be needed. Combined with the existing parking demand of 748 student and 143 faculty/staff spaces during that time yields a total demand of 4,787 spaces. The Master Plan project proposes to provide a total of approximately 5,336 Spaces. Therefore, more than sufficient parking is proposed, and parking is not anticipated to be a problem. Additionally, due to the amount of on-campus parking provided, off campus parking overflow is not expected to increase dramatically from existing levels, and therefore, no inventory of current off-campus parking is necessary.

Comment No. 4.50

The plan doesn't provide a phasing plan stating when these parking spaces will be added or how parking will be provided during construction. A phasing program should be developed and integrated into the master plan document.

Response No. 4.50

The new parking facilities are scheduled for construction under the following phasing plan:

1,350-space structure (with raised tennis courts)	2002
300-space parking structure	2006
2,200-space parking structure	2007
1,000-space parking structure	2008

As indicated by the above schedule, most of the parking facilities will be constructed independently, minimizing the effects of any necessary parking displacement. Additionally, as each structure is completed, the campus will provide more parking to accommodate any temporary relocations due to construction activity. It is beyond the scope of this document to prepare such plans at this stage of the project, however, the following mitigation measure shall be included and designated as T6 .

T6 Prior to construction of the proposed parking facilities, a detailed construction program, including construction traffic and parking, and campus parking relocation (if necessary), will be prepared. Preparation of this plan shall be done in coordination with the city o Monterey Park.

Comment No. 4.51

In regards to the Weingart Stadium improvements:

From the information presented in the DEIR it appears that their analysis was based on the weekday peak hour traffic information utilized in the main body of the traffic section. It should be noted that Monterey Park frequently experiences heavier traffic volumes on weekends than on weekdays. This is due, in large part, to the ethnic shopping opportunities throughout town. If peak stadium activities are expected to occur on weekends then weekend traffic counts should be collected and used for the analysis. If not, weekday peak hour impacts must be recalculated to account for stadium activities.

Other issues that need to be addressed include, but are not limited to:

1. Numerous police officers are needed to direct traffic when events are held at the stadium since traffic capacity of surrounding intersections is pushed to the point of "grid lock". We realize that streets can't be designed to accommodate the demand from a major event at the stadium however; traffic control measures must be incorporated in the plan to handle this demand.

2. During stadium events the City receives a multitude of complaints from area residents, which include;

    a. Traffic is so heavy they can't get to or from their homes.
    b. I came home and have no place to park.
    c. Their driveways are blocked and they can't get in or out.
    d. Strangers are parked in their driveway.
    e. Trash is littering their street and yard.
    f. People are drunk and yelling in front of their home.
    g. Fights are breaking out in front of their homes.

The DEIR made reference to a Special Event Parking and Access Management Program, which could reduce potential impacts to a less-than-significant level. That program should be included in the EIR and available for review.

Response No. 4.51

The analysis of impacts resulting from the proposed expansion of Weingart Stadium were based on supplemental traffic counts taken during the weekday post-PM peak hours (6:00 P.M. to 8:00 P.M.) and during the Saturday period of stadium activities (4:00 P.M. to 7:00 P.M.). These times were chosen following a review of the stadium's use schedule.

The stadium expansion analysis examined typical activities at the stadium, including a women's soccer game on Friday evening, and a men's football game on Saturday indicated that no specific attendance figures for the surveyed activities indicated that no specific attendance figures are kept. Estimates of attendance furnished by the College are approximately 120 to 150 attendees at the soccer game, and 400 to 500 attendees at the football game.

No historical data is available from the College regarding stadium attendance, since such records are not kept. However, discussions with College staff indicated that the activities surveyed are typical of stadium use. In the past, the stadium had been rented to Garfield and Roosevelt High Schools for football games, with attendance at these activities reported to be approximately 1,500 people. No such games were played at the stadium last year.

For typical stadium use, the stadium expansion analysis assumed the same level of activity and use for the expanded stadium. Trip generation estimates obtained from the new counts were factored upward by 50 percent to estimate the effects of the increase in stadium seating capacity from 20,000 to 30,000 seats.

For major events, because historical use of the stadium does not include maximum capacity, it is unlikely that such impacts would occur. However, should the stadium reach capacity mitigation has been provided to accommodate such event (See new Mitigation Measure T8). Further, such analysis was not conducted as CEQA guidelines require the project analysis to examine the foreseeable utilization of the stadium.

The discussion entitled "Weingart Stadium Expansion" will be replaced with the following text:

A supplemental traffic analysis was prepared by Kaku Associates, Inc. on November 6, 2000 to address potential impacts of expansion. The utilization of the stadium is essentially a "special event" at the campus, and generally occurs during Friday evenings and weekend afternoon/evenings, when the typical traffic flow patterns and volumes on the surrounding street system are not likely to be critically affected by additional traffic.

Traffic impacts of the stadium expansion were examined at the two intersections most likely to be affected, Avenida Cesar Chavez/Bleakwood Avenue, and Floral Drive/ Bleakwood Avenue. Intersection traffic counts were conducted on Friday, September 29 between 6:00 P.M. and 8:00 P.M., and on Saturday, September 30 between 4:00 P.M. and 7:00 P.M.

In addition, potential traffic impacts were examined on six street segments along the access routes to and from the stadium. Traffic counts were conducted from midnight Thursday, September 29th through midnight Saturday, September 30th. The street segments analyzed are listed below:

- Bleakwood Avenue, north of Avalanche Way
- Bleakwood Avenue, south of Avalanche Way
- Avenida Cesar Chavez, east of Bleakwood Avenue
- Avenida Cesar Chavez, west of Bleakwood Avenue
- Floral Drive, east of Avalanche Way
- Floral Drive, west of Bleakwood Avenue

Analysis of the identified intersections determined that additional traffic on the two analyzed intersections would not result in an impact. This is primarily due to the lower traffic volumes during the stadium utilization times as compared to the more critical peak hours examined in the Master Plan EIR traffic study. These intersections are projected to operate at their current level of service of LOS A for Avenida Cesar Chavez/ Bleakwood Avenue and LOS B for Floral Drive/Bleakwood Avenue.

It is estimated that the proposed stadium expansion would result in an additional 840 net new trips along Avenida Cesar Chavez and Floral Drive on Friday afternoon/evenings. An additional 1,022 net new trips would result on Saturdays. According to the analysis of the street segments, the addition of the proposed project traffic would result in an increase typically less than five percent in daily traffic on all of the street segments analyzed, and is not expected to cause a significant impact.

Analysis included assessment of potential access and parking related impacts on residential properties located along Bleakwood Avenue and Floral Drive. It has been determined that with the construction of 3,506 new on-campus parking spaces as proposed in the Master Plan, there would be sufficient parking to accommodate the expected increase in stadium capacity. However, it is recognized that impact on residential access and on-street parking may still occur. A Special Event Traffic Management, Parking and Access Management Program would be implemented to ensure that no "overflow" parking impacts occur.

Mitigation Measure T8 shall now read as follows:

T8 Upon completion of stadium improvements, the College shall, in coordination with the City of Monterey Park, implement a Special Event Traffic, Parking and Access Management Program for major events (10,000 people or greater). Specifics of this program should be finalized based on actual scheduled events and anticipated attendance. This program shall include a traffic management plan which shall be developed in coordination with the City of Monterey Park Police Department and the Los Angeles County Sheriff's Department for major events. This plan shall include directional signage to ensure efficient traffic flow and traffic control officers to minimize delays.

Such a Program could include, but not be limited to, the following elements:

- A traffic control plan, including traffic control officers at campus access points, to direct and control traffic during peak arrival and departure times for stadium events.
- Information services to educate attendees about recommended access routes and parking locations. Such a service could supply maps or other information along with ticket sales and signage.
- Enhanced enforcement of off-site parking violations, to address nearby resident's concerns about increased traffic and parking demands during events. (Note: the future provision of substantial additional on-campus parking is expected to reduce or eliminate these concerns).
- If necessary, during events with expected high attendance, satellite parking areas should be identified. However, the current level of stadium usage would not suggest the need for this measure on a regular basis.
- Provisions of special event and school parking separation (designated school parking areas).
- Provisions for alternative parking for attendees should on campus parking become full.
- Use of tandem, or stacked parking on campus lots and/or turf parking to handle overflow during large stadium events.

Comment No. 4.52

1. Collegian Avenue and Floral Drive calculates to LOS "E" during the PM peak hour but in actuality operates significantly worse than that. A delay analysis should be performed for this intersection, which will present a more accurate representation of the actual operating conditions.

Response No. 4.52

See Response No. 4.47.

Comment No. 4.53

2. There doesn't appear to be room to add the two eastbound departure lanes suggested at the intersection of Collegian Avenue and Floral Drive. Insufficient information was provided as part of the EIR to determine if this recommended mitigation can be implemented. Preliminary engineering drawings presenting the proposed mitigation will need to be provided and approved by the City prior to our acceptance of this proposed mitigation measure.

Response No. 4.53

See Response No. 4.48.

Comment No. 4.54

3. Nearby commercial uses have complained about students utilizing their parking lots and making it difficult for customers to find parking. It is suggested that the college adopt a program to educate students on where they can and cannot park and that campus security assist the local businesses in preventing their parking from being used by the students.

Response No. 4.54

Comment Noted.

Comment No. 4.55

4. The plan doesn't provide a phasing plan stating when the additional surface and structured parking spaces will be added or how parking will be provided during construction. A phasing program should be developed and integrated into the master plan document.

Response No. 4.55

See Response No. 4.50.

Comment No. 4.56

5. If peak stadium activities are expected to occur on weekends then weekend traffic counts should be collected and used for the analysis. If not, weekday peak hour impacts must be recalculated to account for stadium activities.

Response No. 4.56

See Response No. 4.51.

Comment No. 4.57

6. The EIR made reference to a Special Event Traffic, Parking and Access Management Program, which could reduce potential impacts to a less-than-significant level. That program should be included in the EIR and available for review.

Response No. 4.57

See Response No. 4.51.

Comment No. 4.58

7. On page 13, "Avenida Cesar Chavez, east of Bleakwood Avenue" is listed twice, shouldn't the second one be Avenida Cesar Chavez, west of Bleakwood Avenue?

Response No. 4.58

The bulleted list on page 4.9-12, fourth bullet, shall be corrected to read"...west of Bleakwood Avenue."

Comment No. 4.59

On page 13, first paragraph following the bulleted intersections (last sentence) should be corrected to state the following; "These intersections would continue to operate at their current level of service of LOS A for Avenida Cesar Chavez/Bleakwood Avenue and LOS C for Floral Drive/Bleakwood Avenue."

Response No. 4.59

The text in the DEIR indicating level of service B is correct.

Comment No. 4.60

Pages 4.9-1 & 4.9-6: The document needs to be more descriptive and explain the base parameters from which anticipated traffic is increased upon.

Response No. 4.60

This discussion can be found in section 6.0 Cumulative and Long-Term Effects under the heading 6.1 Cumulative Effects.

Comment No. 4.61

Page 4.9-5: The 1998 parking utilization study is outdated and needs to be replaced with more current data. The parking use analysis should also address on-street use.

Response No. 4.61

See Response No. 4.49.

Comment No. 4.62

Page 4.9-9: The intersection of Atlantic Boulevard and Pomona Boulevard should be evaluated as a potentially impacted intersection. There continues to be recognized congestion level at the proximity of this intersection.

Response No. 4.62

In scoping meetings with the City of Monterey Park, the intersection of Atlantic Boulevard and Pomona Boulevard was not identified as a requested study intersection. Further, examination of the project's impacts do not indicate any significant impacts to Atlantic Boulevard, including the SR-60 on and off-ramps north of Pomona Boulevard. While existing congestion at Atlantic Boulevard and Pomona Boulevard is of concern to the City, the traffic study indicates that potential project impacts at this location would not be anticipated, and no further analyses are warranted.

Comment No. 4.63

Page 4.9-11: The fourth paragraph acknowledges the potential impact on public streets because on-site parking is not completely used. This has raised local problems in the past and will likely expand with the growth of enrollment. This aspect needs to be thoroughly analyzed with a parking study.

Response No. 4.63

See Response No. 4.49.

Comment No. 4.64

Pages 4.9-12 and 4.9-13: The analysis projects net new trips as a result of the stadium expansion, however, does not identify how the figures are generated according to the type of activity that would occur at the stadium. Mitigation Measure T2 identifies an improvement that exists, therefore lending to reiterate that the analysis needs updates. Mitigation Measure T5 needs correction for consistency with summary on Page 2-7.

The following are comments and/or concerns relative to the supplemental traffic study.

There are basic flaws in the methodology used in calculating demand for the stadium.

1. The study counted the traffic on non-event days and event days and estimated stadium traffic based on the difference between the counts. Then they increased that by a factor of 50 percent to account for the same percentage increase in stadium seating.
2. The study didn't indicate how many of the 20,000 seats were occupied for each event surveyed.
3. The forecast of additional trips generated by the 10,000-seat expansion is way too low based on past experiences when stadium occupancy was very high. Capacity crowds should be used in all calculations.
4. Intersection Capacity Utilization was based on the traffic extrapolated from item #1 above and indicates that Level of Service will be very high. With a capacity crowd this couldn't happen.

An acceptable methodology would include the following:

1. The traffic counts taken on event and non-event days are acceptable.
2. A survey of vehicles parked prior to, during and after the event should be made.
3. Observations of vehicle occupancy for patrons destined for the stadium should be recorded.
4. Calculate traffic generation rates based on trips per occupied seat.
5. Calculate parking demand rates per occupied seat.
6. Determine traffic impacts to surrounding streets by adding traffic generation for a full stadium to the future traffic volumes presented in the Master Plan EIR.

Determine Parking Demand based on the above mentioned calculated parking demand rates and apply them to a capacity crowd.

Response No. 4.64

See Response Nos. 4.12, 4.51 and 4.65. Mitigation Measure T5 is now T4 and has been changed for consistency.

Comment No. 4. 65

1. The Police Department also reiterates the anticipated lack of parking to accommodate the Stadium use. Based upon a maximum attendance of 30,000 and plans for approximately 4,700 parking spaces available, the occupants per vehicle ration would equate to 6.38, which seems high.

Response No. 4.65

Based on historical data provided by the college, use of the stadium at full capacity (30,000 attendees) is unlikely and would be infrequent if it were to occur. In the event this level of activity were to occur mitigation has been provided. (See Mitigation Measures T8 and the addition of Mitigation Measure T9).

Upon completion of the proposed parking structures 5,336 spaces will be available on campus. Of the 30,000 attendees, approximately 20% would be expected to arrive by alternative modes of transportation (i.e., public transportation, drop-offs, walking, or biking (including motorized)) or are expected to be already on campus for educational purposes. Thus, 24,000 attendees are expected to utilize available parking. At 3.5 occupants per vehicle a total of 6,857 spaces would be required therefore, there would be a shortfall of 1,521 spaces or more (including parking set-aside for classes). This shortfall could be accommodated in several ways. The college, through mitigation, may make provisions for stacked or tandem parking at on-campus parking lots, provide for turf parking (on athletic fields or other open space areas) and/or provide for off-site parking with shuttle service. Parking issues will be addressed in detail in the Special Event Traffic, Parking and Access Management Plan.

T9 Upon completion of stadium improvements, provisions shall be made for off-site parking and shuttle service as needed to handle parking overflow during special events at the Weingart Stadium.

Comment No. 4.66

2. With the Sheriff's Department providing campus police services/security, the service levels are unknown to determine adequacy for providing traffic control and campus security for the increased numbers of people and vehicles to the college.

Response No. 4.66

See Response No. 4.15

Comment No. 4.67

3. Any future mitigation that may be resolved with use of the Monterey Park Police Department is subject to negotiation on levels of service and compensation.

Response No. 4.67

Comment Noted.

Comment No. 4.68

Page 5-2: Under Alternative 2, there should be expanded discussion to analyze the possible increased use of satellite facilities as a viable alternative.

Response No. 4.68

The use of satellite facilities does not fully address the quality of education mission that the school outreach component strives to achieve. Use of satellite facilities are primarily intended as outreach and thus does not allow for a full range of educational capacities.

Comment No. 4.69

Page 6-3: Some of the contents of the table is outdated and should be considered for updates. The college exhibits a regional draw; therefore, the analysis should have likely included more projects in East Los Angeles and Montebello.

Response No. 4.69

The City of Monterey Park as well as surrounding cities were consulted in formulating the related projects table. Only those project within up to approximately a two-mile radius were discussed. Although it is recognized that the college exhibits a regional draw the impact of the ELAC Facility Master Plan would not have a regional impact. Thus, the contents of the table represents what was current and appropriate at the time of the analysis.

The cumulative impact analysis was designed to address impacts of the related projects where projects are located as to have a combined effect. No cumulative regional analysis because sufficiently dissipated.

10.0 CORRECTIONS AND ADDITIONS

As outlined is Section 9.0 Response to Comments from Persons and Organizations Consulted, issues raised by public comments warranted clarification or correction of certain statements in the Draft EIR. This section provides any such corrections or clarifications as required by Section 15132 of the CEQA Guidelines in a sequence consistent with the organization of the Draft EIR. None of the Corrections and Additions constitutes significant new information or substantial project changes as defined by Section 15088.5 of the CEQA Guidelines.

1. Page 2-1, Insert the following text to section 2.0 Summary, Summary of Project Description, at the end of the first paragraph.

Current enrollment of 17,197 students was as of the Fall 2000 headcount. This figure includes students enrolled in Non-credit and Credit programs, as well as the community services program (extension courses for personal development, leisure and recreation). This figure does not include enrollment at satellite locations (off-campus locations).

2. Page 2-6, In section 2.0 Summary, Table 2-1, change "Fire Access" to Fire Services"

3. Page 3-12, The revised text in section 3.0 Project Description, under "Surrounding Land Uses" shall read:

Multi-family residential units are located to the north of the ELAC campus on Floral Drive. Single-family units are located along the west and south side of the campus on Bleakwood Avenue and Avenida Cesar Chavez. Robert Hill Lane Elementary School is situated on the south side of Avenida Cesar Chavez, across the street from the ELAC campus. Four shopping centers are located to the east of the campus off of Collegian Avenue. The Prado Center is located on the north side of Avenida Cesar Chavez, the Atlantic Square Shopping Center is located east of Atlantic Boulevard and the Monterey Galleria is located north of Floral Drive (See **Figures 3-10** through **3-12**). A fast food restaurant is located on the corner of Avenida Cesar Chavez and Collegian Avenue and a gas station is located to the east of the fast food restaurant

4. Page 3-22, **Table 3-2** shall be revised as follows:

TABLE 3-2: TENTATIVE PROJECT CONSTRUCTION PHASING			
	Gross	**Net Added**	**Estimated Year**
Phase 1			
Technology Center	98,065	40,253	2001
1,350-Car Parking Structure (with raised tennis courts)	380,000	N/A	2002
Comprehensive Fitness Center and Modernization of Swim Stadium	N/A	N/A	2002
Air-Conditioning and Infrastructure Upgrade	N/A	N/A	2002
Phase 2			
Performing and Fine Arts Center	119,270	58,637	2003
Volleyball Courts, Practice Football and Soccer Fields	N/A	N/A	2003

TABLE 3-2: TENTATIVE PROJECT CONSTRUCTION PHASING			
	Gross	**Net Added**	**Estimated Year**
Student Services and Administration Building	68,500	62,590	2005
Phase 3			
Women's Gymnasium Remodel	N/A	N/A	2006
300-Car Parking Structure	120,000	N/A	2006
Humanities Center	110,000	95,700	2006
Phase 4			
New Women's Athletic Field	N/A	N/A	2006
2,200-Car Parking Structure	880,000	N/A	2007
New Plant/Storage Facilities	40,000	29,116	2007
Modernization of Weingart Stadium	40,000	N/A	2007
Language Arts and Health Care Careers	78,000	67,149	2008
1,000-Car Parking Structure	400,000	N/A	2008
Rotate Baseball Field	N/A	N/A	2008
Phase 5			
Remodel Student Center (International Student Center)	N/A	N/A	2008
Landscaping and Lighting	N/A	N/A	2008
Math and Science Complex	140,000	79,704	2010
Removal of Bungalows	N/A	N/A	Ongoing
Total Square Footage	**2,473,835**	**433,149**	
SOURCE: TDM Architects.			

5. Page 4.6-1, the second sentence in the second paragraph under "Existing Environmental Settings" shall be revised to read:

Single-family residential units are located to the west with single-family and multi-family residential units located to the south of the campus.

6. Page 4.6-5, Table 4.6-1, Policy 3.27 shall be changed to show that this project is consistent with this policy.

Change discussion for this policy to read as follows:

The proposed project involves the renovation and addition to an existing educational facility and is undertaken to meet an increasing demand for educational opportunities.

7. Page 4.6-6, Table 4.6-1, Policy 11.07 shall be revised to read:

The feasibility of using reclaimed water for the landscaped and open space areas of the project site will be examined and utilized where possible.

8. Page 4.7-11, section 4.7 Noise, first paragraph, fifth sentence shall be changed to read:

In addition, there has not been any awareness of any incidences that would require the City to enforce the Noise Ordinance on events at the Weingart Stadium.

9. Page 4.7-15, section 4.7 Noise, under Operational Impact, first sentence shall be changed to read:

Although noise levels generated at the Weingart Stadium for school events would not be subjected to the City Noise Ordinance, a crowd that exceed approximately 20,000 people would increase sound levels by over three decibels at nearby sensitive receptor locations.

10. Page 4.8-3, add the following text to the Environmental Impact section for section 4.8 Public Services, Fire Protection:

The total number of calls for fire service within the City of Monterey Park for 1999 was 3,460 and was projected to increase to 3,636 calls for the year 2000. Calls to the ELAC campus for the year 2000 constituted less than 1 percent of projected total (35 calls to the ELAC campus were recorded). A breakdown of the calls by type show that 29 calls were for emergency medical service, 1 for public assistance (non-emergency call), and 5 were cancelled prior to arrival. With campus enrollment anticipated to rise by 45% by the year 2010, the additional 7,803 new students would theoretically result in an additional 16 calls by the year 2010 for a total of 51 calls (45% increase in call volume from the campus). The addition of sixteen calls to the total calls to campus with full buildout of the Master Plan is not considered to be a significant impact.

It is recognized that conditions within the City of Monterey Park that would have an affect on the need for fire service over the next nine years cannot be accurately determined. However, it is likely that the additional calls for service to the ELAC campus would continue to constitute approximately 1 percent of the total calls for service. This can be seen due to the expected increase in the population of Monterey Park by the year 2010 which is projected to rise to approximately 77,125 per Southern California Association of Governments (SCAG) projections. The current population of Monterey Park is 63,957 which will constitute a 20% rise in population. Assuming that calls for fire service rise in proportion to the population approximately 3,856 calls for service can be expected by year 2010. Thus, calls for service to the ELAC campus would remain at 1% of total calls. Therefore, the proposed project would not result in a significant impact on fire service as no need for additional facilities or resources will be required due to implementation of the ELAC Facilities Master Plan.

Fire hazards are anticipated to be reduced as the old uses on campus will be replaced with new facilities which will comply with current fire codes. Further, access to and from the campus will remain unobstructed.

Prior to the construction of new facilities on the ELAC campus, individual projects must undergo Plan Review and would be subject to the Monterey Park Fire Department (MPFD) permit process to document the use and storage of hazardous materials, if any. Information such as the type and amount of materials to be stored will be required. The new facilities will be required to undergo annual inspection by the MPFD.

It is not anticipated that the net addition of 433,149 square feet of space would result in the need for the provision of new fire service or facilities. The Master Plan proposes to replace existing facilities with upgraded facilities.

11. Page 4.8-3, Replace the existing "Environmental Setting" under Police Protection with the following text:

ELAC Security

Security for the Los Angeles Community College District, as of January 2001, is being provided by the Los Angeles County Sheriff's Department. Jurisdiction is within the college campus boundary. Based on a site analysis conducted during a Phase 2 study, current security needs on campus was determined. One sergeant, two Bonus-I deputies and 13 armed Los Angeles County Security Officers have been assigned to the campus.

Crime statistics for the ELAC campus was provided for 1999 year (Year 2000 statistics unavailable). Campus offenses consisted primarily of theft and vehicular burglary. There were four incidents of felony assault and one rape. Other offenses included 31 traffic and 4,438 parking citations. The total number of arrests made for the year was 12.

Monterey Park Police Department

For security issues outside the purview of campus security, the Monterey Park Police Department (MPPD) received approximately 109 calls to the ELAC campus in the year 2000 (while under the operation of the College District Security personnel). A majority of the calls ranged from medical calls (assistance to Monterey Park Fire Department emergency medical personnel) through vehicle code violations. Campus offenses also included vehicular burglary.

12. Page 4.8-4, section 4.8 Public Services, Police Protection, Environmental Setting section, first paragraph, third sentence shall be revised to reflect 82 sworn officers.

13. Page 4.8-4, section 4.8 Public Services, Police Protection, the following text shall replace the text under the Environmental Impact section:

Future security needs for the campus will be evaluated by the L.A. County Sheriff Department in coordination with the Monterey Park Police Department. For existing needs, 17 officers have been determined to be appropriate based on a study done in coordination the MPPD.

As to impacts to the Monterey Park Police Department, currently, the calls for service to the campus were less than 0.01 percent of the total calls received by the department for the year 2000. Using the assumption that if enrollment increases approximately 45% and crime levels on campus rise proportionately, the MPPD is estimated to receive an additional 50 calls per year by year 2010 (for a total of 159 calls). Thus, calls for service would remain less than 1 percent.

Considering all available information, it is highly unlikely that crime levels on campus would rise significantly such that additional police facilities or resources would be required to handle security issues on campus. Because existing calls to the campus constitute a negligible impact when compared to calls as a whole to the MPPD and security needs are now being evaluated and handled by the Los Angeles County Sheriff's Department a less than significant impact is expected to occur.

14. Page 4.9-8, section 4.9 Transportation and Traffic, under the discussion entitled "Cumulative Plus Project Traffic Conditions", last sentence the reference to three intersections shall be changed to two.

15. Page 4.9-9, section 4.9 Transportation and Traffic, Table 4.9-8, item number 5 referring to Bleakwood Avenue and Avenida Cesar Chavez has been revised to reflect a supplemental analysis dated June 28, 2001 (See Appendix G).

16. Page 4.9-12, section 4.9 Transportation and Traffic, discussion entitled "Weingart Stadium Expansion" will be replaced with the following text:

A supplemental traffic analysis was prepared by Kaku Associates, Inc. on November 6, 2000 to address potential impacts of expansion. The utilization of the stadium is essentially a "special event" at the campus, and generally occurs during Friday evenings and weekend afternoon/evenings, when the typical traffic flow patterns and volumes on the surrounding street system are not likely to be critically affected by additional traffic.

Traffic impacts of the stadium expansion were examined at the two intersections most likely to be affected, Avenida Cesar Chavez/Bleakwood Avenue, and Floral Drive/ Bleakwood Avenue. Intersection traffic counts were conducted on Friday, September 29 between 6:00P.M. and 8:00 P.M., and on Saturday, September 30 between 4:00P.M. and 7:00 P.M.

In addition, potential traffic impacts were examined on six street segments along the access routes to and from the stadium. Traffic counts were conducted from midnight Thursday, September 29th through midnight Saturday, September 30th. The street segments analyzed are listed below:

1. Bleakwood Avenue, north of Avalanche Way
2. Bleakwood Avenue, south of Avalanche Way
3. Avenida Cesar Chavez, east of Bleakwood Avenue
4. Avenida Cesar Chavez, west of Bleakwood Avenue
5. Floral Drive, east of Avalanche Way
6. Floral Drive, west of Bleakwood Avenue

Analysis of the identified intersections determined that additional traffic on the two analyzed intersections would not result in an impact. This is primarily due to the lower traffic volumes during the stadium utilization times as compared to the more critical peak hours examined in the Master Plan EIR traffic study. These intersections are projected to operate at their current level of service of LOS A for Avenida Cesar Chavez/Bleakwood Avenue and LOS B for Floral Drive/Bleakwood Avenue.

It is estimated that the proposed stadium expansion would result in an additional 840 net new trips along Avenida Cesar Chavez and Floral Drive on Friday afternoon/evenings. An additional 1,022 net new trips would result on Saturdays. According to the analysis of the street segments, the addition of the proposed project traffic would result in an increase typically less than five percent in daily traffic on all of the street segments analyzed, and is not expected to cause a significant impact.

Analysis included assessment of potential access and parking related impacts on residential properties located along Bleakwood Avenue and Floral Drive. It has been determined that with the construction of 3,506 new on-campus parking spaces as proposed in the Master Plan, there would be sufficient parking to accommodate the expected increase in stadium capacity. However, it is recognized that impact on residential access and on-street parking may still occur. A Special Event Traffic, Parking and Access Management Program would be implemented to ensure that no "overflow" parking impacts occur.

17. Page 4.9-12, section 4.9 Transportation and Traffic, bulleted list, fourth bullet, shall be corrected to read"...west of Bleakwood Avenue."

18. Page 4.10-3, section 4.10 Utilities, Solid Waste, Environmental Impact, Replace the last paragraph with the following text:

According to a conversation with Richard Pothier, Facilities Manager, the campus has an informal recycling program. The campus is planning to implement a formal Waste Management Plan by Summer 2001.

Currently, approximately 36% of waste on the ELAC campus is diverted for recycling purposes. With the implementation of this program a recycling waste diversion rate of 41% is estimated for the year 2002. The college plans to attain a 50% diversion goal by year 2004. All waste reduction activities are taken in coordination with the California Integrated Waste Management Board and to meet the requirements of the State Agency Model Integrated Waste Management Plan. All new development on the campus would be subject to the Waste Management Plan developed for the campus.

19. Page 4.10-4, section 4.10 Utilities, Environmental Setting, Solid Waste, add the following text:

California Integrated Waste Management Act, AB 939

As many of the landfills in the state were approaching capacity and siting of new landfills became increasingly difficult, the California Integrated Waste Management Act of 1989 (IWMA) AB 939 was designed to focus on source reduction, recycling and composting, and environmentally safe landfilling and transformation activities. The Act required cities and counties to divert 25 percent of all solid waste from landfills and transformation facilities by 1995, and 50 percent by the year 2000. In an effort to assist in meeting the goals of AB 939 the campus is in the process of implementing a formal recycling program. Mitigation has been provided to ensure compliance. However, mitigation measures U3 and U4 have been revised to more specifically address the goals of AB 939.

MULTIPLE CORRECTIONS

20. Change All references of Cesar Chavez Avenue to Avenida Cesar Chavez in the following sections:

Section 4.2 Air Quality
Page 4.2-4, Table 4.2-2, third and fifth row
Page 4.2-7, last sentence of last paragraph
Page 4.2-8, Table 4.2-6, fifth row

Section 4.7 Noise
Page 4.7-8, Table 4.7-6, rows six and nine
Pages 4.7-13 and 4.7-14, Table 4.7-9, rows two, six, and nine

Section 4.9 Transportation and Traffic
Page 4.9-4, Table 4.9-3, rows five, eight, and nine
Page 4.9-9, Table 4.9-8, rows five, eight, and nine

21. All references to Lane Elementary School shall be corrected to Robert Hill Lane Elementary School. The requested change shall be made to the following:

Section 4.6 Land Use and Planning

Page 4.6-1, Existing Environmental Settings, second paragraph, second sentence

Section 4.7 Noise
Page 4.7-4, Sensitive Receptors, third sentence
Page 4.7-4, Existing Setting, second paragraph, second sentence
Page 4.7-4, Table 4.7-3, fifth row of data
Page 4.7-8, Environmental Impact, Table 4.7-6, second row of data
Page 4.7-10, Table 4.7.7, last row of data
Page 4.7-14, Impacts After Mitigation, Table 4.7-9, second row of data

Section 4.9 Transportation and Traffic

Page 4.9-11, heading that reads "**Construction Related Impacts on Adjacent Lane Elementary School**" shall now read "Construction Related Impacts on Adjacent Robert Hill Lane Elementary Schools"

MITIGATION MEASURES

Changes to Mitigation Measures shall be made in there respective sections and in section 2.0 Summary as follows:

22. Revise Mitigation Measures in section 4.1 Aesthetics as follows:

L1 All high-intensity light standards associated with the tennis courts, athletic fields and/or stadium expansion shall be fitted with visors and glare control devices such that all light is focused on the fields, and glare and spillover light onto adjacent properties is minimized. Spillover and glare shall be routinely monitored and lights adjusted and/or repaired by ELAC to ensure that ELAC's contribution to ambient light levels at residential property lines shall not exceed 1 foot candle.

L2 Screening (i.e., trees, fencing, etc...) along the boundaries of the athletic fields, tennis courts (on parking structure), and parking structures (where appropriate) shall be used to diffuse glare and spillover light. Screening shall be of such height and density to intercept the line of sight between the light fixtures and adjacent residential properties.

L3 Parking Structures will be fitted with screens where appropriate to prevent vehicle headlight glare onto adjacent residential properties.

23. Remove Mitigation AQ1 through AQ12 and replace with the following Mitigation Measure:

AQ1 PM_{10} Abatement. Through construction contracts, the District shall ensure that best practices are employed to reduce the creation of inhaleable dust particles during the construction process. Abatement shall use measures consistent with SCAQMD Rule 403, including site wetting, covering of haul trucks and storage piles, and periodic street sweeping.

24. Mitigation Measures for Noise Related Impacts found in section 4.7 Noise are as follows:

N1 Construction activities (i.e., demolition, ground clearing, excavation, grading, laying of foundations, structural and finishing activities) shall be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays.

N2 For schools within 500 feet of a major construction site on the ELAC campus, coordination must be undertaken with the appropriate school district to define mitigation measures to substantially reduce construction noise impacts. Such measures may include limiting hours of construction for noisy construction activities (i.e., excavation and finishing phases), limiting construction in certain site areas to hours when the school would not be affected, providing prior notification to the school of particularly noisy activities, substitution of electric powered versus combustion engine powered equipment, and the use of temporary shrouds or barriers may be considered

N3 Change the timing and/or sequence of the noisiest construction operations (i.e., excavation and finishing phases) to avoid sensitive times of the day.

N4 Use noise control devices, such as equipment mufflers, enclosures, and barriers.

N5 Adjacent residents shall be given notification of major construction activities and their duration. A sign, legible at a distance of 50 feet, shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.

N6 Construction occurring within 1,000 feet of the Child Development Center shall be limited to hours when the Child Development Center would not be affected. The Child Development Center shall be notified of particularly noisy activities.

N7 Prior to implementation of improvements to the Weingart Stadium an acoustical noise analysis shall be conducted to determine the need or requirement for the construction of a sound wall to be located along the perimeter of the Weingart Stadium, behind the top of the bleachers, to achieve noise abatement within the vicinity of the stadium. The college shall implement the recommendations and findings of the acoustical analysis.

N8 Events at Weingart Stadium should be limited between the hours of 7:00 a.m. and 10:00 p.m. on a weekday or weekend.

N9 Signs shall be posted in all parking areas indicating that there are nearby residences or school activities and that lot users are expected to refrain from making intrusive load noises.

N10 The use of compressed air horns and similar noise generating devices by spectators shall be prohibited. Signs shall be posted within and outside of the stadium indicating this restriction.

N11 Parking structures shall be designed to reduce noise impacts on adjacent sensitive receptors by ensuing that the sides facing sensitive uses are enclosed, surfaces shall be chosen that will reduce tire squeal, and the implementation of a good neighbor signage program. Signs shall be posted in all parking areas indicating that there are nearby residences or schools and that lot users are expected to refrain from making intrusive loud noises, instructing drivers to disable alarms while parking on campus, prohibition against tailgating and a posted speed limit. All prohibitions shall be strictly enforced by on campus security.

25. Change mitigation measure PS2 to PS1 and revise and add new PS2:

PS1 ELAC shall implement security features (i.e., security cameras, improved lighting, maintenance of landscaping, and security phone system) as proposed in the Facility Master Plan.

PS2 ELAC shall design and implement a Special Event Security Plan, in coordination with the Monterey Park Police Department. Issues addressed may include, but not be limited to: Security needs, emergency evacuation procedures, and money handling issues.

26. Mitigation Measures for section 4.9 Transportation and Traffic shall be replaced with the following:

T1 Install a traffic signal at the intersection of Bleakwood Avenue and Floral Drive.

T2 At the intersection of Collegian Avenue and Floral Drive, widen Floral Drive to provide a left-turn lane, a through lane, and a shared through/right-turn lane on eastbound approach. Restripe Floral Drive to provide two eastbound departure lanes.

T3 The Project Manager or designee shall notify the LAUSD Transportation Branch, Caltrans, LACMTA, Montebello Transit and any other appropriate City or County Department, to the extent that they are affected, of the expected start and ending construction dates for the various portions of the project that may affect traffic through the areas.

T4 The contractors shall avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours.

T5 When possible, avoid heaviest construction traffic between the hours of 6:30 a.m. to 8:00 a.m. and between 3:30 p.m. and 4:30 p.m. to minimize delays to the arrivals and departures of buses.

T6 Prior to construction of the proposed parking facilities, a detailed construction program, including construction traffic and parking, and campus parking relocation (if necessary), will be prepared. Preparation of the plan shall be done in coordination with the city of Monterey Park.

T7 To accommodate any additional need for parking during construction, temporary parking and shuttle bus service will be provided off-site as needed for those displaced parking spaces only.

T8 Upon completion of stadium improvements, the College shall, in coordination with the City of Monterey Park, implement a Special Event Traffic, Parking and Access Management Program for major events (10,000 people or greater). Specifics of this program should be finalized based on actual scheduled events and anticipated attendance. This program shall include a traffic management plan which shall be developed in coordination with the City of Monterey Park Police Department and the Los Angeles County Sheriff's Department for major events. This plan shall include directional signage to ensure efficient traffic flow and traffic control officers to minimize delays.

Such a Program could include, but not limited to, the following elements:

- A traffic control plan, including traffic control officers at campus access points, to direct and control traffic during peak arrival and departure times for stadium events.
- Information services to educate attendees about recommended access routes and parking locations. Such a service could supply maps or other information along with ticket sales and signage.
- Enhanced enforcement of off-site parking violations, to address nearby resident's concerns about increased traffic and parking demands during events.
- If necessary during events with expected high attendance, satellite parking areas should be identified. However, the current level of stadium usage would not suggest the need for this measure on a regular basis.
- Provision of special event and school parking separation (designated school parking areas).
- Provisions for alternative parking for attendees, should on-campus parking become full.

- Use of tandem, or stacked parking on campus lots and/or turf parking to handle overflow during large stadium events.

T9 Upon completion of stadium improvements, provisions shall be made for off-site parking and shuttle service as needed to handle parking overflow during special events at the Weingart Stadium.

27. Mitigation measures U3 and U4 shall now read as follows:

U3 A recycling program shall be designed and implemented to reduce the amount of solid waste going to landfills. This program shall promote the recycling of newspaper, glass bottles, aluminum, bimetal cans and P.E.T. bottles.

U4 Adequate recycling bins and chutes shall be provided at appropriate locations with sufficient access for recycling vehicles.

FIGURES

28. The following Figures have been revised and shall be replaced with a revised figure.

Figure 3-3, Existing Site Plan

Figure 3-10, Adjacent Land Uses

Figure 3-13, Proposed Site Plan

29. To show the phasing of the project insert Figures 3-14 through 3-18.

Figure 3-14, Phase 1

Figure 3-15, Phase 2

Figure 3-16, Phase 3

Figure 3-17, Phase 4

Figure 3-18, Phase 5

30. To accommodate the change listed under **29**, existing Figures 3-14 and 3-15 shall be renumbered to be Figures 3-19 and 3-20.

Appendix A

NOTICE OF PREPARATION AND INITIAL STUDY

NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE EAST LOS ANGELES COMMUNITY COLLEGE MASTER PLAN

Lead Agency: Los Angeles Community College District

Contact: William A. Dunn

Project Title: East Los Angeles College Master Plan Environmental Impact Report

The Los Angeles Community College District is the Lead Agency for the preparation and review of a Draft Environmental Impact Report (EIR) for the proposed East Los Angeles College Master Plan. In accordance with the procedures set forth in CEQA, an Initial Study has been completed and the District has determined that an EIR is required. This Notice of Preparation (NOP) has been prepared to solicit the views of interested persons and agencies as to the scope and content of the environmental information that is relevant to the agencies' statutory responsibilities in connection with the proposed. A summary of the location, project description and probable environmental effects are provided below.

How to Comment:

Due to the time limits mandated by state law, response to this NOP must be sent within 30 days of receipt of this notice. The written public comment period begins June 29, 2000 and extends through July 31, 2000. Please send written responses to: Attn: Holliday Wagner, PhD, Dean of Planning and Research, East Los Angeles College, Office of the President, 1301 Avenida Cesar Chavez, Monterey Park, CA 91754.

The EIR is scheduled for availability September, 2000. At that time, a Notice of Availability will be issued to participating and interested parties for comment during the 45-day public comment period.

Additional copies of the Initial Study are available at the Office of the President at the above address or can be viewed at http://www.webtaha.com/ELAC_NOP. For further information e-mail Randi Cooper at ELAC_Master_Plan@webtaha.com or write to TAHA, 6083 Bristol Parkway, Suite 200, Culver City, CA, 90230.

Background:

The East Los Angeles College (ELAC) Facilities Master Plan was developed to meet the overall needs of students, the college community, and the general surrounding community. As the most populous and second oldest college within the Los Angeles Community College District, ELAC is experiencing continued and steady growth in student enrollment. As of the Fall 1999 Census Enrollment Data enrollment was at 17,197 students. In anticipation of further acceleration in college population growth due to demographic changes and student population increases at junior and high school levels, ELAC entered into the master planning process with a focused attempt at planning for anticipated build-out of the college. To meet forthcoming instructional program and student services needs, the college has established a priority list for new facilities that will allow for a comprehensive plan to meet overall college needs, student needs, and community needs.

Project Objective:

The overall goals of the proposed project (facility master plan for the East Los Angeles College (ELAC)) are drawn from discussions with the Master Plan Steering Committee, and with participants from the administration, faculty, staff, students, representatives from governmental agencies, and the community. The following facility goals were developed from these meetings and reflect the participants' concern:

- To have an inviting and enjoyable college campus;
- To have a safe and friendly college campus; and
- To be a community landmark.

Further, the Master Plan will focus on better utilizing existing facilities, plan building projects designed to accommodate changes in curriculum and growth in student enrollment, and plan for a maximum student enrollment. This effort is undertaken with the desire to replace inefficient substandard buildings, handle anticipated growth in educational needs for a growing population and the need for modernization to make ELAC a desirable educational choice.

Project Location:

The 82 acre East Los Angeles College is located in the City of Monterey Park in Los Angeles County. The ELAC is 5 ½ miles east of downtown Los Angeles. Geographically, the ELAC is nestled at the base of two groups of hills, Repetto and Montebello, which cross from the northwest to the southeast of the six-mile area surrounding the college. The ELAC campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north. (**See Figure 1-Regional Location**)

Regional access to the ELAC is provided by the Pomona (SR-60) and Long Beach (I-710) Freeways. The Pomona Freeway runs in an east-west direction, approximately 0.25 miles south of the college. Access between the campus and the Pomona Freeway is obtained via ramps at Atlantic Boulevard. The Long Beach Freeway runs in a north-south direction, approximately one mile west of the campus. Access to the Long Beach Freeway is obtained via Floral Drive and Cesar Chavez Avenue.

The major streets serving the campus are Atlantic Boulevard, Eastern Avenue, and Garfield Avenue in the north-south direction, and Avenida Cesar Chavez in the east-west direction.

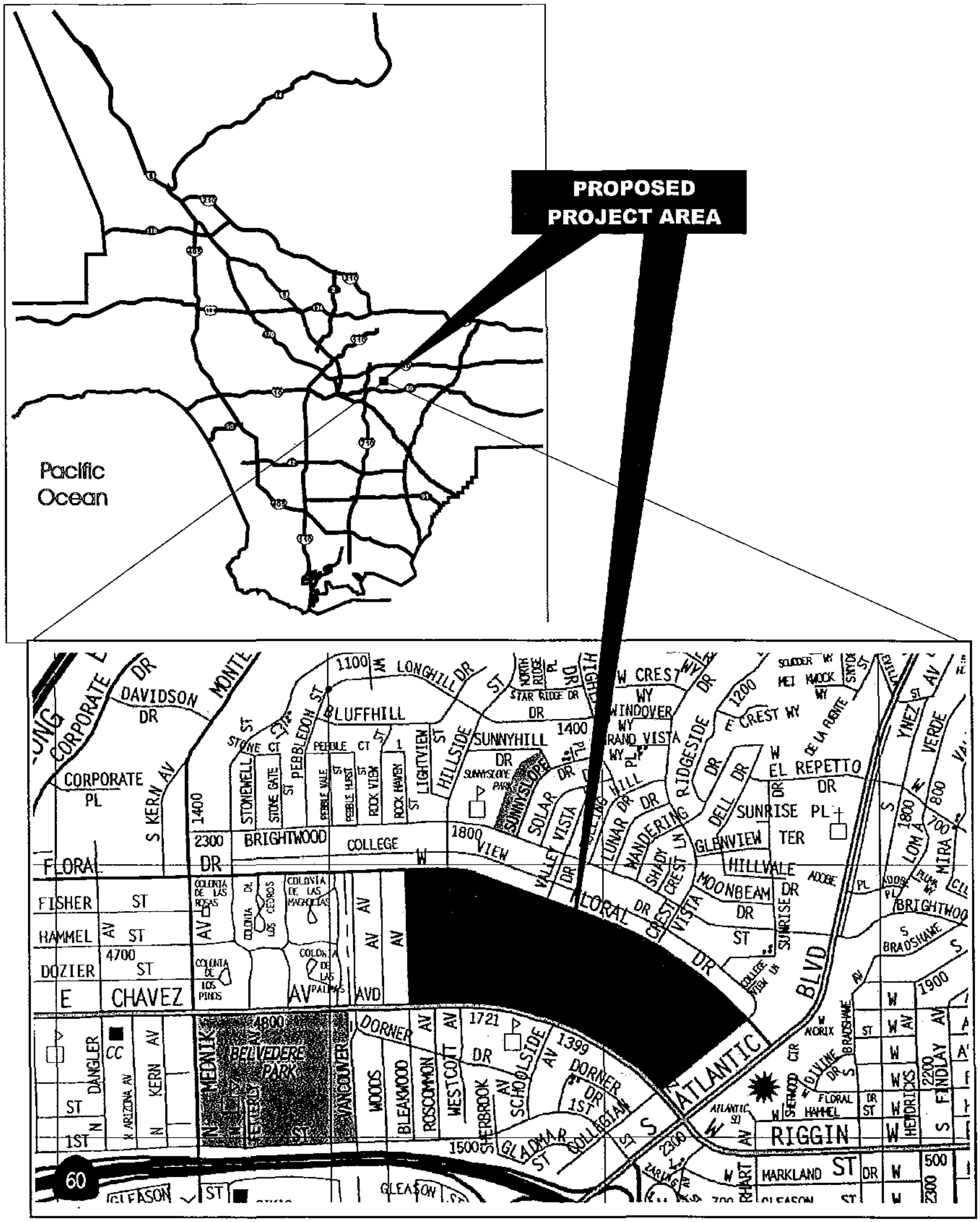
The main access to the campus is off of Avenida Cesar Chavez at Access Road. The primary access point to the main student parking facility, the Stadium Lot, is off of Avalanche Way via Floral Drive and Bleakwood Avenue. Secondary access to the campus is provided by Floral Drive.

Project Description:

In order to meet the increasing demand for classroom space and facilities, to improve the aesthetic character of East Los Angeles College, and to handle safety issues through the demolition of old and deteriorating bungalows; ELAC is undertaking the preparation of a Facilities Master Plan. This plan is designed to deal with the physical improvements to the campus. Anticipated buildout would permit an increase from current enrollment of 17,197 students. The Master Plan will be designed to allow for development of the facilities which would permit a capacity of 25,000 students. This will allow for an approximately 45% increase in enrollment.

Elements of the master plan include:

- Addition to and remodel of three existing buildings to increase capacity and full utilization of those buildings (Administration Building, Student Services, International Student Center).
- Expansion and remodel of the Weingart Stadium. Capacity of the stadium will be increased by 47% from 20,400 to 30,000 seats. In addition, the field will be expanded to be



Not to Scale

N

SOURCE: Terry A. Hayes Associates/Thomas Bros. Maps

East Los Angeles College Facilities Master Plan EIR

COMMUNITY COLLEGE DISTRICT

FIGURE 1

REGIONAL LOCATION

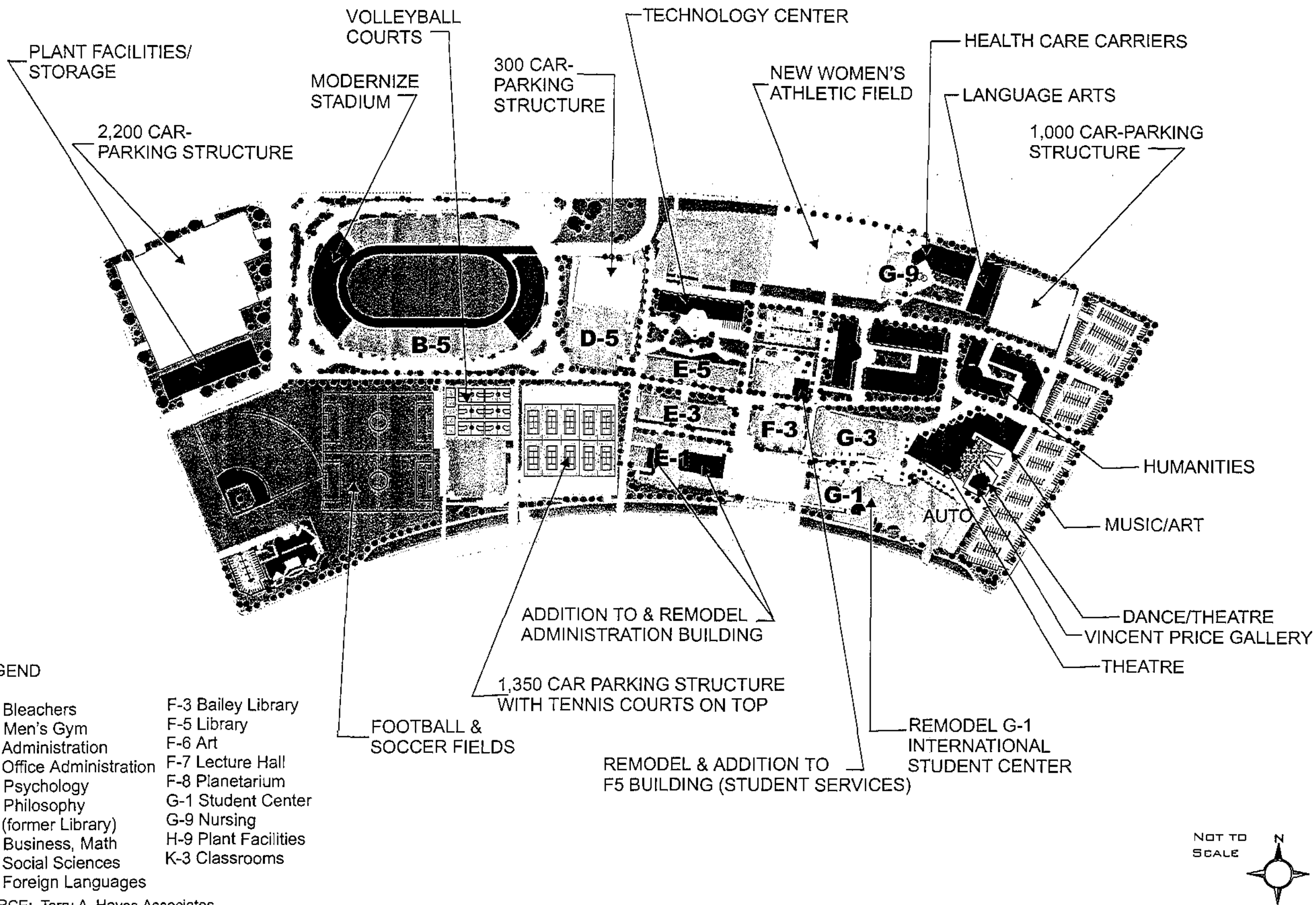
designated as an international size soccer field. This will allow for the goal of increasing the use of the stadium.

- Development of a Performing and Fine Arts Center which will include a gallery and exhibition space and a theater.
- Development of a Technology Center
- Construction of a Humanities Building
- Construction of new Math and Science Complex
- Construction of 4 parking structures to accommodate 4850 parking spaces. One of the structures will be designed with 10 tennis courts on the top level. Net parking will increase by 3,512 additional spaces.
- Improved and additional recreational fields and outdoor courts (New Women's Athletic Field, football and soccer fields, and volleyball courts)
- Language Arts Building
- Health Care Building
- New Plant/Storage Facilities

Improvements contemplated in the Master Plan will add approximately 457,161 square feet of space to the ELAC facilities. The master plan will also include plans for air conditioning and infrastructure upgrade and landscaping. Infrastructure improvements include increasing electrical power, improving data lines and other infrastructure needed for a local area network for the campus. Other physical improvements include signage and lighting, fire safety and security. **(See Figure 2-Site Plan)**

Potential Environmental Effects:

Potential environmental effects to be addressed in the Environmental Impact Report for the Master Plan will include traffic, parking, traffic related air quality, stadium and traffic related noise, impact on police service related to increased enrollment, fire access, utilities capacity due to increased enrollment, hazards related to removal of buildings, historic resources related to removal of buildings, archeological sensitivity for undeveloped areas, visual Impacts on adjacent residences, and land use compatibility. The impacts will be evaluated both for the construction period and operation. Measures to mitigate significant adverse impacts will also be addressed.



LEGEND

B-5 Bleachers
C-1 Men's Gym
E-1 Administration
E-3 Office Administration
Psychology
Philosophy
E-5 (former Library)
Business, Math
Social Sciences
Foreign Languages
F-3 Bailey Library
F-5 Library
F-6 Art
F-7 Lecture Hall
F-8 Planetarium
G-1 Student Center
G-9 Nursing
H-9 Plant Facilities
K-3 Classrooms

SOURCE: Terry A. Hayes Associates

East Los Angeles College Facilities
Master Plan EIR
COMMUNITY COLLEGE DISTRICT

FIGURE 2

SITE PLAN

CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** **East Los Angeles College Master Plan Environmental Impact Report**

2. **Lead Agency Name and Address:** Los Angeles Community College District

770 Wilshire Boulevard, Los Angeles, CA 90017

3. **Contact Person and Phone Number:** William A. Dunn, (213) 891-2480

4. **Project Location:** 1301 Avenida Cesar Chavez, Monterey Park, CA 91754.

5. **Project Sponsor's Name and Address:** Ernest Moreno, President
East Los Angeles College
1301 Avenida Cesar Chavez
Monterey Park, CA 91754.

6. **General Plan Designation:** Residential **7. Zoning:** R-1

8. **Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.**

The East Los Angeles College (ELAC) Facilities Master Plan was developed to meet the overall needs of students, the college community, and the general surrounding community. As the most populous and second oldest college within the Los Angeles Community College District, ELAC is experiencing continued and steady growth in student enrollment. In anticipation of further acceleration in college population growth due to demographic changes and student population increases at junior and high school levels, ELAC entered into the master planning process with a focused attempt at planning for expansion of the college. To meet forthcoming instructional program and student services needs, the college has established a priority list for new facilities that will allow for a comprehensive plan to meet overall college needs, student needs, and community needs.

The Master Plan will be designed to allow for development of facilities which would permit a capacity of 25,000 students (current enrollment is approximately 17,197). Elements to be analyzed include addition to and remodel of 3 existing facilities, construction of up to 9 new buildings, 4 new parking structures, improved and additional recreational fields and outdoor courts as well as the modernization of the Weingart Stadium to include addition of 9,600 seats (total project will add approximately 476,300 net additional gross sq. ft. and approximately 3,512 additional parking spaces).

9. **Surrounding Land Uses and Setting: Briefly describe the project's surroundings:**

The East Los Angeles Community College is located in the City of Monterey Park in Los Angeles County. The ELAC is 5 ½ miles east of downtown Los Angeles. The ELAC campus is bounded by Avenida Cesar Chavez to the south, Collegian Avenue to the east, Bleakwood Avenue to the west, and Floral Drive to the north.

Adjacent uses to the ELAC campus includes single-family housing to the south and west side of the campus, multi-family housing north of the campus, an elementary school across from the project site to the south and commercial uses to the east.

10. **Other Public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

California Community Colleges Chancellors Office
County of Los Angeles, Public Works Department
City of Monterey Park

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

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

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

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

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

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

William A. Dunn P.C. — June 27, 2000

Signature — Date

William A. Dunn

Printed Name

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X

Discussion: The general project area can be described as a developed urban setting with no distinguishing scenic or public views. The proposed project will not have a substantial adverse effect on a scenic vista as the proposed buildings will be consistent with the current building heights on the campus development of similar intensity and low rise character of adjacent uses. Consequently, no significant impacts would occur.

b) Substantially damage scenic resources, including, but not limited to; trees, rock outcroppings, and historic buildings within a state scenic highway.	☐	☐	☐	X

Discussion: No scenic resources are located in the vicinity of the project. No scenic highways exist within the area. Consequently, no significant impact will occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X	☐	☐	☐

Discussion: Four multi-story parking structures will be built on site. As at least two of these structures will be easily visible from adjacent residences this issue must be considered in more depth.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X	☐	☐	☐

Discussion: There is potential for an impact due to lighting from the proposed improvement and expansion the Weingart Stadium and upgraded lighting throughout the campus. The nearest residential properties are located to the north, south, and west of the project site (approximately 75 feet away on average). These uses could be impacted by any glare from emanating from the site.

II. AGRICULTURE RESOURCES. Would the project:

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

Discussion: The site is not currently utilized as farmland, or as any agricultural use. In addition, the project is located in an urbanized and developed area, in which no farmland exists. Consequently, no agricultural area would be affected.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

Discussion: The project site is not zoned for agricultural use, nor is the site within the vicinity of areas zoned for agricultural use. Therefore, the project will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Discussion: The project is situated in a highly urbanized area, and the project would be compatible with other industrial uses surrounding the site. The site and its adjacent areas are not used as farmlands. Consequently, changes in the existing environment would not result in the conversion of farmland to non-agricultural use.

III. AIR QUALITY. Would the project:

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		

Discussion: The proposed project has the potential to result in an increase in air pollutants during both the construction and operational phases of the project. Sensitive receptors include the ELAC campus and residential properties to the north and west of the campus. A decrease in ambient air quality has the potential to conflict with or obstruct implementation of the appropriate air quality plan.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or project air quality violation?	X			

Discussion: See III(a).

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			

Discussion: The project site is located in an area that is designated as a non-attainment area for ozone, carbon monoxide, and PM10. An increase an air pollutants as a result of the project could lead to an exceedance in federal and/or state standards.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	X			

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

Discussion: Any change in pollutant concentrations is subject to have an effect on ELAC and the surrounding residential neighborhood. Residential properties are located to the north, south, east and west of the project site. In addition, Lane Elementary School is located south directly across from the project site on Avenida Cesar Chavez. The sensitive receptors may be exposed to substantial pollutant concentrations due to construction and operational related traffic.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	X

Discussion: There are no processes or activities proposed for the site that result in objectionable odors.

IV. BIOLOGICAL RESOURCES. Would the project:

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

Discussion: According to the County of Los Angeles General Plan Special Management Areas Map (November 1980), the proposed project is not within a Significant Ecological Area (SEA). The site is located within an area that has been urbanized for many years and does not contain species identified as a candidate, sensitive, or special status species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	X

Discussion: According to the County of Los Angeles General Plan Land Use Special Management Areas Map (November 1980), the proposed project is not within a Significant Ecological Area (SEA). The site is located within an area that has been urbanized for many years and does not contain a riparian habitat or other sensitive natural community nor is the site located near a surface water body.

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

Discussion: According to the County of Los Angeles General Plan Special Management Areas Map (November 1980), the proposed project is not within a Significant Ecological Area (SEA). The site is located within an area that has been urbanized for many years. No designated wetlands are located within or adjacent to the proposed project area.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X

Discussion: According to the County of Los Angeles General Plan Special Management Areas Map (November 1980), the proposed project is not within a Significant Ecological Area (SEA). The site is located within an area that has been urbanized for many years and there are no corridors for native resident or migratory fish or wildlife species nor will the proposed project impede the use of native wildlife nursery sites as there are no such sites located within or adjacent to the proposed project area.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	X

Discussion: The site is located within an area that has been urbanized for many years and there are no protective local policies or ordinances relating to biological resources on or adjacent to the site.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?	☐	☐	☐	X

Discussion: The site is located within an area that has been urbanized for many years and there have been no adopted habitat or conservation provisions that would be in conflict with the construction of the project.

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X	☐	☐	☐

Discussion: The college campus was first opened in 1945. Permanent buildings are found onsite dating back to the 1950's as well as bungalows identified as War World War II military barracks. A study must be done to determine if any buildings or the bungalows are of historical significance.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	X	☐	☐	☐

Discussion: Given that the project site has been previously developed, it is not likely that historic resources exist on the site. Further research would be required to determine whether archaeological resources exist on-site.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion: Given that the site has been utilized as a college since 1945 it is not likely that any paleontological resources that may have been on the property prior to use and development would have retained their contextual integrity. Site preparation would be limited to shallow excavation and grading. The possibility that any paleontological resources could be present is unlikely.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion: Given that the site has been utilized as a college since 1945 it is not likely that any human remains would be found on site. In any event, site preparation would be limited to shallow excavation and grading. Thus, the possibility that any human remains could be present is unlikely.

VI. GEOLOGY AND SOILS. Would the project:

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

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.				X

Discussion: No known active or potentially active faults cross the site. The closest active and pertinent faults to the site are the Elysian Park Seismic Zone, Newport-Inglewood Fault, Raymond Fault, Santa Monica-Hollywood Fault Zone and the Whittier-Elsinore Fault Zone. The site is not located in an Alquist-Priolo Fault Studies Zone and would be subject to groundshaking consistent with other areas of Southern California located in close proximity to capable faults.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?				X

Discussion: The proposed project would not result in or expose people to potential impacts involving seismic ground shaking. Facilities or buildings constructed on the site would be designed to satisfy applicable seismic standards and codes.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?				X

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

Discussion: According to the Los Angeles County Safety Element (Plate 4) Liquefaction Susceptibility Map (12/90), the proposed project site is not located in an area that may be subject to liquefaction. The proposed project would not expose people to adverse effects involving seismic-related ground failure.

iv) Landslides?	☐	☐	☐	X

Discussion: According to the Los Angeles County Safety Element (Plate 5) Landslide Inventory Map (12/90), the proposed project site is not located within an area prone to landslides. The project site is relatively flat, and the surrounding area has no significant geologic forms or features. The proposed project would unlikely result in or expose people to potential impacts involving landslides.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X

Discussion: There are no unique geologic features, unvegetated slopes or large areas of exposed soil immediately adjacent to the site. Any erosion that could occur during construction will be controlled by compliance with SCAQMD Rule 403 dust preventative measures. Upon completion of the project, the project site would be fully built out and landscaped, and no unpaved surfaces would exist on the site. Consequently, no significant soil erosion would be expected to occur, and no significant impacts are anticipated.

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

Discussion: See VI(a) iii and iv. The project site is fully developed and has not been identified as geologically unstable and is not anticipated to become unstable as a result of the project.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	X

Discussion: Expansive soils are identified by the shrink/swell behavior of the soil. According to the USDA Conservation Service, L.A. County area has not been adequately surveyed. However, it is unlikely that expansive soils exists onsite as the site has been developed for many years without the problems typically associated with expansive soils, i.e. cracked or unlevel foundations. Further, a geological assessment done in 1998 failed to identify shrink/swell behavior in the artificial fill and alluvial soils found onsite. No impact is anticipated due to expansive soil.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	X

Discussion: The project site has been developed with urban uses for many years and a sewer system has been integrated into the infrastructure of the surrounding area. Therefore, soils capable of supporting septic tanks or alternative waste water disposal systems are not required.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	X

Discussion: There are no processes or activities proposed for the site which would require the routine transport, use or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	X

Discussion: No materials are to be used onsite which are known to be hazardous or release hazardous emissions. No significant impact would occur.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X

Discussion: The nearest school is situated within 0.03 mile from the project site on Avenida Cezar Chavez Street. Further, the proposed project is the expansion and rehabilitation of a school campus. However, as the proposed project will not utilize or generate hazardous emissions or materials, no significant impact are anticipated.

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

Discussion: It is not anticipated that the project site is listed as a hazardous materials site as it has been used as a school campus since 1945. However, a Phase I Hazardous Waste Assessment must be done to ensure that the project site or any portion of the site has not been listed.

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

Discussion: The nearest airport is the El Monte Airport, located approximately 6.7 miles northeast from the site. According to the Federal Aviation Regulations (FAR) Part 77 Section 77.17, a structure that "exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation." The development on the proposed

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

project site will not exceed 2000 feet in height. Based on the Federal Aviation Administration (FAA) requirements, the project would not result in a safety hazard for people working in the area.

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

Discussion: No private airstrip exists within the vicinity of the site. Consequently, no significant impact will occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X

Discussion: According to the Los Angeles County Safety Element Critical Facilities and Lifeline Systems (Plate 8) map, the project site is not situated in an area that would interfere with an emergency facilities or lifeline facilities. Arterial streets in the City are used for evacuation under emergency circumstances. Since arterial streets in the City are laid out in a grid system, traffic could be rerouted from closed streets to alternate routes. Floral Drive and Avenida Cesar Chavez Boulevard are the two arterial streets that pass the project site. The project would not interfere with traffic under emergency circumstances. Should the road be closed, traffic could be rerouted, and would not interfere with evacuation routes of the city.

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

Discussion: According to the Los Angeles County Safety Element Wildland and Urban Fire Hazards Map (12/90) the proposed project site is not located within or adjacent to a wildland area. People or structures in the area would not be exposed to wildland fires.

VIII. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	X	☐

Discussion: Water quality on developed urban sites in the greater Los Angeles area is generally heavily degraded by runoff from surface streets and parking areas. As with current conditions runoff would discharge into the existing drainage infrastructure and not directly into any surface waters. Increased vehicular traffic and parking demands could increase concentration of pollutants from automobile use in runoff from the site. Although pollutant concentrations may increase, overall stormwater runoff quality would not be expected to significantly change from current developed conditions. All aspects of the project during construction and operation will be required to comply with National Pollutant Discharge Elimination Systems Discharge (NPDES) requirements if found to be applicable. Thus, no significant impacts are anticipated.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X

Discussion: The project does not involve the withdrawal of any groundwater during construction or operation. The project site is currently developed and the proposed project consists of the replacement of and addition to existing development. The proposed project would not substantially interfere with groundwater recharge.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?				X

Discussion: The proposed project would not cause changes in currents or the course or direction of water movements. There are no surface bodies of water on or in the immediate vicinity of the project site.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X

Discussion: The proposed project would not alter the existing drainage patterns of the site or alter the course of a nearby stream or river as no bodies of water are identified within the vicinity of the proposed project site. The proposed project is not located within a 100-year or a 500-year flood inundation zone, and no adverse effects are anticipated.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X

Discussion: No significant changes will occur on site that will create or contribute to runoff water. The proposed project consists of the expansion and improvement to an existing school facility. The proposed development will not result in a decrease pervious surface area and any unpaved areas will be landscaped.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?			X	

Discussion: See VIII(a).

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood insurance Rate Map or other flood hazard delineation map?				X

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

Discussion: The proposed project is not located within a 100-year or a 500-year flood inundation zone as designated by the *Federal Emergency Management Agency (FEMA) Flood Insurance Program Map No. 0601140005C, Q3 Flood Data* (5/96). No adverse effects are anticipated.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X

Discussion: Since the site is not located within a 100-year flood hazard area structure, the project would not impede or redirect flood flows. No significant impact would occur.

Mitigation Measure(s) Required: None Required.

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

Discussion: According to the *Federal Emergency Management Agency* (FEMA) *Flood Insurance Program Map No. 0601140005C, Q3 Flood Data* (5/96), the proposed project is not located within a 100-year or a 500-year flood inundation zone. No dams or levees exist nearby. Consequently, no adverse effects are anticipated.

j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X

Discussion: The project site is not located in areas subject to volcanic hazards. The nearest known volcanic sites are several hundred miles away from the proposed site. Implementation of the proposed project would not result in or expose people to seiche or tsunami hazards. There are no water sources within close proximity to the site, which have the potential to create these hazards. The project site is located approximately 17.9 miles east of the Pacific Ocean. In addition, site elevation is approximately 340 to 387 feet above sea level. No significant impacts are anticipated to occur.

IX. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	☐	☐	☐	X

Discussion: The proposed project site is currently being used as a college campus and is proposed to undergo expansion and revitalization on the existing site. Thus, the ELAC campus land area will not be expanded. Therefore, the proposed project would not physically divide an established community.

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

Discussion: The proposed project site is zoned R-1for one-family and has a general plan designation of residential. The proposed project would not be in conflict with applicable environmental plans adopted by agencies with

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

jurisdiction over the project. Jurisdiction and authority over the project site and development of the site belongs to the Los Angeles Community College District. Further, the proposed project does not involve a change in existing use.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

Discussion: The proposed project is located in an urbanized area within the City of Monterey Park. There is no adopted habitat conservation plan or natural community conservation plan that would be affected by the proposed project.

X. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X

Discussion: According to the Los Angeles County General Plan Special Management Areas Map (11/90), there are no mineral resources of value to the region or to the residents of the state known to exist on or immediately adjacent to the proposed project site.

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

Discussion: See Discussion X(a). The proposed project is located in a highly urbanized area. No locally-important mineral resource recovery site exists on or near the project site.

XI. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	X	☐	☐

Discussion: During construction phases a slight increase in the ambient noise level can be expected. Additionally, increased vehicular traffic due to both construction and operation could increase noise levels adjacent to the project and surrounding area. Furthermore, the expansion of Weingart Stadium from 20,400 seats to 30,000 seats is likely to result in an increase in noise levels during renovation as well as operation of the facility. A noise technical study will be prepare for inclusion into the Program EIR which will quantify the change in noise levels attributable to the proposed project at sensitive receptor locations due to operational and construction phases. Findings of the technical study will determine whether a significant impact could result from the project. Until such findings are known, noise impacts are considered to be potentially significant which may require mitigation.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	X

Discussion: The proposed project does not contain any elements which have the potential to create ground borne vibrations or noise levels that could be considered excessive.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐

Discussion: The proposed project may result in an increase in the ambient noise levels in the project vicinity due to an increase in traffic and the expansion and increased use of the Weingart Stadium.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐

Discussion: See Discussion XI(a).

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

Discussion: The proposed project is not located within two miles of a public airport. The nearest public airport is Al Monte Airport, approximately 6.7 miles northeast of the project site. No significant impacts are anticipated.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X

Discussion: The proposed project is not within the vicinity of a private airstrip. The nearest airport is the El Monte Airport, approximately 6.7 miles east of the project site. No significant impacts are anticipated.

XII. POPULATION AND HOUSING. Would the project:

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X

Discussion: The proposed project is not anticipated to induce substantial population growth in the area since no residential components would be included in the project and possible new employment generated from the new development would draw from the local area and general region. In addition, the proposed project would be located in a highly urbanized area that are served by existing infrastructure. No major extensions of existing

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

infrastructure would be necessary for the project since the project would continue to be served by existing utilities surrounding the site.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Discussion: The proposed project is located on the existing ELAC campus. The proposed project will not necessitate the construction of replacement housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X

Discussion: The proposed project will require the removal of old and dilapidated bungalows on the campus that are currently being used as classroom space. The project does not require the removal of residential housing therefore, no people would be displaced and replacement housing would not be necessary. No significant impact would occur.

XIII. PUBLIC SERVICES

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

Fire protection?	☐	X	☐	☐

Discussion: The proposed project is not expected to result in a significant impact from an increased demand (above that which currently exists) on fire services given the proposed project will reflect the most current and stringent fire safety requirements. However, the project must be evaluated to determine the adequacy of fire lanes onsite.

Police protection?	☐	X	☐	☐

Discussion: The increase in the number of students utilizing the campus will increase. In addition, the proposed increased use of the expanded Weingart Stadium could result in the need for additional security. There is the potential for a significant impact on police services unless mitigated.

Schools?	☐	☐	☐	X

Discussion: The proposed project does not contain a residential component and would not directly affect school enrollment within the Monterey Park School District. Further, any change in site employment would be minimal and thus, no secondary student generation would be created due to new or unusual housing demand within the

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

Monterey Park (or other neighboring) School District's service area(s). No significant impacts would therefore occur with the proposed project.

Parks?	☐	☐	☐	X

Discussion: The proposed project does not contain a residential component and is not anticipated to increase the demand for neighborhood or regional parks or other recreational facilities from project operations.

Other public facilities?	☐	☐	☐	X

Discussion: The proposed project is not anticipated to generate an exceptional demand on any other governmental services. No significant impacts would occur with the proposed project.

XIV. RECREATION

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

Discussion: See Discussion XIII.a (Parks).

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

Discussion: The project does include recreational facilities but will not require the construction or expansion of other recreational facilities, since no residential component would be included in the project. Therefore, no significant impacts would occur.

XV. TRANSPORTATION/TRAFFIC. Would the project:

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

Discussion: Due to the anticipated increase in enrollment expected with expansion and improvement of the campus as well as increased trips due to expansion of the Weingart stadium. A detailed traffic analysis must be prepared to fully assess the impacts of the proposed project.

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

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

Discussion: See XV(a)

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X

Discussion: The proposed project would not result in a change in air traffic patterns. The proposed project is the expansion and revitalization of an existing college campus.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X

Discussion: The project is not anticipated to create any safety hazards from project design. All ingress and egress to the project site will be in compliance with accepted engineering standards to ensure that adequate visibility and safety distances are provided at all access points.

e) Result in inadequate emergency access?	☐	X	☐	☐

Discussion: The project will be evaluated to ensure adequate emergency access ingress and egress points, as well as fire lanes and appropriate turnaround radii for internal and external streets per the requirements of the L.A. Community College District or the State Architect.

f) Result in inadequate parking capacity?	☐	X	☐	☐

Discussion: The project would generate an increased demand for parking over existing site conditions. Project plans propose a total parking supply of 4850. Approximately 3,512 new parking spaces will be added. Due to campus expansion and use of the Weingart Stadium the proposed project may result in an inadequate parking supply. Parking demand and requirements will be addressed in the Program Environmental Impact Report.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X

Discussion: The proposed project would not conflict with any adopted policies supporting alternative transportation. The project site is situated near substantial public transportation resources.

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste treatment requirements of the applicable Regional Water Quality Control Board?	☐	X	☐	☐

Discussion: The proposed project will result in an increase demand of the facilities and will result in an increased need for waste treatment. This issue must be addressed in the EIR.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	X	☐

Discussion: See XVI(a).

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X

Discussion: There are no processed proposed that would result in the need for the construction or expansion of the existing storm water drainage system.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐

Discussion: the proposed project will result in an increased demand on water. This issue will be addressed in the EIR.

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

Discussion: The City of Monterey Park is served by the Whittier Narrows Treatment Plant, which has a capacity of 15 million gallons per day (mgd), and is currently running at 9.8 mgd. The incremental change in wastewater generation due to campus enrollment will be addressed.

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

ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact

Discussion: The nearest landfill that serves the City is Puente Hills Landfill No. 6, approximately 6.9 miles east of the project site. As of December 1999, the landfill has a capacity of 13,200 tons per day (tpd), or 72,000 tons per week. It has a permitted remaining capacity of 15,092,000 tons. The incremental change in solid waste generation due to campus enrollment will be addressed.

g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Discussion: The project would comply with all applicable statutes and conservation measures regarding solid waste.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plantar animal or eliminate important examples of the major periods of California history or prehistory?		X		

Discussion: The proposed project site and surrounding area has been urbanized and well developed for many years. As demonstrated in the above analysis, the potential for the project to significantly degrade the quality of the environment is considered low. No rare or endangered species of plants or animals exist on the site or in the vicinity. However, the buildings on site must be assessed to determine historical significance. Consequently, there is potential for a significant impact.

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

Discussion: No short-term environmental goals are expected to be compromised by implementation of the proposed project.

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

Discussion: All potential impacts of the proposed project have been identified above. None of these impacts would cause substantial adverse effects on human beings, either directly or indirectly.

Appendix B

COMMENTS ON THE NOTICE OF PREPARATION

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 · http://www.aqmd.gov

July 7, 2000

Holliday Wagner, Ph.D.
Dean of Planning and Research
East Los Angeles College
Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

Dear Dr. Wagner:

Notice of Preparation of an Environmental Impact Report
East Los Angeles College Master Plan

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis
The AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be considered. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the evaluation. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources
AQMD rules and relevant air quality reports and data are available by calling the AQMD's Public Information Center at (909) 396-3600. Much of the information available through the Public Information Center is also available via the AQMD's World Wide Web Homepage (http://www.aqmd.gov).

The AQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Dr. Charles Blankson, Transportation Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC000706-02LI
Control Number

JUL 14 2000

JTHERN 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

July 10, 2000

Ms. Holliday Wagner, Ph.D
Dean of Planning and Research
East Los Angeles College
Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the East Los Angeles College Master Plan – SCAG No. I 20000340**

Dear Ms. Wagner:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the East Los Angeles College Master Plan** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [d])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact Jeffrey Smith, Senior Planner, at (213) 236-1867. Thank you.

Sincerely,

J. DAVID STEIN
Manager, Performance Assessment and Implementation

**COMMENTS
ON THE PROPOSAL TO DEVELOP A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
EAST LOS ANGELES COLLEGE MASTER PLAN
SCAG NO. I 20000340**

PROJECT DESCRIPTION

The proposed Project considers the development of a Master Plan, which will be designed to address the physical improvements proposed for East Los Angeles College (ELAC). The proposed improvements include the development of facilities that would permit 25,000 students. In addition, improvements include renovation to three existing facilities, construction of up to nine new buildings, four new parking structures, improved and additional recreational and outdoor facilities and the modernization of the Weingart Stadium. The proposed improvements will add 476,300 square feet along with approximately 3,512 additional parking spaces.

The Project area encompasses 82 acres. The Project area is located in the City of Monterey Park in Los Angeles County.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the East Los Angeles College Master Plan.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

REGIONAL TRANSPORTATION PLAN POLICIES

The **Regional Transportation Plan** (RTP) also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

Core Regional Transportation Plan Policies

4.01 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.

- *Average Work Trip Travel Time in Minutes – 22 minutes*
- *PM Peak Highway Speed – 33 mph*
- *Percent of PM Peak Travel in Delay (All Trips) – 33%*

Accessibility - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- *Work Opportunities within 25 Minutes – 88%*

Environment - Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)

- *Meeting Federal and State Standards – Meet Air Plan Emission Budgets*

Reliability - Reasonable and dependable levels of service by mode. (All Trips)

- *Transit – 63%*
- *Highway – 76%*

Safety - Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)

- *Fatalities Per Million Passenger Miles – 0.008*
- *Injury Accidents – 0.929*

Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)

- *Vehicle Trip Reduction – 1.5%*
- *Vehicle Miles Traveled Reduction – 10.0%*

Equity - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- *Low-Income (Household Income $12,000)) Share of Net Benefits – Equitable Distribution of Benefits*

Cost-Effectiveness - Maximize return on transportation investment. (All Trips)

- *Net Present Value – Maximum Return on Transportation Investment*
- *Value of a Dollar Invested – Maximum Return on Transportation Investment*

4.02 Transportation investments shall mitigate environmental impacts to an acceptable level.

4.04 Transportation Control Measures shall be a priority.

4.06 Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.

4.16 Maintaining and operating the existing transportation system will be a priority over expanding capacity.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

3.18 *Encourage planned development in locations least likely to cause environmental impact.*

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

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. □134(g)-(h), 49 U.S.C. □1607(f)-(g) et seq., 23 C.F.R. □450, and 49 C.F.R. □613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. □7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. □7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, ***Environmental Impact Reports*** of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. □1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699 5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

July 11, 2000

File No: 02-00.04-00

Post-it® Fax Note 7671	Date 7/18/00 # of pages ▶ 1
To RANDY C.	From DIRAN
Co./Dept. THA	Co. TDM
Phone #	Phone #
Fax #	Fax #

Holliday Wagner, Ph.D.
Dean of Planning and Research
East Los Angeles College
Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

Dear Dr. Wagner:

East Los Angeles College Master Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on July 3, 2000. The proposed development is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Monterey Park Extension Trunk Sewer, located in Avenida Cesar Chavez at Atlantic Boulevard. This 15-inch diameter trunk sewer has a design capacity of 3.9 million gallons per day (mgd) and conveyed a peak flow of 2.2 mgd when last measured in 1997.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. The JWPCP has a design capacity of 385.0 mgd and currently processes an average flow of 332.4 mgd.

3. The expected increase in average wastewater flow from the project site is 70,075 gallons per day.

4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected**. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

5. The design capacities of the Districts' wastewater treatment facilities are based on population forecasts adopted in the Southern California Association of Governments' (SCAG) 1994 Regional Comprehensive Plan and Guide (RCPG). The RCPG is part of the 1994 South Coast Air Quality Management Plan (AQMP). The AQMP and RCPG are jointly prepared by the South Coast Air Quality Management District (SCAQMD) and SCAG as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the Growth Management Element of the RCPG. The Growth Management Element contains a regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the RCPG which deal with the management of growth will be incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with approved growth identified in the RCPG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

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CITY OF MONTEREY PARK
320 west newmark avenue • monterey park, ca 91754 2896
• municipal services center

July 13, 2000

Holliday Wagner, PhD, Dean of Planning and Research
East Los Angeles College
Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

RE: Notice of Preparation - Draft Environmental Impact Report – East Los Angeles College Master Plan

Dear Dr. Wagner:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) for the subject project. The following comments are provided at this initial stage on the preparation of a draft environmental impact report (DEIR) to analyze potentially significant impacts on the local and regional environments and identify possible viable alternatives to the project. City staff looks forward to receiving the draft document prior to the next public review period. In reviewing the NOP, the following comments are provided for your consideration on the preparation of the DEIR:

1. The background identifies that the Los Angeles Community College District anticipates a continued and steady growth with the student enrollment. The analysis must use the most accurate figures to reflect anticipated impacts. It is my understanding that satellite facilities work in conjunction with the core campus, and thus, additional numbers of persons beyond that of the campus enrollment would also utilize ELAC facilities.
2. Public disclosure and information are critical aspects of the environmental review process. Abutting and local property owners in both residential and commercial areas must be properly notified of the proposed project.
3. With the anticipated expansion to the administrative, educational and athletic facilities, further traffic and parking impacts are of paramount concern. A comprehensive analysis of the current street infrastructure must be completed. Please be reminded to distinguish between special (i.e., holiday periods) and regular conditions in addressing traffic circulation issues. A comprehensive parking analysis should be prepared to address on-site parking needs for the college and special/athletic events at the stadium. As you may be aware, stadium activities in the past have generated local concerns regarding disruptive overflow of vehicular circulation and parking in abutting residential neighborhoods and commercial centers.

4. As it pertains to issues related to public services, comprehensive studies should be prepared and analyzed for the following matters:

- Water supply for fire flow purposes; Please note that the California Water Service Company provides water for the college property.
- Adequacy of available emergency medical services;
- Illumination studies for pedestrian and vehicle ways for visibility and security purposes;
- Other public safety issues, including emergency communications (i.e , availability of campus emergency phones), property maintenance measures, and security monitoring (i.e., surveillance cameras and video retention).

5. The DEIR must contain an analysis of viable alternatives to the proposed project.

These initial comments have been provided in response to the mandated NOP process for the preparation of the eventual DEIR document. The City staff, upon review of the DEIR, may have additional comments on the project. If you need any further information or have questions, please contact me at (626) 307-1463.

Sincerely,

Ray Hamada
Planning Manager

c: Chris Jeffers, City Manager
Adolfo Reta, Director of Community Development
Ron Merry, Director of Public Works
Kelvin Tainatongo, Director of Economic Development
Jones Moy, Police Lieutenant
Jerry Wombacher, Fire Marshal
William Dunn, Los Angeles Community College District

Los Angeles Unified School District

ROY ROMER
Superintendent

ANGELO J. BELLOMO
Interim Director
Environmental Health and Safety

July 26, 2000

Holliday Wagner, PHD,
Dean of Planning and Research
East Los Angeles College, Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

SUBJECT: EAST LOS ANGELES COLLEGE MASTER PLAN ENVIROMENTAL IMPACT REPORT

Dear Ms. Wagner:

Thank you for giving the Los Angeles Unified School District (LAUSD) the opportunity to review the NOTICE OF PREPARATION for the East Los Angeles College Master Plan Environmental Impact Report. The project is located on the pedestrian route for Lane Elementary School School. The project's impact on these students must be considered.

The District's School Traffic & Safety Education Section and Transportation Branch have prepared the attached comments on school traffic, student safety as well as transportation issues during project demolition and construction. The applicable measures as stated in these comments should be adopted to offset unmitigated impacts on the affected school students.

Thank you for your attention to this matter. If you need additional information please call me at (213) 743-5086.

Sincerely,

Raymond E. Dippel

Raymond E. Dippel
Assistant Environmental Planning Specialist

RD:rd

Attachments

c: Mr. Nardulli
Mr. Boull't

INTER-OFFICE CORRESPONDENCE
Los Angeles Unified School District

TO: Raymond Dippel,
Assistant Environmental Planning Specialist,
Environmental Health and Safety

Date July 21, 2000

FROM: Enrique Boull't
Deputy Director, Transportation Branch

SUBJECT: **ENVIRONMENTAL IMPACT RESPONSE**
EAST LOS ANGELES COLLEGE MASTER PLAN EIR, NOP
1301 Avenida Cesar Chavez

The following are the environmental impact concerns and the mitigation measures necessary to address the related issues for transported students and bus routes near or at the proposed site for the ELA College near Lane ES.

Approximately three (3) integration buses travel pass by the proposed site twice daily in transit between designated bus stops in the area. These buses deliver students to Magnet and regular programs throughout the District. Eight (8) special education buses deliver students to Lane ES near the proposed site. Also, special education buses also travel through and make home pick ups in the area.

I. **ENVIRONMENTAL IMPACTS**

ON SCHOOL TRANSPORTATION

- During the construction phase, truck traffic and construction vehicles may cause traffic delays for our transported students.
- Students may arrive late to school due to heavy traffic in the affected area.
- Some additional costs to the District for additional drivers' time generated by routing delays.
- The bus stops in the area are long standing stops used primarily for Magnet, Capacity Adjustment, and Permits With Transportation programs and are expected to continue in use. Relocating these stops would not change the need for the buses to pass through this area.
- After completion, additional traffic to and from the site may impact school transportation.

ON STUDENT PEDESTRIANS

- Additional dangers to student pedestrians may occur from staging of trucks along streets near the project and increased truck traffic.

OTHER CONSIDERATIONS

- Because of recent changes to the vehicle code, other trucks and construction vehicles may encounter school buses using the red flashing lights and must stop.

FORM 34-AEH-1 (STK. NO. 835901) Rev. 11-92

II ADDITIONAL MITIGATION MEASURES REQUESTED

PRIOR NOTICE

- ❑ The Project Manager or designee should notify the LAUSD Transportation Branch of the expected start and ending dates for the various portions of the project that may affect traffic through the areas.

TRAFFIC MANAGEMENT

- ❑ The contractors to avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours.
- ❑ When possible, avoid heaviest construction traffic between the hours of 6:30 a. m. to 8:00 a. m. and between 3:30 p. m. and 4:30 p. m. to minimize delays to the arrivals and departures of buses.

OTHER CONSIDERATIONS

- ❑ Contractors to remind their drivers of construction vehicles of the requirement to stop for the red flashing lights of any school bus.
- ❑ The Los Angeles Unified School District will evaluate special education bus stops in the area for possible routing alternatives and will modify integration routing if necessary.

Thank you for your attention and diligence to this important issue. If you have any further questions or concerns, please feel free to contact me.

AA: ala

C: A. Rodriguez
A. Altieri
D. Palmer

INTER-OFFICE CORRESPONDENCE

Los Angeles Unified School District

Student Auxiliary Services Branch

DATE: July 19, 2000

TO: Raymond E. Dippel, Environmental Review Unit

FROM: Joe Nardulli, Coordinator
School Traffic and Safety Education Section
(818) 997-2455 Fax (818) 346-4621

SUBJECT: EAST LOS ANGELES COLLEGE MASTER PLAN PROJECT - LANE SCHOOL

School traffic and pedestrian routes will be impacted by the activity at this project. The proposed project is close to Lane School, and is on the pedestrian route to school. Should construction/demolition activities impact student/vehicular access to sidewalks/roads, mitigation measures will be necessary to safeguard pedestrians/motorists. It is requested that the following mitigation measures applicable to the project be taken into consideration:

- LAUSD Transportation Branch, (323) 227-4400, must be contacted regarding the potential impact, if any, upon existing school bus routes. School buses must have access Lane School.
- Contractors must guarantee that safe and convenient pedestrian routes to Lane School sites are maintained.
- Contractors must maintain ongoing communication with the administrator of Lane School, providing sufficient notice to forewarn children and parents when existing pedestrian and vehicular routes to school will be impacted.
- Appropriate traffic controls (signs and signals) must be installed as needed to ensure pedestrian and vehicular safety.
- Construction scheduling and haul routes should be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul trucks are not to be routed past Lane School, except when school is not in session.
- No staging or parking of construction vehicles, including vehicles to transport workers, on streets adjacent to Lane School.
- Funding for crossing guards to be provided when safety of children is compromised by construction-related activities at impacted crossings.
- Funding for a flag person to be provided as needed where construction-related activities compromise the safety of pedestrians and/or motorists while traveling to and from school.
- Barriers must be constructed as needed to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- Security patrols should be funded and provided to minimize trespassing, vandalism, and short-cut attractions.
- Fencing should be installed to secure construction equipment to minimize trespassing, vandalism, and short-cut attractions.

CDMG Note 48 — Checklists for the Review of Geologic/Seismic Reports for California Public Schools, Hospitals, and Essential Services Buildings

The following two checklists, "CDMG Review of Engineering Geologic Data" and "CDMG Review of the Seismic Data," were prepared for the purpose of determining the adequacy of site evaluation reports for California public schools, hospitals, and essential services buildings that are prepared by consulting engineering geologists and geotechnical engineers, submitted to the Division of the State Architect (DSA) for public schools, or the Office of Statewide Health Planning and Development (OSHPD) for hospitals, and reviewed by the California Division of Mines and Geology (CDMG), 801 K Street, MS 12-31, Sacramento, California 95814-3531; telephone 916-323-4399.

This review is based on the California Code of Regulations, Title 24, 1998 California Building Code, Chapter 16, Earthquake Design §1626A-1637A; Chapter 18A, Foundations & Retaining Walls; Appendix Chapter 33, Excavation & Grading; §4-317e within Part 1 of Title 24 (active faults and schools). The review is performed under authority of §7-119 of Part 1 of Title 24 (CDMG to evaluate adequacy of reports). These advisory checklists are non-regulatory, but they cite relevant sections of code and indicate specific topics to be addressed for a complete and adequate consulting report. These checklists will be occasionally updated to reflect future code changes, new seismology methods, geologic publications, and web-site addresses.

1998 California Building Code (CBC) with its distinctive blue cover in 3-ring binder can be obtained from the International Conference of Building Officials in Whittier, California; phone (800) 284-4406 or http://www.icbo.org/product/ ICBO also publishes the *Maps of Known Active Fault Near-Source Zones in California* that was prepared by the Calif. Div. Mines & Geology.

Note that the 1998 *California* Building Code is not the 1997 *Uniform* Building Code. About one-third of the text within CBC has been tailored for California earthquake conditions. The CBC pages have the marginal symbol "CA" to mark the California specific changes. 1998 CBC became effective on July 1, 1999.

In accordance with 1998 CBC §1634A.1, project site evaluations shall include an Engineering Geologic Report and a Geotechnical Report. Because the state-of-the-art in strong-motion seismology has significantly changed in the past decade, most active fault and seismology parameters published prior to the early 1990's are typically out-dated, and update is advisable. Fault maps and seismology reports from two decades ago may not reflect our current knowledge of strong-motion seismology in light of the 1987 Mw 6.0 Whittier Narrows, 1989 Mw 6.9 Loma Prieta, 1992 Mw 7.0 Cape Mendocino, 1992 Mw 7.3 Landers, 1992 Mw 6.2 Big Bear, 1994 Mw 6.7 Northridge, and 1999 Mw7.1 Hector earthquakes.

Title 24 requires that both the Engineering Geology and Geotechnical reports address the "Upper Bound Earthquake" (UBE) for ground motion at the site. The UBE has a 10 percent chance of exceedance in 100 years, and a return period of 949 years. As interpreted by the Building Safety Board in 1989, engineering geologic/geotechnical issues shall be evaluated by this ground motion.

CDMG's 1999 Map Sheet 48, *Seismic Shaking Hazard Maps of California,* 1997 Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California,* 74 pages; CDMG Note 42, *Guidelines to Geologic/Seismic Reports*; CDMG Note 44, *Recommended Guidelines for Preparing Engineering Geologic Reports*; CDMG Special Publication 42, *Fault-Rupture Hazard Zones in California,* 1997 edition, regarding Alquist-Priolo Earthquake Fault Zones, will provide reliable guidance in the preparation of engineering geology and seismology reports.

Current earthquake fault parameters (magnitudes, slip rates, fault length, etc.) are published in CDMG Open-File Report 96-08, *Probabilistic Seismic Hazard Assessment for the State of California*; the fault table can be down-loaded from CDMG's web-site: http://www.consrv.ca.gov/dmg

Project: EAST LOS ANGELES CITY COLLEGE

Location: 1301 AVENIDA CESAR CHAVEZ MONTEREY PARK, CA 91754

~~OSHPD or~~ DSA File #

Reviewed by: Robert H. Sydnor

Date Reviewed: July 1, 2000

Calif. Certified Engineering Geologist No. 968

Section A. CDMG Review of Engineering Geologic Data

1. Project location and description (size, type of construction, intended foundation system, grade elevations, square footage of building structure to determine §1804A.2 requirement of one borehole per 5,000 sq.ft. of building, with a minimum of two for any one building. Provide precisely marked ⊕ site on index map using 7½-minute topographic map, and latitude and longitude to three decimal places (e.g., 34.160°N, 118.534°W) for CDMG review of strong-ground motion values.

   34.042° North 118.150° West

   ☒ Adequately Documented

   ☐ Additional Location and Description Requested

2. Engineering geologic map, geologic cross sections, and description of stratigraphy (bedrock and regolith), petrology, geologic structure, and hydrogeology. Describe site geology according to CDMG Notes 42 and 44, and ASTM D-420-93, Standard Guide to Site Characterization for Engineering, Design and Construction Purposes. The degree of detail should be compatible with the geologic complexity and type of building structure. For hillside sites include slope stability evaluation of immediately adjacent property. The geologic map should be 1:24,000 scale or better (e.g., 1:1200 or 1:480). List photo numbers and scale of stereoscopic aerial photographs used.

   alluvium

   ☐ Adequately Documented

   ☐ Additional Geologic Data Requested

3. Regional fault map and distance to faults contributing the most significant ground-motion hazard to the site. Tabulate fault distances in kilometers and report in order by increasing distance (not alphabetical by fault name). It is preferable to use moment magnitudes (Mw) for the Upper Bound Earthquake. Generally avoid using the local magnitude scale, M_L, commonly known as the Richter scale, because it is known to saturate at higher magnitudes; and also because M_L does not correlate well with other fault parameters (such as fault length and slip rate).

   ☐ Adequately Documented

   ☒ Additional Seismology Information Requested

   SITE IS ON ELYSIAN PARK BLIND THRUST FAULT

   1997 UBC Type B fault Mmax = 6.7 moment magnitude, slip rate = 1½ mm/year

4. Subsurface engineering geologic / geotechnical information (trench logs, borehole logs, site-specific project plan map showing exploration sites, delineate areas of existing and planned cut/fill). Site geologic cross-section(s) summarizing subsurface geologic conditions are recommended, including foundations of existing adjacent structures (as applicable). Subsurface investigation and reporting should be in accordance with 1995 CBC §1804A, with consideration of CDMG Note 44.

- ☐ Adequately Documented
- ☒ Additional Subsurface Data Requested

will need boreholes for new buildings

5. Evaluate the surface faulting hazard in accordance with CDMG Special Publication 42 (1997 edition) and CDMG Note 49, for sites within an Alquist-Priolo Earthquake Fault Zone or having documented evidence of active fault displacement. See also USGS Bulletin 1947. OK

- ☒ Adequately Documented
- ☐ Additional Fault Trenching Requested

not applicable

6. Tabulate the magnitude and epicentral distance (in km) of significant past earthquakes that affected the site, as per CDMG Note 42. No maximum radius is established, but smaller earthquakes at long radial distances (± > 100 km) need not be reported unless particularly significant. For pre-1900 earthquakes refer to CDMG OFR 81-11. For 1900-1949 earthquakes refer to CDMG OFR 82-17. For recent historic earthquakes, reference is made to numerous publications of CDMG, USGS, *Bulletin of the Seismological Society of America* (BSSA), and the *Journal of Geophysical Research* (JGR). Software programs (such as EQSEARCH) and various USGS, CIT, UCB, NOAA—NGDC epicenter and strong-motion databases on CD-ROMs will be useful. The Northern California Earthquake Data Center web-site is: http://quake.geo.berkeley.edu/ncedc/catalog-search.html The Southern California Earthquake Center web-site is: http://scec.gps.caltech.edu

- ☐ Adequately Documented
- ☒ Additional Epicenter Data Requested

evaluate 1987 Whittier Narrows earthquake

7. Evaluate the potential for liquefaction, including published historic evidence. Refer to §1804.A.3.7, §1804A.5, and see §3309.7 of 1995 CBC for geologic site conditions: shallow groundwater, <50 feet or <15 meters, unconsolidated sandy alluvium, and Seismic Zone 3 or 4. Refer to CDMG Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, 74 pages, 1997; Youd and Idriss, 1997, *Proceedings of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils*, NCEER Report 97-0022, 276 p.; and current ASCE geotechnical publications. From site boreholes report Standard Penetration Test $(N_1)_{60}$ standard SPT blow-counts using ASTM D1586—92. Report depth to water table, cyclic stress ratio, CSR, and Factor-of-Safety, $FS_l \geq 1.3$, for liquefaction. The Cone Penetration Test, ASTM D3441—94, may be used, but only concurrent with SPT data for reliable correlation. If published maps apply (e.g., CDMG OFR 96-1), use CDMG official liquefaction zones delineated by the State Geologist under the 1989 Seismic Hazard Mapping Act (PRC §2690-2699.6). If specialized software is used, such as NCEER (1997) method LIQUEFY2, v.1.30, include input parameters in an appendix of the report. Evaluate cost-effective remedial options for liquefaction if Factor-of-Safety, $FS_l < 1.3$. Remedial options may include: dynamic deep compaction, vibro-replacement, vibro-displacement, stone columns, dewatering systems, caisson and grade-beam foundations, mat foundations, etc. Evaluate criteria for SPT- or CPT-based acceptance testing to demonstrate satisfactory ground remediation.

not applicable = OK

- ☒ Adequately Documented
- ☐ Additional Liquefaction Analysis Requested

8. Evaluate the potential for seismically-induced settlement, subsidence due to fluid withdrawal (groundwater or petroleum); refer to 1995 CBC §1804A.3. Evaluate geologic subgrade for expansive soils; refer to §1804A.4, §1815, Table 18A-I-B, UBC Standard 18-2, and ASTM Test D4546-90. Evaluate soluble sulfate minerals (typically gypsum & jarosite) for portland cement Type II or Type V (sulfate resistant); refer to §1804A.3.8, §1904A.3, Table 19A-A-3, and UBC Standard 19-1.

- ☐ Adequately Documented
- ☒ Additional Data Requested

9. Evaluate the potential for landsliding, including immediately adjacent property for both bedrock landslides and debris flows, in accordance with CDMG Note 42 and Note 44; and by National Research Council, 1996, *Landslides — investigation and mitigation*, TRB Special Report 247, 673 pages. Refer to CDMG official landslide zones delineated by the State Geologist under the 1989 Seismic Hazard Mapping Act (California Public Resources Code §2690-2699.6).

see the CDMG OPEN-FILE REPORT 98-20 for LA Quad.

OK = not applicable

- ☒ Adequately Documented
- ☐ Additional Landslide Analysis Requested

10. Evaluate the potential for flooding, acute erosion, dam inundation, or breached levees, as per CDMG Note 44. Plot building site on official FEMA flood maps if within or near the "100-year" flood zone.

- ☒ Adequately Documented
- ☐ Flood Data Requested

11. Review geologic hazard zones or applicable zoning and building regulations appearing in the latest edition of the Safety Element within the General Plan of the City or County.

- ☒ Adequately Documented
- ☐ Review Safety Element

12. Only if the site is significantly near the Pacific coastline, lakes, or reservoirs: evaluate the potential for tsunamis and/or seiches. Refer to CDMG Bulletin 198, 1973, p. 41-43 and Figure 11.

- ☒ Not Applicable
- ☐ Tsunami Data Requested

13. Only if significant: evaluate the potential for volcanic eruption hazards (particularly Long Valley Caldera near Mammoth, Mount Lassen, Mount Shasta, Medicine Lake Highlands). Refer to: CDMG Bulletin 198, 1973, p. 38-41 and Fig. 10; and C.D. Miller, 19 from future volcanic eruptions in California: USGS Bulletin 1847, 17 p., plate I,

Bullard, T. F., and Lettis, W. R., 1993, Quaternary fold deformation associated with blind thrust faulting, Los Angeles basin: California: Journal of Geophysical Research, v. 98, p. 8349–8369.

applies to ELACC

- ☒ Not Applicable

14. References Cited (geology, seismology, geotechnology). Up-to-date seismology information is typically post-1989 Loma Prieta earthquake and can be found using AGI's *GeoRef* CD-ROM software in current CDMG and USGS publications, and monthly scientific journals such as *Bull. Seis. Soc. Amer.*, AGU *Jour. Geophys. Res.*, AEG/GSA *Environmental and Engineering Geoscience*, EERI *Earthquake Spectra*, ASCE *Journal of Geotechnical Engineering*, and weekly AAAS *Science*.
Avoid using out-dated and superseded CDMG maps and reports. An example is: the old 1974 CDMG Map Sheet 23 with peak ground acceleration for rock sites is superseded by *Probabilistic Seismic Hazard Assessment for the State of California*, CDMG Open-File Report 96-08, 33 p., 10 figs., Appendix A (table of 182 faults, 13 p.); Appendix B, (228 references cited, 13 p.)

see BULLARD and LETTIS, 1993, J.G.R., V. 98, p. 8349-8369.

- ☐ Adequate References
- ☒ Additional Published Geology / Seismology References Requested

15. Engineering Geology report (§1634A.1.2) prepared and signed by California Certified Engineering Geologist (§7-111 and §7-117.b.1). Geotechnical report (§1634A.2.1 and §1804A.1) prepared and signed by Registered Geotechnical Engineer (§4-314). A supplemental ground-motion report may also be prepared and signed by either a CEG, RCE, or California Registered Geophysicist (§1634A.2.2.1).

- ☐ CEG # and signature OK
- ☒ CEG signature required
- ☐ RGE # and signature OK
- ☒ RGE signature required

Section B. CDMG Review of Seismic Shaking Data

Project subject to: (check one)
- ☒ Equivalent static lateral-force analysis procedures
- ☐ Dynamic lateral-force analysis procedures

1. Upper Bound Earthquake, UBE, defined in §1629A.2.6 of 1995 CBC as "the motion having a 10 percent probability of being exceeded in a 100-year period or maximum level of motion which may ever be expected at the building site within the known geological framework." The Poissonian return period for the UBE is ≈949 years. The UBE is reported using the moment magnitude scale, Mw. A useful publication is CDMG Open-File Report 96-08, *Probabilistic Seismic Hazard Assessment for the State of California*, 33 pages; Appendix A, Table of 182 California Faults, 13 pages; Appendix B, 228 References Cited, 13 pages. Down-load the fault table from: http://www.consrv.ca.gov/dmg/shezp/fltindex.html

   ☐ Adequately Documented

   ☒ ~~Additional~~ Seismology Data Requested

   cite and use UBE

   PGA ≅ 0.58g

2. Characterize the upper 30 meters (≈100 feet) of geologic subgrade of the building site(s) from Table 16-J and §1636 of 1997 UBC. Use down-hole measurements of the average shear-wave velocity (*Vs*), or SPT $(N_1)_{60}$ blow-counts, or Undrained Shear Strength, *Su*. For a large campus on a graded hillside, structures may have different geologic subgrade classifications (both fill & soft rock).

   ☒ Adequately Documented

   ☐ Additional Subgrade Classification Information Requested

   S_A **hard rock** with *Vs* >1500 m/s

   S_B **rock** with *Vs* ≈ 760-1500 m/s

   S_C **very dense soil** or **soft rock** with *Vs* ≈ 360-760 m/s; SPT *N* >50; *Su* >100 kPa or >2000 psf

   S_D **stiff soil** with *Vs* ≈ 180-360 m/s, or SPT *N* = 15-50, or *Su* = 50-100 kPa or 1000-2000 psf. Use S_D for engineered fill on graded pads. If *Vs* is unknown, then use S_D as default (§1636.2).

   ✓ THIS APPLIES Type S_D

   S_E **soft soil profile** with *Vs* <180 m/s, or SPT *N*<15; or *Su*<50 kPa or <1000 psf; or any soil profile with more than 3 m or 10 ft of soft clay with PI>20, w_{mc}≥40 percent and *Su*<25 kPa or <500 psf

   S_F **soil requiring site-specific evaluation** §1644.3.1 of 1997 UBC, including: liquefiable soils; quick and highly sensitive clays; collapsible weakly-cemented soils; peats and highly organic clays >10 ft (>3 m) thick; very high plasticity clays (CH) with PI>75 and >25 ft (>7.6 m) thickness; very thick soft/medium stiff clays with >120 ft (>36.6 m) thickness.

   Shear-Wave Velocity References: 1997 UBC Table 16-J; Wills and Silva, 1998, EERI *Earthquake Spectra*, v. 14, no. 3, p. 533-556; Boore, Joyner, and Fumal, 1997, *Seismological Research Letters*, v. 68, no. 1, p. 128-153, tables 4 & 7; Borchardt, 1994, EERI *Earthquake Spectra*, v. 10, no. 4. For L.A. Basin see Fumal and Tinsley, 1985, USGS Prof. Paper 1360, p. 127-149. For S.F. Bay Area see Borcherdt and Glassmoyer, 1994, USGS Prof. Paper 1551-A, p. A77-A108, Tables 1a, 1b, 7, and 8. Shear-wave velocity information is needed to select the proper strong-motion attenuation curve. In appropriate sites, average shear-wave velocity may be extrapolated from reliable geologic information in nearby boreholes or conservatively estimated based on published geologic data.

3. Using probabilistic seismic hazard methods, compute the Peak Ground Acceleration, PGA, and, when appropriate, spectral response with ζ = 5% damping, for the Upper-Bound Earthquake ground motion. A useful reference for attenuation formulas is Jan/Feb 1997 *Seismological Research Letters*, vol. 68, no. 1. Tabulate appropriate seismology parameters such as fault length, fault distance (km), *Mmax* in moment magnitude, slip-rate (mm/year), proper classification of the geologic subgrade, and the site coordinates (latitude & longitude to 3 decimal places). Include software name and year of PC-based program, and authors of formulas used. Do not use a "rock" attenuation formula for an alluvial site.

   PGA_{UBE} ≅ 0.58g

   ☐ Adequately Documented

   ☒ ~~Additional~~ Seismology Data Requested

4. Evaluate near-source effects of strong motion if within Seismic Zone 4 (optional for Zone 3). Determine near-source factors, 1.5≤ *Na* ≤1.0 for d<10 km; and 2.0≤ *Nv* ≤1.0 for d<15 km, depending on Seismic Source Factor from Tables 16-S and 16-T of 1997 UBC (Type A, B, or C faults). Near-source effects need not be considered for *Na* if d≥10 km, or for *Nv* if d≥15 km. Refer to 1998 ICBO publication *Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada* prepared by CDMG for use with 1997 UBC. **Type A** faults are capable of producing large magnitude events *and* also have a high rate of seismicity (Mmax ≥7.0, and slip rate ≥5 mm/yr). **Type C** faults are not capable of producing large magnitude earthquakes *and* also have a relatively low rate of seismic activity (Mmax <6.5, *and* slip rate ≤2 mm/yr). **Type B** faults are all faults *other than* Types A and C.

   Near-Source Factors:

   ☐ Apply and Adequately Evaluated

   ☐ Not Applicable

   ☐ Additional Evaluation of Near-Source Factors Requested

5. State whether the site is within 1995 CBC Seismic Zone 3 or 4 using Figure 16A-2 (map showing California county lines), and refer to §1627A.2 text within CBC that defines which portions of certain California counties are in Zone 3. Caution: do *not* use the familiar small-scale seismic zone map Figure 16-2 within 1997 *Uniform* Building Code; it is *not the same* as CBC (esp. Del Norte Co.).

   Zone 4 = OK

   ☒ Properly Determined

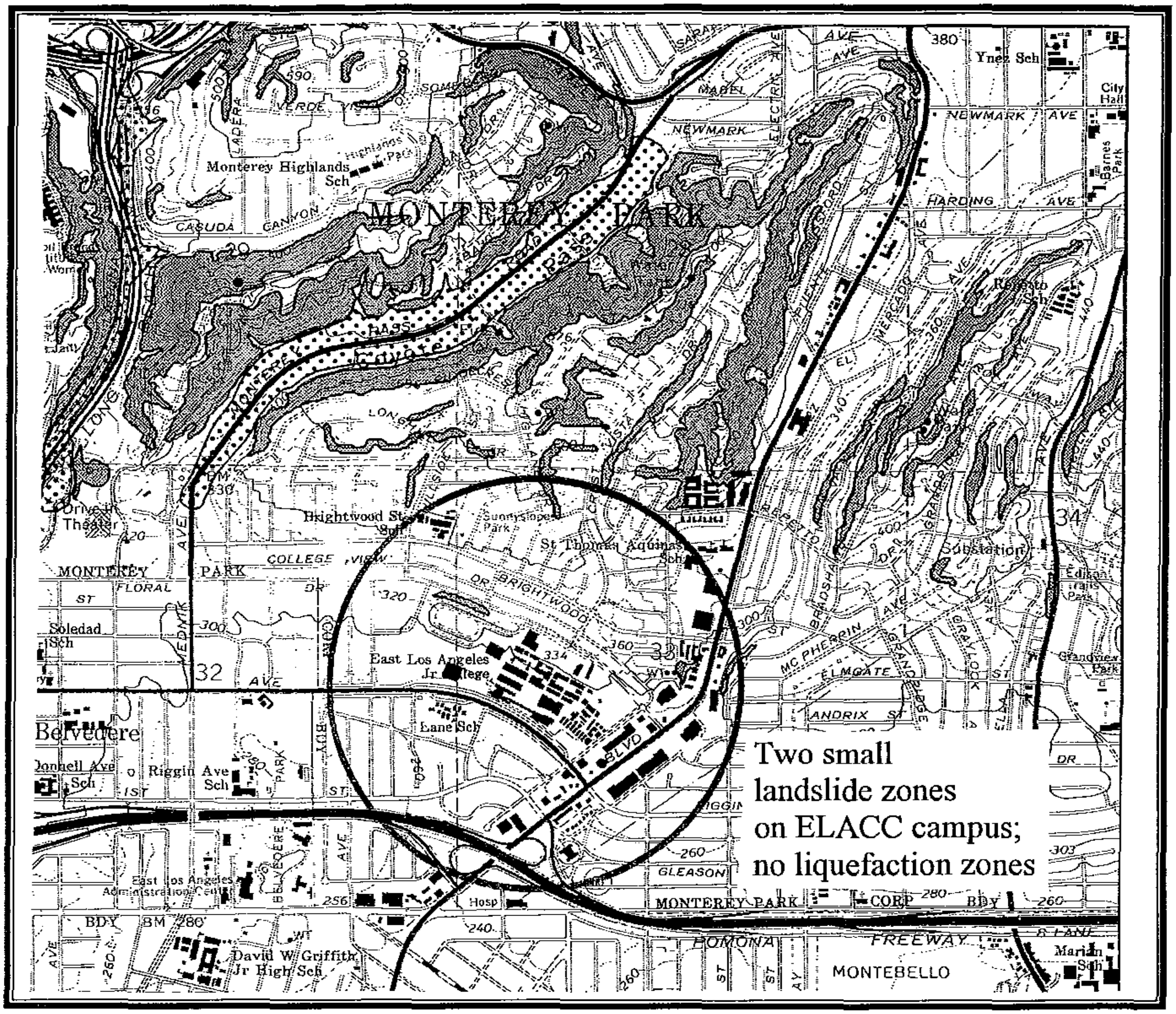
   ☒ CBC Seismic Zone Maps Evaluation ~~Requested~~

6. Determine the site soil profile from 1995 CBC Table 16A-J (Type S_1, S_2, S_3, S_4 site). Note that the site classification has changed in 1997 UBC Table 16-J, but the site soil profile still has to be determined under current 1995 CBC. The coefficient S is used for the computation of the coefficient C in the base-shear analysis, §1628.2.1, for projects subject to equivalent-static lateral-force procedures. "The value of C need not exceed 2.75 and may be used for any structure *without regard to soil type* or structure period." In some cases, the ceiling on C effectively limits the S-value considered in structural design.

   S_2 OK

   ☒ S-type Adequately Determined

   ☐ Evaluation of S-type Requested



Extract from: **Seismic Hazard Zones Map**

Los Angeles 7½-minute Quadrangle

Scale: 1:24,000 or 1 inch = 2,000 feet

with application to East Los Angeles City College

Issued as an Official Map by State Geologist on March 25, 1999

Delineated in compliance with Chapter 7.8, Division 2, California Public Resources Code

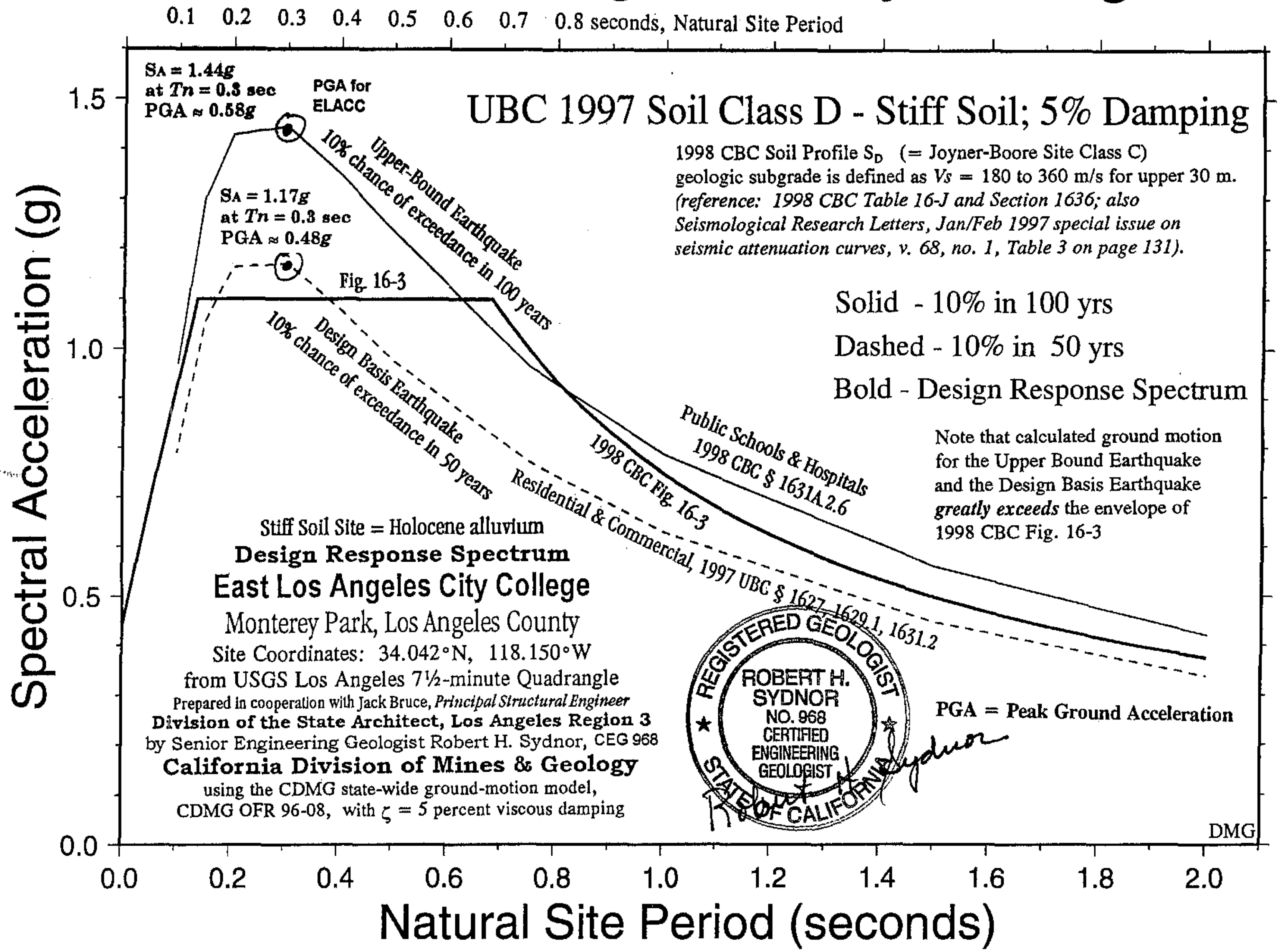
Seismic Hazards Mapping Act of 1990

The coarse stippled patterns indicate official zones for liquefaction investigations.

The gray patterns indicate official zones for landslide investigations.

For explanation, refer to California Division of Mines & Geology Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, 1997, 74 pages. SP-117 and the complete zone map may be downloaded free from the CDMG homepage at www.consrv.ca.gov/dmg

East Los Angeles City College



Appendix C

AIR QUALITY DATA

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DATE	**October 4, 2000**
PROJECT NAME	**East Los Angeles College EIR**
DEMOLITION PHASE	
DURATION OF DEMOLITION PHASE (Work Days)	25
SF OF BUILDINGS TO BE DEMOLISHED	36,901
AVERAGE FLOOR HEIGHT OF BUILDINGS TO BE DEMOLISHED	8
SF OF PAVEMENT AREA TO BE REMOVED	7,272
THICKNESS OF PAVEMENT TO BE REMOVED	0.75
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16
GRADING AND/OR EXCAVATION PHASE	
DURATION OF EXCAVATION PHASE (Work Days)	160
SITE AREA (ACRES)	6.73
HOURS IN WORK DAY FOR THIS PHASE	8
HAUL TRUCK ROUND TRIP LENGTH	20
WORKER ROUND TRIP LENGTH	16
DEPTH OF GRADING	1.0
DEPTH OF EXCAVATION	11
SURFACE AREA OF EXCAVATION IN SF	293,333
FOUNDATION PHASE	
DURATION OF FOUNDATION PHASE (Work Days)	120
SIZE OF FOUNDATION SLAB IN SF	360,000
SLAB THICKNESS IN SF	1
HOURS IN WORK DAY FOR THIS PHASE	8
CEMENT MIXER ROUND TRIP LENGTH	10
WORKER ROUND TRIP LENGTH	16
TRUCK CHARACTERISTICS	
HAUL TRUCK CAPACITY IN CUBIC YARDS	14.00
TRUCK TRAVEL PERCENTAGE ON LOCAL STREET	10%
TRUCK TRAVEL PERCENTAGE ON MAJOR STREET	20%
TRUCK TRAVEL PERCENTAGE ON FREEWAY	70%
WORKER AUTO CHARACTERISTICS	
PERCENT WORKER AUTO TRAVEL ON LOCAL STREET	10%
PERCENT WORKER AUTO TRAVEL ON MAJOR STREET	30%
PERCENT WORKER AUTO TRAVEL ON FREEWAY	60%
SITE CONDITIONS	
PREDOMINANT WIND SPEED in MPH	5.4
NATIVE SOIL MOISTURE CONTENT	3%
SOIL MOISTURE CONTENT (MITIGATED)	12%

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

EMFAC7F.1 RATES AS OF 1/25/94 (grams per mile)					
Vehicle Type	**CO**	**ROG**	**NO_2**	**SO_2**	**PM_{10}**
Haul Truck	7.67	1.96	10.29	0.30	1.45
Worker Vehicle	12.79	1.11	0.83	0.05	0.01

Assumptions:

Construction Year	2000
Season	Winter
Temperature	65°F
Speed	35 mph
Cold Starts:	
Haul Truck	10%
Worker Vehicle	100%
Vehicle Mix:	
Haul Truck	100% Heavy Diesel
Worker Vehicle	80% Light Duty Auto, 20% Light Duty Truck

EQUIPMENT EMISSION FACTORS (pounds per hour)					
Equipment Type	**CO**	**ROG**	**NO_2**	**SO_2**	**PM^{10}**
Crane/Dozer	0.675	0.15	1.7	0.143	0.14

Source: Table A9-8-A, SCAQMD CEQA Handbook

PAVED ROAD PM10 EMISSIONS (per VMT)		
	PM^{10} / VMT	
Road Type	**Worker Vehicle**	**Haul Truck**
Local Street	0.018000	0.213958
Major Street/Highway	0.006400	0.149096
Freeway	0.000650	0.062171
Composite Factor**	**0.004110**	**0.094734**

Source: Tables A9-9-B-1 and **A9-9-C**, SCAQMD CEQA Handbook
****Note:** Weighted average based on travel characteristics

HAUL TRUCK ON UNPAVED SURFACE EMISSIONS

FORMULA:
E = V x F
WHERE:
E = Emissions
V = Vehicle Miles of Travel
F = Emissions Factor (2.1)(G/12)(H/30)((J/3)^0.7)((I/4)^0.5)((365-K)/365)

VARIABLES
G = Surface silt loading in percent
H = Mean vehicle speed in miles per hour
I = Mean number of wheels on vehicles
J = Mean vehicle weight in tons
K = Mean number of days per year with at least 0.01 inches of precipitation

EMISSIONS FACTOR = 5.55 pounds per vehicle miles traveled

Source: Table A9-9-D, SCAQMD CEQA Handbook

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DAILY CONSTRUCTION EMISSIONS (POUNDS/DAY)					
East Los Angeles College EIR					
CONSTRUCTION PHASE	CO	ROG	NO_2	SO_2	(MITIGATED) PM^{10}
DEMOLITION	17	3	31	2	23
GRADING/EXCAVATION	35	8	52	3	180
FOUNDATION	22	3	25	2	16
MAXIMUM	**35**	**8**	**52**	**3**	**180**
SCAQMD THRESHOLD	**550**	**75**	**100**	**150**	**150**
EXCEED THRESHOLD?	**NO**	**NO**	**NO**	**NO**	**YES**
SOURCE: TERRY A. HAYES ASSOCIATES					

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

DEMOLITION PHASE EMISSIONS (in pounds per day)

Activity Emissions	Daily Unit Volume		PM10 Factor **		PM10	MITIGATED PM10
Building Wrecking	11,808	ft^3	0.00042	per ft^3	4.96	2.48
Pavement Breaking	218	ft^3	0.00042	per ft^3	0.09	0.05
Truck Loading	119	tons	0.02205	per ton	2.63	1.32
Trucks on Unpaved Surface	0.78	miles	5.55141	per vmt	4.32	2.16

** **Source:** Table A9-9, SCAQMD CEQA Handbook

Equipment Emissions	Source Population	Activity Hours	CO	ROG	NOX	SOX	PM10
Dozer/Crane	2	8	10.80	2.40	27.20	2.29	2.24

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM10
Haul Trucks	152	2.56	0.65	3.44	0.10	14.85
Worker Vehicles	142	3.99	0.35	0.26	0.02	0.59

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM10
Daily Area Source Emissions	10.80	2.40	27.20	2.29	14.24
Daily Mobile Emissions	6.55	1.00	3.70	0.12	15.44
TOTAL	**17.35**	**3.40**	**30.90**	**2.40**	**29.68**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM10
Daily Area Source Emissions	10.80	2.40	27.20	2.29	7.12
Daily Mobile Emissions	6.55	1.00	3.70	0.12	15.44
TOTAL	**17.35**	**3.40**	**30.90**	**2.40**	**22.56**

UNDERLING DEMOLITION PHASE CALCULATIONS

Bldg Vol CF	295,208
Bldg Vol CY	10,934
Pavement CF	5,454
Pavement CY	202
Total Debris CF	64,496
Total Debris CY	2,389
Numer of Haul Load @ 14.00 CY/load	190
Loads Per Hour	1
Number of Haul Loads per Day	8
CF/Day Demolished	12,026
CY/Day Demolished	445
Tons of Debris Loaded per Day	119
Number of Dozers to Load @ 6 loads/hr/dozer	1
Numer of Diesel Equipment @ 900 CY/Piece	2
Total Man Hours Required	1,949
Total Work Crew Size	10
HDV Off Site VMT	152
HDV VMT on Unpaved Site (miles)	0.78
Number of Work Crew Vehicles @ 1.1 AVR	9
Work Crew Vehicle VMT - Local (miles)	142

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

GRADING/EXCAVATION PHASE EMISSIONS (in pounds per day)

Activity Emissions (without mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM^{10}
Site Grading	15	3%	5.4	n/a	n/a	66.36
Earth Excavation	n/a	3%	n/a	5.39	1,493,825	329.89
Note: Calculation formulas are located in **Tables A9-9-F and 9-9-G** of the SCAQMD CEQA Handbook						

Activity Emissions (with mitigation)	Silt Content	Moisture Content	Activity Hours	Wind Speed	Pounds per Day	PM^{10}
Site Grading	15	12%	5.4	n/a	n/a	9.53
Earth Excavation	n/a	12%	n/a	5.39	1,493,825	47.37
Note: Calculation formulas are located in **Tables A9-9-F and 9-9-G** of the SCAQMD CEQA Handbook						

Activity Emissions	Daily VMT	Emissions Factor	PM^{10}	(Mitigated) PM^{10}
Haul Truck on Unpaved Surface	5.47	5.55	30.38	15.19

Equipment Emissions	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM^{10}
Dozer/Shovel	2	8	10.80	2.40	27.20	2.29	2.24

Mobile Emissions	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Haul Trucks	1,067	18.03	4.61	24.18	0.71	104.49
Worker Vehicles	204	5.74	0.50	0.37	0.02	0.84

TOTAL DAILY EMISSIONS (without mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	428.86
Daily Mobile Emissions	23.76	5.10	24.56	0.73	105.33
TOTAL	**34.56**	**7.50**	**51.76**	**3.02**	**534.19**

TOTAL DAILY EMISSIONS (with mitigation)	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	10.80	2.40	27.20	2.29	74.33
Daily Mobile Emissions	23.76	5.10	24.56	0.73	105.33
TOTAL	**34.56**	**7.50**	**51.76**	**3.02**	**179.66**

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

UNDERLING GRADING/EXCAVATION PHASE CALCULATIONS	
Total Earth Export CY	119,506
Total Haul Truck Trips @ 14.00 CY	8,536
Total Earth Export Weight (in tons)	119,506
Daily Earth Export CY	747
Daily Haul Truck Trips @ 14.00 CY	53
Daily Earth Export Weight (in tons)	747
Haul Truck VMT on Unpaved Surface	5.47
HDV Off Site VMT	1,067
Total Work Crew Size	14
Number of Work Crew Vehicles @ 1.1 AVR	13
Work Crew Vehicle VMT - Local (miles)	204
EQUIPMENT NEEDED FOR GRADING	
Site Area in Acres	6.73
Grading Average Depth	1.00
Cubic Yards Graded	10,864
CY Graded/Day	67.90
D7 Dozer Output in CY/Day	216.00
Dozers Needed	1.00
EQUIPMENT NEEDED FOR EXCAVATION	
CY Exported	119,506
CY Exported/Day	747
Power Shovel Output in CY /Day	800
Power Shovels Needed	1.00
TOTAL EQUIPMENT NEEDED	2.00

TERRY A. HAYES ASSOCIATES
CONSTRUCTION EMISSIONS MODEL

FOUNDATION PHASE EMISSIONS (in pounds per day)

Equipment	Source Population	Daily Hours	CO	ROG	NOX	SOX	PM^{10}
Idling Cement Trucks	1.54	8	8.33	1.85	20.99	1.77	1.73

Mobile	Daily VMT	CO	ROG	NOX	SOX	PM^{10}
Cement Trucks	123.46	2.09	0.53	2.80	0.08	12.09
Worker Vehicles	409.09	11.52	1.00	0.75	0.05	1.69

TOTAL DAILY EMISSIONS	CO	ROG	NOX	SOX	PM^{10}
Daily Area Source Emissions	8.33	1.85	20.99	1.77	1.73
Daily Mobile Emissions	13.61	1.53	3.55	0.13	13.78
TOTAL	**21.94**	**3.39**	**24.53**	**1.89**	**15.51**

UNDERLING FOUNDATION PHASE CALCULATIONS

CF of Cement Required	360,000
CY of Cement Required	13,333
No. of Cement Haul Loads @ 9CY/Load	1,481
Labor Hours Required	27,000
Total Worker Requirement	28
Number of Work Crew Vehicles @ 1.1 AVR	26
Number of Cement Loads per Day	12.35
Cement Loads Per Hour	1.54
CF/Day Poured	3,000.00
CY/Day Poured	111.11
HDV Off Site VMT	123.46
Work Crew Vehicle VMT	409.09

EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College EIR

YEAR: 2000 DEWPOINT: 10	% COLD STARTS	50.0	% LDA	76.5	% LDT	20.0	% MDT	1.0
INSPECTION & MAINTENANCE: YES	% HOT STARTS	10.0	% UBD	1.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER	% HOT STAB	40.0			% MCY	0.5		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS		URBAN BUS	HEAVY DUTY TRUCKS			MCY
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	ALL
% VMT	1.16	98.58	0.26	0.16	99.54	0.30	1.04	98.96	100.00	19.57	80.43	100.00	100.00
% TRIP	1.16	98.58	0.26	0.16	99.54	0.30	1.04	98.96	100.00	19.57	80.43	100.00	100.00
% VEH	2.38	97.15	0.47	0.39	99.03	0.58	2.84	97.16	100.00	31.08	68.92	100.00	100.00

1ENV028F1.1 CALTRANS DIVISION OF RUN DATES: ENV028F1.1 10/
2/99
NEW TECHNOLOGY, MATERIALS AND RESEARCH EMFAC7F1.1 10/
2/99

EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College EIR

YEAR: 2000 DEWPOINT: 10 % COLD STARTS 50.0 % LDA 76.5 % LDT 20.0 % MDT 1.0
INSPECTION & MAINTENANCE: YES % HOT STARTS 10.0 % UBD 1.5 % HDG 0.0 % HDD 0.5
SEASON: WINTER % HOT STAB 40.0 % MCY 0.5

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE IN GRAMS PER MILE

SPEED	TEMPERATURE IN DEGREES FAHRENHEIT						
MPH	65	70	75	80	85	90	95
IDLE*	4.04	3.44	2.95	2.62	2.45	2.47	2.72
3	80.84	68.85	58.99	52.31	48.93	49.42	54.37
5	50.80	43.60	37.69	33.73	31.78	32.17	35.25
10	26.23	22.63	19.69	17.72	16.75	16.97	18.54
15	17.65	15.25	13.29	11.98	11.34	11.49	12.54
20	13.36	11.56	10.09	9.11	8.63	8.75	9.55
25	10.79	9.35	8.17	7.39	7.02	7.12	7.77
30	9.07	7.87	6.89	6.24	5.93	6.02	6.56
35	7.83	6.81	5.97	5.41	5.15	5.23	5.70
40	6.93	6.03	5.29	4.81	4.58	4.65	5.06
45	6.29	5.49	4.84	4.41	4.21	4.28	4.65
50	5.92	5.20	4.62	4.24	4.07	4.14	4.49
55	5.91	5.26	4.73	4.40	4.26	4.35	4.70
60	6.87	6.26	5.78	5.52	5.44	5.60	6.01
65	10.74	10.13	9.70	9.58	9.69	10.07	10.75

*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

1ENV028F1.1 CALTRANS DIVISION OF RUN DATES: ENV028F1.1 10/
2/99
NEW TECHNOLOGY, MATERIALS AND RESEARCH EMFAC7F1.1 10/
2/99

EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College EIR

YEAR: 2015 DEWPOINT: 10	% COLD STARTS 50.0	% LDA	76.5	% LDT	20.0	% MDT	1.0
INSPECTION & MAINTENANCE: YES	% HOT STARTS 10.0	% UBD	1.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER	% HOT STAB 40.0			% MCY	0.5		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS		URBAN BUS	HEAVY DUTY TRUCKS			MCY
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	ALL
% VMT	0.00	99.98	0.02	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00
% TRIP	0.00	99.98	0.02	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00
% VEH	0.00	99.96	0.04	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00

1ENV028F1.1 CALTRANS DIVISION OF RUN DATES: ENV028F1.1 10/
2/99
NEW TECHNOLOGY, MATERIALS AND RESEARCH EMFAC7F1.1 10/
2/99

EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College EIR

YEAR: 2015 DEWPOINT: 10	% COLD STARTS 50.0	% LDA	76.5	% LDT	20.0	% MDT	1.0
INSPECTION & MAINTENANCE: YES	% HOT STARTS 10.0	% UBD	1.5	% HDG	0.0	% HDD	0.5
SEASON: WINTER	% HOT STAB 40.0			% MCY	0.5		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE IN GRAMS PER MILE

SPEED	TEMPERATURE IN DEGREES FAHRENHEIT						
MPH	65	70	75	80	85	90	95
IDLE*	1.43	1.29	1.19	1.12	1.10	1.13	1.22
3	28.61	25.88	23.75	22.41	21.98	22.60	24.43
5	18.85	17.22	15.96	15.18	14.95	15.37	16.52
10	10.21	9.40	8.77	8.39	8.29	8.52	9.12
15	6.93	6.39	5.97	5.72	5.65	5.81	6.21
20	5.23	4.83	4.51	4.33	4.28	4.39	4.70
25	4.21	3.89	3.64	3.49	3.45	3.55	3.79
30	3.55	3.28	3.07	2.95	2.92	3.00	3.20
35	3.09	2.86	2.68	2.58	2.55	2.62	2.80
40	2.78	2.58	2.42	2.33	2.31	2.37	2.53
45	2.58	2.41	2.27	2.19	2.17	2.23	2.38
50	2.52	2.36	2.24	2.17	2.16	2.22	2.36
55	2.63	2.48	2.38	2.32	2.32	2.38	2.52
60	3.07	2.94	2.85	2.81	2.83	2.91	3.06
65	4.39	4.28	4.21	4.20	4.25	4.37	4.57

*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\FORFLOEX.DAT

RUN BEGIN ON 10/02/00 AT 17:48

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	710.	13.4	0.0	32.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360.	AG	235.	13.4	0.0	32.0		
3. nbq	506.0	476.0	506.0	-2100.0	2576.	180.	AG	401.	100.0	0.0	12.0	1.48	130.9
4. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	210.	13.4	0.0	32.0		
5. eba	0.0	488.0	500.0	488.0	500.	90.	AG	530.	13.4	0.0	44.0		
6. ebd	500.0	488.0	1000.0	488.0	500.	90.	AG	700.	13.4	0.0	32.0		
7. ebq	500.0	488.0	471.0	488.0	29.	270.	AG	433.	100.0	0.0	24.0	0.28	1.5
8. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	750.	13.4	0.0	56.0		
9. wbd	500.0	518.0	0.0	518.0	500.	270.	AG	845.	13.4	0.0	32.0		
10. wbq	512.0	518.0	539.4	518.0	27.	90.	AG	650.	100.0	0.0	36.0	0.27	1.4

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	37	3.0	710	1600	242.40	3	3
7. ebq	60	20	3.0	530	1600	242.40	3	3
10. wbq	60	20	3.0	750	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	556.0	5.5
2. ne	532.0	556.0	5.5
3. sw	468.0	456.0	5.5
4. se	532.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.3	8.3	9.0	9.9
10.	8.4	8.2	9.6	9.2
20.	8.4	8.2	10.0	8.8
30.	8.3	8.2	10.6	8.8
40.	8.3	8.2	11.0	8.8
50.	8.3	8.2	10.5	8.8
60.	8.3	8.2	10.1	8.9
70.	8.3	8.2	10.2	9.1
80.	8.3	8.2	10.4	9.2
90.	8.7	8.5	9.9	8.6
100.	9.5	9.2	9.4	8.2
110.	9.7	9.1	9.4	8.2
120.	10.0	9.0	9.5	8.2
130.	9.7	8.8	9.6	8.2
140.	9.4	8.7	9.7	8.2
150.	9.8	8.8	10.0	8.2
160.	11.0	9.1	10.5	8.2

170.	*	12.5	9.9	11.2	8.4
180.	*	11.3	13.4	10.5	11.3
190.	*	8.8	13.8	8.3	11.9
200.	*	8.7	11.7	8.2	10.8
210.	*	8.7	10.6	8.2	10.3
220.	*	8.7	9.7	8.2	10.0
230.	*	8.8	9.2	8.2	9.9
240.	*	8.8	9.0	8.2	9.6
250.	*	9.1	9.3	8.2	9.6
260.	*	9.0	9.2	8.2	9.6
270.	*	8.4	8.7	8.5	10.0
280.	*	8.2	8.3	9.1	10.6
290.	*	8.2	8.3	9.0	10.8
300.	*	8.2	8.3	8.9	11.1
310.	*	8.2	8.3	8.8	10.5
320.	*	8.2	8.3	8.8	9.6
330.	*	8.2	8.4	8.7	9.4
340.	*	8.2	8.4	8.7	9.6
350.	*	8.2	8.4	8.6	10.1
360.	*	8.3	8.3	9.0	9.9
MAX	*	12.5	13.8	11.2	11.9
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 13.81 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak Existing

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.6	0.7	0.5	0.7
2	*	0.0	0.0	0.0	0.0
3	*	2.3	2.5	2.3	2.8
4	*	0.2	0.2	0.2	0.2
5	*	0.2	0.0	0.0	0.0
6	*	0.0	0.2	0.0	0.0
7	*	0.7	0.0	0.0	0.0
8	*	0.0	0.3	0.0	0.0
9	*	0.3	0.0	0.0	0.0
10	*	0.0	1.7	0.0	0.0

RUN ENDED ON 10/02/00 AT 17:48

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\FORFLONP.DAT

RUN BEGIN ON 10/03/00 AT 11:07

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	835.	5.2	0.0	32.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360.	AG	285.	5.2	0.0	32.0		
3. nbq	506.0	476.0	506.0	-3383.5	3860.	180.	AG	142.	100.0	0.0	12.0	1.74	196.1
4. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	250.	5.2	0.0	32.0		
5. eba	0.0	488.0	500.0	488.0	500.	90.	AG	605.	5.2	0.0	44.0		
6. ebd	500.0	488.0	1000.0	488.0	500.	90.	AG	850.	5.2	0.0	32.0		
7. ebq	500.0	488.0	467.0	488.0	33.	270.	AG	153.	100.0	0.0	24.0	0.32	1.7
8. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	945.	5.2	0.0	56.0		
9. wbd	500.0	518.0	0.0	518.0	500.	270.	AG	1000.	5.2	0.0	32.0		
10. wbq	512.0	518.0	546.5	518.0	34.	90.	AG	230.	100.0	0.0	36.0	0.34	1.8

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	37	3.0	835	1600	85.80	3	3
7. ebq	60	20	3.0	605	1600	85.80	3	3
10. wbq	60	20	3.0	945	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	556.0	5.5
2. ne	532.0	556.0	5.5
3. sw	468.0	456.0	5.5
4. se	532.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.5	3.6	3.9	4.3
10.	3.6	3.5	4.2	4.0
20.	3.6	3.5	4.2	3.8
30.	3.6	3.5	4.2	3.7
40.	3.6	3.5	4.5	3.8
50.	3.5	3.5	4.4	3.8
60.	3.5	3.5	4.3	3.9
70.	3.5	3.5	4.3	3.9
80.	3.5	3.5	4.4	4.0
90.	3.7	3.6	4.1	3.6
100.	4.0	3.9	3.9	3.5
110.	4.2	4.0	3.9	3.5
120.	4.2	3.8	3.9	3.5
130.	4.1	3.8	4.0	3.5
140.	3.9	3.9	4.1	3.5
150.	4.0	4.0	4.3	3.5
160.	4.5	4.1	4.4	3.5

CONCENTRATION (PPM)

170.	*	5.2	4.4	4.6	3.6
180.	*	4.9	5.5	4.5	4.7
190.	*	3.7	5.6	3.5	4.9
200.	*	3.7	4.9	3.5	4.6
210.	*	3.8	4.4	3.5	4.3
220.	*	3.8	4.2	3.5	4.2
230.	*	3.8	4.0	3.5	4.1
240.	*	3.8	3.9	3.5	4.0
250.	*	3.9	3.9	3.5	4.0
260.	*	3.9	3.9	3.5	4.0
270.	*	3.6	3.6	3.6	4.1
280.	*	3.5	3.5	3.9	4.4
290.	*	3.5	3.5	3.9	4.6
300.	*	3.5	3.6	3.8	4.5
310.	*	3.5	3.6	3.7	4.5
320.	*	3.5	3.6	3.7	4.0
330.	*	3.5	3.6	3.7	4.0
340.	*	3.5	3.6	3.7	4.1
350.	*	3.5	3.6	3.8	4.2
360.	*	3.5	3.6	3.9	4.3
MAX	*	5.2	5.6	4.6	4.9
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 5.61 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Base

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.3	0.3	0.2	0.3
2	*	0.0	0.0	0.0	0.0
3	*	0.8	0.9	0.8	1.0
4	*	0.1	0.1	0.1	0.1
5	*	0.1	0.0	0.0	0.0
6	*	0.0	0.1	0.0	0.0
7	*	0.3	0.0	0.0	0.0
8	*	0.0	0.1	0.0	0.0
9	*	0.1	0.0	0.0	0.0
10	*	0.0	0.6	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:07

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\FORFLOP.DAT

RUN BEGIN ON 10/03/00 AT 11:22

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	835.	5.2	0.0	32.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360.	AG	375.	5.2	0.0	32.0		
3. nbq	506.0	476.0	506.0	-3649.3	4125.	180.	AG	146.	100.0	0.0	12.0	1.84	209.6
4. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	250.	5.2	0.0	32.0		
5. eba	0.0	488.0	500.0	488.0	500.	90.	AG	615.	5.2	0.0	44.0		
6. ebd	500.0	488.0	1000.0	488.0	500.	90.	AG	860.	5.2	0.0	32.0		
7. ebq	500.0	488.0	468.1	488.0	32.	270.	AG	146.	100.0	0.0	24.0	0.32	1.6
8. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	1060.	5.2	0.0	56.0		
9. wbd	500.0	518.0	0.0	518.0	500.	270.	AG	1025.	5.2	0.0	32.0		
10. wbq	512.0	518.0	548.7	518.0	37.	90.	AG	219.	100.0	0.0	36.0	0.37	1.9

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Project

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	38	3.0	835	1600	85.80	3	3
7. ebq	60	19	3.0	615	1600	85.80	3	3
10. wbq	60	19	3.0	1060	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw	468.0	556.0	5.5
2. ne	532.0	556.0	5.5
3. sw	468.0	456.0	5.5
4. se	532.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	3.5	3.6	3.9	4.3
10.	3.6	3.5	4.1	4.1
20.	3.6	3.5	4.2	3.8
30.	3.6	3.5	4.4	3.7
40.	3.6	3.5	4.4	3.9
50.	3.6	3.5	4.5	3.9
60.	3.6	3.5	4.3	3.9
70.	3.6	3.5	4.3	3.9
80.	3.6	3.5	4.4	4.0
90.	3.8	3.7	4.1	3.6
100.	4.2	4.0	3.9	3.5
110.	4.4	4.0	3.9	3.5
120.	4.3	3.9	3.9	3.5
130.	4.1	3.8	4.0	3.5
140.	4.0	3.9	4.1	3.5
150.	4.0	4.0	4.3	3.5
160.	4.5	4.2	4.4	3.5

170.	*	5.2	4.5	4.7	3.6
180.	*	4.8	5.6	4.5	4.7
190.	*	3.7	5.7	3.5	4.9
200.	*	3.7	5.0	3.5	4.6
210.	*	3.8	4.4	3.5	4.3
220.	*	3.8	4.2	3.5	4.2
230.	*	3.8	4.0	3.5	4.1
240.	*	3.8	4.0	3.5	4.0
250.	*	3.9	4.0	3.5	4.0
260.	*	3.9	4.0	3.5	4.0
270.	*	3.6	3.7	3.6	4.1
280.	*	3.5	3.6	3.9	4.4
290.	*	3.5	3.6	3.9	4.6
300.	*	3.5	3.6	3.9	4.5
310.	*	3.5	3.6	3.7	4.5
320.	*	3.5	3.6	3.7	4.0
330.	*	3.5	3.6	3.7	4.0
340.	*	3.5	3.6	3.7	4.1
350.	*	3.5	3.6	3.7	4.2
360.	*	3.5	3.6	3.9	4.3
MAX	*	5.2	5.7	4.7	4.9
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 5.71 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Ford & Floral AM Peak 2015 Project

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.3	0.3	0.2	0.3
2	*	0.0	0.0	0.0	0.0
3	*	0.8	0.9	0.9	1.0
4	*	0.1	0.1	0.1	0.1
5	*	0.1	0.0	0.0	0.0
6	*	0.0	0.1	0.0	0.0
7	*	0.3	0.0	0.0	0.0
8	*	0.0	0.2	0.0	0.0
9	*	0.1	0.0	0.0	0.0
10	*	0.0	0.6	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:22

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\BLECESEX.DAT

RUN BEGIN ON 10/03/00 AT 10:54

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Cesar Chavez PM Peak Exist

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S   VD = 0.0 CM/S   Z0 = 114. CM
U = 1.0 M/S   CLAS = 6 (F)   ATIM = 60. MINUTES   MIXH = 1000. M   AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nbd	*	500.0	500.0	500.0	1000.0	*	500.	360.	AG	185.	13.4	0.0	32.0		
2. sba	*	494.0	1000.0	494.0	500.0	*	500.	180.	AG	80.	13.4	0.0	32.0		
3. sbq	*	494.0	524.0	494.0	1156.2	*	632.	360.	AG	585.	100.0	0.0	12.0	3.08	32.1
4. eba	*	0.0	482.0	500.0	482.0	*	500.	90.	AG	765.	13.4	0.0	56.0		
5. ebd	*	500.0	482.0	1000.0	482.0	*	500.	90.	AG	730.	13.4	0.0	44.0		
6. ebq	*	488.0	482.0	483.8	482.0	*	4.	270.	AG	98.	100.0	0.0	36.0	0.18	0.2
7. wba	*	1000.0	512.0	500.0	512.0	*	500.	270.	AG	520.	13.4	0.0	44.0		
8. wbd	*	500.0	512.0	0.0	512.0	*	500.	270.	AG	450.	13.4	0.0	44.0		
9. wbq	*	500.0	********	500.0	********	*	4.	180.	AG	65.	100.0	0.0	24.0	0.19	0.2

1

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Cesar Chavez PM Peak Exist

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. sbq	*	60	54	3.0	80	1600	242.40	3	3
6. ebq	*	60	3	3.0	765	1600	242.40	3	3
9. wbq	*	60	3	3.0	520	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z	*
1. nw	*	468.0	544.0	5.5	*
2. ne	*	520.0	544.0	5.5	*
3. sw	*	468.0	444.0	5.5	*
4. se	*	520.0	444.0	5.5	*

1

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Cesar Chavez PM Peak Exist

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	*	10.4	10.4	11.0	11.1
10.	*	12.1	8.3	12.1	8.9
20.	*	11.1	8.2	10.0	8.7
30.	*	10.6	8.2	8.9	8.7
40.	*	10.2	8.2	8.7	8.7
50.	*	10.0	8.2	8.7	8.8
60.	*	9.8	8.2	8.9	8.8
70.	*	9.8	8.2	9.1	9.0
80.	*	9.8	8.2	9.0	9.0
90.	*	10.2	8.5	8.6	8.4
100.	*	10.7	9.1	8.2	8.2
110.	*	10.6	9.0	8.2	8.2
120.	*	10.2	8.8	8.2	8.2
130.	*	9.6	8.8	8.2	8.2
140.	*	8.9	8.6	8.2	9.2
150.	*	8.6	8.7	8.2	9.2
160.	*	8.7	8.6	8.2	9.2
170.	*	8.6	8.6	8.2	8.2

180.	*	8.6	8.6	8.2	8.2
190.	*	8.6	8.6	8.2	8.2
200.	*	8.7	8.7	8.2	8.2
210.	*	8.7	8.7	8.2	8.2
220.	*	8.7	9.0	8.2	8.2
230.	*	8.7	9.6	8.2	8.2
240.	*	8.9	10.1	8.2	8.2
250.	*	9.0	10.5	8.2	8.2
260.	*	9.0	10.6	8.2	8.2
270.	*	8.5	10.1	8.5	8.5
280.	*	8.2	9.8	9.1	9.1
290.	*	8.2	9.8	9.0	8.9
300.	*	8.2	9.8	8.9	8.8
310.	*	8.2	10.0	8.8	8.7
320.	*	8.2	10.2	8.6	8.7
330.	*	8.2	10.6	8.6	8.8
340.	*	8.2	11.2	8.6	10.0
350.	*	8.3	12.1	8.8	12.1
360.	*	10.4	10.4	11.0	11.1
MAX	*	12.1	12.1	12.1	12.1
DEGR.	*	10	350	10	350

THE HIGHEST CONCENTRATION IS 12.11 PPM AT 10 DEGREES FROM REC1 .

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood & Cesar Chavez PM Peak Exist

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM) ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	10	350	10	350
1	*	0.2	0.2	0.2	0.2
2	*	0.1	0.1	0.1	0.1
3	*	3.6	3.6	3.2	3.2
4	*	0.0	0.0	0.3	0.0
5	*	0.0	0.0	0.0	0.3
6	*	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.1
8	*	0.0	0.0	0.1	0.0
9	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 10:54

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\BLECESNP.DAT

RUN BEGIN ON 10/03/00 AT 11:03

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nbd	500.0	500.0	500.0	1000.0	500.	360.	AG	200.	5.2	0.0	32.0		
2. sba	494.0	1000.0	494.0	500.0	500.	180.	AG	90.	5.2	0.0	32.0		
3. sbq	494.0	524.0	494.0	1267.2	743.	360.	AG	207.	100.0	0.0	12.0	3.46	37.8
4. eba	0.0	482.0	500.0	482.0	500.	90.	AG	900.	5.2	0.0	56.0		
5. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	865.	5.2	0.0	44.0		
6. ebq	488.0	482.0	483.1	482.0	5.	270.	AG	35.	100.0	0.0	36.0	0.22	0.3
7. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	630.	5.2	0.0	44.0		
8. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	555.	5.2	0.0	44.0		
9. wbq	500.0	********	500.0	********	5.	180.	AG	23.	100.0	0.0	24.0	0.23	0.3

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. sbq	60	54	3.0	90	1600	85.80	3	3
6. ebq	60	3	3.0	900	1600	85.80	3	3
9. wbq	60	3	3.0	630	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X (FT)	Y (FT)	Z (FT)
1. nw	468.0	544.0	5.5
2. ne	520.0	544.0	5.5
3. sw	468.0	444.0	5.5
4. se	520.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	4.3	4.4	4.6	4.7
10.	4.9	3.6	5.0	3.8
20.	4.6	3.5	4.0	3.7
30.	4.3	3.5	3.8	3.7
40.	4.2	3.5	3.8	3.8
50.	4.1	3.5	3.8	3.8
60.	4.0	3.5	3.8	3.8
70.	4.0	3.5	3.8	3.8
80.	4.0	3.5	3.9	3.9
90.	4.1	3.6	3.6	3.6
100.	4.4	3.9	3.5	3.5
110.	4.4	3.9	3.5	3.5
120.	4.2	3.9	3.5	3.5
130.	4.0	3.7	3.5	3.5
140.	3.8	3.7	3.5	3.5
150.	3.8	3.7	3.5	3.5
160.	3.7	3.7	3.5	3.5
170.	3.7	3.7	3.5	3.5

180.	*	3.7	3.7	3.5	3.5
190.	*	3.7	3.7	3.5	3.5
200.	*	3.7	3.7	3.5	3.5
210.	*	3.7	3.7	3.5	3.5
220.	*	3.7	3.8	3.5	3.5
230.	*	3.7	3.9	3.5	3.5
240.	*	3.8	4.2	3.5	3.5
250.	*	3.9	4.4	3.5	3.5
260.	*	3.9	4.4	3.5	3.5
270.	*	3.6	4.1	3.6	3.7
280.	*	3.5	4.0	3.9	3.9
290.	*	3.5	4.0	3.9	3.9
300.	*	3.5	4.0	3.8	3.8
310.	*	3.5	4.1	3.8	3.7
320.	*	3.5	4.2	3.8	3.7
330.	*	3.5	4.4	3.7	3.9
340.	*	3.5	4.6	3.7	4.0
350.	*	3.6	4.9	3.8	5.0
360.	*	4.3	4.4	4.6	4.7
MAX	*	4.9	4.9	5.0	5.0
DEGR.	*	10	350	10	350

THE HIGHEST CONCENTRATION IS 5.01 PPM AT 10 DEGREES FROM REC3 .

1

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	10	350	10	350
1	*	0.1	0.1	0.1	0.1
2	*	0.0	0.0	0.0	0.0
3	*	1.3	1.3	1.2	1.2
4	*	0.0	0.0	0.1	0.0
5	*	0.0	0.0	0.0	0.1
6	*	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.1
8	*	0.0	0.0	0.1	0.0
9	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:03

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\BLECESP.DAT

RUN BEGIN ON 10/03/00 AT 11:05

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Proj

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nbd	500.0	500.0	500.0	1000.0	500.	360.	AG	230.	5.2	0.0	32.0		
2. sba	494.0	1000.0	494.0	500.0	500.	180.	AG	155.	5.2	0.0	32.0		
3. sbq	494.0	524.0	494.0	1401.6	878.	360.	AG	199.	100.0	0.0	12.0	1.96	44.6
4. eba	0.0	482.0	500.0	482.0	500.	90.	AG	140.	5.2	0.0	56.0		
5. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	940.	5.2	0.0	44.0		
6. ebq	488.0	482.0	479.5	482.0	9.	270.	AG	58.	100.0	0.0	36.0	0.23	0.4
7. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	925.	5.2	0.0	44.0		
8. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	635.	5.2	0.0	44.0		
9. wbq	500.0	********	500.0	********	11.	180.	AG	38.	100.0	0.0	24.0	0.31	0.6

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Proj

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. sbq	60	52	3.0	155	1600	85.80	3	3
6. ebq	60	5	3.0	940	1600	85.80	3	3
9. wbq	60	5	3.0	835	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	544.0	5.5
2. ne	520.0	544.0	5.5
3. sw	468.0	444.0	5.5
4. se	520.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Proj

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1 (PPM)	REC2	REC3	REC4
0.	4.4	4.5	4.5	4.7
10.	5.0	3.6	4.9	3.8
20.	4.5	3.5	4.2	3.7
30.	4.3	3.5	3.8	3.8
40.	4.1	3.5	3.7	3.8
50.	4.1	3.5	3.7	3.8
60.	4.0	3.5	3.9	3.9
70.	4.0	3.5	3.9	4.0
80.	4.0	3.5	4.0	4.0
90.	4.2	3.7	3.6	3.6
100.	4.5	4.0	3.5	3.5
110.	4.4	4.0	3.5	3.5
120.	4.3	3.9	3.5	3.5
130.	4.0	3.8	3.5	3.5
140.	3.9	3.8	3.5	3.5
150.	3.7	3.8	3.5	3.5
160.	3.6	3.7	3.5	3.5
170.	3.6	3.7	3.5	3.5

180.	*	3.6	3.7	3.5	3.5
190.	*	3.6	3.7	3.5	3.5
200.	*	3.6	3.6	3.5	3.5
210.	*	3.6	3.6	3.5	3.5
220.	*	3.6	3.8	3.5	3.5
230.	*	3.6	3.8	3.5	3.5
240.	*	3.7	4.0	3.5	3.5
250.	*	3.7	4.2	3.5	3.5
260.	*	3.7	4.2	3.5	3.5
270.	*	3.6	4.1	3.5	3.5
280.	*	3.5	4.0	3.6	3.6
290.	*	3.5	4.0	3.6	3.6
300.	*	3.5	4.0	3.6	3.6
310.	*	3.5	4.1	3.6	3.6
320.	*	3.5	4.2	3.6	3.6
330.	*	3.5	4.3	3.6	3.8
340.	*	3.5	4.5	3.6	4.1
350.	*	3.6	5.0	3.7	5.0
360.	*	4.4	4.5	4.5	4.7
MAX	*	5.0	5.0	4.9	5.0
DEGR.	*	10	350	10	350

THE HIGHEST CONCENTRATION IS 5.01 PPM AT 10 DEGREES FROM REC1 .

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood&Cesar Chavez PM Peak 2015 Proj

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	10	350	10	350
1	*	0.1	0.1	0.1	0.1
2	*	0.1	0.1	0.1	0.1
3	*	1.3	1.3	1.1	1.1
4	*	0.0	0.0	0.0	0.0
5	*	0.0	0.0	0.0	0.1
6	*	0.0	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.1
8	*	0.0	0.0	0.1	0.0
9	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:05

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\ATL1STEX.DAT

RUN BEGIN ON 10/02/00 AT 18:29

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	0.0	518.0	500.0	500.	360.	AG	1390.	13.4	0.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1655.	13.4	0.0	44.0		
3. nbq	518.0	476.0	518.0	435.5	41.	180.	AG	520.	100.0	0.0	36.0	0.45	2.1
4. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1630.	13.4	0.0	56.0		
5. sbd	482.0	500.0	482.0	0.0	500.	180.	AG	330.	13.4	0.0	56.0		
6. sbq	482.0	524.0	482.0	559.5	35.	360.	AG	520.	100.0	0.0	36.0	0.39	1.8
7. eba	0.0	488.0	500.0	488.0	500.	90.	AG	0.	13.4	0.0	44.0		
8. ebq	464.0	488.0	427.0	488.0	37.	270.	AG	889.	100.0	0.0	24.0	0.44	1.9
9. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	680.	13.4	0.0	44.0		
10. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	330.	13.4	0.0	44.0		
11. wbq	536.0	512.0	654.8	512.0	119.	90.	AG	889.	100.0	0.0	24.0	0.91	6.0

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	16	3.0	1390	1600	242.40	3	3
6. sbq	60	16	3.0	1215	1600	242.40	3	3
8. ebq	60	41	3.0	330	1600	242.40	3	3
11. wbq	60	41	3.0	680	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	444.0	544.0	5.5
2. ne	556.0	544.0	5.5
3. sw	444.0	456.0	5.5
4. se	556.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.9	8.8	11.5	11.0
10.	10.2	8.2	13.1	10.3
20.	10.2	8.2	13.2	10.4
30.	9.9	8.2	12.0	10.3
40.	9.6	8.2	10.5	10.6
50.	9.6	8.2	9.8	10.7
60.	9.8	8.2	10.6	9.9
70.	10.2	8.2	11.8	8.9
80.	10.6	8.2	10.8	8.6
90.	11.7	8.6	9.9	8.3
100.	13.9	9.7	9.5	8.2
110.	12.9	11.4	9.0	8.2
120.	10.8	11.9	8.9	8.2
130.	10.1	11.7	8.8	8.2
140.	10.3	11.2	8.9	8.2

(Concentration in PPM)

150.	*	9.9	11.2	9.0	8.2
160.	*	10.5	11.0	9.2	8.2
170.	*	11.0	10.9	9.0	8.2
180.	*	10.4	11.5	8.4	8.7
190.	*	9.8	12.6	8.2	9.5
200.	*	9.0	12.9	8.2	9.5
210.	*	8.4	11.8	8.2	9.1
220.	*	8.4	10.3	8.2	9.1
230.	*	8.4	10.0	8.2	9.2
240.	*	8.4	10.7	8.2	9.6
250.	*	8.5	10.7	8.2	10.0
260.	*	8.5	10.6	8.2	10.2
270.	*	8.3	10.5	8.2	10.5
280.	*	8.2	9.9	8.4	11.3
290.	*	8.2	9.5	8.4	11.4
300.	*	8.2	9.4	8.4	10.2
310.	*	8.2	9.4	8.4	10.2
320.	*	8.2	9.6	8.8	10.6
330.	*	8.2	9.9	9.5	10.6
340.	*	8.2	10.2	10.3	11.4
350.	*	8.2	10.1	10.7	12.3
360.	*	8.9	8.8	11.5	11.0
MAX	*	13.9	12.9	13.2	12.3
DEGR.	*	100	200	20	350

THE HIGHEST CONCENTRATION IS 13.91 PPM AT 100 DEGREES FROM REC1 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak Existing

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	100	200	20	350
1	*	0.0	0.9	0.0	0.1
2	*	0.5	0.1	0.8	1.4
3	*	0.0	0.9	0.0	0.0
4	*	0.6	0.0	1.0	0.7
5	*	0.0	0.2	0.0	0.0
6	*	1.4	0.0	0.8	0.0
7	*	0.0	0.0	0.0	0.0
8	*	0.0	0.0	2.3	0.0
9	*	0.6	0.3	0.0	0.2
10	*	0.0	0.0	0.1	0.0
11	*	2.6	2.3	0.0	1.7

RUN ENDED ON 10/02/00 AT 18:29

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\ATL1STNP.DAT

RUN BEGIN ON 10/03/00 AT 11:26

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	0.0	518.0	500.0	500.	360.	AG	1740.	5.2	0.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	2080.	5.2	0.0	44.0		
3. nbq	518.0	476.0	518.0	428.4	48.	180.	AG	173.	100.0	0.0	36.0	0.54	2.4
4. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1590.	5.2	0.0	56.0		
5. sbd	482.0	500.0	482.0	0.0	500.	180.	AG	2050.	5.2	0.0	56.0		
6. sbq	482.0	524.0	482.0	567.5	43.	360.	AG	173.	100.0	0.0	36.0	0.50	2.2
7. eba	0.0	488.0	500.0	488.0	500.	90.	AG	365.	5.2	0.0	44.0		
8. ebq	464.0	488.0	422.2	488.0	42.	270.	AG	322.	100.0	0.0	24.0	0.53	2.1
9. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	795.	5.2	0.0	44.0		
10. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	360.	5.2	0.0	44.0		
11. wbq	536.0	512.0	1233.6	512.0	698.	90.	AG	322.	100.0	0.0	24.0	1.15	35.4

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	15	3.0	1740	1600	85.80	3	3
6. sbq	60	15	3.0	1590	1600	85.80	3	3
8. ebq	60	42	3.0	365	1600	85.80	3	3
11. wbq	60	42	3.0	795	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	444.0	544.0	5.5
2. ne	556.0	544.0	5.5
3. sw	444.0	456.0	5.5
4. se	556.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	3.7	3.8	4.9	4.7
10.	4.3	3.5	5.4	4.3
20.	4.4	3.5	5.6	4.3
30.	4.2	3.5	5.2	4.3
40.	4.2	3.5	4.6	4.4
50.	4.2	3.5	4.6	4.5
60.	4.3	3.5	4.8	4.6
70.	4.3	3.5	5.5	4.9
80.	4.5	3.6	6.0	5.1
90.	5.8	4.7	5.0	4.0
100.	6.6	5.9	4.3	3.5
110.	5.3	5.3	4.2	3.5
120.	4.5	5.0	4.1	3.5
130.	4.4	4.8	4.1	3.5
140.	4.5	4.6	4.2	3.5

150.	*	4.6	4.6	4.3	3.5
160.	*	4.9	4.5	4.4	3.5
170.	*	5.2	4.5	4.5	3.5
180.	*	4.8	4.9	3.8	3.8
190.	*	4.2	5.7	3.5	4.4
200.	*	4.0	5.6	3.5	4.4
210.	*	3.8	5.2	3.5	4.2
220.	*	3.7	4.7	3.5	4.2
230.	*	3.7	4.4	3.5	4.3
240.	*	3.7	4.6	3.5	4.5
250.	*	3.7	4.7	3.5	4.5
260.	*	3.7	4.6	3.5	4.5
270.	*	3.6	4.4	3.6	4.7
280.	*	3.5	4.3	3.7	5.1
290.	*	3.5	4.1	3.7	5.0
300.	*	3.5	4.0	3.7	4.4
310.	*	3.5	4.1	3.8	4.3
320.	*	3.5	4.1	4.0	4.5
330.	*	3.5	4.3	4.4	4.6
340.	*	3.5	4.4	4.4	4.9
350.	*	3.5	4.3	4.5	5.2
360.	*	3.7	3.8	4.9	4.7
MAX	*	6.6	5.9	6.0	5.2
DEGR.	*	100	100	80	350

THE HIGHEST CONCENTRATION IS 6.61 PPM AT 100 DEGREES FROM REC1 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak 2015 Base

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM) ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	100	100	80	350
1	*	0.0	0.0	0.2	0.0
2	*	0.2	0.0	0.0	0.7
3	*	0.0	0.0	0.3	0.0
4	*	0.2	0.0	0.0	0.3
5	*	0.0	0.0	0.3	0.0
6	*	0.5	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0
9	*	0.3	0.3	0.2	0.1
10	*	0.0	0.0	0.0	0.0
11	*	1.9	2.1	1.5	0.6

RUN ENDED ON 10/03/00 AT 11:26

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\ATL1STP.DAT

RUN BEGIN ON 10/03/00 AT 11:27

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR   RUN: Atlantic & 1st PM Peak 2015 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S   VD = 0.0 CM/S   Z0 = 114. CM
U = 1.0 M/S   CLAS = 6 (F)   ATIM = 60. MINUTES   MIXH = 1000. M   AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	0.0	518.0	500.0	500.	360.	AG	1785.	5.2	0.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	2135.	5.2	0.0	44.0		
3. nbq	518.0	476.0	518.0	430.5	46.	180.	AG	161.	100.0	0.0	36.0	0.54	2.3
4. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	1705.	5.2	0.0	56.0		
5. sbd	482.0	500.0	482.0	0.0	500.	180.	AG	2165.	5.2	0.0	56.0		
6. sbq	482.0	524.0	482.0	567.5	43.	360.	AG	161.	100.0	0.0	36.0	0.52	2.2
7. eba	0.0	488.0	500.0	488.0	500.	90.	AG	365.	5.2	0.0	44.0		
8. ebq	464.0	488.0	421.2	488.0	43.	270.	AG	330.	100.0	0.0	24.0	0.57	2.2
9. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	805.	5.2	0.0	44.0		
10. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	360.	5.2	0.0	44.0		
11. wbq	536.0	512.0	1557.6	512.0	1022.	90.	AG	330.	100.0	0.0	24.0	1.26	51.9

1

JOB: East Los Angeles Community College EIR   RUN: Atlantic & 1st PM Peak 2015 Project

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	14	3.0	1785	1600	85.80	3	3
6. sbq	60	14	3.0	1705	1600	85.80	3	3
8. ebq	60	43	3.0	365	1600	85.80	3	3
11. wbq	60	43	3.0	805	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	444.0	544.0	5.5
2. ne	556.0	544.0	5.5
3. sw	444.0	456.0	5.5
4. se	556.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR   RUN: Atlantic & 1st PM Peak 2015 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.8	3.8	4.9	4.7
10.	4.4	3.5	5.6	4.3
20.	4.4	3.5	5.6	4.3
30.	4.2	3.5	5.2	4.3
40.	4.2	3.5	4.7	4.4
50.	4.2	3.5	4.6	4.5
60.	4.4	3.5	4.8	4.6
70.	4.5	3.5	5.5	5.0
80.	4.5	3.6	6.0	5.3
90.	6.1	5.1	5.2	4.2
100.	6.7	6.1	4.3	3.5
110.	5.4	5.4	4.2	3.5
120.	4.6	5.0	4.0	3.5
130.	4.4	4.8	4.1	3.5
140.	4.5	4.6	4.2	3.5

150.	*	4.6	4.6	4.3	3.5
160.	*	5.0	4.5	4.4	3.5
170.	*	5.2	4.5	4.5	3.5
180.	*	4.8	4.9	3.8	3.9
190.	*	4.3	5.6	3.5	4.4
200.	*	4.0	5.6	3.5	4.4
210.	*	3.8	5.2	3.5	4.3
220.	*	3.7	4.7	3.5	4.3
230.	*	3.7	4.5	3.5	4.3
240.	*	3.7	4.6	3.5	4.4
250.	*	3.7	4.7	3.5	4.5
260.	*	3.7	4.5	3.5	4.4
270.	*	3.6	4.4	3.6	4.6
280.	*	3.5	4.3	3.7	5.0
290.	*	3.5	4.1	3.7	5.1
300.	*	3.5	4.0	3.7	4.5
310.	*	3.5	4.1	3.8	4.3
320.	*	3.5	4.1	4.1	4.4
330.	*	3.5	4.3	4.4	4.5
340.	*	3.5	4.4	4.5	4.9
350.	*	3.5	4.4	4.5	5.2
360.	*	3.8	3.8	4.9	4.7
MAX	*	6.7	6.1	6.0	5.3
DEGR.	*	100	100	80	80

THE HIGHEST CONCENTRATION IS 6.71 PPM AT 100 DEGREES FROM REC1 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & 1st PM Peak 2015 Project

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	100	100	80	80
1	*	0.0	0.0	0.2	0.0
2	*	0.2	0.0	0.0	0.0
3	*	0.0	0.0	0.2	0.0
4	*	0.3	0.0	0.0	0.0
5	*	0.0	0.0	0.3	0.0
6	*	0.4	0.0	0.0	0.0
7	*	0.0	0.0	0.0	0.0
8	*	0.0	0.0	0.0	0.0
9	*	0.3	0.3	0.2	0.2
10	*	0.0	0.0	0.0	0.0
11	*	2.0	2.3	1.6	1.6

RUN ENDED ON 10/03/00 AT 11:27

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\ATLCESEX.DAT

RUN BEGIN ON 10/02/00 AT 18:34

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR   RUN: Atlantic & Cesar Chavez PM Peak Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S   VD = 0.0 CM/S   Z0 = 114. CM
U = 1.0 M/S   CLAS = 6 (F)   ATIM = 60. MINUTES   MIXH = 1000. M   AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360.	AG	1585.	13.4	0.0	68.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	1445.	13.4	0.0	56.0		
3. nbq	524.0	464.0	524.0	427.2	37.	180.	AG	737.	100.0	0.0	48.0	0.39	1.9
4. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1260.	13.4	0.0	68.0		
5. sbd	476.0	500.0	476.0	0.0	500.	180.	AG	1190.	13.4	0.0	56.0		
6. sbq	476.0	536.0	476.0	565.3	29.	360.	AG	737.	100.0	0.0	48.0	0.31	1.5
7. eba	0.0	482.0	500.0	482.0	500.	90.	AG	720.	13.4	0.0	56.0		
8. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	835.	13.4	0.0	44.0		
9. ebq	452.0	482.0	399.5	482.0	52.	270.	AG	1300.	100.0	0.0	36.0	0.60	2.7
10. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	525.	13.4	0.0	56.0		
11. wbd	500.0	518.0	0.0	518.0	500.	270.	AG	620.	13.4	0.0	44.0		
12. wbq	548.0	518.0	586.3	518.0	38.	90.	AG	1300.	100.0	0.0	36.0	0.44	1.9

1

JOB: East Los Angeles Community College EIR   RUN: Atlantic & Cesar Chavez PM Peak Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	17	3.0	1585	1600	242.40	3	3
6. sbq	60	17	3.0	1260	1600	242.40	3	3
9. ebq	60	40	3.0	720	1600	242.40	3	3
12. wbq	60	40	3.0	525	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	556.0	5.5
2. ne	568.0	556.0	5.5
3. sw	432.0	444.0	5.5
4. se	568.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR   RUN: Atlantic & Cesar Chavez PM Peak Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.6	8.6	13.0	11.8
10.	9.5	8.2	14.1	10.6
20.	9.7	8.2	13.7	9.3
30.	9.4	8.2	12.2	8.8
40.	9.3	8.2	10.7	8.8
50.	9.1	8.2	10.4	8.8
60.	9.3	8.2	11.2	8.9
70.	9.6	8.2	11.0	9.1
80.	10.3	8.2	11.0	9.1
90.	11.5	8.4	10.7	8.5
100.	13.0	8.9	9.7	8.2
110.	12.6	9.0	9.3	8.2
120.	10.7	8.8	9.2	8.2
130.	10.6	9.0	9.2	8.2

140.	*	10.8	9.3	9.3	8.2
150.	*	10.5	10.2	9.5	8.2
160.	*	11.1	11.4	9.7	8.2
170.	*	12.1	12.0	9.5	8.2
180.	*	11.7	12.9	8.5	8.7
190.	*	11.2	14.2	8.2	9.8
200.	*	10.5	14.0	8.2	9.9
210.	*	9.4	12.3	8.2	9.6
220.	*	8.8	10.8	8.2	9.5
230.	*	8.8	10.7	8.2	9.4
240.	*	8.9	11.4	8.2	9.6
250.	*	9.0	11.2	8.2	10.2
260.	*	9.0	10.9	8.2	10.9
270.	*	8.4	10.4	8.5	11.9
280.	*	8.2	9.4	9.0	13.5
290.	*	8.2	9.2	9.0	13.0
300.	*	8.2	9.2	9.4	11.1
310.	*	8.2	9.2	10.1	10.8
320.	*	8.2	9.3	11.1	10.7
330.	*	8.2	9.5	12.0	10.5
340.	*	8.2	9.7	12.3	11.2
350.	*	8.2	9.6	12.2	12.3
360.	*	8.6	8.6	13.0	11.8
MAX	*	13.0	14.2	14.1	13.5
DEGR.	*	100	190	10	280

THE HIGHEST CONCENTRATION IS 14.21 PPM AT 190 DEGREES FROM REC2 .

1

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM) ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	100	190	10	280
1	*	0.0	1.2	0.0	0.6
2	*	0.4	0.0	0.5	0.0
3	*	0.0	0.5	0.0	1.9
4	*	0.5	0.0	1.0	0.0
5	*	0.0	0.4	0.0	0.3
6	*	1.9	0.0	0.4	0.0
7	*	0.0	0.0	0.3	0.6
8	*	0.4	0.2	0.0	0.0
9	*	0.0	0.0	3.5	1.6
10	*	0.4	0.2	0.0	0.0
11	*	0.0	0.0	0.2	0.3
12	*	1.2	3.5	0.0	0.0

RUN ENDED ON 10/02/00 AT 18:34

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\ATLCESNP.DAT

RUN BEGIN ON 10/03/00 AT 11:29

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360.	AG	2000.	5.2	0.0	68.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	1900.	5.2	0.0	56.0		
3. nbq	524.0	464.0	524.0	420.3	44.	180.	AG	245.	100.0	0.0	48.0	0.48	2.2
4. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1680.	5.2	0.0	68.0		
5. sbd	476.0	500.0	476.0	0.0	500.	180.	AG	1560.	5.2	0.0	56.0		
6. sbq	476.0	536.0	476.0	572.8	37.	360.	AG	245.	100.0	0.0	48.0	0.40	1.9
7. eba	0.0	482.0	500.0	482.0	500.	90.	AG	855.	5.2	0.0	56.0		
8. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	925.	5.2	0.0	44.0		
9. ebq	452.0	482.0	379.0	482.0	73.	270.	AG	472.	100.0	0.0	36.0	0.76	3.7
10. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	585.	5.2	0.0	56.0		
11. wbd	500.0	518.0	0.0	518.0	500.	270.	AG	735.	5.2	0.0	44.0		
12. wbq	548.0	518.0	591.7	518.0	44.	90.	AG	472.	100.0	0.0	36.0	0.52	2.2

1

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	16	3.0	2000	1600	85.80	3	3
6. sbq	60	16	3.0	1680	1600	85.80	3	3
9. ebq	60	41	3.0	855	1600	85.80	3	3
12. wbq	60	41	3.0	585	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	556.0	5.5
2. ne	568.0	556.0	5.5
3. sw	432.0	444.0	5.5
4. se	568.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.7	3.7	5.3	4.9
10.	4.2	3.5	5.9	4.5
20.	4.3	3.5	5.8	4.1
30.	4.2	3.5	5.1	3.9
40.	4.0	3.5	4.6	3.8
50.	4.1	3.5	4.6	3.8
60.	4.2	3.5	4.7	3.8
70.	4.3	3.5	4.7	3.9
80.	4.5	3.5	4.6	3.9
90.	4.8	3.6	4.4	3.6
100.	5.4	3.8	4.2	3.5
110.	5.3	3.9	4.0	3.5
120.	4.6	3.7	3.9	3.5
130.	4.3	3.9	4.0	3.5

140.	*	4.5	4.2	4.1	3.5
150.	*	4.6	4.5	4.1	3.5
160.	*	4.9	4.9	4.2	3.5
170.	*	5.2	5.0	4.1	3.5
180.	*	4.8	5.3	3.7	3.8
190.	*	4.7	6.0	3.5	4.2
200.	*	4.7	5.9	3.5	4.4
210.	*	4.5	5.2	3.5	4.1
220.	*	4.0	4.7	3.5	4.2
230.	*	3.8	4.5	3.5	4.2
240.	*	3.8	5.0	3.5	4.3
250.	*	3.9	5.1	3.5	4.5
260.	*	3.8	4.8	3.5	4.7
270.	*	3.6	4.5	3.6	5.0
280.	*	3.5	4.2	3.9	5.8
290.	*	3.5	4.1	4.1	5.6
300.	*	3.5	4.0	4.5	4.8
310.	*	3.5	4.0	5.0	4.5
320.	*	3.5	4.1	5.3	4.6
330.	*	3.5	4.2	5.1	4.6
340.	*	3.5	4.3	5.0	4.8
350.	*	3.5	4.2	5.0	5.3
360.	*	3.7	3.7	5.3	4.9
MAX	*	5.4	6.0	5.9	5.8
DEGR.	*	100	190	10	280

THE HIGHEST CONCENTRATION IS 6.01 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Base

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	100	190	10	280
1	*	0.0	0.6	0.0	0.3
2	*	0.2	0.0	0.2	0.0
3	*	0.0	0.2	0.0	0.6
4	*	0.2	0.0	0.5	0.0
5	*	0.0	0.2	0.0	0.2
6	*	0.6	0.0	0.2	0.0
7	*	0.0	0.0	0.1	0.3
8	*	0.2	0.1	0.0	0.0
9	*	0.0	0.0	1.3	0.8
10	*	0.2	0.1	0.0	0.0
11	*	0.0	0.0	0.1	0.1
12	*	0.5	1.3	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:29

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\ATLCESP.DAT

RUN BEGIN ON 10/03/00 AT 11:30

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Proj

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360.	AG	2050.	5.2	0.0	68.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	1925.	5.2	0.0	56.0		
3. nbq	524.0	464.0	524.0	416.4	48.	180.	AG	261.	100.0	0.0	48.0	0.51	2.4
4. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1740.	5.2	0.0	68.0		
5. sbd	476.0	500.0	476.0	0.0	500.	180.	AG	1675.	5.2	0.0	56.0		
6. sbq	476.0	536.0	476.0	576.5	40.	360.	AG	261.	100.0	0.0	48.0	0.43	2.1
7. eba	0.0	482.0	500.0	482.0	500.	90.	AG	980.	5.2	0.0	56.0		
8. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	985.	5.2	0.0	44.0		
9. ebq	452.0	482.0	364.2	482.0	88.	270.	AG	460.	100.0	0.0	36.0	0.82	4.5
10. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	610.	5.2	0.0	56.0		
11. wbd	500.0	518.0	0.0	518.0	500.	270.	AG	795.	5.2	0.0	44.0		
12. wbq	548.0	518.0	592.4	518.0	44.	90.	AG	460.	100.0	0.0	36.0	0.51	2.3

1

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Proj

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	17	3.0	2050	1600	85.80	3	3
6. sbq	60	17	3.0	1740	1600	85.80	3	3
9. ebq	60	40	3.0	980	1600	85.80	3	3
12. wbq	60	40	3.0	610	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	556.0	5.5
2. ne	568.0	556.0	5.5
3. sw	432.0	444.0	5.5
4. se	568.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic&Cesar Chavez PM Peak 2015 Proj

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	3.7	3.7	5.4	4.9
10.	4.2	3.5	5.8	4.5
20.	4.3	3.5	5.8	4.1
30.	4.2	3.5	5.2	3.9
40.	4.1	3.5	4.7	3.8
50.	4.1	3.5	4.7	3.8
60.	4.3	3.5	4.8	3.8
70.	4.4	3.5	4.7	3.9
80.	4.6	3.5	4.6	3.9
90.	4.9	3.6	4.6	3.6
100.	5.5	3.8	4.3	3.5
110.	5.4	3.9	4.1	3.5
120.	4.7	3.8	4.0	3.5
130.	4.4	3.9	4.0	3.5

140.	*	4.6	4.2	4.1	3.5
150.	*	4.6	4.5	4.2	3.5
160.	*	4.9	4.9	4.2	3.5
170.	*	5.3	4.9	4.2	3.5
180.	*	4.8	5.3	3.7	3.8
190.	*	4.6	5.9	3.5	4.2
200.	*	4.7	5.9	3.5	4.4
210.	*	4.7	5.3	3.5	4.2
220.	*	4.4	4.7	3.5	4.2
230.	*	4.0	4.6	3.5	4.3
240.	*	3.9	5.0	3.5	4.5
250.	*	3.9	5.3	3.5	4.6
260.	*	3.8	4.8	3.5	4.7
270.	*	3.6	4.6	3.6	5.1
280.	*	3.5	4.3	4.0	6.0
290.	*	3.5	4.1	4.4	5.7
300.	*	3.5	4.0	4.9	4.8
310.	*	3.5	4.0	5.2	4.5
320.	*	3.5	4.1	5.3	4.6
330.	*	3.5	4.2	5.2	4.8
340.	*	3.5	4.3	5.0	4.8
350.	*	3.5	4.2	4.9	5.3
360.	*	3.7	3.7	5.4	4.9
MAX	*	5.5	5.9	5.8	6.0
DEGR.	*	100	190	10	280

THE HIGHEST CONCENTRATION IS 6.01 PPM AT 280 DEGREES FROM REC4 .

1

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	100	190	10	280
1	*	0.0	0.6	0.0	0.3
2	*	0.2	0.0	0.2	0.0
3	*	0.0	0.2	0.0	0.7
4	*	0.2	0.0	0.5	0.0
5	*	0.0	0.2	0.0	0.2
6	*	0.7	0.0	0.2	0.0
7	*	0.0	0.0	0.1	0.3
8	*	0.2	0.1	0.0	0.0
9	*	0.0	0.0	1.2	0.9
10	*	0.2	0.1	0.0	0.0
11	*	0.0	0.0	0.1	0.1
12	*	0.5	1.2	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:30

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\COLFLOEX.DAT

RUN BEGIN ON 10/02/00 AT 16:38

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	305.	13.4	0.0	32.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360.	AG	80.	13.4	0.0	32.0		
3. nbq	506.0	476.0	506.0	343.8	132.	180.	AG	466.	100.0	0.0	12.0	0.96	6.7
4. sba	494.0	1000.0	494.0	500.0	500.	180.	AG	45.	13.4	0.0	32.0		
5. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	225.	13.4	0.0	32.0		
6. sbq	494.0	524.0	494.0	534.6	11.	360.	AG	466.	100.0	0.0	12.0	0.14	0.5
7. eba	0.0	488.0	500.0	488.0	500.	90.	AG	700.	13.4	0.0	44.0		
8. ebd	500.0	488.0	1000.0	488.0	500.	90.	AG	725.	13.4	0.0	32.0		
9. ebq	488.0	488.0	461.2	488.0	27.	270.	AG	303.	100.0	0.0	24.0	0.32	1.4
10. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	380.	13.4	0.0	44.0		
11. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	400.	13.4	0.0	32.0		
12. wbq	512.0	512.0	526.6	512.0	15.	90.	AG	303.	100.0	0.0	24.0	0.17	0.7

1

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	43	3.0	305	1600	242.40	3	3
6. sbq	60	43	3.0	45	1600	242.40	3	3
9. ebq	60	14	3.0	700	1600	242.40	3	3
12. wbq	60	14	3.0	380	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	544.0	5.5
2. ne	532.0	544.0	5.5
3. sw	468.0	456.0	5.5
4. se	532.0	456.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.2	8.2	9.4	8.8
10.	8.3	8.2	9.6	8.6
20.	8.3	8.2	9.7	8.6
30.	8.2	8.2	9.5	8.6
40.	8.2	8.2	9.4	8.6
50.	8.2	8.2	9.3	8.8
60.	8.2	8.2	9.4	8.8
70.	8.2	8.2	10.0	8.9
80.	8.2	8.2	10.2	9.0
90.	8.5	8.5	9.8	8.6
100.	9.2	9.0	9.4	8.2
110.	9.7	8.9	9.4	8.2
120.	9.8	8.7	9.5	8.2
130.	9.5	8.7	9.6	8.2

140.	*	9.1	8.6	9.7	8.2
150.	*	9.6	8.6	9.9	8.2
160.	*	10.6	8.6	9.6	8.2
170.	*	10.5	8.5	8.8	8.2
180.	*	9.4	9.5	8.4	8.6
190.	*	8.7	11.1	8.2	9.6
200.	*	8.6	10.7	8.2	10.2
210.	*	8.7	9.6	8.2	10.2
220.	*	8.7	9.3	8.2	10.0
230.	*	8.7	9.3	8.2	9.8
240.	*	8.7	9.3	8.2	9.6
250.	*	8.9	9.5	8.2	9.6
260.	*	8.9	9.3	8.2	9.6
270.	*	8.5	8.5	8.5	10.1
280.	*	8.2	8.2	9.1	10.6
290.	*	8.2	8.2	9.0	10.7
300.	*	8.2	8.2	8.8	10.6
310.	*	8.2	8.2	8.8	9.7
320.	*	8.2	8.2	8.6	9.1
330.	*	8.2	8.3	8.6	9.1
340.	*	8.2	8.3	8.8	9.2
350.	*	8.2	8.3	9.1	9.1
360.	*	8.2	8.2	9.4	8.8
MAX	*	10.6	11.1	10.2	10.7
DEGR.	*	160	190	80	290

THE HIGHEST CONCENTRATION IS 11.11 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak Existing

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	160	190	80	290
1	*	0.2	0.3	0.1	0.1
2	*	0.0	0.0	0.0	0.0
3	*	1.4	1.6	1.0	1.2
4	*	0.0	0.0	0.0	0.0
5	*	0.1	0.2	0.1	0.1
6	*	0.0	0.0	0.0	0.0
7	*	0.2	0.0	0.0	0.5
8	*	0.0	0.2	0.6	0.0
9	*	0.3	0.0	0.0	0.4
10	*	0.0	0.2	0.2	0.0
11	*	0.2	0.0	0.0	0.2
12	*	0.0	0.4	0.0	0.0

RUN ENDED ON 10/02/00 AT 18:38

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\COLFLONP.DAT

RUN BEGIN ON 10/03/00 AT 11:32

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	330.	5.2	0.0	32.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360.	AG	85.	5.2	0.0	32.0		
3. nbq	506.0	476.0	506.0	-61.9	538.	180.	AG	169.	100.0	0.0	12.0	1.13	27.3
4. sba	494.0	1000.0	494.0	500.0	500.	180.	AG	50.	5.2	0.0	32.0		
5. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	245.	5.2	0.0	32.0		
6. sbq	494.0	524.0	494.0	536.0	12.	360.	AG	169.	100.0	0.0	12.0	0.17	0.6
7. eba	0.0	488.0	500.0	488.0	500.	90.	AG	800.	5.2	0.0	44.0		
8. ebd	500.0	488.0	1000.0	488.0	500.	90.	AG	850.	5.2	0.0	32.0		
9. ebq	488.0	488.0	459.6	488.0	28.	270.	AG	100.	100.0	0.0	24.0	0.36	1.4
10. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	450.	5.2	0.0	44.0		
11. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	450.	5.2	0.0	32.0		
12. wbq	512.0	512.0	528.0	512.0	16.	90.	AG	100.	100.0	0.0	24.0	0.20	0.8

(LINK COORDINATES (FT): X1, Y1, X2, Y2)

1

PAGE 2

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	44	3.0	330	1600	85.80	3	3
6. sbq	60	44	3.0	50	1600	85.80	3	3
9. ebq	60	13	3.0	800	1600	85.80	3	3
12. wbq	60	13	3.0	450	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	544.0	5.5
2. ne	532.0	544.0	5.5
3. sw	468.0	456.0	5.5
4. se	532.0	456.0	5.5

(COORDINATES (FT))

1

PAGE 3

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	3.5	3.5	4.0	3.8
10.	3.5	3.5	4.1	3.7
20.	3.5	3.5	4.0	3.7
30.	3.5	3.5	3.8	3.7
40.	3.5	3.5	3.8	3.8
50.	3.5	3.5	3.9	3.8
60.	3.5	3.5	4.2	3.8
70.	3.5	3.5	4.1	3.8
80.	3.5	3.5	4.3	3.9
90.	3.6	3.6	4.0	3.6
100.	4.0	3.9	3.9	3.5
110.	4.2	3.8	3.9	3.5
120.	4.1	3.7	4.0	3.5
130.	4.0	3.7	4.0	3.5

140.	*	3.8	3.7	4.2	3.5
150.	*	4.2	3.7	4.2	3.5
160.	*	4.6	3.7	4.4	3.5
170.	*	4.9	3.7	4.5	3.5
180.	*	4.4	4.5	3.9	4.1
190.	*	3.8	5.1	3.5	4.7
200.	*	3.7	4.6	3.5	4.5
210.	*	3.7	4.1	3.5	4.3
220.	*	3.7	3.9	3.5	4.1
230.	*	3.7	3.8	3.5	4.1
240.	*	3.7	3.9	3.5	4.0
250.	*	3.8	4.0	3.5	4.0
260.	*	3.9	4.0	3.5	4.0
270.	*	3.6	3.7	3.6	4.2
280.	*	3.5	3.5	3.9	4.4
290.	*	3.5	3.5	3.8	4.4
300.	*	3.5	3.5	3.8	4.4
310.	*	3.5	3.5	3.8	4.2
320.	*	3.5	3.5	3.7	3.9
330.	*	3.5	3.5	3.7	3.7
340.	*	3.5	3.5	3.8	3.9
350.	*	3.5	3.5	3.9	3.8
360.	*	3.5	3.5	4.0	3.8
MAX	*	4.9	5.1	4.5	4.7
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 5.11 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Base

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.1	0.1	0.1	0.1
2	*	0.0	0.0	0.0	0.0
3	*	0.8	1.0	0.8	1.0
4	*	0.0	0.0	0.0	0.0
5	*	0.1	0.1	0.1	0.1
6	*	0.0	0.0	0.0	0.0
7	*	0.1	0.0	0.0	0.0
8	*	0.0	0.1	0.0	0.0
9	*	0.2	0.0	0.0	0.0
10	*	0.0	0.1	0.0	0.0
11	*	0.1	0.0	0.0	0.0
12	*	0.0	0.2	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:32

CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\COLFLOP.DAT

RUN BEGIN ON 10/03/00 AT 11:33

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	330.	5.2	0.0	32.0		
2. nbd	506.0	500.0	506.0	1000.0	500.	360.	AG	85.	5.2	0.0	32.0		
3. nbq	506.0	476.0	506.0	-334.1	810.	180.	AG	173.	100.0	0.0	12.0	1.24	41.2
4. sba	494.0	1000.0	494.0	500.0	500.	180.	AG	50.	5.2	0.0	32.0		
5. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	245.	5.2	0.0	32.0		
6. sbq	494.0	524.0	494.0	536.3	12.	360.	AG	173.	100.0	0.0	12.0	0.19	0.6
7. eba	0.0	488.0	500.0	488.0	500.	90.	AG	890.	5.2	0.0	44.0		
8. ebd	500.0	488.0	1000.0	488.0	500.	90.	AG	940.	5.2	0.0	32.0		
9. ebq	488.0	488.0	458.8	488.0	29.	270.	AG	92.	100.0	0.0	24.0	0.39	1.5
10. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	495.	5.2	0.0	44.0		
11. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	495.	5.2	0.0	32.0		
12. wbq	512.0	512.0	528.2	512.0	16.	90.	AG	92.	100.0	0.0	24.0	0.22	0.8

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Project

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	45	3.0	330	1600	85.80	3	3
6. sbq	60	45	3.0	50	1600	85.80	3	3
9. ebq	60	12	3.0	890	1600	85.80	3	3
12. wbq	60	12	3.0	495	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	544.0	5.5
2. ne	532.0	544.0	5.5
3. sw	468.0	456.0	5.5
4. se	532.0	456.0	5.5

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.5	3.5	3.9	3.8
10.	3.5	3.5	4.0	3.7
20.	3.5	3.5	4.0	3.7
30.	3.5	3.5	3.9	3.8
40.	3.5	3.5	4.0	3.8
50.	3.5	3.5	3.9	3.8
60.	3.5	3.5	4.2	3.8
70.	3.5	3.5	4.2	3.9
80.	3.5	3.5	4.3	3.9
90.	3.7	3.6	4.1	3.6
100.	4.0	3.9	3.9	3.5
110.	4.2	3.9	3.9	3.5
120.	4.2	3.8	4.0	3.5
130.	4.0	3.7	4.0	3.5

140.	*	3.8	3.7	4.2	3.5
150.	*	4.2	3.7	4.2	3.5
160.	*	4.6	3.7	4.4	3.5
170.	*	5.0	3.8	4.6	3.6
180.	*	4.5	4.7	4.1	4.3
190.	*	3.8	5.1	3.5	4.8
200.	*	3.7	4.6	3.5	4.5
210.	*	3.7	4.1	3.5	4.3
220.	*	3.7	3.9	3.5	4.2
230.	*	3.7	3.8	3.5	4.1
240.	*	3.8	4.0	3.5	4.0
250.	*	3.8	4.0	3.5	4.1
260.	*	3.9	4.1	3.5	4.0
270.	*	3.6	3.7	3.7	4.2
280.	*	3.5	3.5	3.9	4.4
290.	*	3.5	3.5	3.9	4.4
300.	*	3.5	3.5	3.8	4.5
310.	*	3.5	3.5	3.8	4.2
320.	*	3.5	3.5	3.8	4.0
330.	*	3.5	3.5	3.8	3.7
340.	*	3.5	3.5	3.8	3.9
350.	*	3.5	3.5	3.9	3.8
360.	*	3.5	3.5	3.9	3.8
MAX	*	5.0	5.1	4.6	4.8
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 5.11 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Floral & Collegian PM Peak 2015 Project

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.1	0.1	0.1	0.1
2	*	0.0	0.0	0.0	0.0
3	*	0.9	1.0	0.9	1.1
4	*	0.0	0.0	0.0	0.0
5	*	0.1	0.1	0.1	0.1
6	*	0.0	0.0	0.0	0.0
7	*	0.1	0.0	0.0	0.0
8	*	0.0	0.1	0.0	0.0
9	*	0.2	0.0	0.0	0.0
10	*	0.0	0.1	0.0	0.0
11	*	0.1	0.0	0.0	0.0
12	*	0.0	0.2	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:33

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\ATLFLOEX.DAT

RUN BEGIN ON 10/02/00 AT 18:42

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360.	AG	1880.	13.4	0.0	68.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	1805.	13.4	0.0	56.0		
3. nbq	524.0	464.0	524.0	430.6	33.	180.	AG	563.	100.0	0.0	48.0	0.42	1.7
4. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1075.	13.4	0.0	68.0		
5. sbd	476.0	500.0	476.0	0.0	500.	180.	AG	1205.	13.4	0.0	56.0		
6. sbq	476.0	524.0	476.0	543.1	19.	360.	AG	563.	100.0	0.0	48.0	0.24	1.0
7. eba	0.0	482.0	500.0	482.0	500.	90.	AG	630.	13.4	0.0	56.0		
8. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	225.	13.4	0.0	32.0		
9. ebq	452.0	482.0	395.9	482.0	56.	270.	AG	1430.	100.0	0.0	36.0	0.72	2.9
10. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	220.	13.4	0.0	44.0		
11. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	570.	13.4	0.0	32.0		
12. wbq	548.0	512.0	574.5	512.0	26.	90.	AG	954.	100.0	0.0	24.0	0.38	1.3

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	13	3.0	1880	1600	242.40	3	3
6. sbq	60	13	3.0	1075	1600	242.40	3	3
9. ebq	60	44	3.0	630	1600	242.40	3	3
12. wbq	60	44	3.0	220	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	544.0	5.5
2. ne	568.0	544.0	5.5
3. sw	432.0	444.0	5.5
4. se	568.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	8.6	8.7	13.0	10.5
10.	9.5	8.2	14.0	8.9
20.	9.7	8.2	13.7	8.5
30.	9.5	8.2	12.4	8.4
40.	9.3	8.2	10.9	8.4
50.	9.2	8.2	10.2	8.4
60.	9.1	8.2	10.3	8.4
70.	9.1	8.2	10.2	8.4
80.	9.3	8.2	10.2	8.5
90.	10.1	8.3	10.1	8.3
100.	11.3	8.5	9.6	8.2
110.	11.1	8.5	9.2	8.2
120.	10.5	8.4	9.3	8.2
130.	10.4	8.4	9.3	8.2

(CONCENTRATION in PPM)

140.	*	10.4	8.4	9.4	8.2
150.	*	10.5	8.5	9.6	8.2
160.	*	11.5	8.9	9.8	8.2
170.	*	12.8	10.0	9.6	8.2
180.	*	12.2	11.4	8.5	8.8
190.	*	11.7	13.1	8.2	10.0
200.	*	11.6	13.1	8.2	10.1
210.	*	10.5	12.2	8.2	9.8
220.	*	9.3	10.8	8.2	9.5
230.	*	8.9	10.0	8.2	9.4
240.	*	8.8	11.1	8.2	9.5
250.	*	8.9	12.0	8.2	9.8
260.	*	9.0	11.1	8.2	10.4
270.	*	8.5	10.1	8.4	11.5
280.	*	8.2	9.2	8.9	13.4
290.	*	8.2	9.2	9.1	12.6
300.	*	8.2	9.2	9.6	10.9
310.	*	8.2	9.3	10.5	10.2
320.	*	8.2	9.5	11.8	10.0
330.	*	8.2	9.6	12.6	10.0
340.	*	8.2	9.9	12.5	10.8
350.	*	8.2	9.8	12.4	11.8
360.	*	8.6	8.7	13.0	10.5
MAX	*	12.8	13.1	14.0	13.4
DEGR.	*	170	190	10	280

THE HIGHEST CONCENTRATION IS 14.01 PPM AT 10 DEGREES FROM REC3 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak Existing

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	10	280
1	*	0.6	1.5	0.0	0.7
2	*	0.0	0.0	0.6	0.0
3	*	0.0	0.3	0.0	1.5
4	*	0.0	0.0	0.8	0.0
5	*	0.9	0.4	0.0	0.3
6	*	0.0	0.0	0.2	0.0
7	*	0.2	0.0	0.2	0.5
8	*	0.0	0.1	0.0	0.0
9	*	2.7	0.0	3.8	1.9
10	*	0.0	0.1	0.0	0.0
11	*	0.2	0.0	0.2	0.3
12	*	0.0	2.5	0.0	0.0

RUN ENDED ON 10/02/00 AT 18:42

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\ATLFLONP.DAT

RUN BEGIN ON 10/03/00 AT 11:36

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR   RUN: Atlantic & Floral PM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S   VD = 0.0 CM/S   Z0 = 114. CM
U = 1.0 M/S   CLAS = 6 (F)   ATIM = 60. MINUTES   MIXH = 1000. M   AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360.	AG	2370.	5.2	0.0	68.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	2295.	5.2	0.0	56.0		
3. nbq	524.0	464.0	524.0	428.4	36.	180.	AG	169.	100.0	0.0	48.0	0.50	1.8
4. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1485.	5.2	0.0	68.0		
5. sbd	476.0	500.0	476.0	0.0	500.	180.	AG	1625.	5.2	0.0	56.0		
6. sbq	476.0	524.0	476.0	546.3	22.	360.	AG	169.	100.0	0.0	48.0	0.32	1.1
7. eba	0.0	482.0	500.0	482.0	500.	90.	AG	720.	5.2	0.0	56.0		
8. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	245.	5.2	0.0	32.0		
9. ebq	452.0	482.0	305.8	482.0	146.	270.	AG	529.	100.0	0.0	36.0	1.00	7.4
10. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	240.	5.2	0.0	44.0		
11. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	650.	5.2	0.0	32.0		
12. wbq	548.0	512.0	578.2	512.0	30.	90.	AG	353.	100.0	0.0	24.0	0.50	1.5

1

JOB: East Los Angeles Community College EIR   RUN: Atlantic & Floral PM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	11	3.0	2370	1600	85.80	3	3
6. sbq	60	11	3.0	1485	1600	85.80	3	3
9. ebq	60	46	3.0	720	1600	85.80	3	3
12. wbq	60	46	3.0	240	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	544.0	5.5
2. ne	568.0	544.0	5.5
3. sw	432.0	444.0	5.5
4. se	568.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR   RUN: Atlantic & Floral PM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.7	3.7	5.4	4.4
10.	4.2	3.5	6.0	3.8
20.	4.3	3.5	5.8	3.6
30.	4.1	3.5	5.1	3.5
40.	4.1	3.5	4.7	3.5
50.	4.0	3.5	4.4	3.5
60.	4.0	3.5	4.4	3.6
70.	4.0	3.5	4.3	3.6
80.	4.0	3.5	4.2	3.6
90.	4.3	3.5	4.3	3.5
100.	4.7	3.6	4.1	3.5
110.	4.6	3.6	4.0	3.5
120.	4.3	3.6	4.1	3.5
130.	4.4	3.6	4.1	3.5

140.	*	4.5	3.5	4.1	3.5
150.	*	4.7	3.6	4.3	3.5
160.	*	5.1	3.9	4.3	3.5
170.	*	5.5	4.3	4.2	3.5
180.	*	5.1	4.8	3.7	3.8
190.	*	4.9	5.4	3.5	4.3
200.	*	5.0	5.6	3.5	4.5
210.	*	4.9	5.0	3.5	4.2
220.	*	5.0	4.5	3.5	4.1
230.	*	5.2	4.5	3.5	4.1
240.	*	4.9	4.8	3.5	4.2
250.	*	4.3	5.7	3.5	4.2
260.	*	3.8	5.4	3.5	4.4
270.	*	3.6	4.4	3.7	5.2
280.	*	3.5	4.0	4.5	6.2
290.	*	3.5	4.0	5.6	5.5
300.	*	3.5	4.1	5.8	4.7
310.	*	3.5	4.1	5.5	4.3
320.	*	3.5	4.1	5.4	4.3
330.	*	3.5	4.2	5.3	4.2
340.	*	3.5	4.4	5.2	4.7
350.	*	3.5	4.3	5.1	5.0
360.	*	3.7	3.7	5.4	4.4
MAX	*	5.5	5.7	6.0	6.2
DEGR.	*	170	250	10	280

THE HIGHEST CONCENTRATION IS 6.21 PPM AT 280 DEGREES FROM REC4 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak 2015 Base

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	250	10	280
1	*	0.3	0.0	0.0	0.3
2	*	0.0	0.3	0.3	0.0
3	*	0.0	0.0	0.0	0.4
4	*	0.0	0.1	0.5	0.0
5	*	0.5	0.0	0.0	0.2
6	*	0.0	0.1	0.1	0.0
7	*	0.1	0.2	0.1	0.2
8	*	0.0	0.0	0.0	0.0
9	*	1.0	1.4	1.4	1.5
10	*	0.0	0.0	0.0	0.0
11	*	0.1	0.1	0.1	0.1
12	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:36

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

RUN NAME: C:\PROGRA~1\CAL3QHC\ATLFLOP.DAT

RUN BEGIN ON 10/03/00 AT 11:37

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak 2015 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	524.0	0.0	524.0	500.0	500.	360.	AG	2405.	5.2	0.0	68.0		
2. nbd	524.0	500.0	524.0	1000.0	500.	360.	AG	2345.	5.2	0.0	56.0		
3. nbq	524.0	464.0	524.0	424.6	39.	180.	AG	184.	100.0	0.0	48.0	0.52	2.0
4. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1510.	5.2	0.0	68.0		
5. sbd	476.0	500.0	476.0	0.0	500.	180.	AG	1685.	5.2	0.0	56.0		
6. sbq	476.0	524.0	476.0	548.8	25.	360.	AG	184.	100.0	0.0	48.0	0.33	1.3
7. eba	0.0	482.0	500.0	482.0	500.	90.	AG	815.	5.2	0.0	56.0		
8. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	245.	5.2	0.0	32.0		
9. ebq	452.0	482.0	254.8	482.0	197.	270.	AG	518.	100.0	0.0	36.0	1.02	10.0
10. wba	1000.0	512.0	500.0	512.0	500.	270.	AG	240.	5.2	0.0	44.0		
11. wbd	500.0	512.0	0.0	512.0	500.	270.	AG	695.	5.2	0.0	32.0		
12. wbq	548.0	512.0	577.5	512.0	30.	90.	AG	345.	100.0	0.0	24.0	0.45	1.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak 2015 Project

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. nbq	60	12	3.0	2405	1600	85.80	3	3
6. sbq	60	12	3.0	1510	1600	85.80	3	3
9. ebq	60	45	3.0	815	1600	85.80	3	3
12. wbq	60	45	3.0	240	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	432.0	544.0	5.5
2. ne	568.0	544.0	5.5
3. sw	432.0	444.0	5.5
4. se	568.0	444.0	5.5

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak 2015 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.7	3.8	5.3	4.4
10.	4.2	3.5	6.0	3.8
20.	4.3	3.5	5.9	3.5
30.	4.1	3.5	5.2	3.5
40.	4.1	3.5	4.7	3.5
50.	4.1	3.5	4.4	3.5
60.	4.0	3.5	4.5	3.6
70.	4.1	3.5	4.3	3.6
80.	4.1	3.5	4.3	3.6
90.	4.4	3.5	4.3	3.5
100.	4.8	3.6	4.2	3.5
110.	4.6	3.6	4.1	3.5
120.	4.3	3.6	4.1	3.5
130.	4.5	3.6	4.1	3.5

140.	*	4.5	3.5	4.1	3.5
150.	*	4.7	3.6	4.3	3.5
160.	*	5.1	3.9	4.4	3.5
170.	*	5.5	4.2	4.2	3.5
180.	*	5.0	4.8	3.7	3.8
190.	*	4.8	5.5	3.5	4.4
200.	*	4.9	5.6	3.5	4.5
210.	*	4.9	5.0	3.5	4.2
220.	*	4.9	4.6	3.5	4.2
230.	*	5.2	4.5	3.5	4.2
240.	*	5.3	4.9	3.5	4.3
250.	*	5.0	5.9	3.5	4.3
260.	*	4.0	5.7	3.5	4.5
270.	*	3.6	4.5	3.8	5.3
280.	*	3.5	4.1	5.2	6.7
290.	*	3.5	4.0	6.0	5.6
300.	*	3.5	4.1	5.9	4.7
310.	*	3.5	4.1	5.6	4.3
320.	*	3.5	4.1	5.4	4.3
330.	*	3.5	4.2	5.3	4.2
340.	*	3.5	4.4	5.2	4.7
350.	*	3.5	4.3	5.1	5.0
360.	*	3.7	3.8	5.3	4.4
MAX	*	5.5	5.9	6.0	6.7
DEGR.	*	170	250	10	280

THE HIGHEST CONCENTRATION IS 6.71 PPM AT 280 DEGREES FROM REC4 .

1

JOB: East Los Angeles Community College EIR RUN: Atlantic & Floral PM Peak 2015 Project

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	250	10	280
1	*	0.3	0.0	0.0	0.3
2	*	0.0	0.3	0.3	0.0
3	*	0.0	0.0	0.0	0.5
4	*	0.0	0.1	0.5	0.0
5	*	0.5	0.1	0.0	0.2
6	*	0.0	0.1	0.1	0.0
7	*	0.1	0.2	0.1	0.3
8	*	0.0	0.0	0.0	0.0
9	*	1.0	1.5	1.4	1.8
10	*	0.0	0.0	0.0	0.0
11	*	0.1	0.1	0.1	0.1
12	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 11:37

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\BLEFLOEX.DAT

RUN BEGIN ON 10/03/00 AT 13:03

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Floral PM Peak Existing

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S   VD = 0.0 CM/S   Z0 = 114. CM
U = 1.0 M/S   CLAS = 6 (F)   ATIM = 60. MINUTES   MIXH = 1000. M   AMB = 8.2 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	80.	13.4	0.0	32.0		
2. nbq	506.0	488.0	506.0	144.7	343.	180.	AG	585.	100.0	0.0	12.0	1.51	17.4
3. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	35.	13.4	0.0	32.0		
4. eba	0.0	494.0	500.0	494.0	500.	90.	AG	695.	13.4	0.0	32.0		
5. ebd	500.0	494.0	1000.0	494.0	500.	90.	AG	695.	13.4	0.0	32.0		
6. ebq	500.0	494.0	484.8	494.0	15.	270.	AG	43.	100.0	0.0	12.0	0.50	0.8
7. wba	1000.0	506.0	500.0	506.0	500.	270.	AG	345.	13.4	0.0	32.0		
8. wbd	500.0	506.0	0.0	506.0	500.	270.	AG	390.	13.4	0.0	32.0		
9. wbq	512.0	506.0	519.6	506.0	8.	90.	AG	43.	100.0	0.0	12.0	0.25	0.4

1

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Floral PM Peak Existing

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. nbq	60	54	2.0	80	1600	242.40	3	3
6. ebq	60	4	2.0	695	1600	242.40	3	3
9. wbq	60	4	2.0	345	1600	242.40	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.5
2. ne	532.0	532.0	5.5
3. sw	468.0	468.0	5.5
4. se	532.0	468.0	5.5

1

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Floral PM Peak Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1 (PPM)	REC2	REC3	REC4
0.	8.2	8.2	8.6	8.6
10.	8.2	8.2	8.6	8.6
20.	8.2	8.2	8.6	8.6
30.	8.2	8.2	8.6	8.6
40.	8.2	8.2	8.9	8.6
50.	8.2	8.2	8.9	8.8
60.	8.2	8.2	9.4	8.9
70.	8.2	8.2	10.1	9.0
80.	8.2	8.2	10.4	9.2
90.	8.6	8.6	9.9	8.7
100.	9.1	9.0	9.5	8.2
110.	8.9	9.0	9.4	8.2
120.	8.7	8.8	9.6	8.2
130.	8.9	8.7	9.7	8.2
140.	9.7	8.7	9.8	8.2
150.	10.3	8.7	10.1	8.2
160.	11.1	8.6	10.6	8.2
170.	11.1	8.6	10.5	8.3

180.	*	9.4	10.1	8.8	9.4
190.	*	8.6	11.8	8.2	11.4
200.	*	8.7	11.1	8.2	11.0
210.	*	8.7	9.8	8.2	10.5
220.	*	8.7	8.9	8.2	10.1
230.	*	8.7	8.7	8.2	9.9
240.	*	8.9	8.8	8.2	9.7
250.	*	9.0	9.0	8.2	9.7
260.	*	9.1	9.1	8.2	9.7
270.	*	8.6	8.6	8.7	10.2
280.	*	8.2	8.2	9.2	10.7
290.	*	8.2	8.2	9.1	10.6
300.	*	8.2	8.2	8.9	10.3
310.	*	8.2	8.2	8.8	9.5
320.	*	8.2	8.2	8.7	9.0
330.	*	8.2	8.2	8.7	8.6
340.	*	8.2	8.2	8.6	8.6
350.	*	8.2	8.2	8.6	8.6
360.	*	8.2	8.2	8.6	8.6
MAX	*	11.1	11.8	10.6	11.4
DEGR.	*	160	190	160	190

THE HIGHEST CONCENTRATION IS 11.81 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood & Floral PM Peak Existing

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM) ANGLE (DEGREES) REC1	REC2	REC3	REC4
LINK #	*	160	190	160	190
1	*	0.1	0.1	0.1	0.1
2	*	2.3	3.2	2.3	3.1
3	*	0.0	0.0	0.0	0.0
4	*	0.3	0.0	0.0	0.0
5	*	0.0	0.2	0.0	0.0
6	*	0.0	0.0	0.0	0.0
7	*	0.0	0.1	0.0	0.0
8	*	0.2	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 13:03

1

CAL3QHC (93157)
IBM-PC VERSION (2.02)

SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\BLEFLONP.DAT

RUN BEGIN ON 10/03/00 AT 13:04

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR RUN: Bleakwood & Floral PM Peak 2015 Base

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 114. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	*	X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	*	506.0	0.0	506.0	500.0	*	500.	360.	AG	95.	5.2	0.0	32.0		
2. nbq	*	506.0	488.0	506.0	-17.4	*	505.	180.	AG	207.	100.0	0.0	12.0	1.79	25.7
3. sbd	*	494.0	500.0	494.0	0.0	*	500.	180.	AG	40.	5.2	0.0	32.0		
4. eba	*	0.0	494.0	500.0	494.0	*	500.	90.	AG	800.	5.2	0.0	32.0		
5. ebd	*	500.0	494.0	1000.0	494.0	*	500.	90.	AG	855.	5.2	0.0	32.0		
6. ebq	*	500.0	494.0	482.5	494.0	*	17.	270.	AG	15.	100.0	0.0	12.0	0.58	0.9
7. wba	*	1000.0	506.0	500.0	506.0	*	500.	270.	AG	410.	5.2	0.0	32.0		
8. wbd	*	500.0	506.0	0.0	506.0	*	500.	270.	AG	410.	5.2	0.0	32.0		
9. wbq	*	512.0	506.0	521.0	506.0	*	9.	90.	AG	15.	100.0	0.0	12.0	0.30	0.5

(LINK COORDINATES (FT))

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood & Floral PM Peak 2015 Base

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	*	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. nbq	*	60	54	2.0	95	1600	85.80	3	3
6. ebq	*	60	4	2.0	800	1600	85.80	3	3
9. wbq	*	60	4	2.0	410	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	*	X	Y	Z	*
1. nw	*	468.0	532.0	5.5	*
2. ne	*	532.0	532.0	5.5	*
3. sw	*	468.0	468.0	5.5	*
4. se	*	532.0	468.0	5.5	*

(COORDINATES (FT))

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood & Floral PM Peak 2015 Base

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	*	3.5	3.5	3.7	3.7
10.	*	3.5	3.5	3.7	3.7
20.	*	3.5	3.5	3.7	3.7
30.	*	3.5	3.5	3.7	3.8
40.	*	3.5	3.5	3.6	3.8
50.	*	3.5	3.5	3.8	3.8
60.	*	3.5	3.5	4.0	3.8
70.	*	3.5	3.5	4.2	3.9
80.	*	3.5	3.5	4.3	3.9
90.	*	3.7	3.7	4.2	3.7
100.	*	4.0	3.9	3.9	3.5
110.	*	3.8	3.8	3.9	3.5
120.	*	3.8	3.8	4.0	3.5
130.	*	3.8	3.8	4.0	3.5
140.	*	4.1	3.7	4.1	3.5
150.	*	4.3	3.7	4.2	3.5
160.	*	4.5	3.7	4.3	3.5
170.	*	4.7	3.7	4.4	3.5

180.	*	4.1	4.4	3.9	4.1
190.	*	3.7	5.0	3.5	4.7
200.	*	3.7	4.6	3.5	4.5
210.	*	3.7	4.1	3.5	4.3
220.	*	3.7	3.9	3.5	4.2
230.	*	3.7	3.7	3.5	4.1
240.	*	3.8	3.8	3.5	4.0
250.	*	3.8	3.8	3.5	4.0
260.	*	3.9	3.9	3.5	4.0
270.	*	3.7	3.7	3.7	4.3
280.	*	3.5	3.5	3.9	4.4
290.	*	3.5	3.5	3.9	4.3
300.	*	3.5	3.5	3.8	4.2
310.	*	3.5	3.5	3.8	4.0
320.	*	3.5	3.5	3.8	3.7
330.	*	3.5	3.5	3.7	3.7
340.	*	3.5	3.5	3.7	3.7
350.	*	3.5	3.5	3.7	3.7
360.	*	3.5	3.5	3.7	3.7
MAX	*	4.7	5.0	4.4	4.7
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 5.01 PPM AT 190 DEGREES FROM REC2 .

1

JOB: East Los Angeles Community College EIR RUN: Bleakwood & Floral PM Peak 2015 Base

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

	*	CO/LINK (PPM) ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.0	0.0	0.0	0.0
2	*	1.0	1.3	0.9	1.2
3	*	0.0	0.0	0.0	0.0
4	*	0.1	0.0	0.0	0.0
5	*	0.0	0.1	0.0	0.0
6	*	0.0	0.0	0.0	0.0
7	*	0.0	0.1	0.0	0.0
8	*	0.1	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 13:04

1 CAL3QHC (93157)
IBM-PC VERSION (2.02)
(C) COPYRIGHT 1993, TRINITY CONSULTANTS, INC.
SERIAL NUMBER 9920 SOLD TO TERRY A. HAYES ASSOCIATES

RUN NAME: C:\PROGRA~1\CAL3QHC\BLEFLOP.DAT

RUN BEGIN ON 10/03/00 AT 13:16

CAL3QHC: LINE SOURCE DISPERSION MODEL - VERSION 2.0, JANUARY 1992

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Floral PM Peak 2015 Project

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S   VD = 0.0 CM/S   Z0 = 114. CM
U = 1.0 M/S   CLAS = 6 (F)   ATIM = 60. MINUTES   MIXH = 1000. M   AMB = 3.5 PPM

LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	506.0	0.0	506.0	500.0	500.	360.	AG	115.	5.2	0.0	32.0		
2. nbq	506.0	488.0	506.0	-233.7	722.	180.	AG	207.	100.0	0.0	12.0	2.17	36.7
3. sbd	494.0	500.0	494.0	0.0	500.	180.	AG	45.	5.2	0.0	32.0		
4. eba	0.0	494.0	500.0	494.0	500.	90.	AG	840.	5.2	0.0	32.0		
5. ebd	500.0	494.0	1000.0	494.0	500.	90.	AG	890.	5.2	0.0	32.0		
6. ebq	500.0	494.0	481.6	494.0	18.	270.	AG	15.	100.0	0.0	12.0	0.61	0.9
7. wba	1000.0	506.0	500.0	506.0	500.	270.	AG	490.	5.2	0.0	32.0		
8. wbd	500.0	506.0	0.0	506.0	500.	270.	AG	510.	5.2	0.0	32.0		
9. wbq	512.0	506.0	522.7	506.0	11.	90.	AG	15.	100.0	0.0	12.0	0.35	0.5

1

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Floral PM Peak 2015 Project

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
2. nbq	60	54	2.0	115	1600	85.80	3	3
6. ebq	60	4	2.0	840	1600	85.80	3	3
9. wbq	60	4	2.0	490	1600	85.80	3	3

RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. nw	468.0	532.0	5.5
2. ne	532.0	532.0	5.5
3. sw	468.0	468.0	5.5
4. se	532.0	468.0	5.5

1

JOB: East Los Angeles Community College EIR   RUN: Bleakwood & Floral PM Peak 2015 Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	REC1	REC2	REC3	REC4
0.	3.5	3.5	3.7	3.7
10.	3.5	3.5	3.7	3.7
20.	3.5	3.5	3.7	3.7
30.	3.5	3.5	3.7	3.8
40.	3.5	3.5	3.6	3.8
50.	3.5	3.5	3.8	3.8
60.	3.5	3.5	4.0	3.8
70.	3.5	3.5	4.2	3.9
80.	3.5	3.5	4.4	3.9
90.	3.7	3.7	4.2	3.8
100.	4.0	4.0	3.9	3.5
110.	3.8	3.9	3.9	3.5
120.	3.8	3.8	4.0	3.5
130.	3.8	3.8	4.0	3.5
140.	4.1	3.7	4.1	3.5
150.	4.3	3.7	4.2	3.5
160.	4.5	3.7	4.3	3.5
170.	4.8	3.8	4.6	3.6

180.	*	4.2	4.5	4.0	4.3
190.	*	3.7	5.0	3.5	4.8
200.	*	3.7	4.6	3.5	4.5
210.	*	3.7	4.1	3.5	4.3
220.	*	3.7	3.9	3.5	4.2
230.	*	3.7	3.7	3.5	4.1
240.	*	3.8	3.8	3.5	4.0
250.	*	3.9	3.8	3.5	4.0
260.	*	3.9	4.0	3.5	4.0
270.	*	3.7	3.7	3.8	4.3
280.	*	3.5	3.5	3.9	4.5
290.	*	3.5	3.5	3.9	4.3
300.	*	3.5	3.5	3.8	4.2
310.	*	3.5	3.5	3.8	4.0
320.	*	3.5	3.5	3.8	3.7
330.	*	3.5	3.5	3.7	3.8
340.	*	3.5	3.5	3.7	3.7
350.	*	3.5	3.5	3.7	3.7
360.	*	3.5	3.5	3.7	3.7
MAX	*	4.8	5.0	4.6	4.8
DEGR.	*	170	190	170	190

THE HIGHEST CONCENTRATION IS 5.01 PPM AT 190 DEGREES FROM REC2 .

1

RECEPTOR - LINK MATRIX FOR THE ANGLE PRODUCING
THE MAXIMUM CONCENTRATION FOR EACH RECEPTOR

		CO/LINK (PPM)			
	*	ANGLE (DEGREES)			
	*	REC1	REC2	REC3	REC4
LINK #	*	170	190	170	190
1	*	0.0	0.0	0.0	0.0
2	*	1.1	1.3	1.1	1.3
3	*	0.0	0.0	0.0	0.0
4	*	0.1	0.0	0.0	0.0
5	*	0.0	0.1	0.0	0.0
6	*	0.0	0.0	0.0	0.0
7	*	0.0	0.1	0.0	0.0
8	*	0.1	0.0	0.0	0.0
9	*	0.0	0.0	0.0	0.0

RUN ENDED ON 10/03/00 AT 13:17

URBEMIS 7G: Version 3.1

File Name: elac.URB
Project Name: East Los Angeles College EIR
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Junior college (2 yrs)	859.49 trips / acre	6.29	5,410.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Junior college (2 yrs)				5.0	2.5	92.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Junior college (2 yrs)	22.57	73.97	232.13	34.34

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	22.57	73.97	232.13	34.34

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

URBEMIS 7G: Version 3.1

File Name: elac.URB
Project Name: East Los Angeles College EIR
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Junior college (2 yrs)	859.49 trips / acre	6.29	5,410.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Junior college (2 yrs)				5.0	2.5	92.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Junior college (2 yrs)	20.72	73.04	229.51	34.34

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	20.72	73.04	229.51	34.34

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Regnl shop. center < 5	38.10 trips / 1000 sq. ft.	507.26	19,326.53

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Regnl shop. center < 570000 sf				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Regnl shop. center < 5700	83.74	258.34	804.33	119.61

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	83.74	258.34	804.33	119.61

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Regnl shop. center < 5	38.10 trips / 1000 sq. ft.	507.26	19,326.53

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Regnl shop. center < 570000 sf				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Regnl shop. center < 5700	77.24	255.01	797.32	119.61

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	77.24	255.01	797.32	119.61

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Regnl shop. center < 5	46.05 trips / 1000 sq. ft.	300.00	13,815.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Regnl shop. center < 570000 sf				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Regnl shop. center < 5700	59.21	184.66	574.95	85.50

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	59.21	184.66	574.95	85.50

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Regnl shop. center < 5	46.05 trips / 1000 sq. ft.	300.00	13,815.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Regnl shop. center < 570000 sf				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Regnl shop. center < 5700	54.59	182.29	569.94	85.50
	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	54.59	182.29	569.94	85.50

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Convenience market (24	90.06 trips / 1000 sq. ft.	17.00	1,531.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Convenience market (24 hour)				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Convenience market (24 ho	6.39	20.46	63.72	9.47

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	6.39	20.46	63.72	9.47

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Convenience market (24	90.06 trips / 1000 sq. ft.	17.00	1,531.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Convenience market (24 hour)				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Convenience market (24 ho	5.89	20.20	63.16	9.47
	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	5.89	20.20	63.16	9.47

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Bank (with drive-throu	156.50 trips / 1000 sq. ft.	6.00	939.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Bank (with drive-through)				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Bank (with drive-through)	3.88	12.55	39.08	5.81

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	3.88	12.55	39.08	5.81

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Bank (with drive-throu	156.50 trips / 1000 sq. ft.	6.00	939.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Bank (with drive-through)				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Bank (with drive-through)	3.57	12.39	38.74	5.81

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	3.57	12.39	38.74	5.81

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hotel	8.23 trips / Occupied room	500.00	4,115.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Hotel	22.29	56.26	176.57	26.12

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	22.29	56.26	176.57	26.12

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hotel	8.23 trips / Occupied room	500.00	4,115.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Hotel	20.70	55.56	174.57	26.12
	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	20.70	55.56	174.57	26.12

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Supermarket	178.00 trips / 1000 sq. ft.	20.00	3,560.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Supermarket				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Supermarket	14.66	47.59	148.16	22.03

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	14.66	47.59	148.16	22.03

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Supermarket	178.00 trips / 1000 sq. ft.	20.00	3,560.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Supermarket				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Supermarket	13.50	46.97	146.87	22.03
	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	13.50	46.97	146.87	22.03

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.57 trips / dwelling unit	83.00	794.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	5.06	12.27	45.00	5.87

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	5.06	12.27	45.00	5.87

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.57 trips / dwelling unit	83.00	794.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	4.58	12.15	42.88	5.87

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	4.58	12.15	42.88	5.87

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hotel	8.24 trips / Occupied room	50.00	412.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Hotel	2.23	5.63	17.68	2.62
	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	2.23	5.63	17.68	2.62

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Hotel	8.24 trips / Occupied room	50.00	412.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Hotel	2.07	5.56	17.48	2.62

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	2.07	5.56	17.48	2.62

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Winter

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Supermarket	111.60 trips / 1000 sq. ft.	5.00	558.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Supermarket				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Supermarket	2.32	7.46	23.22	3.45

	ROG	NOX	CO	PM10
TOTAL EMISSIONS (lbs/day)	2.32	7.46	23.22	3.45

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

URBEMIS 7G: Version 3.1

File Name: elacrel.URB
Project Name: ELAC Related Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAILED REPORT - Summer

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2015 Temperature (F): 95 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Supermarket	111.60 trips / 1000 sq. ft.	5.00	558.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00	100.00 % all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.6	4.5	5.6	9.5	5.1	5.1
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35	40	40	40	40	40
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Supermarket				2.0	1.0	97.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Supermarket	2.13	7.36	23.02	3.45

	ROG	NOx	CO	PM10
TOTAL EMISSIONS (lbs/day)	2.13	7.36	23.02	3.45

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

Changes Made to the Default Values

Operational/Vehicle Related:
The operational emissions mitigation switch has been changed
The default winter temperature has been modified
The default summer temperature has been modified

```
***************************************
** ISCST3 Input Produced by:
** ISC-AERMOD View Ver. 3.01
** Lakes Environmental Software Inc.
** Date: 12/7/00
** File: J:\Temp\Li\Elac2\pkg.INP
***************************************
***************************************
** ISC Control Pathway
***************************************
CO STARTING
   TITLEONE East Los Angeles College Facilities Master Plan EIR
   TITLETWO 2200 Parking Lot Emissions
   MODELOPT DFAULT CONC  URBAN
   AVERTIME 1 ANNUAL
   POLLUTID CO
   TERRHGTS FLAT
   FLAGPOLE 1.50
   RUNORNOT RUN
CO FINISHED
***************************************
** ISC Source Pathway
***************************************
SO STARTING
** Source Location **
   LOCATION PKGLOT AREA -3103900.000 2419200.000
** Source Parameters **
   SRCPARAM PKGLOT 0.000165639652 0.305 541.000 541.000 0.000
** Source Group **
   SRCGROUP ALL
SO FINISHED
***************************************
** ISC Receptor Pathway
***************************************
RE STARTING
   DISCCART -3103915.00 2419200.00 1.5
   DISCCART -3103930.00 2419200.00 1.5
   DISCCART -3103960.00 2419200.00 1.5
   DISCCART -3104020.00 2419200.00 1.5
   DISCCART -3104140.00 2419200.00 1.5
RE FINISHED
***************************************
** ISC Meteorology Pathway
***************************************
```

```
ME STARTING
   INPUTFIL J:\Temp\Li\Wind\PICCRIV.ASC
   ANEMHGHT 10 METERS
   SURFDATA 53134 1981
   UAIRDATA 91919 1981
ME FINISHED
***************************************
** ISC Output Pathway
***************************************
OU STARTING
   RECTABLE ALLAVE FIRST
   RECTABLE 1 FIRST
   PLOTFILE 1 ALL 1ST J:\Temp\Li\Elac2\ISC\01H1GALL.PLT
OU FINISHED
**********************************
*** SETUP Finishes Successfully ***
**********************************
```

```
                                        ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
**Intermediate Terrain Processing is Selected

**Model Is Setup For Calculation of Average CONCentration Values.

  -- SCAVENGING/DEPOSITION LOGIC --
**Model Uses NO DRY DEPLETION.  DDPLETE =  F
**Model Uses NO WET DEPLETION.  WDPLETE =  F
**NO WET SCAVENGING Data Provided.
**NO GAS DRY DEPOSITION Data Provided.
**Model Does NOT Use GRIDDED TERRAIN Data for Depletion Calculations

**Model Uses URBAN Dispersion.

**Model Uses Regulatory DEFAULT Options:
          1. Final Plume Rise.
          2. Stack-tip Downwash.
          3. Buoyancy-induced Dispersion.
          4. Use Calms Processing Routine.
          5. Not Use Missing Data Processing Routine.
          6. Default Wind Profile Exponents.
          7. Default Vertical Potential Temperature Gradients.
          8. "Upper Bound" Values for Supersquat Buildings.
          9. No Exponential Decay for URBAN/Non-SO2

**Model Assumes Receptors on FLAT Terrain.

**Model Accepts FLAGPOLE Receptor Heights.

**Model Calculates  1 Short Term Average(s) of:   1-HR
    and Calculates ANNUAL Averages

**This Run Includes:     1 Source(s);      1 Source Group(s); and       5 Receptor(s)

**The Model Assumes A Pollutant Type of:  CO

**Model Set To Continue RUNning After the Setup Testing.

**Output Options Selected:
         Model Outputs Tables of ANNUAL Averages by Receptor
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing Hours

**Misc. Inputs:  Anem. Hgt. (m) =    10.00 ;    Decay Coef. =    0.000      ;    Rot. Angle =      0.0
                 Emission Units = GRAMS/SEC                                 ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =     1.2 MB of RAM.
```

**Input Runstream File: J:\Temp\Li\Elac2\pkg.INP
**Output Print File: J:\Temp\Li\Elac2\pkg.OUT

*** AREA SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	COORD (SW CORNER) X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	X-DIM OF AREA (METERS)	Y-DIM OF AREA (METERS)	ORIENT. OF AREA (DEG.)	INIT. SZ (METERS)	EMISSION RATE SCALAR VARY BY
PKGLOT	0	0.16564E-03	-3103900.0	2419200.0	0.0	0.31	541.00	541.00	0.00	0.00	

*** SOURCE IDs DEFINING SOURCE GROUPS ***

GROUP ID	SOURCE IDs
ALL	PKGLOT ,

*** DISCRETE CARTESIAN RECEPTORS ***

(X-COORD, Y-COORD, ZELEV, ZFLAG)
(METERS)

```
(*********, 2419200.0,     0.0,     1.5);       (*********, 2419200.0,     0.0,     1.5);
(*********, 2419200.0,     0.0,     1.5);       (*********, 2419200.0,     0.0,     1.5);
(*********, 2419200.0,     0.0,     1.5);
```

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

```
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54, 3.09, 5.14, 8.23, 10.80,

*** WIND PROFILE EXPONENTS ***

STABILITY CATEGORY	WIND SPEED CATEGORY 1	2	3	4	5	6
A	.15000E+00	.15000E+00	.15000E+00	.15000E+00	.15000E+00	.15000E+00
B	.15000E+00	.15000E+00	.15000E+00	.15000E+00	.15000E+00	.15000E+00
C	.20000E+00	.20000E+00	.20000E+00	.20000E+00	.20000E+00	.20000E+00
D	.25000E+00	.25000E+00	.25000E+00	.25000E+00	.25000E+00	.25000E+00
E	.30000E+00	.30000E+00	.30000E+00	.30000E+00	.30000E+00	.30000E+00
F	.30000E+00	.30000E+00	.30000E+00	.30000E+00	.30000E+00	.30000E+00

*** VERTICAL POTENTIAL TEMPERATURE GRADIENTS ***
(DEGREES KELVIN PER METER)

STABILITY CATEGORY	WIND SPEED CATEGORY 1	2	3	4	5	6
A	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
B	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
C	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
D	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00	.00000E+00
E	.20000E-01	.20000E-01	.20000E-01	.20000E-01	.20000E-01	.20000E-01
F	.35000E-01	.35000E-01	.35000E-01	.35000E-01	.35000E-01	.35000E-01

*** THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

FILE: J:\Temp\Li\Wind\PICORIV.ASC
FORMAT: (4I2,2F9.4,F6.1,I2,2F7.1,f9.4,f10.1,f8.4,i4,f7.2)
SURFACE STATION NO.: 53134 UPPER AIR STATION NO.: 91919
NAME: UNKNOWN NAME: UNKNOWN
YEAR: 1981 YEAR: 1981

YR	MN	DY	HR	FLOW VECTOR	SPEED (M/S)	TEMP (K)	STAB CLASS	MIXING HEIGHT (M) RURAL	URBAN	USTAR (M/S)	M-O LENGTH (M)	Z-0 (M)	IPCODE	PRATE (mm/HR)
81	01	01	01	247.3	1.00	282.6	7	387.2	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	02	237.4	0.00	282.6	7	397.3	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	03	220.0	1.00	283.1	7	407.3	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	04	278.5	1.00	283.7	7	417.4	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	05	264.0	0.00	281.5	7	427.5	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	06	252.0	1.00	281.5	7	437.5	152.0	0.0000	0.0	0.0000	0	0.00
81	01	01	07	229.5	1.00	280.4	7	447.6	152.0	0.0000	0.0	0.0000	0	0.00

81 01 01 08	247.1	1.00	282.0	6	71.6	202.6	0.0000	0.0	0.0000	0	0.00
81 01 01 09	254.0	1.34	286.5	5	146.0	255.1	0.0000	0.0	0.0000	0	0.00
81 01 01 10	189.1	1.79	290.4	4	220.4	307.7	0.0000	0.0	0.0000	0	0.00
81 01 01 11	179.1	1.79	294.3	3	294.8	360.3	0.0000	0.0	0.0000	0	0.00
81 01 01 12	58.1	3.13	295.4	3	369.2	412.9	0.0000	0.0	0.0000	0	0.00
81 01 01 13	19.7	2.68	297.6	3	443.6	465.4	0.0000	0.0	0.0000	0	0.00
81 01 01 14	56.7	2.24	295.9	3	518.0	518.0	0.0000	0.0	0.0000	0	0.00
81 01 01 15	89.8	2.68	294.8	3	518.0	518.0	0.0000	0.0	0.0000	0	0.00
81 01 01 16	75.7	2.68	293.1	4	518.0	518.0	0.0000	0.0	0.0000	0	0.00
81 01 01 17	20.1	1.79	290.4	5	518.0	510.6	0.0000	0.0	0.0000	0	0.00
81 01 01 18	7.6	1.34	288.1	6	518.0	468.1	0.0000	0.0	0.0000	0	0.00
81 01 01 19	358.0	1.34	287.6	7	518.0	425.6	0.0000	0.0	0.0000	0	0.00
81 01 01 20	33.2	1.00	287.0	7	518.0	383.1	0.0000	0.0	0.0000	0	0.00
81 01 01 21	358.6	1.00	285.9	7	518.0	340.6	0.0000	0.0	0.0000	0	0.00
81 01 01 22	24.5	1.00	285.9	7	518.0	298.0	0.0000	0.0	0.0000	0	0.00
81 01 01 23	338.2	1.00	285.4	7	518.0	255.5	0.0000	0.0	0.0000	0	0.00
81 01 01 24	292.2	1.00	284.8	7	518.0	213.0	0.0000	0.0	0.0000	0	0.00

*** NOTES: STABILITY CLASS 1=A, 2=B, 3=C, 4=D, 5=E AND 6=F.
FLOW VECTOR IS DIRECTION TOWARD WHICH WIND IS BLOWING.

*** THE ANNUAL (1 YRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PKGLOT ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
-3103915.00	2419200.00	747.34180	-3103930.00	2419200.00	630.98279
-3103960.00	2419200.00	494.79318	-3104020.00	2419200.00	356.72696
-3104140.00	2419200.00	225.07082			

*** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***
INCLUDING SOURCE(S): PKGLOT ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)	X-COORD (M)	Y-COORD (M)	CONC	(YYMMDDHH)
-3103915.00	2419200.00	6315.72803	(81100402)	-3103930.00	2419200.00	5471.34521	(81101404)
-3103960.00	2419200.00	4475.87939	(81012423)	-3104020.00	2419200.00	3478.51001	(81063006)
-3104140.00	2419200.00	2568.50366	(81031003)				

*** THE SUMMARY OF MAXIMUM ANNUAL (1 YRS) RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	RECEPTOR (XR, YR, ZELEV, ZFLAG)				OF TYPE	NETWORK GRID-ID
ALL	1ST HIGHEST VALUE IS	747.34180 AT	(-3103915.00,	2419200.00,	0.00,	1.50)	DC	NA
	2ND HIGHEST VALUE IS	630.98279 AT	(-3103930.00,	2419200.00,	0.00,	1.50)	DC	NA
	3RD HIGHEST VALUE IS	494.79318 AT	(-3103960.00,	2419200.00,	0.00,	1.50)	DC	NA
	4TH HIGHEST VALUE IS	356.72696 AT	(-3104020.00,	2419200.00,	0.00,	1.50)	DC	NA
	5TH HIGHEST VALUE IS	225.07082 AT	(-3104140.00,	2419200.00,	0.00,	1.50)	DC	NA
	6TH HIGHEST VALUE IS	0.00000 AT	(0.00,	0.00,	0.00,	0.00)		
	7TH HIGHEST VALUE IS	0.00000 AT	(0.00,	0.00,	0.00,	0.00)		
	8TH HIGHEST VALUE IS	0.00000 AT	(0.00,	0.00,	0.00,	0.00)		
	9TH HIGHEST VALUE IS	0.00000 AT	(0.00,	0.00,	0.00,	0.00)		
	10TH HIGHEST VALUE IS	0.00000 AT	(0.00,	0.00,	0.00,	0.00)		

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR
BD = BOUNDARY

*** THE SUMMARY OF HIGHEST 1-HR RESULTS ***

** CONC OF CO IN MICROGRAMS/M**3 **

GROUP ID		AVERAGE CONC	DATE (YYMMDDHH)	RECEPTOR (XR, YR, ZELEV, ZFLAG)				OF TYPE	NETWORK GRID-ID
ALL	HIGH 1ST HIGH VALUE IS	6315.72803	ON 81100402: AT	(-3103915.00,	2419200.00,	0.00,	1.50)	DC	NA

*** RECEPTOR TYPES: GC = GRIDCART
GP = GRIDPOLR
DC = DISCCART
DP = DISCPOLR
BD = BOUNDARY

1ENV028F1.1 CALTRANS DIVISION OF RUN DATES: ENV028F1.1
10/11/99

NEW TECHNOLOGY, MATERIALS AND RESEARCH EMFAC7F1.1

10/11/99

EMFAC7F1.1 RATES AS OF 1/25/94

TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College Parking Lots

YEAR: 2015	DEWPOINT: 10	% COLD STARTS 0.0	% LDA	80.0	% LDT	20.0	% MDT	0.0
INSPECTION & MAINTENANCE: YES		% HOT STARTS 100.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER		% HOT STAB 0.0			% MCY	0.0		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS		URBAN BUS	HEAVY DUTY TRUCKS			MCY
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	ALL
% VMT	0.00	99.98	0.02	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00
% TRIP	0.00	99.98	0.02	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00
% VEH	0.00	99.96	0.04	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00

1ENV028F1.1 CALTRANS DIVISION OF RUN DATES: ENV028F1.1
10/11/99

NEW TECHNOLOGY, MATERIALS AND RESEARCH EMFAC7F1.1

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INSPECTION & MAINTENANCE: YES		% HOT STARTS 100.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER		% HOT STAB 0.0			% MCY	0.0		

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE IN GRAMS PER MILE

SPEED	TEMPERATURE IN DEGREES FAHRENHEIT						
MPH	65	70	75	80	85	90	95
IDLE*	0.74	0.72	0.70	0.71	0.72	0.76	0.81
3	14.82	14.34	14.09	14.10	14.44	15.15	16.29
5	10.23	9.95	9.81	9.84	10.07	10.54	11.28
10	5.69	5.55	5.49	5.52	5.65	5.90	6.29
15	3.87	3.78	3.74	3.76	3.85	4.02	4.28
20	2.93	2.87	2.84	2.85	2.92	3.05	3.25
25	2.38	2.33	2.30	2.31	2.37	2.47	2.63
30	2.02	1.98	1.96	1.97	2.02	2.10	2.24
35	1.78	1.74	1.73	1.74	1.78	1.86	1.97
40	1.62	1.59	1.58	1.59	1.63	1.70	1.80
45	1.55	1.52	1.51	1.52	1.55	1.62	1.72
50	1.56	1.54	1.53	1.54	1.58	1.64	1.74
55	1.74	1.71	1.71	1.73	1.77	1.84	1.94
60	2.23	2.21	2.21	2.24	2.29	2.38	2.49
65	3.57	3.56	3.58	3.63	3.72	3.84	4.01

*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College Parking Lots

YEAR: 2015 DEWPOINT: 10	% COLD STARTS	100.0	% LDA	80.0	% LDT	20.0	% MDT	0.0
INSPECTION & MAINTENANCE: YES	% HOT STARTS	0.0	% UBD	0.0	% HDG	0.0	% HDD	0.0
SEASON: WINTER	% HOT STAB	0.0			% MCY	0.0		

TABLE 1: ESTIMATED TRAVEL FRACTIONS

	LIGHT DUTY AUTOS			LIGHT DUTY TRUCKS			MED DUTY TRUCKS		URBAN BUS	HEAVY DUTY TRUCKS			MCY
	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	NCAT	CAT	DIESEL	ALL
% VMT	0.00	99.98	0.02	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00
% TRIP	0.00	99.98	0.02	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00
% VEH	0.00	99.96	0.04	0.00	100.00	0.00	0.00	100.00	100.00	11.00	89.00	100.00	100.00

1ENV028F1.1 CALTRANS DIVISION OF RUN DATES: ENV028F1.1
10/11/99
NEW TECHNOLOGY, MATERIALS AND RESEARCH EMFAC7F1.1
10/11/99

EMFAC7F1.1 RATES AS OF 1/25/94
TIME RATE ADJUSTMENT BAGS 1 & 3 East Los Angeles College Parking Lots

YEAR: 2015 DEWPOINT: 10 % COLD STARTS 100.0 % LDA 80.0 % LDT 20.0 % MDT 0.0
INSPECTION & MAINTENANCE: YES % HOT STARTS 0.0 % UBD 0.0 % HDG 0.0 % HDD 0.0
SEASON: WINTER % HOT STAB 0.0 % MCY 0.0

TABLE 2: COMPOSITE EMISSION FACTORS

POLLUTANT NAME: CARBON MONOXIDE IN GRAMS PER MILE

SPEED	TEMPERATURE IN DEGREES FAHRENHEIT						
MPH	65	70	75	80	85	90	95
IDLE*	2.17	1.91	1.71	1.58	1.53	1.57	1.73
3	43.41	38.30	34.26	31.59	30.57	31.49	34.63
5	27.38	24.32	21.91	20.33	19.75	20.35	22.28
10	14.27	12.74	11.54	10.76	10.49	10.80	11.79
15	9.59	8.57	7.78	7.26	7.07	7.29	7.95
20	7.22	6.46	5.86	5.47	5.34	5.50	6.00
25	5.81	5.20	4.72	4.41	4.30	4.43	4.84
30	4.88	4.37	3.98	3.72	3.63	3.74	4.07
35	4.23	3.80	3.46	3.24	3.16	3.26	3.55
40	3.77	3.39	3.09	2.90	2.84	2.92	3.18
45	3.45	3.11	2.85	2.68	2.63	2.71	2.94
50	3.28	2.98	2.74	2.59	2.55	2.62	2.84
55	3.30	3.02	2.81	2.68	2.65	2.73	2.94
60	3.66	3.41	3.22	3.11	3.10	3.19	3.41
65	4.89	4.67	4.51	4.44	4.46	4.60	4.86

*IDLE EMISSIONS IN GRAMS/MIN, DERIVED FROM 3 MPH RATES

Appendix D

CULTURAL RESOURCES LETTERS

South Central Coastal Information Center
California Historical Resources Information System
California State University, Fullerton
Department of Anthropology
800 North State College Boulevard
Fullerton, CA 92834-6846
(714) 278-5395 / FAX (714) 278-5542
anthro.fullerton.edu / sccic.html

Los Angeles
Orange
Ventura

July 13, 2000

Randi Cooper
Terry A. Hayes Associates
6083 Bristol Parkway, Suite 200
Culver City, CA 90230

RE: Records Search for East L.A. College, 1301 Avenida Cesar Chavez, Monterey Park

Dear Ms. Cooper,

As per your request received on July 3, we have conducted a records search for the above referenced project. This search included a review of all recorded historic and prehistoric archaeological sites within a one-half mile radius of the project area, as well as a review of all known cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the California State Historic Resources Inventory, the National Register of Historic Places, the listing of California Historical Landmarks, and the California Points of Historical Interest. The following is a discussion of our findings for the project area.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

PREHISTORIC RESOURCES:

No prehistoric archaeological sites have been identified within a one-half mile radius of the project area.

HISTORIC RESOURCES:

No historic archaeological sites have been identified within a one-half mile radius of the project area.

Inspection of our historic maps – Pasadena (1896) 15' series – indicated that in 1896, the vicinity of the project area was moderately developed. There were improved roads and structures. The Southern Pacific R.R. was in place to the north.

The California State Historic Resources Inventory lists no properties that have been evaluated for historical significance within a one-half mile radius of the project area.

The National Register of Historic Places lists no properties within a one-half mile radius of the project area.

The California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, lists no landmarks within a one-half mile radius of the project area.

The California Points of Historical Interest (1992), of the Office of Historic Preservation California Department of Parks and Recreation, lists no properties within a one-half mile radius of the project area.

The listings of the City of Los Angeles Historic-Cultural Monuments indicated that there are no landmarks within a one-half mile radius of the project area.

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Four surveys and/or excavations have been conducted within a one-half mile radius of the project area (LA4637, LA4448, LA2788, LA2727). Of these, none are located within the project area. There are an additional twelve investigations located on the Los Angeles quadrangle and are potentially within a one-half radius of the project area. These reports are not mapped due to insufficient locational information.

RECOMMENDATIONS

Our records indicate that the proposed project area has not been subject to a Phase I archaeological survey. Based on the information your office has provided and the location of the proposed project area, our office recommends that a halt-work condition be in place during all ground disturbing activities. If any cultural resources are encountered during these activities, all work should stop immediately and an archaeologist should be retained to assess any such findings.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (714) 278-5395.

Invoices are mailed approximately two weeks after records searches are completed. This enables your firm to request further information under the same invoice number. Please reference the invoice number listed below when making inquiries. Requests made after invoicing will involve the preparation of a separate invoice with a $15.00 handling fee.

Sincerely,

Margaret Lopez

Margaret Lopez
Assistant Coordinator

Enclosures:

( )	Site list
(X)	SIS list
( )	Invoice #8687

STATE OF CALIFORNIA Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

September 27, 2000

Randi Cooper
Terry A. Hayes Associates
6083 Bristol Parkway, Suite 200
Culver City, CA 90230

RE: East L.A. College Facilities Master Plan, Los Angeles County

Sent by Fax: (310) 337-7957
Pages Sent: 2

Dear Ms. Cooper:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. A minimum of two weeks must be allowed for responses after notification.

If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

Rob Wood

Rob Wood
Associate Governmental Program Analyst

NATIVE AMERICAN CONTACTS
Los Angeles County
September 27, 2000

Charles Cook 32835 Santiago Road Acton, CA 93510 (805) 269-1244	Chumash Gabrielino Yokut Kitanemuk	Robert F. Dorame PO Box 490 Bellflower, CA 90707 562 925-7989 - Voice 562 920-9449 - Fax	Gabrielino/Tongva
Samuel H. Dunlap P.O. Box 1391 Temecula, CA 92593 (909) 699-5944 (909) 507-1958 Pager	Gabrielino	John Valenzuela PO Box 402597 Hesperia, CA 92340 760 949-2103 Home 805 492-8076 Work	Chumash Tatavian Tongva, Gabrielino Vanyume Kintenamuk
Jim Velasquez 5657 Arlington Ave Riverside, CA 92703 (909) 637-7817 - Home (909) 682-3543 - Message	Gabrielino	Craig Torres 713 E. Bishop Santa Ana, CA 92701 (714) 542-6678	Gabrielino Tongva
Art Alvitre 1302 Camden Lane Ventura, CA 93001-403 (805) 653-7717	Gabrielino	Angela Louise Lassos-Sanchez 336 Metropole / PO Box 1204 Avalon, CA 90704 (310) 510-1082 - Home (310) 510-0700 - Work	Gabrielino Tongva
Ti'At Society Cindi Alvitre PO Box 1138 Avalon, CA 90704 310-510-8314	Gabrielino		
Island Gabrielino Group John Jeffredo PO Box 669 San Marcos, CA 92079-066 619 723-9279	Gabrielino		

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is on ly applicable for contacting local Native Americans with regards to the cultural assessment for the proposed EIR for East L.A. College Facilities Master Plan.

Appendix E

PHASE I HAZARDOUS WASTE ASSESSMENT

PHASE ONE ENVIRONMENTAL SITE ASSESSMENT
East Los Angeles College
1101 Avenida Cesar Chavez
Monterey Park, CA 91754
October 5, 2000

Facilities/Maintenance Area

By:
Property Conditions Consultants
1651 South Carlos Avenue
Ontario, CA 91761
(909) 472-1123

Database Records Review

Government Environmental Records Database Review

Subject Property Information

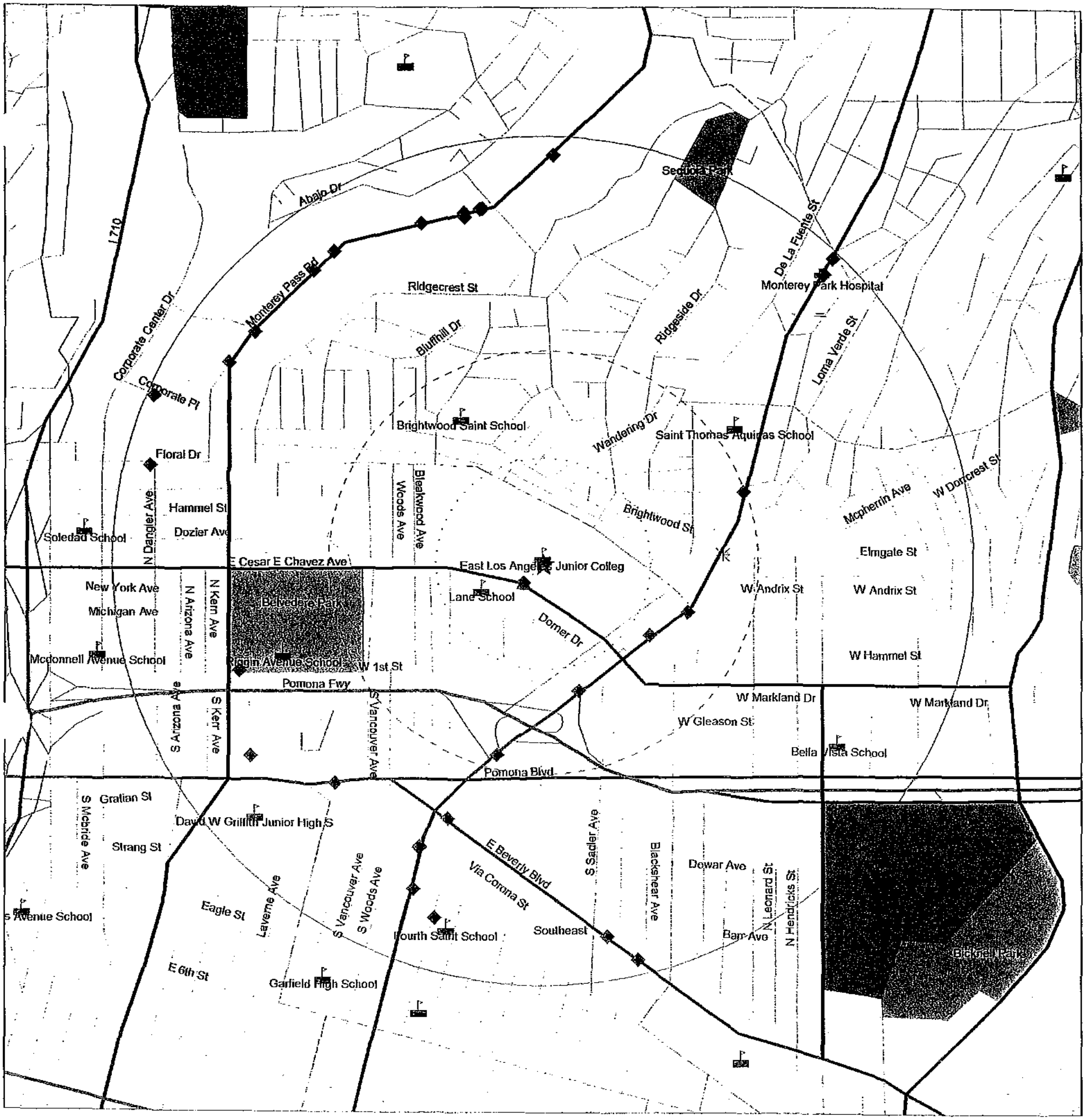
Property Name:	EAST LA COLLEGE	**Computed Longitude:**	118° 8' 57.20" West
Legal Description:	NONE	**Computed Latitude:**	34° 2' 27.12" North
Address:	1101 AVENIDA CAESAR CHAVEZ AVE	**Thomas Guide:**	
City, State & Zip:	MONTEREY PARK, CA 91754		

Report Information

Report ID:	OC00001	**Date:**	October 05, 2000
Base Radius:	1.000 mile	**Map Radius:**	1.000 mile

Subscriber Information

Company:	PROPERTY CONDITION CONSULTANTS	**Phone Number:**	* Not Reported *
Contact:	AL DAGES	**Fax Number:**	* Not Reported *
Address:	1651 S CARLOS AVE		
City, State & Zip:	ONTARIO, CA 91761		



Report Number

OC00001

Site Address

1101 AVENIDA CAESAR CHAVEZ AVE
MONTEREY PARK, CA 91754

Database Symbol Representation

★ Target Site

◆ US-RCRA

⁂ CA-CORTESE

CA-LALUST

▲ CA-UST

* Map coordinates are provided as a convenience only. Estimated distance is based on the mapping information provided by the U.S. Government Tiger files and may vary from local street map guides.

TABLE OF CONTENTS

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(continued)

October 5, 2000

Attn: Ms. Randi Cooper
TERRY A. HAYES ASSOCIATES
6083 Bristol Parkway, Suite 200
Culver City, CA 90230

RE: Phase One Environmental Site Assessment
East Los Angeles College
1101 Avenida Cesar Chavez in Monterey Park, CA 91754

1.0 INTRODUCTION

This report presents the results of our Phase One Environmental Site Assessment performed on the subject property known as 1101 Avenida Cesar Chavez in the City of Monterey Park, County of Los Angeles, California. Authorization for this assessment performed on the subject property was given by Ms. Randi Cooper with *Terry A. Hayes Associates.*

Report Organization

This report is divided into sections that discuss the field investigation, government records search, regulatory agency contacts and recommendations. Appendices follow the text.

1.1 Purpose and Scope of Work

The purpose of a Phase One Environmental Site Assessment is to attempt to discover past or present environmentally related events that negatively impact the subject property. The research includes a search of available records concerning the property and the performance of an on-site inspection. Procedures followed in the performance of a Phase One Environmental Site Assessment include executing a government records search, researching various permits for the site, interviewing the occupants of the subject property and/or neighboring sites in close proximity, reviewing historical aerial photographs, obtaining supporting documents from regulatory agencies and conducting a physical survey of the subject property.

1.2 Involved Parties/Information Sources

The *Property Conditions Consultants* Phase One Site Assessment is produced through the efforts of a California Registered Environmental Assessor working in conjunction with Federal, State and County regulatory agencies. These government agencies are contacted based on their involvement with the property in question. Agencies may not be accessed based on the operations, or lack there of, conducted on the subject site. Attempts will be made to interview the property owner and/or present and past occupants of the subject site. Their description of past activities conducted on the subject property is an important addition to the historical uses of the property. The information obtained from these interviews will be relied upon as accurate, but will be compared to historic documents and photographs for authentication and verification.

The field investigation includes a site assessment and observations of the neighboring facilities as necessary. This review and inspection was performed by Alan Dages, California Registered Environmental Assessor. The site visit was performed on Friday, September 29, 2000.

2.0 PRINCIPAL FINDINGS

Based upon a review of government regulatory agency records, the known site history, historical photographs and a physical inspection, several environmental issues were noted regarding the subject property.

A 6,000-gallon, underground storage tank (UST) is in operation in the maintenance shop area on the north portion of the campus. This was installed in 1991 and conforms to the current State of California regulation for underground storage tank systems.

A 6,000-gallon, underground storage tank (UST) was removed in 1991 from the maintenance area. A report by *Calscience Engineering* (see Appendix) indicates appropriate procedures were followed and nominal contamination was found.

A 10,000-gallon, underground storage tank (UST) was abandoned in place in 1991 in the area of the auditorium in the approximate center of the campus. This was not removed due to unique limitations in the area of the underground storage tank (UST). Formal closure was authorized by the *County of Los Angeles Department of Public Works*.

Hazardous materials are stored and utilized as part of the maintenance operations conducted on the campus. These include lubricating oils, paints and solvent. These appeared to be stored and utilized appropriately.

Hazardous waste is generated as a result of maintenance operations conducted on the campus. These include waste oil, filters, paints and solvents. Manifest information and a site inspection evidenced appropriate storage and removal. Secondary containment is recommended beneath metal drums used for waste liquids.

Asbestos containing building materials are likely to be identified in the noted buildings on the subject property (Bungalow M5 and similar structures, Building F5, Bungalow E7 and similar structures). Building materials suspected of having an asbestos content include floor tiles and linoleum, plaster walls, wallboard, ceiling tiles, exterior stucco and roofing materials. These were observed to in damaged condition.

Lead based paint is likely to be identified on wood components used in the construction of the M5-type bungalows. This was observed to be in flaking condition.

3.0 SITE OVERVIEW

3.1 Location

The subject property is situated between Floral Avenue to the north, Collegian Street to the east, Avenida Cesar Chavez to the south and Bleakwood Street to the west, in the City of Monterey Park, County of Los Angeles, California. The immediate surrounding area is a mixture of residential and commercial/retail properties.

3.2 Adjacent Properties

To the north, in an upgradient position, several apartment buildings line the north side of Floral Avenue. Beyond (uphill) is a development of single-family homes. East, across Collegian Street, a retail shopping center is apparent. On the southeast end of this shopping area, a *Shell* gas station is situated. South across Avenida Cesar Chavez and west across Bleakwood Street, single-family homes and apartment buildings are constructed.

None of the properties adjacent to the subject property were found to pose a potential problem for migratory contamination to the subject property. No environmentally unsafe leakage, spillage, discharges or emissions were noted emanating from any adjacent properties during the site visit.

3.3 Site Description

The subject property consists of approximately 55 multi-use buildings. The majority of these structures serve as classrooms. The remainder consists of administration, services and maintenance buildings. The north side of the campus includes asphalt-paved parking lots, a football stadium and plant facilities buildings. The east portion consists of paved parking areas, and classroom bungalows. Along the south portion of the campus are paved parking lots and administrative buildings. The west portion of the campus is used for athletic fields. The central portion of the campus contains several lecture halls, classrooms and an auditorium.

Hazardous materials use and storage is located in the north-central maintenance shop area. An underground storage tank is also located in this area. Drums of PCB containing lighting ballasts, waste oil and filters are stored in metal drums on this yard area. There is also a paint spray booth located in the shop buildings.

There was no indication of hazardous materials misuse or improper storage, or hazardous waste storage problems in the area of the maintenance shop or on the entire campus.

3.4 Septic Tanks and Cesspools

Septic tanks and cesspools are often associated with the disposal of wastewater from structures that are not served by public sewer systems. Septic tanks and cesspools may be associated with hazardous materials, if such materials have been inappropriately disposed of in the past via sinks. Information obtained from the site reconnaissance indicated that neither septic tanks nor cesspools exist on the subject property. It is not known if cesspools were utilized early in the history of the college.

3.5 Pits, Ponds and Lagoons

Pits, ponds and lagoons are often associated with the disposal of solid and liquid wastes, which may include hazardous materials. Information obtained from the site assessment indicated that pits, ponds and lagoons do not currently exist on the property. Based on the review of historical records of the subject site, it is highly unlikely that pits, ponds or lagoons have ever existed on the property.

3.6 Wells, Cisterns and Sumps

Wells, cisterns and sumps were often installed in both residential and commercial sites prior to 1960. A wastewater clarifier is installed and used on the campus. This is periodically pumped clean. (Refer to Appendix).

3.7 Utility Company Transformer Investigation

In 1976, the *United States Environmental Protection Agency* (US EPA) banned the manufacture and sale of poly-chlorinated biphenyl (PCB)-containing transformers. Prior to this date, transformers were frequently filled with dielectric fluid containing PCB-laden oil. By 1985, the US EPA required that commercial property owners with transformers containing more than 500 parts per million (ppm) PCBs must register the transformer with the local fire department, provide exterior labeling, and remove combustible materials within 5.0 meters (40 Code of Federal Regulations 761.30: "Fire Rule").

The US EPA has the following categories for PCB-containing transformers:

- Non-PCB Containing Transformer, if less than 50 ppm PCB;
- PCB-Contaminated Transformer, if between 50 and 499 ppm PCB, and it must conform to the USEPA Fire Rule for disposal;
- PCB-Transformer, if greater than 500 ppm PCB.

There were several transformers observed on the subject site. These appeared to be in satisfactory condition.

PCBs may also be found in capacitors and fluorescent lighting unit ballasts. Fluorescent lighting units were identified in various locations throughout the site. Due to the construction date of the site buildings (1953 to present), it is possible that PCB-containing ballasts may be present. Any ballast removed from the on-site buildings that is not labeled "No PCBs" should be properly disposed of as required by law.

3.8 Asbestos Materials in Structures

Asbestos-containing building materials were widely utilized in structures built between 1945-1980. Common asbestos-containing building materials include vinyl flooring and associated mastic, wallboard and associated joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage occurs or if remodeling, renovation or demolition activities disturb asbestos-containing building materials. The structures on the property in question were constructed between 1950 and the present. Asbestos containing building materials are suspected to be present. Refer to Section 2.0 and 9.0.

3.9 Lead-Based Paint in Structures

Leaded paint was primarily utilized from the 1920s-1978. If the property in question is used as a dwelling, regulations are in effect that require identifications of lead-based paint. Commercial/industrial structures are affected by lead-based paint regulations if damage occurs or if remodeling, renovation or demolition activities disturb lead-based paint surfaces. There is a strong likelihood of lead based paint historically used in some of the structures on the subject property.

3.10 Indoor Air Quality

There are no regulations requiring indoor air quality to be assessed. However, it has been proven that dirty air handling systems, newer airtight structures and buildings that have experienced water damage or leakage are prime candidates for sick building syndrome. The conditions observed in the structure on the property in question did indicate indoor air quality concerns in some of the campus buildings. This due to evidence of wood dry rot and water seepage.

3.11 Radon Gas

Radon is a radioactive gas, which occurs naturally in the environment and cannot be seen, smelled or tasted. The human health effect associated with exposure to elevated levels of radon is an increased risk of developing lung cancer. The *US Environmental Protection Agency* (EPA) and the *US Center for Disease Control* are concerned about the increased risk of lung cancer developing in individuals exposed to above average levels of radon in their homes or offices. In order to address these concerns, the US EPA conducted a radon survey and presented the results for various counties in 1993.

The EPA's map of Radon Zones assigns each of the 3,141 counties in the United States to one of three zones. The zone designations were determined by assessing five factors that are known to be important indicators of radon potential: indoor radon measurements, geology, aerial radioactivity surveys, soil parameters and foundation types. The subject property falls within the designation of Zone 3. Zone 3 counties have a predicted average indoor radon screening level of less than two picocuries per liter (pCi/l) of air. Based on the results of the survey, the subject appears to be below the recommended EPA Action Level of four pCi/l. Based upon these results, radon is unlikely to adversely impact the subject property.

4.0 SITE HISTORY AND OPERATIONS

4.1 Site History

The property in question consisted of several acres of dirt field until the campus was founded in the late 1940's, early 1950's. Building additions occurred throughout the life of the campus.

4.2 Sanborn Map Review

Sanborn maps were ordered to be used as an integral part of the historical research. The provider of Sanborn map information stated that no mapping information is available for the area in which the subject property is located.

4.3 Historical Aerial Photograph Review

Historical photographs were reviewed at *Continental Aerial Photo, Inc.*, located in Los Alamitos, California. A Topcon mirror stereoscope, Model 3, with a 1.8x built-in magnifier, and 3x and 6x binoculars were used to conduct the reviews. During the review, the photographs were specifically examined for evidence of hazardous materials, as well as on and off-site features that may affect the environmental quality of the property. These features included sumps, pits, ponds, lagoons, aboveground tanks, landfills, outside storage of hazardous materials and general land use.

Seven sets of stereoscopic aerial photographs were reviewed. None of the above anomalies were noted to be on the property. The 1997 photograph was selected to appear in this report.

Photo Dated 11/53 - The property in question is situated at the base of a hilly area to the north. Floral Avenue runs along the north border. The east border is marked by Collegian Street. To the south is Avenida Cesar Chavez . The west border is marked by Bleakwood Street. Single-family homes have been constructed to the west and south of the property in question. To the east is a vacant lot with Atlantic Avenue beyond. The subject property consists of a curved, rectangular piece of land. The northwest corner is asphalt-paved for parking. A football stadium and practice field are situated along the north border. The northeast corner consists of an unused, dirt lot. An unused, dirt lot is apparent in the southwest corner. In the south-central and southeast corner, several small buildings are evident. One large building appears to be an auditorium/basketball arena, in the approximate center of the campus. The immediate surrounding area is residential/commercial in use.

Photo Dated 04/60 – Construction is apparent in the north-central portion of the campus. The northeast field has been asphalt paved for parking. The southwest dirt field is now a baseball diamond. To the east/southeast, along Atlantic Avenue, gas stations (three) are evident. These are downgradient of the subject site. Along the north border, across Floral Street, several apartment buildings have been constructed.

Photo Dated 03/71 – Several major buildings and small bungalow-type structures have been added to the campus. A rectangular facility building has been constructed on the north-central side of the campus. A shopping center has been constructed to the east across Collegian Street.

Photo Dated 01/86 – There are no significant changes evident to the subject property, its contiguous properties or the immediate surrounding area.

Photo Dated 05/90 – There are no significant changes evident to the subject property, its contiguous properties or the immediate surrounding area.

Photo Dated 07/95 - There are no significant changes evident to the subject property, its contiguous properties or the immediate surrounding area.

4.4 Operations

East Los Angeles College has been in operation for approximately 50 years. Maintenance operations conducted during this time to the present have required the use of hazardous materials and generation of hazardous waste. Based on the public status of the institution, the findings of the site inspection and an interview with the Director of Maintenance, operations have not resulted in a historic problem or current environmentally related threat to the property in question.

5.0 ENVIRONMENTAL SETTING

5.1 Regional Physiographic/Geology

The subject property is located in the north part of the Montebello Plain, near the border of the Repetto Hills. The property in question is approximately 300 feet above mean sea level.

The subject site is underlain by alluvial gravel, sand and clay USGS, 1964, CDWR, 1961). Based on soil testing and excavation at the *Shell* gas station approximately 0.1 mile to the southeast, the subsurface soil consists of brown, fine-grained silty sand to a depth of approximately 5 feet.

Hydrologically the property in question is located within the Montebello Forebay area of the central basin. Los Angeles Flood Control District well number 2856D located approximately 0.6 mile southeast had a depth to groundwater of 181 feet when measured October 1, 1997.

5.2 Surface Water Resources and Drainage

The subject property slopes significantly to the south. Surface water runoff is collected and transported by concrete gutters into storm drains located along major streets in the area. Surface water flow is generally to the south.

5.3 Groundwater Conditions

According to an Underground Storage Tank Closure Report generated by *Calscience Engineering* in April 1991, groundwater in the vicinity of the subject property is encountered at approximately 200 feet below ground surface. There is no record of significant groundwater contamination in the vicinity of the property in question.

5.4 Soil Conditions

Very minor levels of soil contamination were noted at the time of the underground storage tank removal in 1991. The soil is alluvial in nature, predominately sand and silty sand. There were no obvious discolorations of the soils or stressed vegetation on the subject property. The gradient seemed consistent throughout and there were no unusual appearing stains, mounds, contours or anomalous conditions on the ground surfaces that would indicate any foreign materials were dumped on the site.

5.5 Earthquake Faults

Mapping information, as published by the *State of California Department of Conservation, Division of Mines and Geology*, was referenced to determine if the property in question is part of any special studies zone as defined by the Alquist-Priolo Earthquake Fault Rupture Hazard Act of 1972, a mandatory study of active faults in California. An active fault zone is described as one that has had surface displacement within the Holocene Period (within the last approximate 11,000 years).

The property is not situated in a known active fault zone and there are no known faults in the immediate vicinity of the subject site.

Many faults in the Southern California area (an active, volatile region that is part of the Pacific Rim, and dominated by the San Andreas Fault) are as yet not discovered or undefined. Many portions of the Southern California area are subject to liquefaction of the soils as a result of a major earthquake. Liquefaction will cause severe property damage and possible building collapse.

5.6 Flood Zone Information

The *Federal Emergency Management Agency* (FEMA) has designated and mapped areas in which 100-year flood events have had an impact.
Based on mapping information, the property in question is not in a designated 100-year flood zone.

5.7 Wetlands Designation

Wetlands is a collective term for marshes, swamps and similar areas. The Clean Water Act (1972), Section 404, establishes federal authority to regulate activities in wetlands. Many areas have been designated as wetlands; however, some land has yet to be assessed. In the immediate vicinity of the property in question, the surrounding sites are utilized as paved and covered commercial/industrial sites. According to mapping information (*US Department of Fish and Game*, undated), the site and the immediate surrounding area is not designated or likely to be deemed as a wetland.

5.8 Endangered Species

Congress passed the Endangered Species Act in 1973 (with significant amendments in 1978, 1982 and 1988). This law provided the means of protection for animals, plants and invertebrates listed as threatened or endangered and their habitat. The State of California currently has 259 endangered species listed. Based on the location of the property in question, endangered species are not likely on or in the immediate vicinity. Refer to the County or City planning department to gather additional information and to obtain a list of approved biologists that may perform a biological survey.

5.9 Oil and Gas Wells

Oil and gas wells are potential concerns when they seep oil or gas, are not abandoned to current regulations or have associated surface contamination. They may also be associated with methane hazards. Unreported "wildcat" oil wells could be on or near the site.

Oil and gas field maps published by the *California Division of Oil and Gas* (DOG) were reviewed for the property. The purpose of this review was to determine the possible presence of current or past oil and/or gas wells that could impact the property. Potential sources of hazardous wastes associated with the oil field operations include drilling fluids, crude oil spills, sump bottoms, waste oil, waste water lines and improper well abandonment.

Based on a review of the oil and gas maps, no plugged and abandoned or active oil and/or gas wells are located on the subject property.

5.10 Historic Pesticide Usage

Due to former usage, it is unlikely that pesticides, insecticides and/or herbicides were used on the property in question. There are no reported pesticide/insecticide/herbicide contamination problems associated with the soil or groundwater in the vicinity of the subject property.

5.11 Electromagnetic Exposure

Utility lines used for transmitting high electrical voltage are suspected of causing a threat to human health with long term, low-level exposure. Presently, there is no firm scientific evidence to confirm this health concern.

Based on the proximity of the property in question to high voltage lines, there appears to be no increased likelihood of electromagnetic exposure for the occupants of the subject site.

6.0 RESULTS OF INVESTIGATION

6.1 Site Inspection Observations

The subject property was found to be in a satisfactory condition. Suspected lead based paint chipping and deterioration was evident on some buildings. Hazardous materials and hazardous waste appeared to be properly utilized stored and disposed of by the maintenance staff.

6.2 Site Records Review

Site records reviewed at the Maintenance Department consisted of hazardous waste manifests and material safety data sheets. These appeared to be chronologically accurate and appropriate.

6.3 Synopsis of Previous Environmental Investigations

A *Calscience Engineering* Underground Storage Tank Closure Report dated April 1991 described the underground storage tank removal and associated soil testing. This appeared appropriate and complete.

6.4 Personal Interviews

Mr. Richard Pothier, Building and Grounds Administrator for the East Los Angeles College, provided access to the maintenance records and associated environmentally related information including underground storage tank closure records, hazardous waste manifests and material safety data sheet information. Mr. Pothier stated that he personally oversees hazardous materials use and hazardous waste disposal and that the college complies with all State and Federal regulations.

6.5 Regulatory Agency Contacts

6.5.1 City of Monterey Park Building Department

Permit research conducted at the City offices found no permits on file for the East Los Angeles College campus. Mr. Jason Liao stated that the City did not have jurisdiction on the campus.

6.5.2 City of Monterey Park Fire Department, Fire Prevention Division

The City Fire Department provided limited information regarding environmentally related activities conducted on the campus. This was limited to the underground storage tank removal in 1991.

6.5.3 County of Los Angeles Department of Public Works Underground Storage Tank Division

File review concerning the subject property evidenced similar information that had been collected at the city offices and from the offices of *Richard Pothier*. File documents did not reveal any concern or improper practices.

7.0 SUMMARY OF GOVERNMENT AGENCY DATA REPORT

NOTE: This government records summary is based on investigating properties near the subject property. The ASTM standard has defined these sites as being within various distances of the subject property. Other sites more distant in proximity may be listed but not considered critical and, therefore, not further investigated.

CERCLIS: This is a list compiled by the *US Environmental Protection Agency* (EPA) for designation under the Federal SUPERFUND Program as sites representing an environmental concern for the discharge of hazardous wastes. There is no CERCLIS sites listed as being within a 0.5-mile radius of the subject property as of January 2000.

NPL: This is a National Priority List compiled by the EPA. The sites on this list are prioritized as to their significant risks to human health and the environments. Only NPL sites can receive CERCLA funding. There are no NPL sites listed as being within a one-mile radius of the subject property as of May 1999.

SUPER: FUND: Under authority granted the EPA by the Comprehensive Environmental Response Act (CERCLA), the EPA is authorized to place a SUPERFUND lien on any property that the agency has spent money on for remedial action or notified the owner of the potential of liability for remedial action. There are no SUPERFUND sites listed as being within a one-mile radius of the subject property as of January 2000.

SWIS: The *California Waste Management Board* maintains this list of active, inactive and closed solid waste disposal and transfer facilities. There are no SWIS sites listed as being within a 0.5-mile radius of the subject property as of January 2000.

RCRA: Sites that generate hazardous waste are required to use EPA identification numbers. An EPA identification number does not indicate a problem with a site, but merely that they use or dispose of a minimum quantity of a hazardous waste. There are 30 RCRA sites listed within a one-mile radius of the subject property as of March 2000. The subject property is a listed RCRA site. These sites do not appear pose an environmental threat to the property in question based on their listed status and distance and direction away.

LALUST/ LUST: These lists indicate leaks of hazardous substances from underground storage tanks and provide information on the extent to which the soil and groundwater have been affected. There are 4 LALUST/LUST sites listed as being within a 0.5-mile radius of the subject property as of July 1999. Based on their distance away and listed status, these sites do not appear to pose an environmental threat to the property in question due to subsurface migratory contamination.

CORTESE: This is a list of potential and confirmed hazardous waste sites which is composed of information from the *State Water Resources Board, California Waste Management Board* and the *Department of Health Services*. There is one CORTESE site listed within a 0.5-mile radius of the subject property as of January 2000. Based on its distance away and listed status, this site does not appear to pose an environmental threat to the property in question due to subsurface migratory contamination.

CAL-SITES: The CAL-SITES list contains information on potential hazardous waste sites that have been identified by the Historical Abandoned Site Survey Program. There are no CAL-SITES listed within a 0.5-mile radius of the subject property as of January 2000.

WDS: The WDS list is a list of Waste Discharge Systems produced by the *State of California Environmental Affairs Agency, Office of Hazardous Material Data Management*. This data base contains information on sites which have been issued volume allowances for specified levels of wastewater discharge. There are no WDS sites listed as being within a one-mile radius of the subject property as of August 1999.

SARA: The SARA Title III list contains facilities which are required by the *Environmental Protection Agency* to report releases of toxic chemicals to the air, water and land under Section 313 of the Emergency Planning and Community Right to Know Act contained in the SUPERFUND Amendments and Reauthorization Act of 1986. There are no SARA sites listed as being within a 0.5-mile radius of the subject property as of July 1999.

WMUDS: This list notates sites monitored by the *State of California Water Resources Control Board* and the *Regional Water Quality Control Board* for tracking and inventory of waste management units. There are no WMUDS sites listed as being within a 0.5-mile radius of the subject property as of April 1998.

UST: The *State of California Water Resources Control Board* (WRCB) in Sacramento provides a list of all permitted underground tanks containing hazardous substances. These sites are provided for information only. Any sites which are problematic are also found on the LUST (Leaking Underground Storage Tank) list and have been explained above as not being considered a problem for migratory contamination to the subject property. There is one registered Underground Storage Tank site listed within a 0.2 mile of the subject property as of July 1999. This is the underground storage tank presently on the subject property.

ERNS: ERNS is a national database retrieval system of Incident-Notification information, as initially reported by any party regarding incidents of reported releases of oil and hazardous substances. The information in this report combines data from the *United States Coast Guard National Response Center* database with data from the 10 EPA Regions. ERNS supports the release notification requirements of Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended; Section 311 of the Clean Water Act; and Sections 300.51 and 300.65 of the National Oil and Hazardous Substances Contingency Plan.

There are no ERNS sites listed within one mile of the subject property as of January 2000.

8.0 CONCLUSIONS

8.1 Areas of No Apparent Concern

There are no apparent environmentally related concerns regarding the current or historic operations conducted on the property in question.

There are no apparent concerns regarding the migration of subsurface contamination from off-site sources.

8.2 Areas of Further Environmental Concern

Further environmentally related concern is noted regarding the subject property due to the likely presence of asbestos containing building materials and lead based paint used in older buildings on the campus. The present underground storage tank is a continued source of environmental concern by virtue of its existence.

9.0 RECOMMENDATIONS

9.1 Areas of Immediate Action

There was no evidence to indicate that immediate action to an environmentally related concern was needed.

9.2 Further Investigation

Lead based paint testing should be conducted due to the deteriorating condition of many painted surfaces. Paint chips were observed on windowsills and around building exteriors.

Due to observed conditions, asbestos sampling should be conducted to determine if building materials used in the construction of the structures in question have an asbestos fiber content.

10.0 LIMITATIONS

This report is intended to satisfy the requirements of a Preliminary Phase One Environmental Site Audit as outlined in the ASTM standards. This standard is intended to define the scope of due diligence necessary in a real estate transaction to provide for the "innocent buyer's defense" under the SARA amendments to CERCLA.

The findings set forth in this Phase One Environmental Site Assessment are strictly limited in time and scope to the date of evaluation(s). Government records searched are limited to the accuracy of the agency prepared lists. The conclusions presented in the report are based solely on the services described therein and not on scientific tasks or procedures beyond the scope of the agreed upon Phase One Environmental Site Assessment. It is hereby acknowledged that, within the scope of this survey, no level of assessment can ensure the real property is completely free of chemicals or toxic substances.

The public records search was conducted with available Federal, State, County and City agency departments, according to recognized procedures and current availability of records. Conclusions resulting from these searches are solely a result of the same. *Property Conditions Consultants* assumes no responsibility for events that are not part of these public records.

Property Conditions Consultants

Alan D. Dages

Alan Dages
Registered Environmental Assessor
No. 02675 Expires: 06/30/01

REGISTERED ENVIRONMENTAL ASSESSOR
ALAN D. DAGES
No. 02675
Expires: 6/30/01
STATE OF CALIFORNIA

CERTIFIED ASBESTOS CONSULTANT
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Expires: 7/21/01
STATE OF CALIFORNIA

DEPARTMENT OF HEALTH SERVICES
ALAN D. DAGES
No. 378
Expires: 9/13/01
INSPECTOR/ASSESSOR
STATE OF CALIFORNIA

11.0 REFERENCES

11.1 Published References

11.1.1 Government Agency Data Report - October 2000
11.1.2 *Continental Aerial* Photographs – Reviewed Sept 2000 (1997 photo provided)
11.1.3 DOG Maps/1997 Munger Map Book
11.1.4 Alquist-Priolo Earthquake Fault Rupture Hazard Zones
11.1.5 USGS Topographic Map

11.2 Record of Personal Communications

11.2.1 *City of Monterey Park Building Department* Mr. Jason Liao	October 2000 (626)307-1304
11.2.2 *City of Monterey Park Fire Department* Ms. Christine Bravo	October 2000 (626)307-1308
11.2.3 *East Los Angeles College* Mr. Richard Pothier	October 2000 (323)265-8755

APPENDIX

12.1 Government Agency Data Report

12.2 *Calscience Engineering* UST Closure Report

12.3 County of Los Angeles Dept. of Public Works UST Documents

12.4 City of Monterey Park Fire Department Documents

12.5 Hazardous Waste Manifest Information

12.6 Site Map(s)

12.7 *USGS* Topographic Map

12.8 Historical Aerial Photograph

12.9 Additional Site Photographs

12.1 Government Agency Data Report

Disclaimer and Other Information

This report is limited in scope and accuracy to the available government records lists searched. This report represents only a search of those records as of the date specified herein. The specific government records searched may not include all sites of environmental contamination or risk. Inclusion of individual sites as pulled from the government lists is determined based exclusively on the address or location information provided by the government, which may not be complete. The subscriber acknowledges that Sunrise Environmental Services assumes no responsibility for the completeness or accuracy of the recorded lists as compiled by the various government agencies, or for any inclusion or lack thereof of individual sites caused by any such incomplete or inaccurate information. The purpose of this report is for a records search and is not a substitute for a complete Phase I Environmental Audit.

Maps provided by Sunrise Environmental Services are based on either U.S. Government Tiger files, other government data, or professionally provided mapping data compiled from both government sources and private surveys. The subscriber acknowledges that Sunrise Environmental Services assumes no responsibility for the completeness or accuracy of any such maps or coordinates derived there from.

16542 Blackbeard Lane #100 Huntington Beach, CA 92649-3436 Phone: (714) 377-1127 Fax: (714) 377-1047

Table of Contents

Statistical Review

Property Information			
Address	1101 AVENIDA CAESAR CHAVEZ AVE	**Latitude**	34° 2' 27.12" North
City,State & Zip	MONTEREY PARK,CA 91754	**Longitude**	118° 8' 57.20" West
Contact	PROPERTY CONDITION CONSULTANTS	**Base Radius**	1.0 mile
Contact Phone	* Not Reported *	**Map Radius**	1.0 mile

Federal Databases	Data Date	Radius (Miles)	within ¼ mile	¼ to ½ mile	½ to 1 mile	over 1 mile		Total
US-CERCLIS	06/21/2000	0.500	0	0	--	--		0
US-NPL	06/21/2000	1.000	0	0	0	--		0
US-LIENS	09/21/2000	1.000	0	0	0	--		0
US-NFRAP	04/18/2000	0.200	0	--	--	--		0
US-RCRA	08/01/2000	1.000	1	5	24	--		30
US-ERNS	01/01/2000	0.200	0	--	--	--		0

State Databases	Data Date	Radius (Miles)	within ¼ mile	¼ to ½ mile	½ to 1 mile	over 1 mile		Total
CA-SWIS	01/25/2000	0.500	0	0	--	--		0
CA-LUST	09/10/2000	0.500	0	0	--	--		0
CA-CORTESE	09/01/2000	0.500	0	1	--	--		1
CA-CAL-SITES	09/21/2000	0.500	0	0	--	--		0
CA-WDS	08/01/1999	0.500	0	0	--	--		0
CA-SARA	09/21/2000	0.500	0	0	--	--		0
CA-LALUST	03/21/2000	0.500	0	4	--	--		4
CA-WMUDS	04/01/1998	0.500	0	0	--	--		0
CA-UST	09/21/2000	0.200	1	--	--	--		1

Quick Reference List

Page	Site	Address	Dist/Dir	Map Key	List
6	EAST LOS ANGELES COL	1301 BROOKLYN AVE	0.064 SW		US-RCRA
23	EAST LOS ANGELES COL	1301 BROOKLYN AVE	0.064 SW		CA-UST
19	SHELL #204-5112-0305	2291 ATLANTIC BLVD S	0.285 SE		CA-LALUST
6	PRADO CLEANERS	2215 S ATLANTIC BLVD	0.300 SE		US-RCRA
19	CAMINO REAL CHEVROLE	2401 ATLANTIC BLVD S	0.312 SE		CA-LALUST
6	CAMINO REAL CHEVROLE	2401 S ATLANTIC BLVD	0.312 SE		US-RCRA
7	ATLANTIC SQUARE CLEA	2110 S ATLANTIC BLVD	0.355 SE		US-RCRA
20	UNOCAL #3627	1970 ATLANTIC BLVD S	0.420 NE		CA-LALUST
15	UNOCAL #3G27	1970 ATLANTIC	0.420 NE		CA-CORTESE
20	CHEVRON #9-3699	250 ATLANTIC BLVD S	0.467 SW		CA-LALUST
7	CHEVRON STATION 9369	250 S ATLANTIC	0.467 SW		US-RCRA
7	SO CALIF GAS CO/MONT	1801 S ATLANTIC BLVD	0.496 NE		US-RCRA
7	AZTEC AUTO WREKEN	760 NOR MISSION	0.646 SW		US-RCRA
8	NESHEKS AUTO REPAIR	5034 EAST THIRD STREET	0.713 SW		US-RCRA
8	ARGOS AUTO TRUCK ELE	343 SOUTH ATLANTIC BLVD	0.730 SW		US-RCRA
8	J C TRANS CENTER	345 S ATLANTIC	0.734 SW		US-RCRA
8	DEPT OF PARKS AND RE	4915 E FIRST ST	0.752 SW		US-RCRA
9	LA HEALTH SVC EDW RO	245 S FETTERLY	0.820 SW		US-RCRA
9	BROTMAN AUTOBODY CTR	392 S ATLANTIC BLVD	0.830 SW		US-RCRA
9	ROOFMASTER INC	750 S MONTEREY PASS RD	0.834 NW		US-RCRA
9	PRESS ONE PRINTING	751 MONTEREY PASS ROAD	0.843 NW		US-RCRA
10	MCCARRON ELECTRIC CO	721 MONTEREY PASS RD	0.844 NW		US-RCRA
10	MILLER L C CO.	717 MONTEREY PASS RD	0.845 NW		US-RCRA
10	CONNOR SPRING & MFG	831 MONTEREY PASS RD	0.848 NW		US-RCRA
10	SEAL SEAT COMPANY	1200 MONTEREY PASS RD	0.863 NW		US-RCRA
11	CAROLYN SHOE CO	1401 MONTEREY PASS RD	0.869 NW		US-RCRA
11	D M E COMPANY	1051 MONTEREY PASS RD	0.870 NW		US-RCRA
11	LA USD 4TH ST EL	420 S AMALIA AVE	0.878 SW		US-RCRA
11	O S P PUBLISHING	1001 MONTEREY PASS RD	0.880 NW		US-RCRA
12	TU VETS	5635 E BEVERLY BLVD	0.896 SE		US-RCRA
12	JES AUTO REPAIR	4610 E FLORAL DR	0.943 NW		US-RCRA
12	MONTEREY PARK HOSPIT	900 S ATLANTIC BLVD	0.944 NE		US-RCRA
12	PRIVILEGE HOUSE INC	632 MONTEREY PASS RD	0.958 NE		US-RCRA
13	FRANKS PEST CONTROL	5717 E BEVERLY BLVD	0.965 SE		US-RCRA
13	ROSEMEAD MEDICAL GRO	850 S ATLANTIC BLVD STE 104	0.984 NE		US-RCRA
13	GENERAL ELECTRIC MED	2630 CORPORATE PLACE	0.985 NW		US-RCRA

CERCLIS

Name:
Comprehensive Environmental Response, Compensation and Liability Information System

Reporting Agency:
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
http://www.epa.gov/oerrpage/superfund/
(800) 775-5037

Information:

Database Last Updated:	September 21, 2000	Radius Searched:	0.500 miles
Database Last Checked:	June 21, 2000	Total Records Searched:	10512

Description:
The U.S. Environmental Protection Agency has compiled this list of contaminated properties for designation under the Federal Superfund Program pursuant to the *Comprehensive Environmental Response Conservation and Liability Act (CERCLA).* These sites represent environmental concern for the discharge of hazardous materials by hazardous waste generators, treatment and storage facilities, and hazardous waste disposal sites.

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

NPL

Name:
National Priorities List

Reporting Agency:
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
http://www.epa.gov/superfund/whatissf/npl_hrs.htm
(703) 603-8881

Information:

Database Last Updated:	September 21, 2000	Radius Searched:	0.500 miles
Database Last Checked:	June 21, 2000	Total Records Searched:	1202

Description:
The NPL is a subset of CERCLIS and lists some of the nation's most dangerous sites of uncontrolled or hazardous waste which require cleanup. Also known as the Superfund List, the sites are scored according to the hazardous ranking system

The database listing as of the above date shows no locations within a 1.0 mile radius of the subject property.

LIENS

Name:
Federal Superfund Liens

Reporting Agency:
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
(800) 775-5037

Information:

Database Last Updated:	January 01, 1998	Radius Searched:	0.500 miles
Database Last Checked:	September 21, 2000	Total Records Searched:	18

Description:
Under the authority granted by the *Comprehensive Environmental Response Conservation and Liability Act (CERCLA),* the E.P.A. is authorized to place a Superfund Lien on property that the agency has spent money on for remidial action or notified the owner of the potential of liability for remidial action.

The database listing as of the above date shows no locations within a 1.0 mile radius of the subject property.

SWIS

Name:
Solid Waste Information System

Reporting Agency:
California Integrated Waste Management Board
8800 Cal Center Drive - Sacramento, CA 95826
http://www.ciwmb.ca.gov/SWIS/
(916) 255-2331

Information:

Database Last Updated:	January 25, 2000	Radius Searched:	0.500 miles
Database Last Checked:	January 25, 2000	Total Records Searched:	3512

Description:
The California Integrated Waste Management Board maintains this list pursuant to the Solid Waste Management Resource Recovery Act of 1972. The list contains an inventory of active, inactive and closed solid waste disposal and transfer facilities.

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

NFRAP

Name:
Archived Superfund Sites

Reporting Agency:
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
http://www.epa.gov/superfund/sites/arcsites/index.htm
(800) 775-5037

Information:

Database Last Updated:	April 18, 2000	Radius Searched:	0.500 miles
Database Last Checked:	April 18, 2000	Total Records Searched:	31917

Description:
The Archive (NFRAP) database contains information on sites which have been removed and archived from the inventory of Superfund sites. Archive status indicates that to the best of the EPA's knowledge, Superfund has completed its assessment of a site and determined that no further steps will be taken to list that site on the NPL.

The database listing as of the above date shows no locations within a 2000 foot radius of the subject property.

RCRA

Name:
Resource Conservation and Recovery Act

Reporting Agency:
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
http://www.epa.gov/osw/

Information:

Database Last Updated:	August 01, 2000	Radius Searched:	0.500 miles
Database Last Checked:	August 01, 2000	Total Records Searched:	302610

Description:
RCRIS *(Resource Conservation and Recovery Information System)* contains information on handlers regulated by the US Environmental Protection Agency under the *Resource Conservation and Recovery Act (RCRA).*

Site Information

Distance & Direction:	0.064 miles Southwest		
Site Name:	EAST LOS ANGELES COLLEGE		
Address:	1301 BROOKLYN AVE	**EPA ID Number:**	CAD981692866
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	1301 BROOKLYN AVE	**Phone Number:**	(213) 265-8755
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.300 miles Southeast		
Site Name:	PRADO CLEANERS		
Address:	2215 S ATLANTIC BLVD	**EPA ID Number:**	CAD981972300
City, State & Zip:	MONTEREY, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	JOHN KIM	**Title:**	OWNER
Address:	2215 S ATLANTIC BLVD	**Phone Number:**	(213) 263-1506
City, State & Zip:	MONTEREY, CA 91754		

RCRA (continued)

Site Information

Distance & Direction:	0.312 miles Southeast		
Site Name:	CAMINO REAL CHEVROLET		
Address:	2401 S ATLANTIC BLVD	**EPA ID Number:**	CAD981384852
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	2401 S ATLANTIC BLVD	**Phone Number:**	(213) 264-3050
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.355 miles Southeast		
Site Name:	ATLANTIC SQUARE CLEANERS		
Address:	2110 S ATLANTIC BLVD	**EPA ID Number:**	CAD981969140
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	2110 S ATLANTIC BLVD	**Phone Number:**	(415) 555-1212
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.467 miles Southwest		
Site Name:	CHEVRON STATION 93699		
Address:	250 S ATLANTIC	**EPA ID Number:**	CA0000375907
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	NELSON W QUAN	**Title:**	OPERATOR
Address:	250 S ATLANTIC	**Phone Number:**	(213) 268-3944
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.496 miles Northeast		
Site Name:	SO CALIF GAS CO/MONTEREY PARK BASE		
Address:	1801 S ATLANTIC BLVD	**EPA ID Number:**	CAD981423189
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	P O BOX 3249 TERMINAL ANNEX	**Phone Number:**	(213) 689-3075
City, State & Zip:	LOS ANGELES, CA 90051		

RCRA (continued)

Site Information

Distance & Direction:	0.646 miles Southwest		
Site Name:	AZTEC AUTO WREKEN		
Address:	760 NOR MISSION	**EPA ID Number:**	CAD983596057
City, State & Zip:	LOS ANGELES, CA 90033	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	CORONA SRONSECA	**Title:**	SALVADOR
Address:	760 NOR MISSION	**Phone Number:**	(213) 221-9813
City, State & Zip:	LOS ANGELES, CA 90033		

Site Information

Distance & Direction:	0.713 miles Southwest		
Site Name:	NESHEKS AUTO REPAIR		
Address:	5034 EAST THIRD STREET	**EPA ID Number:**	CAD981412224
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	5034 EAST THIRD STREET	**Phone Number:**	(213) 263-5543
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.730 miles Southwest		
Site Name:	ARGOS AUTO TRUCK ELEC SVC		
Address:	343 SOUTH ATLANTIC BLVD	**EPA ID Number:**	CAD077982775
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	343 SOUTH ATLANTIC BLVD	**Phone Number:**	(213) 268-8188
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.734 miles Southwest		
Site Name:	J C TRANS CENTER		
Address:	345 S ATLANTIC	**EPA ID Number:**	CAD983594623
City, State & Zip:	EAST LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	VASQUEZ ELMER	**Title:**	ENVIRO MANAGER
Address:	345 S ATLANTIC	**Phone Number:**	(213) 263-6883
City, State & Zip:	EAST LOS ANGELES, CA 90022		

RCRA (continued)

Site Information

Distance & Direction:	0.752 miles Southwest		
Site Name:	DEPT OF PARKS AND REC LA CNTY		
Address:	4915 E FIRST ST	**EPA ID Number:**	CAD982510984
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	433 S VERMONT AVE	**Phone Number:**	(213) 263-8144
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.820 miles Southwest		
Site Name:	LA HEALTH SVC EDW ROYBAL HLTH CTR		
Address:	245 S FETTERLY	**EPA ID Number:**	CAD038193934
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	245 S FETTERLY	**Phone Number:**	(213) 974-7881
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.830 miles Southwest		
Site Name:	BROTMAN AUTOBODY CTR		
Address:	392 S ATLANTIC BLVD	**EPA ID Number:**	CAD981368202
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	392 S ATLANTIC BLVD	**Phone Number:**	(213) 263-9623
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.834 miles Northwest		
Site Name:	ROOFMASTER INC		
Address:	750 S MONTEREY PASS RD	**EPA ID Number:**	CAD088393160
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	P O BOX 63309	**Phone Number:**	(213) 261-5122
City, State & Zip:	LOS ANGELES, CA 90063		

Site Information

Distance & Direction:	0.843 miles Northwest		
Site Name:	PRESS ONE PRINTING		
Address:	751 MONTEREY PASS ROAD	**EPA ID Number:**	CAD982480766
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	751 MONTEREY PASS ROAD	**Phone Number:**	(213) 268-5156
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.844 miles Northwest		
Site Name:	MCCARRON ELECTRIC CO		
Address:	721 MONTEREY PASS RD	**EPA ID Number:**	CAD981690530
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	721 MONTEREY PASS RD	**Phone Number:**	(213) 261-7104
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.845 miles Northwest		
Site Name:	MILLER L C CO		
Address:	717 MONTEREY PASS RD	**EPA ID Number:**	CAD008284689
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	717 MONTEREY PASS RD	**Phone Number:**	(213) 268-3611
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.848 miles Northwest		
Site Name:	CONNOR SPRING & MFG		
Address:	831 MONTEREY PASS RD	**EPA ID Number:**	CAD008262339
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	831 MONTEREY PASS RD	**Phone Number:**	(213) 264-1281
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.863 miles Northwest		
Site Name:	SEAL-SEAT COMPANY		
Address:	1200 MONTEREY PASS RD	**EPA ID Number:**	CAD981569353
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	1200 MONTEREY PASS RD	**Phone Number:**	(213) 269-1311
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.869 miles Northwest		
Site Name:	CAROLYN SHOE CO		
Address:	1401 MONTEREY PASS RD	**EPA ID Number:**	CAD062073010
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	1401 MONTEREY PASS RD	**Phone Number:**	(213) 268-3161
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.870 miles Northwest		
Site Name:	D M E COMPANY		
Address:	1051 MONTEREY PASS RD	**EPA ID Number:**	CAD982493025
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	1051 MONTEREY PASS RD	**Phone Number:**	(213) 264-0754
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.878 miles Southwest		
Site Name:	LA USD 4TH ST EL		
Address:	420 S AMALIA AVE	**EPA ID Number:**	CAD981980014
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	1425 S SAN PEDRO RM 215	**Phone Number:**	(213) 742-7371
City, State & Zip:	LOS ANGELES, CA 90015		

RCRA (continued)

Site Information

Distance & Direction:	0.880 miles Northwest		
Site Name:	O S P PUBLISHING		
Address:	1001 MONTEREY PASS RD	**EPA ID Number:**	CA0000909531
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	JOHN WEBER	**Title:**	DIR OF HR
Address:	1001 MONTEREY PASS RD	**Phone Number:**	(213) 881-6725
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.896 miles Southeast		
Site Name:	TU VETS		
Address:	5635 E BEVERLY BLVD	**EPA ID Number:**	CAD982473621
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	5635 E BEVERLY BLVD	**Phone Number:**	(213) 723-4569
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.943 miles Northwest		
Site Name:	JES AUTO REPAIR		
Address:	4610 E FLORAL DR	**EPA ID Number:**	CAD983648049
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ERIQUE MONREAL	**Title:**	MANAGER
Address:	4610 E FLORAL DR	**Phone Number:**	(213) 264-2294
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.944 miles Northeast		
Site Name:	MONTEREY PARK HOSPITAL		
Address:	900 S ATLANTIC BLVD	**EPA ID Number:**	CAD982526113
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	900 S ATLANTIC BLVD	**Phone Number:**	(818) 570-9000
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.958 miles Northeast		
Site Name:	PRIVILEGE HOUSE INC		
Address:	632 MONTEREY PASS RD	**EPA ID Number:**	CAD983645649
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ART LEYUA	**Title:**	PURCHASING
Address:	632 MONTEREY PASS RD	**Phone Number:**	(818) 293-7363
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.965 miles Southeast		
Site Name:	FRANKS PEST CONTROL INC		
Address:	5717 E BEVERLY BLVD	**EPA ID Number:**	CAD981574395
City, State & Zip:	LOS ANGELES, CA 90022	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	5717 E BEVERLY BLVD	**Phone Number:**	(213) 685-7030
City, State & Zip:	LOS ANGELES, CA 90022		

Site Information

Distance & Direction:	0.984 miles Northeast		
Site Name:	ROSEMEAD MEDICAL GROUP INC		
Address:	850 S ATLANTIC BLVD STE 104	**EPA ID Number:**	CAD983642190
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	YVETTE GARDEA	**Title:**	OFFICE SUPV
Address:	850 S ATLANTIC BLVD STE 104	**Phone Number:**	(818) 308-0651
City, State & Zip:	MONTEREY PARK, CA 91754		

Site Information

Distance & Direction:	0.985 miles Northwest		
Site Name:	GENERAL ELECTRIC MEDICAL SYSTEMS		
Address:	2630 CORPORATE PLACE	**EPA ID Number:**	CAD981665730
City, State & Zip:	MONTEREY PARK, CA 91754	**Transporter:**	No
TSD Type:	* Not Reported *		
Generator Type:	SMALL QUANTITY GENERATOR		

Contact Information

Contact Name:	ENVIRONMENTAL MANAGER	**Title:**	ENVIRO MANAGER
Address:	2630 CORPORATE PLACE	**Phone Number:**	(213) 269-7414
City, State & Zip:	MONTEREY PARK, CA 91754		

LUST

Name:
Leaking Underground Storage Tanks

Reporting Agency:
California State Water Resources Control Board
http://www.swrcb.ca.gov/~cwphome/lustis/index.html
(916) 227-4400

Information:

Database Last Updated:	September 10, 2000	Radius Searched:	0.500 miles
Database Last Checked:	September 10, 2000	Total Records Searched:	35062

Description:
The State of California Water Resources Control Board (WRCB) provides a list of all leaks of hazardous substances from underground storage tanks. This database provides information on contamination case types and in some cases remediation activities.

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

CORTESE

Name:
Hazardous Waste and Substances Sites List

Reporting Agency:
Department of Toxic Substances Control
http://www.dtsc.ca.gov/adcorlts.htm
(916) 445-6532

Information:

Database Last Updated:	April 01, 1999	Radius Searched:	0.500 miles
Database Last Checked:	September 01, 2000	Total Records Searched:	16379

Description:
This is a listing of potential and confirmed hazardous waste and substance sites throughout California. The information in this list was consolidated within the State Office of Planning and Research.

Code Meanings:
CALSI: Department of Toxic Substances Control; Contaminated or potentially contaminated hazardous waste sites.
LTNKA: California State Water Resources Control Board; Leaking Underground Storage Tanks
WB-LF: California Integrated Waste Management Board;Sanitary Landfills which have evidence of groundwater contamination.

Site Information

Distance & Direction:	0.420 miles Northeast		
Site Name:	UNOCAL #3G27		
Address:	1970 ATLANTIC	**Source:**	LTNKA
City, State & Zip:	MONTEREY PARK, CA 91754	**Regional ID:**	1-07433

CAL-SITES

Name:
California Cal-Sites Database

Reporting Agency:
California Environmental Protection Agency
http://www.calepa.ca.gov/
(916) 323-3400

Information:

Database Last Updated:	May 01, 1999	Radius Searched:	0.500 miles
Database Last Checked:	September 21, 2000	Total Records Searched:	4210

Description:
The California Cal-Sites are potentially contaminated hazardous waste sites. The database was created from the Annual Workplan (AWP), the Abandoned Sites Project Information System (ASPIS), and the Bond Expenditure Plan (BEP).

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

WDS

Name:
Waste Discharge System

Reporting Agency:
California State Water Resources Control Board
http://www.swrcb.ca.gov/
(916) 657-1395

Information:

Database Last Updated:	August 01, 1999	Radius Searched:	0.500 miles
Database Last Checked:	August 01, 1999	Total Records Searched:	6727

Description:
The California Waste Discharge System (WDS) contains information on which sites with waste discharge permits issued.

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

SARA

Name:
Sara Title III

Reporting Agency:
Environmental Protection Agency
http://www.epa.gov/

Information:

Database Last Updated:	May 01, 1996	Radius Searched:	0.500 miles
Database Last Checked:	September 21, 2000	Total Records Searched:	4019

Description:
Section 313 of the Emergency Planning and Community Right to Know Act, Title III of the Superfund Amendments and Re-authorization Act of 1986, requires certain facilities to file an annual toxic chemical release inventory form with the United States Environmental Protection Agency and the California Environmental Affairs Agency. Facilities are required to report releases to air, water, and land.

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

L.A. LUST

Name:
Los Angeles Leaking Underground Storage Tanks

Reporting Agency:
Los Angeles Regional Water Quality Control Board
http://www.swrcb.ca.gov/~rwqcb4/
(213) 576-6600

Information:

Database Last Updated:	September 17, 1999	Radius Searched:	0.500 miles
Database Last Checked:	March 21, 2000	Total Records Searched:	6835

Description:
The Los Angeles Regional Water Quality Control Board provides a list of all leaks of hazardous substances from underground storage tanks. This database provides information on contamination case types and in some cases remediation activities. It is an enhancement to the State of California Water Resources Control Board LUST database.

Site Information

Distance & Direction:	0.285 miles Southeast		
Name:	SHELL #204-5112-0305		
Address:	2291 ATLANTIC BLVD S	**Case Number:**	I-09332
City, State & Zip:	MONTEREY PARK, CA 91754	**Cross Street:**	RIGGIN ST
Lead Agency:	REGIONAL	**Substance:**	GASOLINE
Status:	* Not Reported *		
Case Type:	Only soil has been affected		
Date Discovered:	September 19, 1989	**How Discovered:**	Other
Date Stopped:	-	**How Stopped:**	-
Source of Discharge:	Unknown	**Leak Cause:**	Unknown
Groundwater Basin:	-	**Watershed:**	7
Hydrologic Unit:	-	**Nearest Well:**	-
Depth to Groundwater:	0.00	**Well Number:**	-
MTBE:	No	**First Detected:**	-

Highest groundwater concentration (ppb):
MTBE: N/A Benzene: * NR * TPH (gas): * NR *
Highest soil concentration (ppm): N/A
Current MTBE concentration in groundwater (ppb): -

Noteable Dates

Event:	Date:
Leak was originally reported	January 19, 1989
Leak existance was last confirmed	December 16, 1988
Preliminary site assessment began	November 14, 1991
Pollution characterization began	May 11, 1993
Closure letter issued (site closed)	September 10, 1996
Leak was last reviewed	September 05, 1996

Site Information

Distance & Direction:	0.312 miles Southeast		
Name:	CAMINO REAL CHEVROLET		
Address:	2401 ATLANTIC BLVD S	**Case Number:**	I-07422
City, State & Zip:	MONTEREY PARK, CA 91754	**Cross Street:**	001ST ST.
Lead Agency:	REGIONAL	**Substance:**	WASTE OIL
Status:	* Not Reported *		
Case Type:	Only soil has been affected		
Date Discovered:	June 06, 1991	**How Discovered:**	Tank Closure
Date Stopped:	June 06, 1991	**How Stopped:**	-
Source of Discharge:	Unknown	**Leak Cause:**	Unknown
Groundwater Basin:	-	**Watershed:**	7
Hydrologic Unit:	-	**Nearest Well:**	-
Depth to Groundwater:	-	**Well Number:**	-
MTBE:	-	**First Detected:**	-

Highest groundwater concentration (ppb):
MTBE: * NR * Benzene: * NR * TPH (gas): * NR *
Highest soil concentration (ppm): -
Current MTBE concentration in groundwater (ppb): -

Noteable Dates

Event:	Date:
Leak was originally reported	June 06, 1991
Preliminary site assessment began	June 06, 1991
Closure letter issued (site closed)	July 18, 1996
Leak was last reviewed	June 17, 1993

Site Information

Distance & Direction:	0.420 miles Northeast		
Name:	UNOCAL #3627		
Address:	1970 ATLANTIC BLVD S	**Case Number:**	I-07433
City, State & Zip:	MONTEREY PARK, CA 91754	**Cross Street:**	BRIGHTWOOD
Lead Agency:	LOCAL	**Substance:**	GASOLINE
Status:	* Not Reported *		
Case Type:	The type of resources affected or extent of the resources affected are unknown		
Date Discovered:	November 26, 1990	**How Discovered:**	Tank Closure
Date Stopped:	November 26, 1990	**How Stopped:**	Remove Contents
Source of Discharge:	Unknown	**Leak Cause:**	Unknown
Groundwater Basin:	-	**Watershed:**	7
Hydrologic Unit:	-	**Nearest Well:**	-
Depth to Groundwater:	-	**Well Number:**	-
MTBE:	-	**First Detected:**	-

Highest groundwater concentration (ppb):
MTBE: * NR * Benzene: * NR * TPH (gas): * NR *
Highest soil concentration (ppm): -
Current MTBE concentration in groundwater (ppb): -

Noteable Dates

Event:	Date:
Leak was originally reported	November 29, 1990
Preliminary site assessment began	November 29, 1990
Closure letter issued (site closed)	September 03, 1992
Leak was last reviewed	February 06, 1998

Site Information

Distance & Direction:	0.467 miles Southwest		
Name:	CHEVRON #9-3699		
Address:	250 ATLANTIC BLVD S	**Case Number:**	R-02561
City, State & Zip:	EAST LOS ANGELES, CA 90022	**Cross Street:**	POMONA BLVD
Lead Agency:	LOCAL	**Substance:**	HYDROCARBONS
Status:	* Not Reported *		
Case Type:	Only soil has been affected		
Date Discovered:	October 06, 1997	**How Discovered:**	Tank Closure
Date Stopped:	August 06, 1997	**How Stopped:**	-
Source of Discharge:	Unknown	**Leak Cause:**	Overfill
Groundwater Basin:	-	**Watershed:**	7
Hydrologic Unit:	-	**Nearest Well:**	-
Depth to Groundwater:	-	**Well Number:**	-
MTBE:	-	**First Detected:**	-

Highest groundwater concentration (ppb):
MTBE: * NR * Benzene: * NR * TPH (gas): * NR *
Highest soil concentration (ppm): -
Current MTBE concentration in groundwater (ppb): -

Abatement Methods

Method:	Description:
Excavate and Dispose	Remove contaminated soil and dispose in approved site

Noteable Dates

Event:	Date:
Leak was originally reported	October 27, 1997
Closure letter issued (site closed)	March 26, 1998
Leak was last reviewed	March 26, 1998

WMUDS

Name:
Waste Management Unit Database System

Reporting Agency:
California State Water Resources Control Board
http://www.swrcb.ca.gov/
(916) 657-1395

Information:

Database Last Updated:	April 01, 1998	Radius Searched:	0.500 miles
Database Last Checked:	April 01, 1998	Total Records Searched:	3682

Description:
WMUDS is intended as an enhancement to WDS (Waste Discharger System); it does not duplicate any information in WDS. In addition, WMUDS contains information regarding SWAT (Solid Waste Assessment Test program) and TPCA (Toxic Pits) programs.

The database listing as of the above date shows no locations within a ½ mile radius of the subject property.

UST

Name:
Underground Storage Tanks

Reporting Agency:
California State Water Resources Control Board
http://www.swrcb.ca.gov/~cwphome/ust/usthmpg.htm
(916) 657-4448

Information:

Database Last Updated:	August 01, 1994	Radius Searched:	0.500 miles
Database Last Checked:	September 21, 2000	Total Records Searched:	63789

Description:
The State of California Water Resources Control Board (WRCB) provides a list of all permitted underground tanks containing hazardous substances. This database provides information on all registered underground storage tanks.

Site Information

Distance & Direction:	0.064 miles Southwest		
Site Name:	EAST LOS ANGELES COLLEGE	**Site Type:**	9
Address:	1301 BROOKLYN AVE		
City, State & Zip:	MONTEREY PARK, CA 91754	**Jurisdiction:**	000
Site Description:	NOT SUPPLIED	**Manager:**	* Not Reported *
Care of:	C/O RICHARD POTHIER	**Contact Phone:**	(213) 265-8755
Number of Tanks:	1		

ERNS

Name:
Emergency Response Notification System

Reporting Agency:
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
http://www.epa.gov/ernsacct/pdf/index.html
(202) 260-4348

Information:

Database Last Updated:	January 01, 2000	Radius Searched:	0.500 miles
Database Last Checked:	January 01, 2000	Total Records Searched:	88137

Description:
ERNS is a national database which contains information on specific notification of releases of oil and hazardous substances into the environment. The system stores data regarding the site of the spill, the material released and the medium into which it occured.

The database listing as of the above date shows no locations within a 2000 foot radius of the subject property.

12.2 *Calscience Engineering* UST Closure Report

CALSCIENCE ENGINEERING, INC.

5626 Corporate Avenue, Cypress, CA 90630 • Tel: (714) 828-1181, (213) 634-7623 • Fax: (714) 828-4808

April 18, 1991

File No: 21091
Project No: 9066

Mr.Kurt Latipow
Battalion Chief/Fire Marshal
City of Monterey Park
320 West Newmark Avenue
Monterey Park, CA 91754

Subject: Closure Report for One Underground Storage Tank at 1301 Brooklyn Avenue
Monterey Park, CA 91754

Dear Mr. Latipow:

Enclosed please find a closure report for the one underground storage tank which was removed from the site located at 1301 Brooklyn Avenue, Monterey Park, California on April 3, 1991.

If you have any questions and/or require additional information regarding this matter, please feel free to contact Mr. Keith Boyer or myself at (714) 828-1181.

Sincerely,
Calscience Engineering, Inc.

Raj Guendaraju
Staff Engineer

RG:rg

Enclosure: UST Closure Report

cc: Mr. Richard L. Pothier
Building & Grounds Administrator
East Los Angeles College
1301 Brooklyn Avenue
Monterey Park, CA 91754-6099

Los Angeles Department
of Public Works
UST Program
Waste Management Division
P.O. Box 1460, Alhambra,
CA 91802-1460

CLOSURE REPORT
FOR
0NE UNDERGROUND STORAGE TANK
AT
1301 BROOKYLN AVENUE
MONTEREY PARK, CALIFORNIA

Submitted to:

City of Monterey Park
Fire Department
Monterey Park, California

Prepared for:

Los Angeles Community College District
855 North Vermont Avenue
Los Angeles, CA 90029

Prepared by:

Calscience Engineering,Inc.
5626 Corporate Avenue
Cypress, CA 90630

Tel: (714) 828-1181
Fax: (714) 828-4808

April, 1991
Project # 9066

CALSCIENCE ENGINEERING, INC.

This report is submitted for the closure by removal of one 6000 gallon steel gasoline underground storage tank (UST). The UST was removed from the site on April 3, 1991. The current site is occupied and operated by the East Los Angeles College.

The following information is provided in support of the closure:

1. The permit number of the application for closure issued by the County of Los Angeles, Waste Management Division is 7717B. The permit number of the tank removal permit issued by the County of Los Angeles, Fire Department is 1578. Copies of these permits are included in Enclosure (1).

2. Calscience Engineering, Inc. (Calscience) has utilized a South Coast Air Quality Management District (AQMD) Rule 1166 Contaminated Soil Mitigation Plan (A/N 242703) to conduct the tank excavation. The reference number for the subject work issued by the AQMD is # 91-0433.

3. Enclosure (2) is a site plot plan indicating locations of the UST, sampling points, and adjacent structures.

4. Under the direction of the County of Los Angeles Fire Department inspector, two soil samples (1A,1B) were obtained at depths of 2 to 4 feet below each UST invert. One soil sample (SP-1) was obtained 5 feet below the dispenser. One soil sample (SP-2) was obtained 4 feet below the product line. The soil samples were collected by the scoop teeth of the backhoe using a glass jar with airtight seal. The soil samples were stored in a chilled condition and transported to Calscience Environmental Laboratories, Inc., a State of California DOHS certified laboratory, for analysis. Sampling locations are shown on the site plot plan. [Enclosure (2)].

5. The soil samples were collected for analysis and transported to the laboratory on April 4, 1991. The chain of custody documentation is shown in Enclosure (3).

6. As required, the soil samples were analyzed by EPA Method 8015M for Total Petroleum Hydrocarbons (TPH) and by EPA Method 8020 for Benzene, Toluene, Xylenes and Ethylbenzene (BTXE). The analytical results indicated slight contamination (10 ppb ethylbenzene and 25 ppb total xylenes) existed in soil sample 1A. The laboratory report is included in Enclosure (4).

7. The USTs were transported to American Metal Recycling, Inc., in Ontario, California. The certificate of destruction is included in Enclosure (5).

8. A copy of the Uniform Hazardous Waste Manifest form for the removal residual product and rinsate resulting from the USTs cleaning is included in Enclosure (6).

CALSCIENCE ENGINEERING, INC.

9. The first depth of groundwater on-site is approximately 200 feet below ground surface. The information of ground water depth is from the Los Angeles County Hydrological Records Well numbers 2856C and 2856C last measured on April 1990. It should be noted that ground water was not encountered during the USTs removal operations.

10. Based on the site supervisor, slight discoloration and odor was observed in the soil during sampling. Soil boring was not conducted at the site.

11. The closure report preparation was performed under the supervision of a California Registered Civil Engineer.

Sincerely,
Calscience Engineering, Inc.

Raj Guendaraju
Staff Engineer

C.K. Taur
C.K. Taur, Ph.D., P.E.
Engineering Manager

RG:CKT:rg

Enclosure:
(1) Application for closure permit/ tank removal permit
(2) Site Plot Plan
(3) Chain of Custody
(4) Laboratory Report
(5) Certificate of Destruction
(6) Uniform Hazardous Waste Manifest Form

Calscience
Environmental
Laboratories, Inc.

ANALYTICAL REPORT

Calscience Engineering, Inc.	Date Sampled: 04/03/91
5626 Corporate Avenue	Date Received: 04/04/91
Cypress, CA 90630	Date Extracted: P/T
	Date Analyzed: 04/04/91
	CEL Batch No.: 91-04-017
	Page 1 of 2
Attn: Keith Boyer	
RE: East LA College/9066	Method: EPA 8020

All concentrations are reported in ug/kg (ppb).

	Concentration	Det'n Limit
Sample Number: 1A		
Benzene	ND	5
Toluene	ND	5
Ethylbenzene	10	5
Total Xylenes	25	10
Sample Number: 1B		
Benzene	ND	5
Toluene	ND	5
Ethylbenzene	ND	5
Total Xylenes	ND	10
Sample Number: SP-1		
Benzene	ND	5
Toluene	ND	5
Ethylbenzene	ND	5
Total Xylenes	ND	10

Calscience
Environmental
Laboratories, Inc.

ANALYTICAL REPORT

Calscience Engineering, Inc.	Date Sampled: 04/03/91
5626 Corporate Avenue	Date Received: 04/04/91
Cypress, CA 90630	Date Extracted: 04/04/91
	Date Analyzed: 04/04/91
	CEL Batch No.: 91-04-017
Attn: Keith Boyer	
RE: East LA College/9066	Method: EPA 8015M

All total petroleum hydrocarbon concentrations are reported in mg/kg (ppm) using a 1:1 gasoline:diesel fuel mixture as a standard.

Sample Number	Concentration	Det'n Limit
1A	ND	5
1B	ND	5
SP-1	ND	5
SP-2	ND	5

Reviewed and Approved William H Christensen on 04/09/1991.
William H. Christensen
Laboratory Operations
Manager

EPA 8015M is conducted in accordance with the DHS Method for Total Petroleum Hydrocarbons.

ND denotes not detected at indicated detection limit.

Each sample was received by CEL in a chilled state, intact and with chain-of-custody attached.

Calscience Environmental Laboratories, Inc.

ANALYTICAL REPORT

Calscience Engineering, Inc.
5626 Corporate Avenue
Cypress, CA 90630

Date Sampled: 04/03/91
Date Received: 04/04/91
Date Extracted: P/T
Date Analyzed: 04/04/91
CEL Batch No.: 91-04-017

Attn: Keith Boyer
RE: East LA College/9066

Method: EPA 8020

All concentrations are reported in ug/kg (ppb).

Sample Number: SP-2

	Concentration	Det'n Limit
Benzene	ND	5
Toluene	ND	5
Ethylbenzene	ND	5
Total Xylenes	ND	10

Reviewed and Approved William H. Christensen on 04/09/1991.
William H. Christensen
Laboratory Operations
Manager

ND denotes not detected at indicated detection limit.

Each sample was received by CEL in a chilled state, intact and with chain-of-custody attached.

11631 Seaboard Circle, Stanton, CA 90680 • TEL: (714) 895-5494 • FAX: (714) 894-7

Form Approved OMB No. 2050—0039 (Expires 9-30-91)
Please print or type. (Form designed for use on elite (12-pitch) typewriter).

See Instructions on Back of Page 6 and Front of Page 7

Department of Health Services
Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No. CAD981169286
Manifest Document No. 63160 F
2. Page 1 of 1
Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address
L.A. COMMUNITY COLLEGE
1100 FLORAL LOS ANGELES CALIF
91754
4. Generator's Phone (213) 265-8755

A. State Manifest Document Number 89636104
B. State Generator's ID

5. Transporter 1 Company Name: NASH SALVAGE INC
6. US EPA ID Number: CAD990801293
C. State Transporter's ID 11091
D. Transporter's Phone (213) 946-8431

7. Transporter 2 Company Name
8. US EPA ID Number
E. State Transporter's ID
F. Transporter's Phone

9. Designated Facility Name and Site Address
INDUSTRIAL SERVICES
1700 S. SOTO ST
LOS ANGELES CA
10. US EPA ID Number: CAD099452708
G. State Facility's ID
H. Facility's Phone (213) 267-9747

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste No.
a. CALIFORNIA REGULATED ONLY (TANK-RINSE)	001	TT	200	G	State 135; EPA/Other NONE
b.					State; EPA/Other
c.					State; EPA/Other
d.					State; EPA/Other

J. Additional Descriptions for Materials Listed Above
99% WATER
1% GASOLINE

K. Handling Codes for Wastes Listed Above
a. b. c. d.

15. Special Handling Instructions and Additional Information

16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name: RICHARD L. POTHIER
Signature: Richard L. Pothier
Month Day Year: 04 03 91

17. Transporter 1 Acknowledgement of Receipt of Materials
#3613
Printed/Typed Name: FRED OSBURN
Signature: F. Osburn
Month Day Year: 04 03 91

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name
Signature
Month Day Year

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.
Printed/Typed Name
Signature
Month Day Year

GENERATOR / TRANSPORTER / FACILITY

IN CASE OF AN EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA CALL 1-800-852-7550

DHS 8022 A (1/88)
EPA 8700—22
(Rev. 9-88) Previous editions are obsolete.

Do Not Write Below This Line

White: TSDF SENDS THIS COPY TO DOHS WITHIN 30 DAYS
To: P.O. Box 3000, Sacramento, CA 95812

12.3 County of Los Angeles Dept. of Public Works UST Documents

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

April 23, 1990

IN REPLY PLEASE REFER TO FILE I-2681-3M

Mr. Ken Perkins
East Los Angeles Community College
517 West 7th Street
Los Angeles, CA 90017

HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE CERTIFICATION
FACILITY LOCATION: 1301 Brooklyn Avenue, Monterey Park
CLOSURE PERMIT NUMBER: 61929

This office has reviewed the final closure report submitted on April 2, 1990 required as a part of the subject closure permit. Based on the information submitted, we find that all closure requirements have been completed. With the provision that the information provided to this agency was accurate and representative of existing conditions, it is our position that no further action is required at this time.

Please be advised that this letter does not relieve you of any liability under the California Health and Safety Code or Water Code for past, present or future operations at this site. Nor does it relieve you of the responsibility to clean up existing, additional or previously unidentified conditions at the site which cause or threaten to cause pollution or nuisance or otherwise pose a threat to water quality or public health.

Additionally, be advised that changes in the present or proposed use of the site may require further site characterization and mitigation activity. It is the property owner's responsibility to notify this agency of any changes in report content, future contamination findings or site usage.

Any questions regarding this matter should be directed to Mr. Oscar Enriquez at (818) 458-3512.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

D. Esfandi

for Carl W. Sjoberg
Chief, Industrial Waste Planning & Control
Waste Management Division

cc: California Regional Water
Quality Board

BH:db3/CL205
9001759

HAZARDOUS MATERIALS UNDERGROUND STORAGE
COUNTY OF LOS ANGELES-DEPA TMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
900 S. FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331

Permit 7717 B
File 2681 R/C 31
Fee $ 141
Check [X] Cash [

OWNER: Name Los Angeles Community College District Phone 213-666-400
Mailing Address 855 No. Vermont Ave. City Los Angeles State Cal Zip 9002

FACILITY:
Occupant Name East Los Angeles College Phone 213-265-8755
Site Address ~~Hoe Floral Dr~~ 1301 Brooklyn City Monterey Park Zip 9175
Mailing Address 1301 Brooklyn Ave City Monterey Park State Ca Zip 9175
Contact Person Richard Parhler Title Building & Grounds Administrat

CONTRACTOR [X], complete below: OWNER/OPERATOR AS CONTRACTOR [
Name Cal Science Engineering Inc Phone 714-828-1181
State License No. 520351 Class A

CLOSURE REQUESTED:
[X] PERMANENT, TANK REMOVAL (See Conditions A and C Attached)
How many underground tanks will remain after this closure? 1
[ ] PERMANENT, CLOSURE IN PLACE (See Conditions A and D Attached)
[ ] TEMPORARY (See Conditions A and B Attached)

TANK DESCRIPTION: PLOT PLAN ATTACHED [X] EXISTING HMUSP NO.___

Tank No.	Tank Mat'l	Age	Capacity	Materials Stored (Past/Present)
1	steel	unknown	6,000	Gasoline unleaded

COMPLETE THE FOLLOWING:

	YES	NO
Has an unauthorized release ever occurred at this site?	[ ]	[X]
Have structural repairs ever been made to these tanks?	[ ]	[X]
Will new underground tanks be installed after closure?	[X]	[ ]
Will any wells, including monitoring wells, be abandoned?	[ ]	[X]

NOTICE: CONTAMINATED TANKS AND RESIDUES THAT MAY BE LEFT IN TANKS TO BE CL
MAY BE A HAZARDOUS WASTE WHICH MUST BE TRANSPORTED AND DISPOSED OF PURSUANT
CHAPTER 6.5, CALIFORNIA HEALTH & SAFETY CODE. FAILURE TO COMPLY MAY BE
PROSECUTED AS A FELONY VIOLATION.

By signature below the applicant certifies that all statements and disclosures above are true and correct and that they have read and agre to abide by this permit and all conditions and limitations attached.

Applicant's Signature James C. Lu Date 12-6-90
(Print Name) James C. Lu Phone 714-828-1
Owner [ ] Operator [ ] Contractor [X]

TO BE COMPLETED BY THE DEPARTMENT OF PUBLIC WORKS

PURSUANT TO SECTION 11.80.070B, LOS ANGELES COUNTY CODE, PERMISSION IS HE
GRANTED TO PROCEED WITH THE CLOSURE DESCRIBED ABOVE SUBJECT TO THE ATT
CONDITIONS AND LIMITATIONS [X]. THIS PERMIT EXPIRES 180 DAYS FROM THE
BELOW.

T.A. TIDEMANSON
Director of Public Works

By [signature] Date 12/6/90

APPLICATION FOR
[X] NEW CONSTRUCTION PLAN CLE' ANCE
[ ] PERMIT ADDENDUM
HAZARDOUS MATERIALS UNDERGROUND STORAGE
LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
900 SOUTH FREMONT AVENUE,
ALHAMBRA, CA 91803-1331

DO NOT WRITE IN THIS SPACE

RECEIVED
DEC 06 1990
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION

3025 A

DPW USE
FILE # 2681
R/C CODE 3M
HMUSP # 5792
SURCHARGE YES/NO [ ]
HMUSP REQ YES/NO [ ]
TGP ______ TGC ______

R C #2137

See instructions on back of this form

(A) OWNER INFORMATION

Los Angeles Community College Dist.
OWNER/FACILITY NAME
855 No. Vermont Ave. Bungalow E
MAILING ADDRESS
Los Angeles Calif. 90029
CITY STATE ZIP
~~400 Floral~~ Dr. Monterey Park, Ca. 91754
FACILITY ADDRESS
1301 Brooklyn

(B) COMPLETE FOLLOWING:

OF EXISTING TANKS AT SITE: 1
OF TANKS TO BE INSTALLED: 1
OF TANKS TO BE REMOVED: 1
(SEPARATE CLOSURE PERMIT REQUIRED)
NET TANKS AT SITE: 1

(C) NEW CONSTRUCTION PLAN CLEARANCE APPLICATIONS MUST BE ACCOMPANIED BY:

[ ] STATE APPLICATION FOR PERMIT TO OPERATE UNDERGROUND STORAGE TANK FOR EACH TANK TO BE INSTALLED.
[ ] FOUR (4) SETS OF CONSTRUCTION PLANS AND SPECIFICATIONS.
[ ] NEW CONSTRUCTION PLAN CLEARANCE FEE. ENTER AMOUNT IN SPACE PROVIDED.

NUMBER OF TANKS	PLAN CLEARANCE FEE
1	$178
2	$221
3	$264
4	$307
5	$350
6 OR MORE	$135 + $43 PER TANK

plans will not released until an application with correct signature

ENTER FEE AMOUNTS BELOW

[ ] PLAN CLEARANCE FEE --> $ 178
[ ] STATE SURCHARGE OF $56 FOR EACH TANK INCREASING NET NUMBER OF TANKS --> $ 56
[ ] TOTAL FEE = PLAN CLEARANCE FEE + STATE SURCHARGE ------------> $ 234

MAKE CHECKS PAYABLE TO "L. A. COUNTY DEPARTMENT OF PUBLIC WORKS"

(D) SYSTEM MODIFICATION OR CHANGE PROPOSED: Install new underground storage tank with monitoring system

(E) ADDENDUM APPLICATIONS MUST BE ACCOMPANIED BY:

[ ] STATE APPLICATION FOR PERMIT TO OPERATE UNDERGROUND STORAGE TANK FOR EACH TANK MODIFIED OR CHANGED.
[ ] FOUR (4) SETS OF CONSTRUCTION PLANS, SPECIFICATIONS AND/OR EXPLANATION OF MODIFICATIONS OR CHANGES.
[ ] PERMIT ADDENDUM FEE OF $120 ----------------------------------> $

(F) APPLICANT OR REPRESENTATIVE:

SIGNATURE Keith B Boyer TITLE Project manager

PRINTED NAME Keith B/ Boyer DATE

CONTRACTORS SHALL FURNISH STATE CONTRACTORS LIC. No. 520351 CLASS A

38-0013 DPW 9/88

12.4 City of Monterey Park Fire Department Documents

CITY OF MONTEREY PARK
FIRE DEPARTMENT
PERMIT / PLAN CHECK

PERMIT № 1578

1. FIRE SPRINKLER INSTALLATION ________
   Plan Check No. ________
2. FIRE ALARM SYSTEM ________
3. BUILDING PLAN CHECK ________
   Plan Check No. ________
4. FLAMMABLE LIQUIDS STORAGE ________
5. FUMIGATION ________
6. HAZARDOUS MATERIALS ________

Other: REMOVAL OF UNDERGROUND TANK (6,000 GALLONS)

PERMITTED LOCATION: 1301 BROOKLYN AVE IN ________ OUT ________

PERMIT ISSUED TO: (name) CAL SCIENCE ENGINEERING, I NC PHONE 714/ 828-1181

ADDRESS 5626 CORPORATE DRIVE City CYPRESS Zip 90630

BRIEFLY DESCRIBE OPERATION(S). IF APPLYING FOR A FUMIGATION PERMIT, LIST TYPE OF GAS(ES).

6,000 UNDERGROUND TANK REMOVAL, LOCATED AT 1100 FLORAL DRIVE

The conditions, surroundings, and arrangements shall be according to Fire Prevention Regulations and the premises shall be subject to periodic inspection for compliance of those regulations or any conditions imposed. The permit is subject to revocation for failure to comply with those fire regulations and conditions that are in effect at the time of the inspection. This permit is not an approval where Zoning, Planning or Building Regulations are concerned. This permit is not transferable and must be posted in a conspicuous place on premises designated herein. Any change in use, occupancy, or capacity shall require a new permit.

Applicant's Signature

06-26-91
Expiration Date:

FIRE DEPARTMENT USE ONLY

THIS PERMIT IS: APPROVED (XX) DENIED ( )

AMOUNT COLLECTED: $ 135.00

Kurt [signature] /B.C
Fire Department Rep. (title)

Date 02-26-91

City Acct. # 10-632

White - Applicant — Yellow - Fire Department — Pink Finance

FOR CASHIER'S USE ONLY

10-632 135.

CITY OF MONTEREY PARK
FIRE DEPARTMENT
PERMIT / PLAN CHECK

PERMIT
№ 1612

1. FIRE SPRINKLER INSTALLATION ____________
   Plan Check No. ____________
2. FIRE ALARM SYSTEM ____________
3. BUILDING PLAN CHECK ____________
   Plan Check No. ____________

4. FLAMMABLE LIQUIDS STORAGE ____________
5. FUMIGATION ____________
6. HAZARDOUS MATERIALS ____________
Other: Install 6,000 gallon gasoline

PERMITTED LOCATION: 1301 Brooklyn Ave IN ______ OUT ______

PERMIT ISSUED TO: (name) Cal Science Eng PHONE ______

ADDRESS 5626 Corp Dr City Cypress Zip 9063[illegible]

BRIEFLY DESCRIBE OPERATION(S). IF APPLYING FOR A FUMIGATION PERMIT, LIST TYPE OF GAS(ES).

install one 6,000 gallon gasoline

The conditions, surroundings, and arrangements shall be according to Fire Prevention Regulations and the premises shall be subject to periodic inspection for compliance of those regulations or any conditions imposed. The permit is subject to revocation for failure to comply with those fire regulations and conditions that are in effect at the time of the inspection. This permit is not an approval where Zoning, Planning or Building Regulations are concerned. This permit is not transferable and must be posted in a conspicuous place on premises designated herein. Any change in use, occupancy, or capacity shall require a new permit.

[signature] Boyer
Applicant's Signature

12-31-91
Expiration Date:

FIRE DEPARTMENT USE ONLY

THIS PERMIT IS: APPROVED (X) DENIED ( )

AMOUNT COLLECTED: $ 135.00

Kurt Latipow / BC
Fire Department Rep. (title)

Date 3/8/91

City Acct. # 10-632

White - Applicant Yellow - Fire Department Pink Finance

FOR CASHIER'S USE ONLY

10-632 135.
CHECK TL 270.
#061310 C001 R01 T[illegible]
03/[illegible]

12.5 Hazardous Waste Manifest Information

Please print or type. Form designed for use on elite (12-pitch) typewriter.

Department of Toxic Substances Control, Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No.: CAD981692866
Manifest Document No.: 00116
2. Page 1 of 1
Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address: East Los Angeles College, 770 Wilshire Blvd, Los Angeles, CA 90017
A. State Manifest Document Number: 99419698
B. State Generator's ID
4. Generator's Phone ( ) 323-265-0891 Attn: Ken Perkins

5. Transporter 1 Company Name: NATIONAL RESOURCES
6. US EPA ID Number: CAT982518433
C. State Transporter's ID (Reserved.)
D. Transporter's Phone: 626-458-2222

7. Transporter 2 Company Name:
8. US EPA ID Number:
E. State Transporter's ID (Reserved.)
F. Transporter's Phone

9. Designated Facility Name and Site Address: AMERICAN RECOVERY, INC. 3033 W. MISSION ROAD, ALHAMBRA, CA 91803
10. US EPA ID Number: CAD089446710
G. State Facility's ID: CAD089446710
H. Facility's Phone: 626-458-2222

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste Number
a. Waste Environmentally hazardous substances, liquid, n.o.s. (Chlorinated hydrocarbons), 9, NA3082, PGIII (ERG#171)	001	TT	001150	G	State 135; EPA/Other F001 F002
b.					State; EPA/Other
c.					State; EPA/Other
d.					State; EPA/Other

J. Additional Descriptions for Materials Listed Above: 11a. Chlorinated hydrocarbons - Bulk, Drums: 148, Profile#03-07054

K. Handling Codes for Wastes Listed Above: a. 14-01 b. c. d.

15. Special Handling Instructions and Additional Information:
Caution: Wear appropriate protective clothing and respiratory protection when handling.
IN CASE OF EMERGENCY CONTACT: Chem -Trec at 800-424-9300
Site pick up address: 1301 Ave. Cesar Chavez, Monterey Park, CA

16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name: Kenneth D. Perkins | Signature: Kenneth Perkins | Month Day Year: 08 02 99

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: Richard Espinoza | Signature: [signature] | Month Day Year: 08 02 99

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name: | Signature: | Month Day Year:

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19
Printed/Typed Name: Douglas Lockwood | Signature: Douglas Lockwood | Month Day Year: 08 02 99

DO NOT WRITE BELOW THIS LINE.

IN CASE OF EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA, CALL 1-800-852-7550

GENERATOR / TRANSPORTER / FACILITY

DTSC 8022A (1/99)
EPA 8700—22

NON-HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No: NON HAZ
Manifest Document No.: 115
2. Page 1 of 1

3. Generator's Name and Mailing Address
EAST LOS ANGELES COLLEGE
1301 AVE. CESAR CHAVES
MONTEREY PARK, CA 91754
4. Generator's Phone

5. Transporter 1 Company Name: NATIONAL RESOURCES
6. US EPA ID Number: NON-HAZ
A. Transporter's Phone: 626-458-2222

7. Transporter 2 Company Name:
8. US EPA ID Number:
B. Transporter's Phone:

9. Designated Facility Name and Site Address
AMERICAN RECOVERY, INC
3033 W. MISSION ROAD
ALHAMBRA, CA 91803
10. US EPA ID Number: NON-HAZ
C. Facility's Phone: 626-458-2222

11. Waste Shipping Name and Description	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol
a. (CLARIFIER WASTE WATER) NON-HAZARDOUS WASTE LIQUID	001	TT	04000	G
b.				
c.				
d.				

D. Additional Descriptions for Materials Listed Above
11a. CLARIFIER WASTE WATER -98-05037

E. Handling Codes for Wastes Listed Above
14-01

15. Special Handling Instructions and Additional Information
WEAR PROPER P.P.E
24 HOUR EMERGENCY CONTACT NUMBER 626-458-2222

16. GENERATOR'S CERTIFICATION: I certify the materials described above on this manifest are not subject to federal regulations for reporting proper disposal of Hazardous Waste.

Printed/Typed Name	Signature	Month	Day	Year
Harry C. Spencer	Harry C. Spencer	7	30	99

17. Transporter 1 Acknowledgement of Receipt of Materials

Printed/Typed Name	Signature	Month	Day	Year
SALVADOR GARCIA	Salvador Garcia	07	30	99

18. Transporter 2 Acknowledgement of Receipt of Materials

Printed/Typed Name	Signature	Month	Day	Year

19. Discrepancy Indication Space

20. Facility Owner or Operator. Certification of receipt of waste materials covered by this manifest except as noted in Item 19.

Printed/Typed Name	Signature	Month	Day	Year
Douglas Lockwood	Douglas Lockwood	08	09	99

ORIGINAL - RETURN TO GENERATOR

GENERATOR TRANSPORTER FACILITY

NON-HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No. NON-HAZ
Manifest Document No. 000115
2. Page 1 of 1

3. Generator's Name and Mailing Address
EAST LOS ANGELES COLLEGE
1301 AVE. CESAR CHAVES
MONTEREY PARK, CA 91754

4. Generator's Phone (213) 265-8791

5. Transporter 1 Company Name: NATIONAL RESOURCES
6. US EPA ID Number: NON-HAZ
A. Transporter's Phone: (626) 457-2222

7. Transporter 2 Company Name:
8. US EPA ID Number:
B. Transporter's Phone:

9. Designated Facility Name and Site Address
AMERICAN RECOVERY, INC
3033 W. MISSION RD.
ALHAMBRA, CA 91803
10. US EPA ID Number: NON-HAZ
C. Facility's Phone: (626) 457-2222

11. Waste Shipping Name and Description	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol
a. (CLARIFIER WASTE WATER) NON-HAZARDOUS WASTE LIQUID	001	TT	02500	G
b.				
c.				
d.				

D. Additional Descriptions for Materials Listed Above
11a. CLARIFIER WASTE WATER - 99-05037

E. Handling Codes for Wastes Listed Above
11-01

15. Special Handling Instructions and Additional Information
WEAR PROPER P.P.E
24 HOUR EMERGENCY CONTACT NUMBER (626) 457-2222

16. GENERATOR'S CERTIFICATION: I certify the materials described above on this manifest are not subject to federal regulations for reporting proper disposal of Hazardous Waste.
Printed/Typed Name: KENNETH PERKINS
Signature: Kenneth Perkins
Month Day Year: 08 02 99

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: RAUL ROSARIO
Signature:
Month Day Year: 08 02 99

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name:
Signature:
Month Day Year:

19. Discrepancy Indication Space

20. Facility Owner or Operator: Certification of receipt of waste materials covered by this manifest except as noted in Item 19.
Printed/Typed Name: DOUGLAS LOCKWOOD
Signature: Douglas Lockwood
Month Day Year: 08 02 99

ORIGINAL – RETURN TO GENERATOR

NON-HAZARDOUS WASTE MANIFEST

NON-HAZARDOUS WASTE MANIFEST	1. Generator's US EPA ID No. NON-HAZ	Manifest Document No. 175	2. Page 1 1 of 1

3. Generator's Name and Mailing Address
EAST LOS ANGELES COLLEGE
1301 AVE. CESAR CHAVES
HUNTINGTON PARK, CA 91754

4. Generator's Phone ( )

5. Transporter 1 Company Name: NATIONAL RESOURCES	6. US EPA ID Number: NON-HAZ	A. Transporter's Phone: 626-458-2222
7. Transporter 2 Company Name	8. US EPA ID Number	B. Transporter's Phone
9. Designated Facility Name and Site Address: AMERICAN RECOVERY, INC. 3033 W. MISSION ROAD ALHAMBRA, CA 91803	10. US EPA ID Number: NON-HAZ	C. Facility's Phone: 626-458-2222

11. Waste Shipping Name and Description	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol
a. (CLARIFIER WASTE WATER) NON-HAZARDOUS WASTE LIQUID	001	TT	02500	G
b.				
c.				
d.				

D. Additional Descriptions for Materials Listed Above
11a. CLARIFIER WASTE WATER - 98-05037

E. Handling Codes for Wastes Listed Above
14-01

15. Special Handling Instructions and Additional Information
WEAR PROPER P.P.E
24 HOUR EMERGENCY CONTACT NUMBER 626-458-2222

16. GENERATOR'S CERTIFICATION: I certify the materials described above on this manifest are not subject to federal regulations for reporting proper disposal of Hazardous Waste.

Printed/Typed Name	Signature	Month	Day	Year
KENNETH PERKINS	Kenneth Perkins	08	02	99

17. Transporter 1 Acknowledgement of Receipt of Materials

Printed/Typed Name	Signature	Month	Day	Year
RAUL ROSARIO		08	02	99

18. Transporter 2 Acknowledgement of Receipt of Materials

Printed/Typed Name	Signature	Month	Day	Year

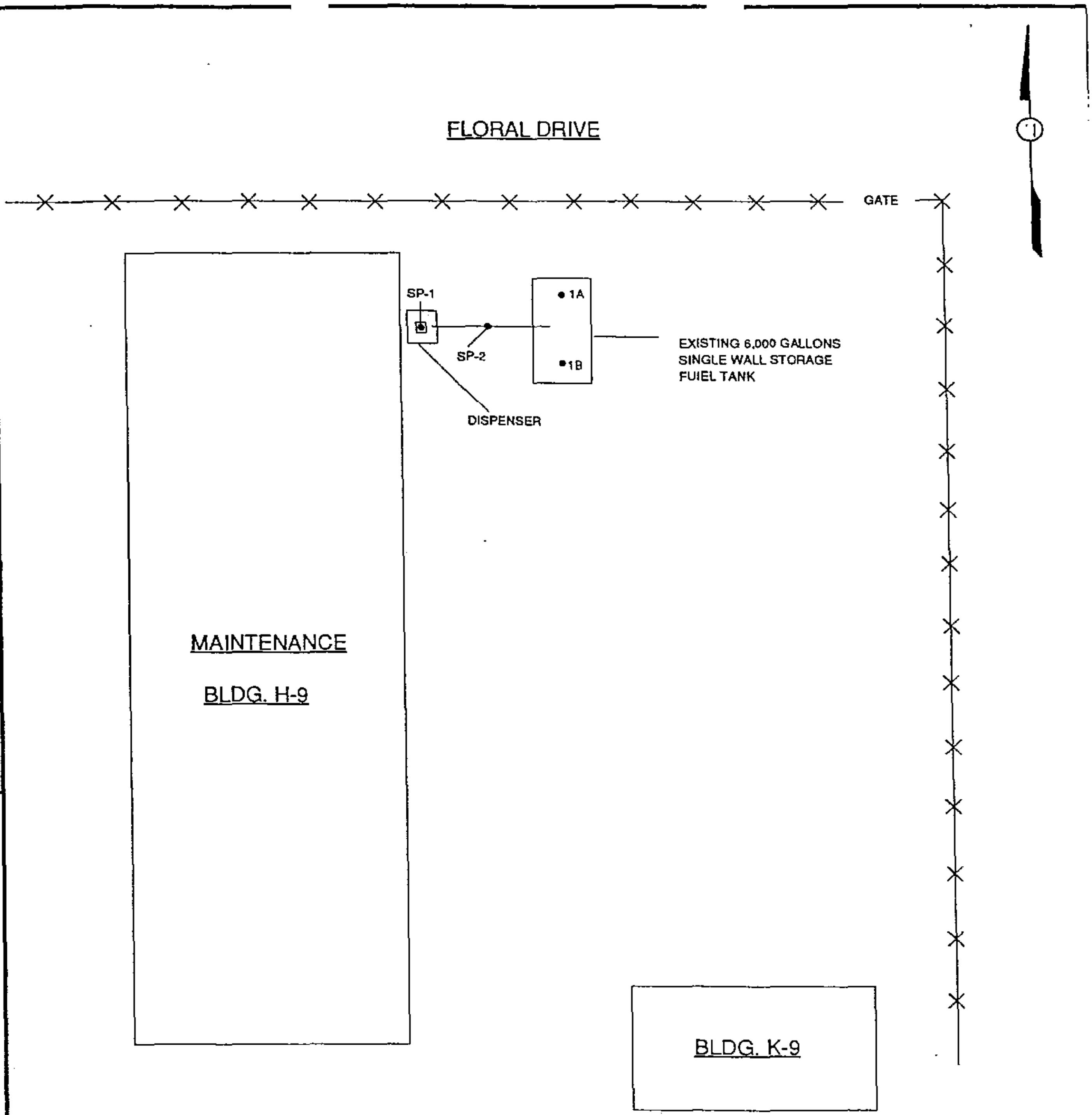
19. Discrepancy Indication Space

20. Facility Owner or Operator: Certification of receipt of waste materials covered by this manifest except as noted in item 19.

Printed/Typed Name	Signature	Month	Day	Year
Douglas Lockwood	Douglas Lockwood	08	02	99

ORIGINAL – RETURN TO GENERATOR

12.6 Site Map(s)



DRAWING NUMBER 9066

CHECKED BY

APPROVED BY

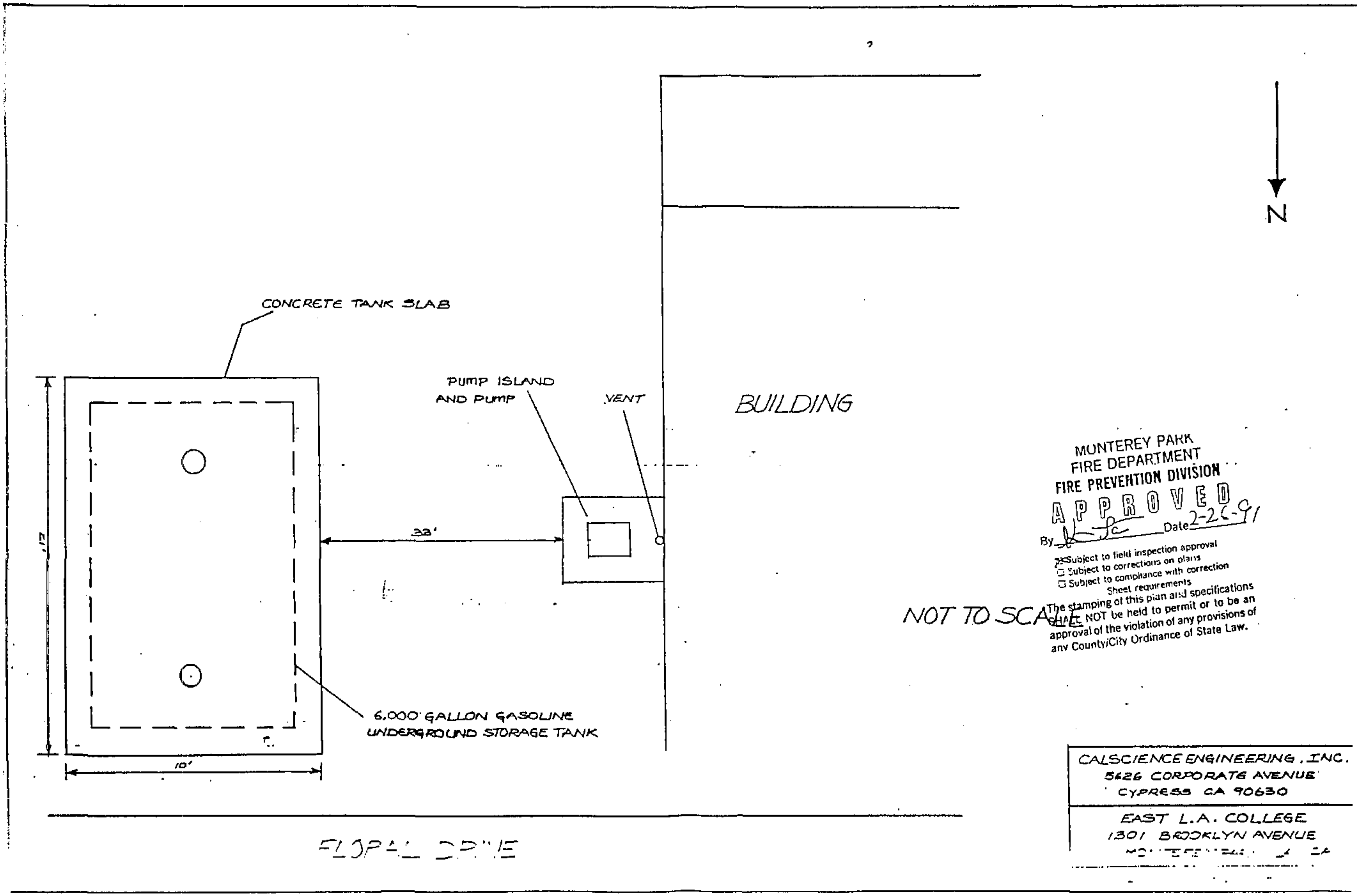
DRAWN BY RAJ 04/18/91

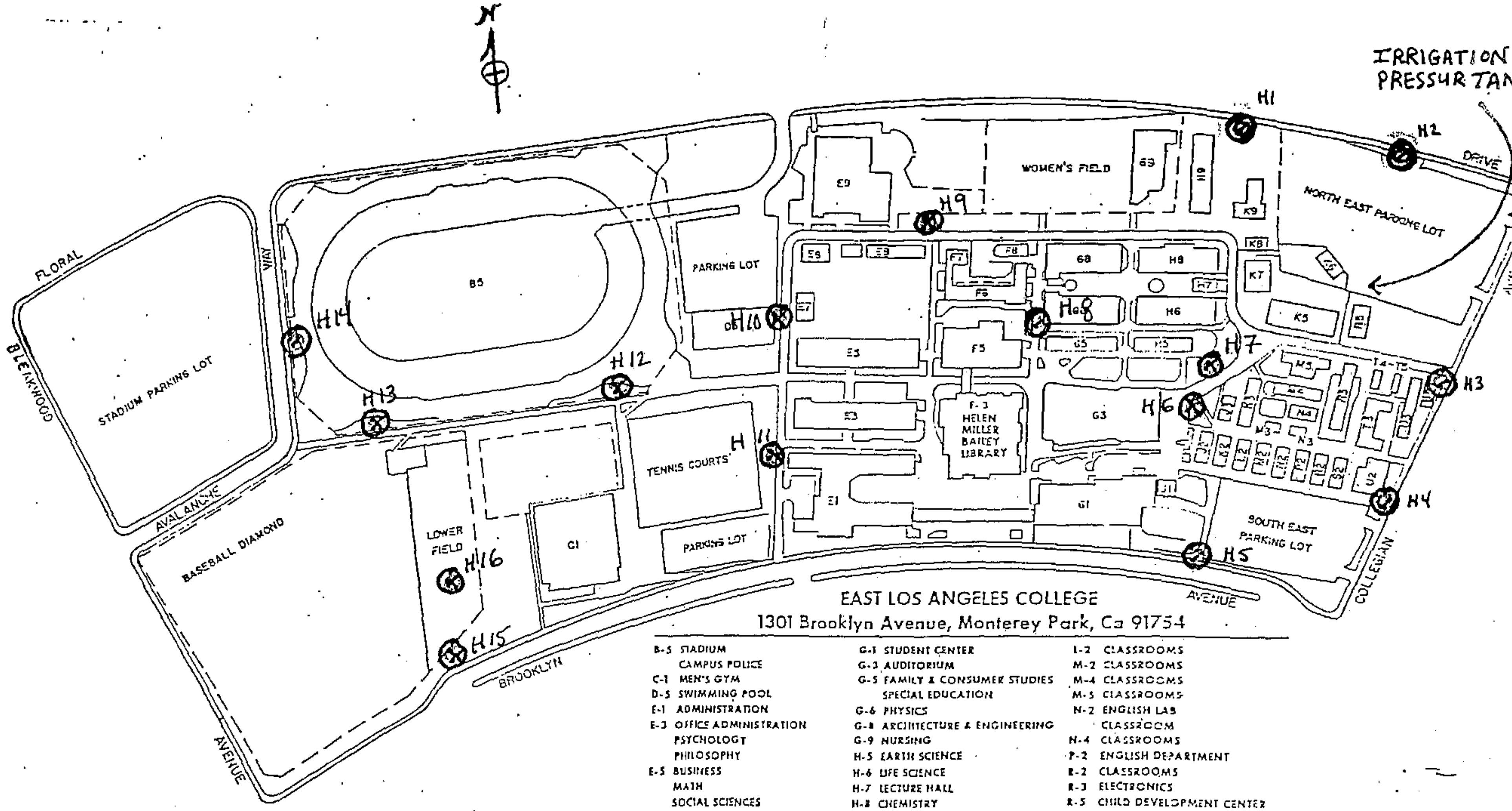
CALSCIENCE ENGINEERING, INC.
5626 Corporate Avenue
Cypress, CA 92630

SAMPLE LOCATIONS

EAST LOS ANGELES COLLEGE
1100 FLORAL DRIVE, MONTEREY PARK, CA 91754

04/18/91	**FIGURE 1**
Scale: NTS	


N
CONCRETE TANK SLAB
PUMP ISLAND
AND PUMP
VENT
BUILDING
33'
12'
10'
6,000 GALLON GASOLINE
UNDERGROUND STORAGE TANK
NOT TO SCALE
MONTEREY PARK
FIRE DEPARTMENT
FIRE PREVENTION DIVISION
APPROVED
By
Date 2-26-91
Subject to field inspection approval
Subject to corrections on plans
Subject to compliance with correction
Sheet requirements
The stamping of this plan and specifications SHALL NOT be held to permit or to be an approval of the violation of any provisions of any County/City Ordinance of State Law.
CALSCIENCE ENGINEERING, INC.
5626 CORPORATE AVENUE
CYPRESS CA 90630
EAST L.A. COLLEGE
1301 BROOKLYN AVENUE



EAST LOS ANGELES COLLEGE

1301 Brooklyn Avenue, Monterey Park, Ca 91754

B-5 STADIUM
CAMPUS POLICE
C-1 MEN'S GYM
D-5 SWIMMING POOL
E-1 ADMINISTRATION
E-3 OFFICE ADMINISTRATION
PSYCHOLOGY
PHILOSOPHY
E-5 BUSINESS
MATH
SOCIAL SCIENCES
FOREIGN LANGUAGE
E-7 MEDIA PRODUCTION CENTER
JOB PLACEMENT
E-8 101 ADMINISTRATION OF JUSTICE
109 UPWARD BOUND
110 CLASSROOMS
E-9 WOMEN'S GYM
F-3 BAILEY LIBRARY
F-5 LIBRARY
F-6 ART
F-7 LECTURE HALL
F-8 PLANETARIUM
G-1 STUDENT CENTER
G-3 AUDITORIUM
G-5 FAMILY & CONSUMER STUDIES
SPECIAL EDUCATION
G-6 PHYSICS
G-8 ARCHITECTURE & ENGINEERING
G-9 NURSING
H-5 EARTH SCIENCE
H-6 LIFE SCIENCE
H-7 LECTURE HALL
H-8 CHEMISTRY
H-9 PLANT FACILITIES
J-1 BOOK STORE WAREHOUSE
J-2 CHICANO STUDIES
J-3 COMMUNITY SERVICES
COLLEGE DEVELOPMENT
K-2 CLASSROOMS
K-3 CLASSROOMS
K-5 MUSIC
K-6 CHILD CARE ANNEX
K-7 MUSIC
K-8 CLASSROOMS
K-9 MAINTENANCE
STORAGE
L-2 CLASSROOMS
M-2 CLASSROOMS
M-4 CLASSROOMS
M-5 CLASSROOMS
N-2 ENGLISH LAB
CLASSROOM
N-4 CLASSROOMS
P-2 ENGLISH DEPARTMENT
R-2 CLASSROOMS
R-3 ELECTRONICS
R-5 CHILD DEVELOPMENT CENTER
S-2 JOURNALISM
T-3 EOPS
SPEECH DEPARTMENT
T-4 CUSTODIAL OPERATIONS
T-5 STORAGE
U-2 LITTLE THEATRE
U-3 PHOTOGRAPHY
U-5 SHIPPING & RECEIVING

9/82

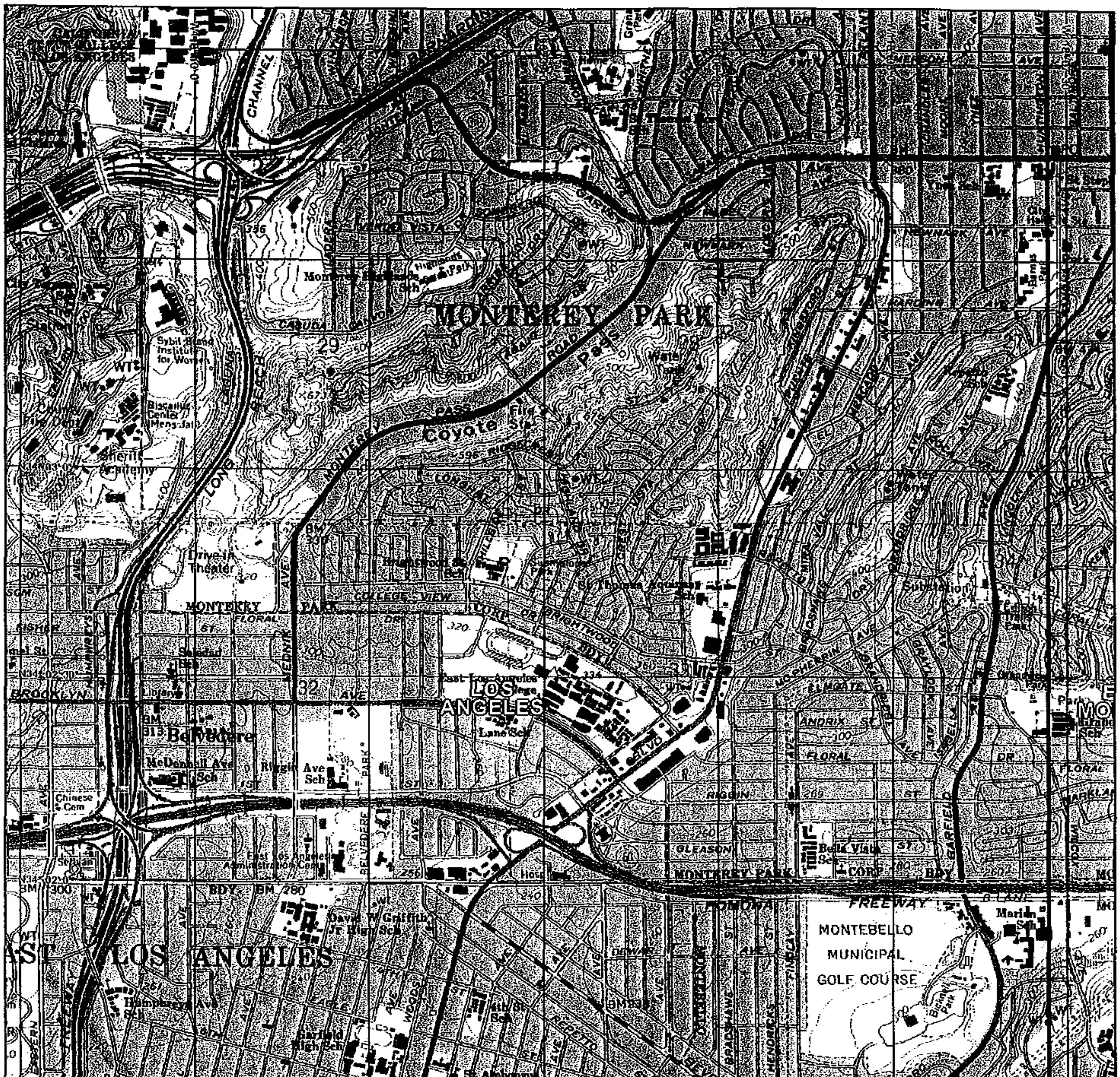
IRRIGATION WATER

DOMESTIC WATER

H 8, 14, 16 = 2 1/2" YARD HYDRANTS

HYDRANTS ARE NOT COLOR CODED FOR SUPPLY SOURCE OR GPM OUTPUT.

12.7 *USGS* Topographic Map



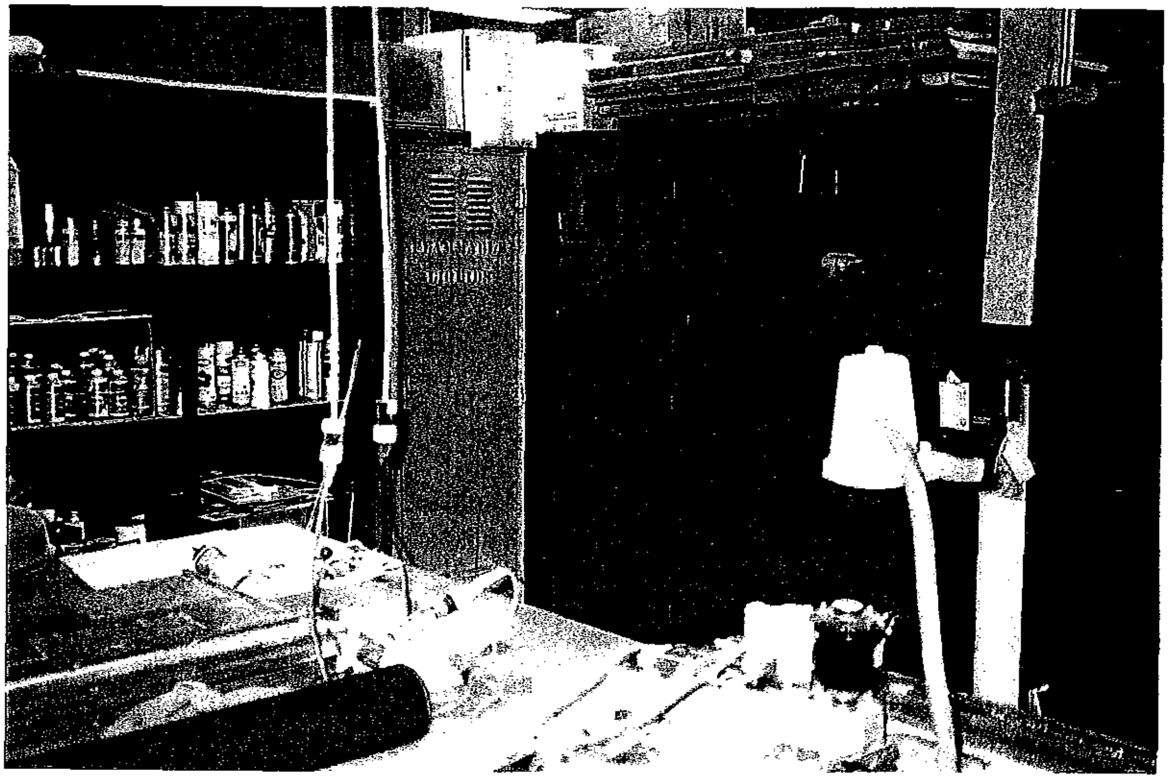
1000 ft Scale: 1 : 25,000 Detail: 13-0 Datum: WGS84

12.8 Historical Aerial Photograph

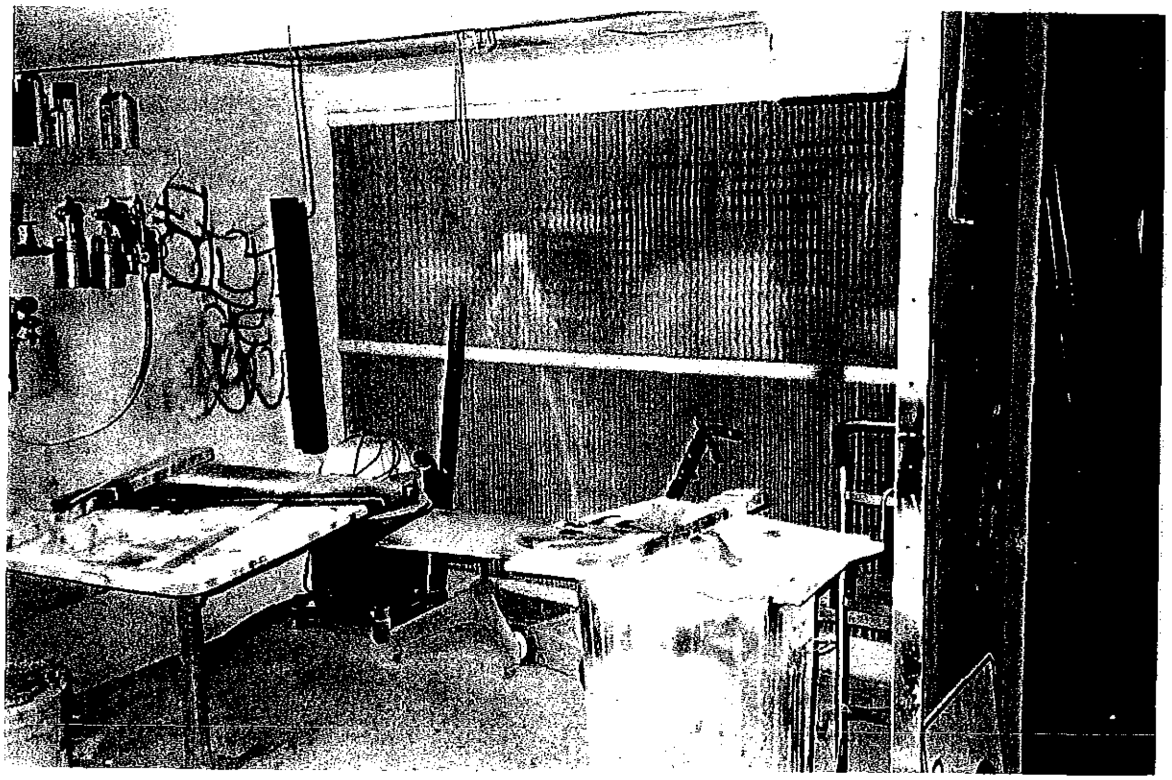
12.9 Additional Site Photographs

Facilities/Maintenance Area

Hazardous Waste Storage in Maintenance Yard

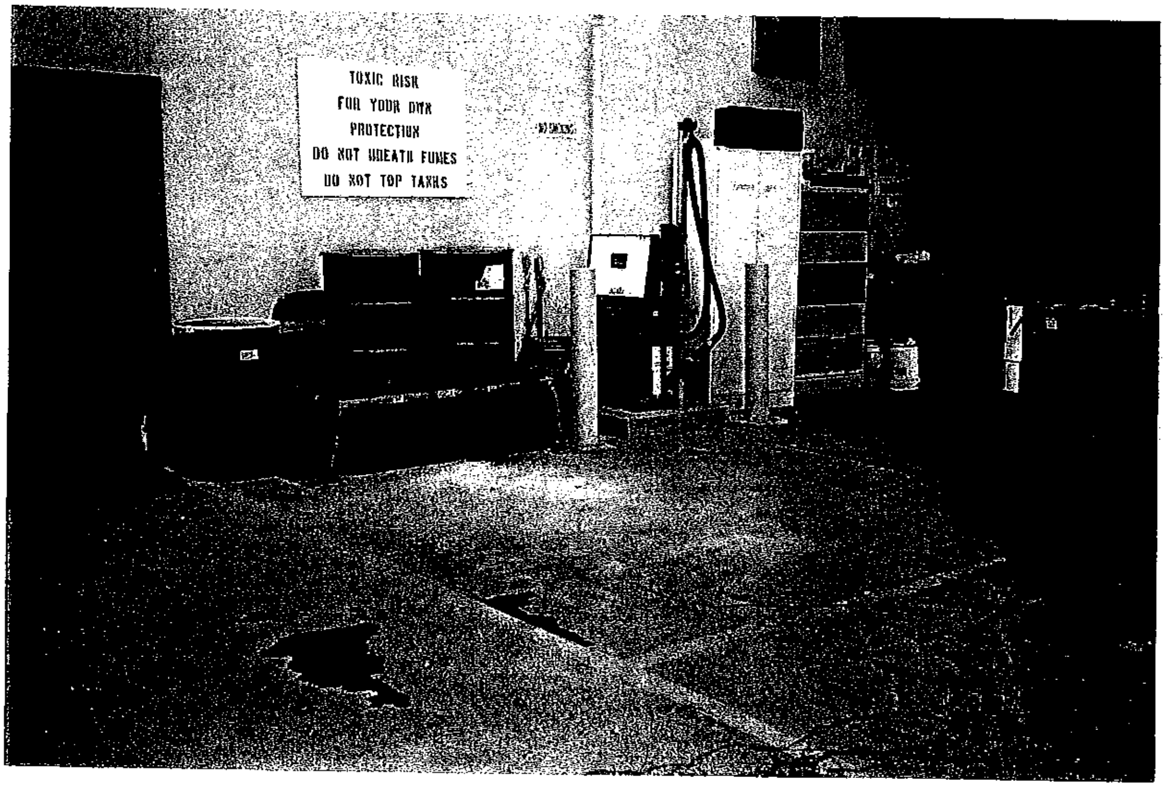


Flammable Materials Storage Cabinet



Paint Spray Booth

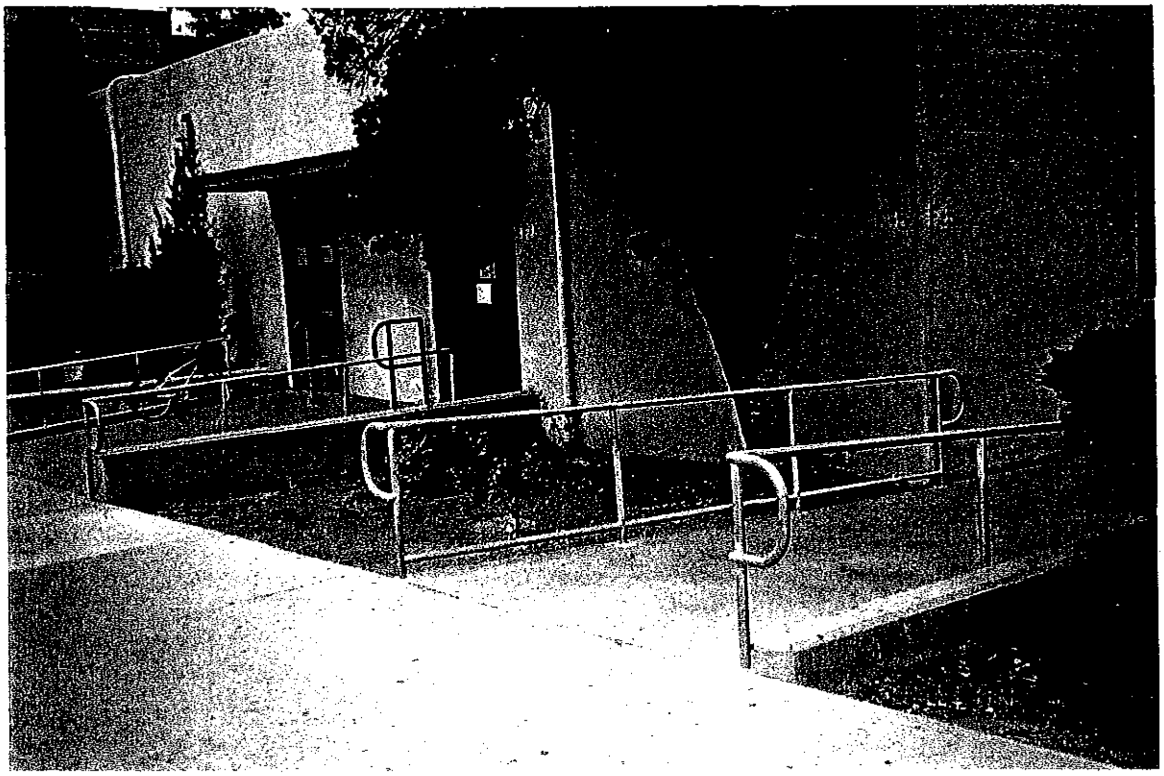
Site of Underground Storage Tank



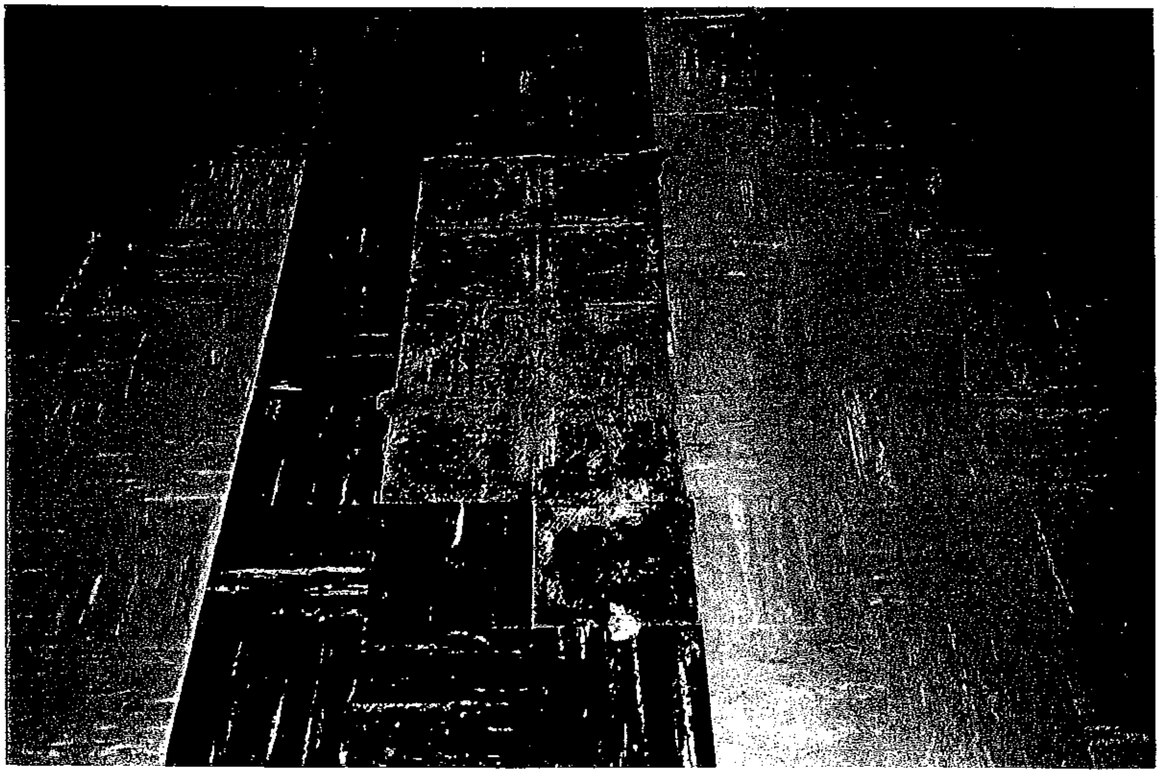
Gas Dispenser

Paint Failure on Bungalow M-5

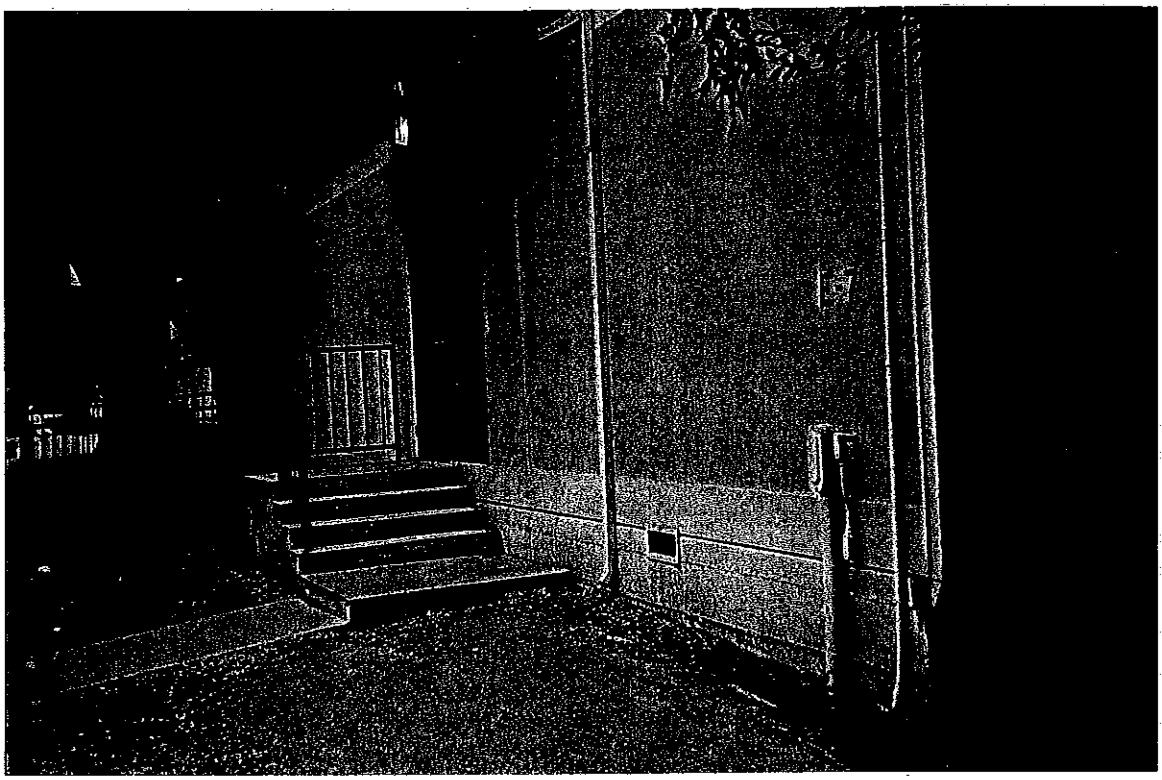
Paint Chips on Ground



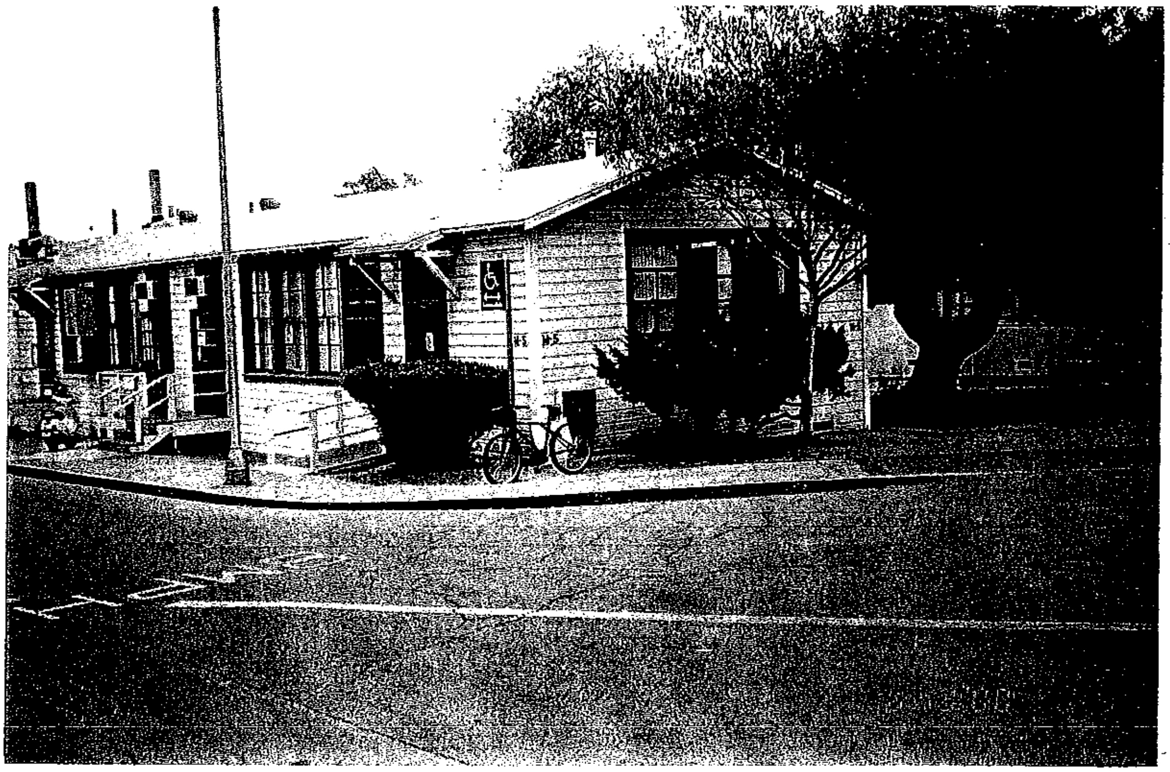
Building F-5



Floor Tile in Building F-5



Bungalow E-7



Bungalow M-5

Appendix F

NOISE DATA

* * * SOUND32 (CALTRTAMINA2/OPTIMA) * *

INPUT DATA FILE : ELACEX.S32
BARRIER COST FILE : CALIF$.DTA
DATE : 10-05-2000

East Los Angeles College EIR

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	1069	35	9	30	2	25	Floral Drive
2	1074	35	9	30	2	25	Floral Drive
3	1079	35	9	30	2	25	Floral Drive
4	259	25	5	20	1	20	Bleakwood Drive
5	1240	35	9	30	1	30	Cesar Chavez
6	1230	35	9	30	1	30	Cesar Chavez
7	1280	35	9	30	1	30	Cesar Chavez
8	520	25	9	20	1	20	Collegian
9	2225	35	10	30	5	30	Atlantic
10	1152	25	9	20	1	20	FLORAL DRIVE
11	1340	35	9	30	1	30	Cesar Chavez

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION
1	1	NO	1705.0	770.0	0.0	east end
			1101.0	770.0	0.0	west end
2	1	NO	1100.0	770.0	0.0	east end
			55.0	770.0	0.0	west end
3	1	NO	54.0	770.0	0.0	east end
			-275.0	660.0	0.0	west end
4	1	NO	-275.0	659.0	0.0	north end
			0.0	0.0	0.0	south end
5	1	NO	0.0	-1.0	0.0	west end
			275.0	110.0	0.0	east end
6	1	NO	276.0	110.0	0.0	west end
			770.0	220.0	0.0	east end
7	1	NO	771.0	220.0	0.0	west end
			1430.0	0.0	0.0	east end
8	1	NO	1431.0	0.0	0.0	south end
			1705.0	769.0	0.0	north end
9	1	NO	1925.0	550.0	0.0	north end
			1650.0	-110.0	0.0	south end

10	1	NO	1706.0	769.0	0.0	WEST END
			1920.0	550.0	0.0	EAST END
11	1	NO	1431.0	0.0	0.0	west end
			1651.0	-110.0	0.0	east end

RECEIVER DATA

REC. NO.	X	Y	Z	DNL	PEOPLE	ID
1	1660.0	845.0	5.0	67	500	sr4
2	165.0	810.0	5.0	67	500	sr3
3	-200.0	100.0	5.0	67	500	sr2
4	300.0	320.0	5.0	67	500	sr1
5	475.0	55.0	3.0	67	500	sr5

DROP-OFF RATES

ALL LANE/RECEIVER PAIRS = 3.0 DBA

K - CONSTANTS

ALL LANE RECEIVER/PAIRS = 0.0 DBA

SOUND32 - RELEASE 07/30/91

TITLE:
East Los Angeles College EIR

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
sr4	63.2
sr3	66.2
sr2	56.8
sr1	60.0
sr5	62.9

* * SOUND32 (CALTRANS VERSION OF STAMINA2/OPTIMA) * *

INPUT DATA FILE : ELACNP.S32
BARRIER COST FILE : CALIF$.DTA
DATE : 10-05-2000

East Los Angeles College EIR 2015 Cumulative base

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	1237	35	8	30	3	25	Floral Drive
2	1245	35	9	30	4	25	Floral Drive
3	1352	35	9	30	4	25	Floral Drive
4	286	25	3	20	1	20	Bleakwood Drive
5	1481	35	9	30	4	30	Cesar Chavez
6	1500	35	12	30	3	30	Cesar Chavez
7	1520	35	12	30	3	30	Cesar Chavez
8	570	25	4	20	1	20	Collegian
9	3755	35	20	30	8	30	Atlantic
10	1322	25	10	20	3	20	FLORAL DRIVE
11	1585	35	10	30	5	30	Cesar Chavez

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION
1	1	NO	1705.0	770.0	0.0	east end
			1101.0	770.0	0.0	west end
2	1	NO	1100.0	770.0	0.0	east end
			55.0	770.0	0.0	west end
3	1	NO	54.0	770.0	0.0	east end
			-275.0	660.0	0.0	west end
4	1	NO	-275.0	659.0	0.0	north end
			0.0	0.0	0.0	south end
5	1	NO	0.0	-1.0	0.0	west end
			275.0	110.0	0.0	east end
6	1	NO	276.0	110.0	0.0	west end
			770.0	220.0	0.0	east end
7	1	NO	771.0	220.0	0.0	west end
			1430.0	0.0	0.0	east end
8	1	NO	1431.0	0.0	0.0	south end
			1705.0	769.0	0.0	north end
9	1	NO	1925.0	550.0	0.0	north end

			1650.0	-110.0	0.0	south end
10	1	NO	1706.0	769.0	0.0	WEST END
			1920.0	550.0	0.0	EAST END
11	1	NO	1431.0	0.0	0.0	west end
			1651.0	-110.0	0.0	east end

RECEIVER DATA

REC. NO.	X	Y	Z	DNL	PEOPLE	ID
1	1660.0	845.0	5.0	67	500	sr4
2	165.0	810.0	5.0	67	500	sr3
3	-200.0	100.0	5.0	67	500	sr2
4	300.0	320.0	5.0	67	500	sr1
5	475.0	55.0	3.0	67	500	sr5

DROP-OFF RATES

ALL LANE/RECEIVER PAIRS = 3.0 DBA

K - CONSTANTS

ALL LANE RECEIVER/PAIRS = 0.0 DBA

SOUND32 - RELEASE 07/30/91

TITLE:
East Los Angeles College EIR 2015 Cumulative base

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
sr4	64.0
sr3	67.0
sr2	57.6
sr1	61.0
sr5	63.9

* * SOUND32 (CALTRANS VERSION OF STAMINA2/OPTIMA) * *

INPUT DATA FILE : ELACP.S32
BARRIER COST FILE : CALIF$.DTA
DATE : 10-05-2000

East Los Angeles College EIR 2015 Project

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	1370	35	10	30	5	25	Floral Drive
2	1370	35	10	30	5	25	Floral Drive
3	1365	35	10	30	5	25	Floral Drive
4	379	25	5	20	1	20	Bleakwood Drive
5	1600	35	10	30	5	30	Cesar Chavez
6	1680	35	12	30	3	30	Cesar Chavez
7	1760	35	12	30	3	30	Cesar Chavez
8	590	25	9	20	1	20	Collegian
9	3848	35	20	30	10	30	Atlantic
10	1460	25	10	20	3	20	FLORAL DRIVE
11	1585	35	10	30	5	30	Cesar Chavez

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION
1	1	NO	1705.0	770.0	0.0	east end
			1101.0	770.0	0.0	west end
2	1	NO	1100.0	770.0	0.0	east end
			55.0	770.0	0.0	west end
3	1	NO	54.0	770.0	0.0	east end
			-275.0	660.0	0.0	west end
4	1	NO	-275.0	659.0	0.0	north end
			0.0	0.0	0.0	south end
5	1	NO	0.0	-1.0	0.0	west end
			275.0	110.0	0.0	east end
6	1	NO	276.0	110.0	0.0	west end
			770.0	220.0	0.0	east end
7	1	NO	771.0	220.0	0.0	west end
			1430.0	0.0	0.0	east end
8	1	NO	1431.0	0.0	0.0	south end
			1705.0	769.0	0.0	north end
9	1	NO	1925.0	550.0	0.0	north end

			1650.0	-110.0	0.0	south end
10	1	NO	1706.0	769.0	0.0	WEST END
			1920.0	550.0	0.0	EAST END
11	1	NO	1431.0	0.0	0.0	west end
			1651.0	-110.0	0.0	east end

RECEIVER DATA

REC. NO.	X	Y	Z	DNL	PEOPLE	ID
1	1660.0	845.0	5.0	67	500	sr4
2	165.0	810.0	5.0	67	500	sr3
3	-200.0	100.0	5.0	67	500	sr2
4	300.0	320.0	5.0	67	500	sr1
5	475.0	55.0	3.0	67	500	sr5

DROP-OFF RATES

ALL LANE/RECEIVER PAIRS = 3.0 DBA

K - CONSTANTS

ALL LANE RECEIVER/PAIRS = 0.0 DBA

SOUND32 - RELEASE 07/30/91

TITLE:
East Los Angeles College EIR 2015 Project

BASED ON FHWA-RD-108 AND
CALIFORNIA REFERENCE ENERGY MEAN EMISSION LEVELS

RECEIVER	LEQ
sr4	64.5
sr3	67.4
sr2	58.2
sr1	61.5
sr5	64.3

CROWD NOISE PREDICTION CALCULATION

INPUTS	
Existing Ambient Sound Level at Receptor (Leq)	**57**
Receptor Distance from Crowd with Direct Line of Sight (feet)	**1,650**
Total Crowd Size	**10,000**
Number of Plays that Result in Max Noise	**60**
Duration of Single Max Noise Event (sec)	**10**
Total Playing Time During Game (sec)	**10,800**
Height of Stadium Wall above Playing Field	**40**
Receptor Height in relation to Play field elevation	**5**
RESULTS	
Maximum Noise Level at Mid Field	95
Contribution from Crowd With Line of Sight to Receptor	92
Distance from Midpoint of Crowd to Mid Field (feet)	170
Single Event Max Noise Level Adjusted for Receptor Distance	72
New Leq at Receptor	59
Change in Leq with No Barrier	2
Is Change Greater Than 3 Decibels	NO
Assumptions:	
Reference Crowd Size	65,000
Reference Crowd Noise at Midfield	111
Source: Terry A. Hayes Associates.	

CROWD NOISE PREDICTION CALCULATION

INPUTS	
Existing Ambient Sound Level at Receptor (Leq)	**66**
Receptor Distance from Crowd with Direct Line of Sight (feet)	**650**
Total Crowd Size	**10,000**
Number of Plays that Result in Max Noise	**60**
Duration of Single Max Noise Event (sec)	**10**
Total Playing Time During Game (sec)	**10,800**
Height of Stadium Wall above Playing Field	**40**
Receptor Height in relation to Play field elevation	**60**
RESULTS	
Maximum Noise Level at Mid Field	95
Contribution from Crowd With Line of Sight to Receptor	92
Distance from Midpoint of Crowd to Mid Field (feet)	170
Single Event Max Noise Level Adjusted for Receptor Distance	80
New Leq at Receptor	68
Change in Leq with No Barrier	2
Is Change Greater Than 3 Decibels	NO
Assumptions:	
Reference Crowd Size	65,000
Reference Crowd Noise at Midfield	111
Source: Terry A. Hayes Associates.	

CROWD NOISE PREDICTION CALCULATION

INPUTS	
Existing Ambient Sound Level at Receptor (Leq)	**57**
Receptor Distance from Crowd with Direct Line of Sight (feet)	**1,650**
Total Crowd Size	**20,000**
Number of Plays that Result in Max Noise	**60**
Duration of Single Max Noise Event (sec)	**10**
Total Playing Time During Game (sec)	**10,800**
Height of Stadium Wall above Playing Field	**40**
Receptor Height in relation to Play field elevation	**5**
RESULTS	
Maximum Noise Level at Mid Field	101
Contribution from Crowd With Line of Sight to Receptor	98
Distance from Midpoint of Crowd to Mid Field (feet)	230
Single Event Max Noise Level Adjusted for Receptor Distance	81
New Leq at Receptor	65
Change in Leq with No Barrier	8
Is Change Greater Than 3 Decibels	YES
Assumptions:	
Reference Crowd Size	65,000
Reference Crowd Noise at Midfield	111
Source: Terry A. Hayes Associates.	

CROWD NOISE PREDICTION CALCULATION

INPUTS	
Existing Ambient Sound Level at Receptor (Leq)	**66**
Receptor Distance from Crowd with Direct Line of Sight (feet)	**650**
Total Crowd Size	**20,000**
Number of Plays that Result in Max Noise	**60**
Duration of Single Max Noise Event (sec)	**10**
Total Playing Time During Game (sec)	**10,800**
Height of Stadium Wall above Playing Field	**40**
Receptor Height in relation to Play field elevation	**60**
RESULTS	
Maximum Noise Level at Mid Field	101
Contribution from Crowd With Line of Sight to Receptor	98
Distance from Midpoint of Crowd to Mid Field (feet)	230
Single Event Max Noise Level Adjusted for Receptor Distance	89
New Leq at Receptor	73
Change in Leq with No Barrier	7
Is Change Greater Than 3 Decibels	YES
Assumptions:	
Reference Crowd Size	65,000
Reference Crowd Noise at Midfield	111
Source: Terry A. Hayes Associates.	

CROWD NOISE PREDICTION CALCULATION

INPUTS	
Existing Ambient Sound Level at Receptor (Leq)	**57**
Receptor Distance from Crowd with Direct Line of Sight (feet)	**1,650**
Total Crowd Size	**30,000**
Number of Plays that Result in Max Noise	**60**
Duration of Single Max Noise Event (sec)	**10**
Total Playing Time During Game (sec)	**10,800**
Height of Stadium Wall above Playing Field	**40**
Receptor Height in relation to Play field elevation	**5**
RESULTS	
Maximum Noise Level at Mid Field	104
Contribution from Crowd With Line of Sight to Receptor	101
Distance from Midpoint of Crowd to Mid Field (feet)	290
Single Event Max Noise Level Adjusted for Receptor Distance	86
New Leq at Receptor	70
Change in Leq with No Barrier	13
Is Change Greater Than 3 Decibels	YES
Assumptions:	
Reference Crowd Size	65,000
Reference Crowd Noise at Midfield	111

Source: Terry A. Hayes Associates.

CROWD NOISE PREDICTION CALCULATION

INPUTS	
Existing Ambient Sound Level at Receptor (Leq)	**66**
Receptor Distance from Crowd with Direct Line of Sight (feet)	**650**
Total Crowd Size	**30,000**
Number of Plays that Result in Max Noise	**60**
Duration of Single Max Noise Event (sec)	**10**
Total Playing Time During Game (sec)	**10,800**
Height of Stadium Wall above Playing Field	**40**
Receptor Height in relation to Play field elevation	**60**
RESULTS	
Maximum Noise Level at Mid Field	104
Contribution from Crowd With Line of Sight to Receptor	101
Distance from Midpoint of Crowd to Mid Field (feet)	290
Single Event Max Noise Level Adjusted for Receptor Distance	94
New Leq at Receptor	78
Change in Leq with No Barrier	12
Is Change Greater Than 3 Decibels	YES
Assumptions:	
Reference Crowd Size	65,000
Reference Crowd Noise at Midfield	111
Source: Terry A. Hayes Associates.	

Appendix G

TRAFFIC REPORT

Supplemental Traffic Report

KAKU ASSOCIATES
A Corporation
Transportation Planning
Traffic Engineering
Parking Studies

MEMORANDUM

TO: Randi Cooper

FROM: Ron Hirsch, Project Manager

SUBJECT: East Los Angeles Community College Master Plan

DATE: November 6, 2000 **REF:** 1315

Kaku Associates has completed the supplemental traffic analysis of the proposed Master Plan expansion and upgrade of the existing stadium facility at the East Los Angeles Community College campus in the City of Monterey Park, California. The analysis assumptions, procedures, results, and conclusions are discussed in this document, which is intended as a supplement to the project EIR traffic study completed last month.

PROJECT DESCRIPTION

The East Los Angeles Community College Master Plan project consists of a campus-wide program designed to enhance and improve the existing campus, and to allow for an increase in enrollment to a total of approximately 25,000 full time students by the year 2015. The program includes the renovation of or addition to several buildings, plus the construction of some new facilities including parking structures.

Among the planned improvements is the upgrade and expansion of the College stadium, located near the northwest corner of the campus. The existing stadium contains approximately 20,000 seats, with the expansion to add approximately 10,000 more seats. Additional parking for the stadium, as well as for general-purpose campus parking, will be provided by a new 2,200-space parking structure adjacent to the stadium, at the southeast corner of Floral Drive and Bleakwood Avenue.

STUDY SCOPE

The traffic studies performed to evaluate the potential traffic and parking impacts of the Master Plan project examined a total of 12 intersections adjacent to and surrounding the campus. This analysis is more focused, and is designed to address the "special event" impacts of activity at the

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stadium such as football or soccer games. These events occur generally on weekday evenings or on weekends, times when the typical traffic flow patterns and volumes on the surrounding street system are not as likely to be critically affected by additional traffic. As a result of these conditions, and the fact that they occur only periodically throughout the school year, the traffic study for the proposed stadium expansion examined the traffic impacts at the two intersections most likely to be affected, Cesar Chavez Avenue and Bleakwood Avenue, and Floral Drive and Bleakwood Avenue. These locations are the nearest study intersections to the primary stadium access and parking locations.

The two study intersections were examined during the post-PM peak hour evening period on weekdays (Friday, between 6:00 and 8:00 PM) and on weekend afternoon/evening (Saturday, 4:00 to 7:00 PM). These periods were chosen after examining the activity schedule for the stadium. It was determined that a soccer game was scheduled for Friday, September 29th at 6:00 PM, while a football game was to take place on Saturday, September 30th beginning at 7:00 PM. These activities were judged to be typical of the existing uses of the stadium, and became the basis for the proposed stadium expansion traffic impact estimates.

Additionally, the study examined the potential traffic impacts on a daily basis for six street segments along the access routes to and from the stadium. The street segments examined are listed below:

- Bleakwood Avenue, north of Avalanche Way
- Bleakwood Avenue, south of Avalanche Way
- Cesar Chavez Avenue, east of Bleakwood Avenue
- Cesar Chavez Avenue, east of Bleakwood Avenue
- Floral Drive, east of Avalanche Way
- Floral Drive, west of Bleakwood Avenue

EXISTING CONDITIONS

Current traffic conditions in the study area were determined from new counts conducted at the two intersection and six street segment locations identified previously. As described in the preceding section, the intersection traffic counts were taken on Friday between 6:00 and 8:00 PM, and on Saturday between 4:00 and 7:00 PM. The counts on the street segments were obtained from automated "tube" counters, and occurred from midnight Thursday through midnight Saturday, in order to provide 24-hour traffic data for both Friday and Saturday conditions.

The dates of the counts were selected to represent "typical" conditions for the College. As described earlier in this document, the "with stadium activity" counts occurred on Friday September 19th and Saturday September 20th, 2000. These days contained a Friday soccer game and Saturday football game at the stadium. The "without stadium activity" counts were taken on Friday October 13th and Saturday October 14th, 2000. These days represent average days when the College is in session. No special event activities were scheduled for the stadium during the selected count periods on either of the two October days.

TRAFFIC IMPACT ANALYSIS

By comparing the "without stadium activity" and "with stadium activity" traffic data for existing conditions, it was possible to quantify the impacts of the existing 20,000-seat stadium on the surrounding street system, both in terms of intersection impacts, and on a daily traffic basis. These existing effects were then extrapolated to estimate the potential impacts of the addition of 10,000 new stadium seats.

Intersection Analysis

The intersection turning movement counts described earlier were used to obtain the without and with stadium events intersection operating conditions for the current situation. The turning movement volumes for each of the allowed intersection moves were compared between the without and with event counts. However, because traffic is not constant between different days, the volumes at some intersection moves decreased between the without and with stadium activity scenarios. In order to present the most conservative analyses possible, traffic volumes at those moves that decreased were held constant from the without stadium activity counts, resulting in zero stadium trips for those particular moves. While stadium event traffic could cause some disruptions of normal turning movements resulting in volume reductions, this assumption presents the most conservative estimate of stadium-related impacts.

The existing traffic added to the area street system due to the current stadium was determined by subtracting the "without event" volumes from the "with event" volumes. This difference, representing the traffic from a 20,000-seat stadium, was then multiplied by 50 percent to estimate additional trips resulting from an additional 10,000 seats. The net new trips were then added back to the "with event" volumes, to produce the "with stadium expansion" traffic volumes.

The intersection impacts were evaluated using the same Highway Capacity Manual (HCS) analysis procedures and methodologies as described in the traffic study. The results of those analyses are summarized in Table 1. The supporting calculation worksheets are contained in the appendix of this report.

TABLE 1
INTERSECTION LEVEL OF SERVICE AND PROJECT IMPACTS

		Without Event		With Event		With Expansion Project			
Intersection	Day	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Impact	Significant
Cesar Chavez Ave. & Bleakwood Ave.	Friday	0.310	A	0.314	A	0.317	A	0.003	No
	Saturday	0.237	A	0.271	A	0.290	A	0.019	No
Floral Dr. & Bleakwood Ave.	Friday	14	B	14	B	14	B	0	No
	Saturday	11	B	11	B	11	B	0	No

Note: "Delay" represents total intersection delay, in seconds.

Table 1 shows that the two intersections nearest the stadium are not significantly affected under current conditions. Further, the proposed addition of the 10,000 seats is not expected to result in significant impacts to the study intersections. Both locations are anticipated to continue to operate at good levels of service, LOA A and LOS B during both analysis periods. This is primarily due to the lower traffic volumes during the stadium utilization times as compared to the more critical peak hours examined in the Master Plan project EIR traffic study. As a result, no mitigation measures beyond those identified in the original EIR study are required due to the proposed expansion and upgrade of the stadium.

Street Segment Impacts

Daily traffic volumes on the six roadway segments identified were also analyzed. Automated machines were placed on these streets during the selected days to count traffic. As with the intersection analyses, the traffic resulting from the stadium was determined from a comparison of count data on days with no events and days when the stadium was in use. However, unlike the intersection impact analyses, which assumed that all volume changes at the study intersections during the study period were due to the stadium activities, it was recognized that only a portion of the changes in the 24-hour counts were the result of stadium use.

The schedule of events at the stadium was reviewed, and as noted previously, the surveyed activity at the stadium included a Friday soccer game beginning at 6:00 PM, and a Saturday football game starting at 7:00 PM. To isolate traffic due specifically to these events based on the 24-hour automated counts would be difficult, and was not attempted. However, it was assumed that each of the two events (soccer game, football game) each lasts approximately three hours. Additionally, trips were conservatively assumed to arrive or depart the stadium up to two-hours prior to or following the game. Using these assumptions, an approximately seven hour window was identified as potentially containing stadium-event volumes. For the Friday soccer game, the stadium traffic was assumed to occur from 4:00 to 11:00 PM; for the Saturday football game, the stadium traffic window was from 5:00 PM to midnight.

Based on these assumptions, the traffic volumes for without and with stadium event traffic from each of the street segments were compared to identify potential stadium traffic. Similar to the methodology described for the intersection counts, traffic volumes were not assumed to decrease between without and with event conditions. Therefore, data for time periods that indicated such conditions were assumed to have a net difference of zero. This guaranteed that the stadium would not result in "negative" traffic on the subject street segments, and ensured a conservative analysis.

Finally, the existing stadium traffic identified in the seven-hour period was multiplied by one-half to calculate the potential expansion-related volumes. These additional volumes, representing the expected trip generation from the proposed 10,000-seat addition, were added to the "with event" volumes on their respective segments to estimate the total, "with expansion project" daily traffic volumes in the study area.

Based on the forecasting methodology used, it was estimated that the proposed stadium expansion would produce about 840 net new daily trips along Cesar Chavez Avenue and Floral Drive in the study vicinity on Friday afternoon/evenings. During Saturday football games, the additional 10,000 stadium seats could result in about 1,022 net new trips per day. It is important to realize that these trips are not purported to be the entire net new trip generation for the stadium; they represent only the traffic additions to those street segments selected for analysis. Additional traffic may occur on street segments farther east, but traffic additions in the commercialized areas during the study periods are not considered as significant as in the "residential" areas nearer the stadium.

The existing and forecast project traffic volumes are summarized in Table 2.

TABLE 2(a)
DAILY TRAFFIC VOLUMES ON AREA STREETS
FRIDAY CONDITIONS

Street	Segment	Without Event	With Event	Estimated Project Volumes	With Project Volumes	Percent Increase
Cesar Chavez Ave.	W/O Bleakwood Ave.	13,408	13,383	160	13,543	1.2%
	E/O Bleakwood Ave.	12,358	13,601	311	13,912	2.2%
Floral Dr.	W/O Bleakwood Ave.	12,380	12,504	144	12,648	1.1%
	E/O Avalanche Way	14,128	14,291	225	14,516	1.6%
Bleakwood Ave.	N/O Avalanche Way	977	1,276	51	1,327	3.8%
	S/O Avalanche Way	2,337	2,586	76	2,662	2.9%

TABLE 2(b)
DAILY TRAFFIC VOLUMES ON AREA STREETS
SATURDAY CONDITIONS

Street	Segment	Without Event	With Event	Estimated Project Volumes	With Project Volumes	Percent Increase
Cesar Chavez Ave.	W/O Bleakwood Ave.	9,715	10,125	169	10,294	1.6%
	E/O Bleakwood Ave.	9,312	10,327	351	10,678	3.3%
Floral Dr.	W/O Bleakwood Ave.	8,580	9,038	178	9,216	1.9%
	E/O Avalanche Way	9,802	10,537	324	10,861	3.0%
Bleakwood Ave.	N/O Avalanche Way	773	888	46	934	4.9%
	S/O Avalanche Way	1,181	1,871	226	2,097	10.8%

As shown in Tables 2(a) and 2(b), the proposed expansion project is expected to result in increases of less than five percent in daily traffic on all of the street segments analyzed, with the exception of Bleakwood Avenue, south of Avalanche Way. This location could see potential increases of nearly 11 percent of the current daily traffic volumes.

The City does not have criteria for evaluating the significance of daily traffic increases on streets such as those examined. While these streets support some residential development, they are not neighborhood streets in the traditional sense. Cesar Chavez Avenue and Floral Drive each support approximately 10,000 vehicles per day, well in excess of the typical 1,500 to 2,000 vehicles per day on local residential streets. Even Bleakwood Avenue, which currently carries between 1,200 and 2,600 vehicles per day, is developed along its east side with the East Los Angeles Community College campus. Therefore, the incremental traffic additions to these streets resulting from the proposed stadium expansion project are not expected to result in significant impacts on any of the street segments in the project vicinity.

ACCESS AND PARKING

Concerns have also been raised regarding the current impacts of the stadium on parking and access to the residential lots fronting Bleakwood Avenue between Floral Drive and Cesar Chavez Avenue. Vehicles park on this segment of Bleakwood Avenue during stadium activities, and disrupt or prohibit access to the resident's parking facilities. The effects of the stadium expansion were also examined in this respect.

The existing campus provides a total of approximately 1,830 on-site parking spaces throughout the site, including approximately 865 spaces in the existing stadium surface lot at the southeast corner of Floral Drive and Avalanche Way, and an additional 70 metered spaces along Avalanche Way. During the weekday evening hours, these spaces are approximately 50 percent occupied, leaving only about 450 spaces available in the vicinity of the stadium to accommodate attendees at stadium events. Based on the current level of trip generation for the stadium, as described in the preceding sections of this document, typical weekday evening stadium events generate parking demands of approximately 850 vehicles, leading to "overflow" parking conditions in neighborhood areas.

As part of the proposed Master Plan project, a significant amount of additional parking is to be constructed. The total number of on-campus spaces will increase from 1,830 to approximately 5,336 spaces. Most significantly, a new 2,200-space parking structure is proposed on the site of the current stadium lot, increasing available parking adjacent to the stadium by 1,335 spaces.

Using the estimated stadium trip generation as a base, the proposed 30,000-seat stadium (following expansion) is expected to generate a parking demand of approximately 1,260 vehicles for weekday evening events, and approximately 1,530 vehicles for weekend events. Assuming that the current student activities on the stadium lot continue, the 2,200-space stadium parking structure is expected to accommodate both the typical student use and the expected stadium activity parking with no overflow.

These projections are based on current stadium usage levels. If the stadium upgrade and expansion results in increased attendance at stadium events, the stadium parking structure may become full. However, as noted previously, the Master Plan will provide 3,506 new on-campus parking spaces. As forecast in the EIR traffic study, following buildout of the campus Master Plan, during typical weekday evening use, students, staff, and visitors will occupy approximately 1,599 of these spaces. This leaves 3,737 spaces unused on the site. Assuming that all 2,200 spaces in the stadium parking structure become full, the campus still provides over 2,500 parking spaces to accommodate stadium event attendees. As such, it is estimated that per-event attendance on weekday evenings could double from current levels without creating parking overflow impacts.

Saturday event attendance is higher than on weekday evenings, as noted previously. However, ambient campus parking utilizations are lower, resulting in more available parking. No weekend parking overflow impacts are expected following construction of the proposed Master Plan parking supply.

The provision of adequate on-site parking by itself is expected to greatly reduce, or fully eliminate, the existing residential access and parking problems. However, to ensure that no such impacts continue, the College should implement a Special Event Parking and Access Management Program. This program will provide guidelines for addressing parking and access during stadium events, and could include such features as assigned parking, or parking/traffic attendants to direct stadium event attendees to use the stadium parking structure. Provisions for alternative parking for attendees should the structure become full will also be detailed.

With the construction of the additional parking spaces, sufficient parking is anticipated for the stadium, assuming the continuation of its present rate of occupancy. However, the Master Plan will provide adequate parking throughout the campus to accommodate increased use. This additional parking, combined with a parking and access management program, are expected to be sufficient to avoid significant parking and access impacts due to the proposed stadium expansion, and will reduce or eliminate the existing residential parking problems along Bleakwood Avenue.

SUMMARY

The impacts of the proposed stadium expansion project, which would add 10,000 seats to the existing 20,000-seat stadium, were examined for weekday evening and weekend afternoon/evening periods. Existing stadium trip generation and impacts were used as a basis for development of traffic characteristics for the expansion project. Two key intersections near the stadium, and six street segments representing the approaches to the stadium were analyzed.

The stadium expansion project will have a minimal impact on the operations of the two key intersections, which are expected to operate at LOS A or B during the time periods analyzed. Additionally, project traffic additions to the area street segments will typically be less than five percent of the existing traffic, and is not expected to cause a significant impact.

The stadium expansion is not expected to result in any significant parking or access impacts. The

The stadium expansion is not expected to result in any significant parking or access impacts. The Master Plan will construct approximately 3,506 new on-campus parking spaces, including approximately 1,335 new spaces adjacent to the stadium. Based on the analysis of current stadium use, this parking facility will be adequate to fully accommodate stadium attendees. However, if the stadium parking should become full, additional on-campus parking exists to meet these increased parking needs. To ensure that no "overflow" parking impacts occur, a Special Event Parking and Access Management Plan should be implemented to direct attendees to available parking. These provisions are expected to reduce or eliminate the existing residential parking and access problems that occur during events at the stadium, which are the primarily result of insufficient parking near the stadium.

APPENDIX

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 5. Bleakwood Av & Cesar Chavez Av
Description: Without Stadium Event

Date/Time: FRIDAY 6 PM - 8 PM

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.52	25	833	0.000	N-S(1):	0.030 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.48	23	767	0.030 *	E-W(1):	0.180 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.156
	TH	2.00	329	3,200	0.118		
	LT	0.00	0	0	0.000 *	V/C:	0.210
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.310
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	61	1,600	0.038	LOS:	A

Date/Time: SATURDAY 4 PM - 7 PM

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.53	19	844	0.000	N-S(1):	0.023 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.47	17	756	0.023 *	E-W(1):	0.089
Westbound	RT	0.00	31	0	0.000	E-W(2):	0.114 *
	TH	2.00	289	3,200	0.100 *		
	LT	0.00	0	0	0.000	V/C:	0.137
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.237
	TH	2.00	284	3,200	0.089		
	LT	1.00	22	1,600	0.014 *	LOS:	A

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 5. Bleakwood Av & Cesar Chavez Av
Description: With Stadium Event

Date/Time: FRIDAY 6 PM - 8 PM

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.47	26	756	0.000	N-S(1):	0.034 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.53	29	844	0.034 *	E-W(1):	0.180 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.162
	TH	2.00	349	3,200	0.124		
	LT	0.00	0	0	0.000 *	V/C:	0.214
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.314
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	61	1,600	0.038	LOS:	A

Date/Time: SATURDAY 4 PM - 7 PM

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.49	33	788	0.000	N-S(1):	0.042 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.51	34	812	0.042 *	E-W(1):	0.098
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.129 *
	TH	2.00	289	3,200	0.101 *		
	LT	0.00	0	0	0.000	V/C:	0.171
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.271
	TH	2.00	312	3,200	0.098		
	LT	1.00	45	1,600	0.028 *	LOS:	A

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 5. Bleakwood Av & Cesar Chavez Av
Description: With Project Conditions

Date/Time: FRIDAY 6 PM - 8 PM

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.46	27	732	0.000	N-S(1):	0.037 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.54	32	868	0.037 *	E-W(1):	0.180 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.165
	TH	2.00	359	3,200	0.127		
	LT	0.00	0	0	0.000 *	V/C:	0.217
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.317
	TH	2.00	576	3,200	0.180 *		
	LT	1.00	61	1,600	0.038	LOS:	A

Date/Time: SATURDAY 4 PM - 7 PM

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.48	40	771	0.000	N-S(1):	0.052 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.52	43	829	0.052 *	E-W(1):	0.102
Westbound	RT	0.00	36	0	0.000	E-W(2):	0.138 *
	TH	2.00	289	3,200	0.102 *		
	LT	0.00	0	0	0.000	V/C:	0.190
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.290
	TH	2.00	326	3,200	0.102		
	LT	1.00	57	1,600	0.036 *	LOS:	A

* - Denotes critical movement

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           1997 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
******************************************************************************
Average Delay (sec/veh):     13.8          Worst Case Level Of Service:      B
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13    0    38     0    0     0     0  536    18    14  300     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   13    0    38     0    0     0     0  536    18    14  300     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13    0    38     0    0     0     0  536    18    14  300     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    13    0    38     0    0     0     0  536    18    14  300     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  873 xxxx   545  xxxx xxxx xxxxx  xxxx xxxx xxxxx   554 xxxx xxxxx
Potent Cap.:  323 xxxx   542  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1026 xxxx xxxxx
Move Cap.:    320 xxxx   542  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1026 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  461 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 13.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:       13.8            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
           1997 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
******************************************************************************
Average Delay (sec/veh):      14.1         Worst Case Level Of Service:      B
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    0    38    0    0     0     0  538    18    14  337     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14    0    38    0    0     0     0  538    18    14  337     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14    0    38    0    0     0     0  538    18    14  337     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Final Vol.:    14    0    38    0    0     0     0  538    18    14  337     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  912 xxxx   547  xxxx xxxx xxxxx  xxxx xxxx xxxxx   556 xxxx xxxxx
Potent Cap.:  307 xxxx   541  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1025 xxxx xxxxx
Move Cap.:    303 xxxx   541  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1025 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  447 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 14.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:        14.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          B               *                *                *
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------

                     Level Of Service Computation Report
            1997 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
******************************************************************************
Average Delay (sec/veh):      14.4          Worst Case Level Of Service:     B
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       15    0    38     0    0     0     0  539    18    14  356     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    15    0    38     0    0     0     0  539    18    14  356     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     15    0    38     0    0     0     0  539    18    14  356     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     15    0    38     0    0     0     0  539    18    14  356     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:   3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   932 xxxx   548  xxxx xxxx xxxxx  xxxx xxxx xxxxx   557 xxxx xxxxx
Potent Cap.:   298 xxxx   540  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1024 xxxx xxxxx
Move Cap.:     295 xxxx   540  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1024 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  437 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 14.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx
Shared LOS:      *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:        14.4            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          B                *                *                *
```

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
********************************************************************************
Average Delay (sec/veh):      11.1          Worst Case Level Of Service:       B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        8    0    14     0    0     0     0  316     6     4  253     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     8    0    14     0    0     0     0  316     6     4  253     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      8    0    14     0    0     0     0  316     6     4  253     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      8    0    14     0    0     0     0  316     6     4  253     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  580 xxxx   319  xxxx xxxx xxxxx  xxxx xxxx xxxxx   322 xxxx xxxxx
Potent Cap.:  480 xxxx   726  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1249 xxxx xxxxx
Move Cap.:    479 xxxx   726  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1249 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  611 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 11.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:       11.1            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          B                *                *                *
```

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
          1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
********************************************************************************
Average Delay (sec/veh):      11.1          Worst Case Level Of Service:       B
********************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        8    0    20     0    0     0     0  316     9    12  289     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     8    0    20     0    0     0     0  316     9    12  289     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      8    0    20     0    0     0     0  316     9    12  289     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      8    0    20     0    0     0     0  316     9    12  289     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  634 xxxx   321   xxxx xxxx xxxxx  xxxx xxxx xxxxx   325 xxxx xxxxx
Potent Cap.:  447 xxxx   725   xxxx xxxx xxxxx  xxxx xxxx xxxxx  1246 xxxx xxxxx
Move Cap.:    443 xxxx   725   xxxx xxxx xxxxx  xxxx xxxx xxxxx  1246 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  614 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 11.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:        11.1             xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          B                *                *                *
```

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
             1997 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
*******************************************************************************
Average Delay (sec/veh):      11.2          Worst Case Level Of Service:      B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        8    0    23     0    0     0     0  316    11    16  307     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     8    0    23     0    0     0     0  316    11    16  307     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      8    0    23     0    0     0     0  316    11    16  307     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      8    0    23     0    0     0     0  316    11    16  307     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  661 xxxx   322  xxxx xxxx xxxxx  xxxx xxxx xxxxx   327 xxxx xxxxx
Potent Cap.:  431 xxxx   724  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1244 xxxx xxxxx
Move Cap.:    427 xxxx   724  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1244 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  614 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx 11.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:       11.2            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
```

Location: **Cesar Chavez Avenue West of Bleakwood Avenue**

15-Minute Traffic Volumes

Time Beginning	Friday Conditions: Without Game (10/13/00) Direction of Travel West	East	Total	With Game (9/29/00) Direction of Travel West	East	Total	Game Volumes	Net Project Volumes	With Project	Saturday Conditions: Without Game (10/14/00) Direction of Travel West	East	Total	With Game (9/30/00) Direction of Travel West	East	Total	Game Volumes	Project Volumes	With Project
12:00 AM	8	7	15	9	8	17			17	15	15	30	17	13	30			30
12:15 AM	10	6	16	11	6	17			17	15	20	35	14	7	21			21
12:30 AM	2	3	5	8	4	12			12	10	11	21	11	11	22			22
12:45 AM	3	2	5	0	5	5			5	9	10	19	12	8	20			20
1:00 AM	2	4	6	7	1	8			8	12	13	25	10	6	16			16
1:15 AM	6	7	13	3	5	8			8	8	9	17	7	10	17			17
1:30 AM	1	2	3	6	6	12			12	4	7	11	6	7	13			13
1:45 AM	4	5	9	5	7	12			12	6	8	14	7	4	11			11
2:00 AM	0	1	1	6	1	7			7	9	4	13	4	3	7			7
2:15 AM	0	0	0	1	2	3			3	9	5	14	5	6	11			11
2:30 AM	3	3	6	2	1	3			3	6	5	11	8	9	17			17
2:45 AM	3	0	3	2	4	6			6	6	8	14	3	8	11			11
3:00 AM	3	4	7	3	3	6			6	4	4	8	4	5	9			9
3:15 AM	3	1	4	3	3	6			6	2	3	5	5	6	11			11
3:30 AM	3	2	5	6	5	11			11	5	2	7	2	6	8			8
3:45 AM	1	1	2	5	1	6			6	1	5	6	4	4	8			8
4:00 AM	2	4	6	2	1	3			3	3	6	9	1	2	3			3
4:15 AM	7	5	12	4	2	6			6	3	3	6	2	3	5			5
4:30 AM	4	5	9	5	4	9			9	5	4	9	2	1	3			3
4:45 AM	5	5	10	7	4	11			11	5	7	12	3	6	9			9
5:00 AM	10	5	15	6	4	10			10	6	3	9	4	4	8			8
5:15 AM	16	12	28	13	7	20			20	8	10	18	4	11	15			15
5:30 AM	16	22	38	22	18	40			40	14	10	24	9	8	17			17
5:45 AM	32	23	55	13	17	30			30	9	15	24	13	15	28			28
6:00 AM	64	24	88	23	17	40			40	13	14	27	10	12	22			22
6:15 AM	68	35	103	35	30	65			65	12	12	24	12	21	33			33
6:30 AM	75	54	129	58	43	101			101	21	18	39	15	15	30			30
6:45 AM	78	48	126	68	46	114			114	24	24	48	15	31	46			46
7:00 AM	133	62	195	107	41	148			148	18	27	45	12	27	39			39
7:15 AM	127	120	247	117	87	204			204	40	45	85	22	36	58			58
7:30 AM	158	137	295	144	117	261			261	48	51	99	41	75	116			116
7:45 AM	166	109	275	186	137	323			323	56	59	115	42	72	114			114
8:00 AM	136	73	209	131	99	230			230	46	50	96	54	62	116			116
8:15 AM	77	90	167	114	65	179			179	41	51	92	49	72	121			121
8:30 AM	114	98	212	115	101	216			216	76	78	154	65	96	161			161
8:45 AM	90	71	161	132	95	227			227	78	84	162	72	104	176			176
9:00 AM	72	59	131	63	87	150			150	57	66	123	74	80	154			154
9:15 AM	66	83	149	58	72	130			130	79	65	144	73	86	159			159
9:30 AM	87	137	224	83	96	179			179	67	109	176	50	88	138			138
9:45 AM	92	91	183	112	96	208			208	82	84	166	58	78	136			136
10:00 AM	94	63	157	94	134	228			228	90	102	192	77	84	161			161
10:15 AM	86	81	167	75	96	171			171	84	70	154	74	78	152			152
10:30 AM	102	95	197	93	99	192			192	95	104	199	76	95	171			171
10:45 AM	113	93	206	138	108	246			246	104	105	209	102	85	187			187
11:00 AM	96	90	186	94	92	186			186	102	108	210	110	107	217			217
11:15 AM	84	108	192	112	81	193			193	86	96	182	102	102	204			204
11:30 AM	155	114	269	92	102	194			194	107	99	206	117	119	236			236
11:45 AM	144	156	300	160	135	295			295	114	92	206	98	124	222			222

Location: **Cesar Chavez Avenue West of Bleakwood Avenue**

15-Minute Traffic Volumes

Friday Conditions

Time Beginning	Without Game (10/13/00) Direction of Travel West	East	Total	With Game (9/29/00) Direction of Travel West	East	Total	Game Volumes	Net Project Volumes	With Project
12:00 PM	103	98	201	137	127	264			264
12:15 PM	115	105	220	113	109	222			222
12:30 PM	116	98	214	108	94	202			202
12:45 PM	114	108	222	133	115	248			248
1:00 PM	109	113	222	108	91	199			199
1:15 PM	105	76	181	107	88	195			195
1:30 PM	100	102	202	96	99	195			195
1:45 PM	94	99	193	106	93	199			199
2:00 PM	103	76	179	99	104	203			203
2:15 PM	94	100	194	100	94	194			194
2:30 PM	78	120	198	77	90	167			167
2:45 PM	91	142	233	84	107	191			191
3:00 PM	96	133	229	96	131	227			227
3:15 PM	97	145	242	115	114	229			229
3:30 PM	111	134	245	78	120	198			198
3:45 PM	99	154	253	118	149	267			267
4:00 PM	82	158	240	111	149	260	20	10	270
4:15 PM	101	210	311	85	153	238		0	238
4:30 PM	94	198	292	94	176	270		0	270
4:45 PM	98	212	310	102	202	304		0	304
5:00 PM	98	196	294	91	195	286		0	286
5:15 PM	101	192	293	89	212	301	8	4	305
5:30 PM	93	200	293	92	189	281		0	281
5:45 PM	96	189	285	87	172	259		0	259
6:00 PM	93	156	249	108	108	216		0	216
6:15 PM	89	160	249	92	165	257	8	4	261
6:30 PM	91	112	203	112	138	250	47	24	274
6:45 PM	100	107	207	73	107	180		0	180
7:00 PM	68	111	179	87	97	184	5	3	187
7:15 PM	79	85	164	79	97	176	12	6	182
7:30 PM	72	86	158	103	77	180	22	11	191
7:45 PM	68	88	156	90	78	168	12	6	174
8:00 PM	61	89	150	96	68	164	14	7	171
8:15 PM	80	65	145	84	69	153	8	4	157
8:30 PM	58	49	107	75	66	141	34	17	158
8:45 PM	60	51	111	67	46	113	2	1	114
9:00 PM	57	43	100	63	63	126	26	13	139
9:15 PM	63	47	110	60	43	103		0	103
9:30 PM	48	27	75	38	37	75	0	0	75
9:45 PM	35	41	76	45	42	87	11	6	93
10:00 PM	40	33	73	51	40	91	18	9	100
10:15 PM	25	29	54	37	52	89	35	18	107
10:30 PM	30	15	45	26	41	67	22	11	78
10:45 PM	24	21	45	28	29	57	12	6	63
11:00 PM	22	18	40	20	24	44			44
11:15 PM	26	20	46	22	24	46			46
11:30 PM	24	18	42	14	15	29			29
11:45 PM	23	14	37	23	17	40			40
	6,345	7,063	13,408	6,472	6,911	13,383			13,543

Net Project ADT Volumes 160

Saturday Conditions

Time Beginning	Without Game (10/14/00) Direction of Travel West	East	Total	With Game (9/30/00) Direction of Travel West	East	Total	Game Volumes	Project Volumes	With Project
12:00 PM	83	95	178	101	109	210			210
12:15 PM	72	120	192	113	103	216			216
12:30 PM	99	98	197	104	99	203			203
12:45 PM	100	105	205	92	117	209			209
1:00 PM	95	112	207	106	78	184			184
1:15 PM	116	91	207	84	104	188			188
1:30 PM	85	95	180	88	101	189			189
1:45 PM	92	108	200	96	90	186			186
2:00 PM	92	67	159	113	102	215			215
2:15 PM	79	91	170	111	113	224			224
2:30 PM	74	80	154	98	98	196			196
2:45 PM	80	100	180	71	79	150			150
3:00 PM	76	70	146	80	91	171			171
3:15 PM	104	93	197	66	75	141			141
3:30 PM	58	87	145	78	75	153			153
3:45 PM	77	89	166	98	81	179			179
4:00 PM	71	83	154	73	78	151			151
4:15 PM	75	79	154	75	88	163			163
4:30 PM	72	75	147	62	93	155			155
4:45 PM	78	76	154	76	93	169			169
5:00 PM	84	72	156	73	78	151		0	151
5:15 PM	69	64	133	68	86	154	21	11	165
5:30 PM	54	59	113	81	76	157	44	22	179
5:45 PM	64	74	138	68	82	150	12	6	156
6:00 PM	77	66	143	72	72	144	1	1	145
6:15 PM	78	70	148	64	85	149	1	1	150
6:30 PM	71	80	151	67	86	153	2	1	154
6:45 PM	73	72	145	55	92	147	2	1	148
7:00 PM	63	65	128	56	86	142	14	7	149
7:15 PM	74	61	135	63	66	129		0	129
7:30 PM	65	64	129	76	81	157	28	14	171
7:45 PM	55	62	117	62	50	112		0	112
8:00 PM	56	46	102	54	60	114	12	6	120
8:15 PM	50	39	89	43	56	99	10	5	104
8:30 PM	50	44	94	41	47	88		0	88
8:45 PM	35	56	91	49	57	106	15	8	114
9:00 PM	52	30	82	38	34	72		0	72
9:15 PM	43	36	79	37	45	82	3	2	84
9:30 PM	37	32	69	48	50	98	29	15	113
9:45 PM	47	34	81	33	50	83	2	1	84
10:00 PM	38	28	66	63	29	92	26	13	105
10:15 PM	32	21	53	61	28	89	36	18	107
10:30 PM	21	21	42	53	22	75	33	17	92
10:45 PM	23	29	52	22	20	42		0	42
11:00 PM	29	16	45	33	34	67	22	11	78
11:15 PM	28	20	48	27	30	57	9	5	62
11:30 PM	18	16	34	20	22	42	8	4	46
11:45 PM	22	24	46	25	8	33		0	33
	4,800	4,915	9,715	4,814	5,311	10,125			10,294

Net Project ADT Volumes 169

Location: **Cesar Chavez Avenue East of Bleakwood Avenue**

15-Minute Traffic Volumes

	Friday Conditions									Saturday Conditions								
	Without Game (10/13/00)			With Game (9/29/00)				Net		Without Game (10/14/00)			With Game (9/30/00)					
Time	Direction of Travel			Direction of Travel			Game	Project	With	Direction of Travel			Direction of Travel			Game	Project	With
Beginning	West	East	Total	West	East	Total	Volumes	Volumes	Project	West	East	Total	West	East	Total	Volumes	Volumes	Project
12:00 AM	8	6	14	9	8	17			17	17	6	23	27	9	36			36
12:15 AM	7	8	15	13	5	18			18	10	8	18	12	7	19			19
12:30 AM	6	7	13	8	3	11			11	11	9	20	14	10	24			24
12:45 AM	7	3	10	1	5	6			6	10	7	17	6	8	14			14
1:00 AM	3	1	4	3	0	3			3	9	6	15	14	7	21			21
1:15 AM	1	1	2	8	3	11			11	9	10	19	10	9	19			19
1:30 AM	7	4	11	5	7	12			12	10	8	18	6	7	13			13
1:45 AM	2	8	10	5	7	12			12	5	6	11	7	6	13			13
2:00 AM	2	5	7	6	0	6			6	6	5	11	6	2	8			8
2:15 AM	2	6	8	2	3	5			5	6	5	11	5	4	9			9
2:30 AM	0	3	3	1	1	2			2	7	4	11	11	12	23			23
2:45 AM	2	4	6	2	4	6			6	3	6	9	2	7	9			9
3:00 AM	3	4	7	3	3	6			6	2	8	10	5	3	8			8
3:15 AM	3	2	5	2	2	4			4	4	3	7	2	5	7			7
3:30 AM	5	3	8	8	5	13			13	2	5	7	4	6	10			10
3:45 AM	3	6	9	9	2	11			11	3	6	9	5	3	8			8
4:00 AM	1	5	6	1	1	2			2	5	4	9	1	1	2			2
4:15 AM	2	3	5	3	1	4			4	1	2	3	0	4	4			4
4:30 AM	7	2	9	5	4	9			9	0	3	3	2	1	3			3
4:45 AM	5	7	12	7	3	10			10	1	1	2	5	4	9			9
5:00 AM	4	8	12	6	6	12			12	3	2	5	3	4	7			7
5:15 AM	9	5	14	14	7	21			21	5	4	9	3	8	11			11
5:30 AM	14	9	23	18	14	32			32	8	6	14	10	11	21			21
5:45 AM	11	15	26	12	14	26			26	10	7	17	18	13	31			31
6:00 AM	23	10	33	22	16	38			38	13	9	22	9	15	24			24
6:15 AM	61	13	74	31	26	57			57	10	8	18	10	16	26			26
6:30 AM	68	10	78	65	43	108			108	15	10	25	16	17	33			33
6:45 AM	86	15	101	81	40	121			121	15	10	25	15	28	43			43
7:00 AM	79	28	107	97	41	138			138	13	16	29	14	20	34			34
7:15 AM	128	37	165	130	62	192			192	20	18	38	18	36	54			54
7:30 AM	122	41	163	177	102	279			279	33	24	57	51	51	102			102
7:45 AM	193	41	234	239	117	356			356	49	35	84	69	67	136			136
8:00 AM	219	30	249	134	83	217			217	49	43	92	52	65	117			117
8:15 AM	149	23	172	142	66	208			208	69	39	108	76	64	140			140
8:30 AM	109	24	133	162	66	228			228	70	52	122	69	77	146			146
8:45 AM	158	43	201	167	97	264			264	88	60	148	106	83	189			189
9:00 AM	113	54	167	87	81	168			168	85	68	153	86	81	167			167
9:15 AM	81	67	148	88	69	157			157	90	76	166	85	66	151			151
9:30 AM	88	89	177	117	71	188			188	49	66	115	69	97	166			166
9:45 AM	99	64	163	120	115	235			235	44	70	114	88	59	147			147
10:00 AM	118	95	213	103	131	234			234	66	82	148	77	83	160			160
10:15 AM	91	102	193	77	93	170			170	80	77	157	82	91	173			173
10:30 AM	103	92	195	119	96	215			215	103	69	172	88	87	175			175
10:45 AM	107	106	213	143	99	242			242	98	83	181	99	97	196			196
11:00 AM	110	104	214	103	110	213			213	99	81	180	108	109	217			217
11:15 AM	95	90	185	108	73	181			181	108	97	205	110	99	209			209
11:30 AM	95	88	183	112	104	216			216	120	96	216	116	124	240			240
11:45 AM	135	95	230	143	142	285			285	107	111	218	114	116	230			230

Location: Cesar Chavez Avenue East of Bleakwood Avenue

15-Minute Traffic Volumes

Friday Conditions

Time Beginning	Without Game (10/13/00) Direction of Travel West	East	Total	With Game (9/29/00) Direction of Travel West	East	Total	Game Volumes	Net Project Volumes	With Project
12:00 PM	141	88	229	144	148	292			292
12:15 PM	115	127	242	114	116	230			230
12:30 PM	111	93	204	116	88	204			204
12:45 PM	121	103	224	146	105	251			251
1:00 PM	127	135	262	103	97	200			200
1:15 PM	90	91	181	103	92	195			195
1:30 PM	115	108	223	89	84	173			173
1:45 PM	101	90	191	129	95	224			224
2:00 PM	90	74	164	99	110	209			209
2:15 PM	100	106	206	100	84	184			184
2:30 PM	99	87	186	78	94	172			172
2:45 PM	77	89	166	83	98	181			181
3:00 PM	92	100	192	104	117	221			221
3:15 PM	112	119	231	120	120	240			240
3:30 PM	92	139	231	87	112	199			199
3:45 PM	119	123	242	125	138	263			263
4:00 PM	101	142	243	111	129	240		0	240
4:15 PM	83	165	248	97	161	258	10	5	263
4:30 PM	110	166	276	99	155	254		0	254
4:45 PM	93	171	264	103	190	293	29	15	308
5:00 PM	91	180	271	91	168	259		0	259
5:15 PM	105	156	261	93	189	282	21	11	293
5:30 PM	97	172	269	103	171	274	5	3	277
5:45 PM	112	154	266	100	143	243		0	243
6:00 PM	96	123	219	109	124	233	14	7	240
6:15 PM	84	119	203	103	144	247	44	22	269
6:30 PM	98	142	240	119	128	247	7	4	251
6:45 PM	97	133	230	78	106	184		0	184
7:00 PM	116	119	235	78	102	180		0	180
7:15 PM	78	108	186	97	87	184		0	184
7:30 PM	55	80	135	96	72	168	33	17	185
7:45 PM	58	52	110	93	80	173	63	32	205
8:00 PM	49	68	117	86	72	158	41	21	179
8:15 PM	34	52	86	81	74	155	69	35	190
8:30 PM	24	55	79	91	66	157	78	39	196
8:45 PM	23	57	80	63	51	114	34	17	131
9:00 PM	30	42	72	69	66	135	63	32	167
9:15 PM	28	43	71	61	40	101	30	15	116
9:30 PM	31	60	91	55	38	93	2	1	94
9:45 PM	30	39	69	43	47	90	21	11	101
10:00 PM	22	45	67	49	39	88	21	11	99
10:15 PM	23	50	73	44	43	87	14	7	94
10:30 PM	31	33	64	25	50	75	11	6	81
10:45 PM	34	29	63	27	28	55		0	55
11:00 PM	20	22	42	27	21	48			48
11:15 PM	18	28	46	26	27	53			53
11:30 PM	19	22	41	13	19	32			32
11:45 PM	18	19	37	16	18	34			34
	6,354	6,004	12,358	7,004	6,597	13,601			13,912

Net Project ADT Volumes 311

Saturday Conditions

Time Beginning	Without Game (10/14/00) Direction of Travel West	East	Total	With Game (9/30/00) Direction of Travel West	East	Total	Game Volumes	Project Volumes	With Project
12:00 PM	103	119	222	99	122	221			221
12:15 PM	111	105	216	105	103	208			208
12:30 PM	108	124	232	116	96	212			212
12:45 PM	89	99	188	92	105	197			197
1:00 PM	88	126	214	102	95	197			197
1:15 PM	107	110	217	90	97	187			187
1:30 PM	105	87	192	84	89	173			173
1:45 PM	88	90	178	102	101	203			203
2:00 PM	101	102	203	112	104	216			216
2:15 PM	104	100	204	108	89	197			197
2:30 PM	106	99	205	99	105	204			204
2:45 PM	97	84	181	80	76	156			156
3:00 PM	84	103	187	85	95	180			180
3:15 PM	90	101	191	65	74	139			139
3:30 PM	81	87	168	79	70	149			149
3:45 PM	70	79	149	83	92	175			175
4:00 PM	77	91	168	83	67	150			150
4:15 PM	85	84	169	79	81	160			160
4:30 PM	79	76	155	68	91	159			159
4:45 PM	90	81	171	72	73	145			145
5:00 PM	72	83	155	75	73	148		0	148
5:15 PM	71	70	141	63	87	150	9	5	155
5:30 PM	60	67	127	89	76	165	38	19	184
5:45 PM	66	63	129	69	85	154	25	13	167
6:00 PM	60	71	131	80	68	148	17	9	157
6:15 PM	59	57	116	92	66	158	42	21	179
6:30 PM	61	55	116	79	75	154	38	19	173
6:45 PM	45	59	104	86	79	165	61	31	196
7:00 PM	42	61	103	82	69	151	48	24	175
7:15 PM	50	63	113	77	69	146	33	17	163
7:30 PM	33	57	90	76	73	149	59	30	179
7:45 PM	37	61	98	73	45	118	20	10	128
8:00 PM	39	33	72	52	52	104	32	16	120
8:15 PM	44	32	76	51	56	107	31	16	123
8:30 PM	42	40	82	40	51	91	9	5	96
8:45 PM	32	37	69	48	47	95	26	13	108
9:00 PM	38	30	68	50	34	84	16	8	92
9:15 PM	42	29	71	39	40	79	8	4	83
9:30 PM	44	30	74	45	47	92	18	9	101
9:45 PM	48	28	76	41	49	90	14	7	97
10:00 PM	42	32	74	41	47	88	14	7	95
10:15 PM	39	27	66	37	74	111	45	23	134
10:30 PM	31	21	52	41	46	87	35	18	105
10:45 PM	33	30	63	19	25	44		0	44
11:00 PM	24	22	46	31	40	71	25	13	84
11:15 PM	23	19	42	29	27	56	14	7	63
11:30 PM	20	24	44	24	23	47	3	2	49
11:45 PM	17	16	33	31	12	43	10	5	48
	4,717	4,595	9,312	5,168	5,159	10,327			10,678

Net Project ADT Volumes 351

Location: **Floral Avenue West of Bleakwood Avenue**

15-Minute Traffic Volumes

	Friday Conditions									Saturday Conditions								
	Without Game (10/13/00)			With Game (9/29/00)				Net		Without Game (10/14/00)			With Game (9/30/00)					
Time	Direction of Travel			Direction of Travel			Game	Project	With	Direction of Travel			Direction of Travel			Game	Project	With
Beginning	West	East	Total	West	East	Total	Volumes	Volumes	Project	West	East	Total	West	East	Total	Volumes	Volumes	Project
12:00 AM	12	7	19	6	7	13			13	13	10	23	15	11	26			26
12:15 AM	5	5	10	6	6	12			12	8	9	17	16	12	28			28
12:30 AM	2	6	8	4	3	7			7	7	11	18	9	10	19			19
12:45 AM	4	3	7	6	4	10			10	9	8	17	11	7	18			18
1:00 AM	3	3	6	5	5	10			10	7	10	17	6	2	8			8
1:15 AM	3	3	6	3	3	6			6	8	6	14	12	2	14			14
1:30 AM	4	2	6	5	6	11			11	3	5	8	5	7	12			12
1:45 AM	3	2	5	6	3	9			9	5	8	13	6	7	13			13
2:00 AM	2	2	4	2	5	7			7	5	3	8	5	3	8			8
2:15 AM	0	3	3	2	6	8			8	4	3	7	5	5	10			10
2:30 AM	2	6	8	2	1	3			3	5	2	7	3	9	12			12
2:45 AM	1	3	4	2	6	8			8	1	8	9	6	5	11			11
3:00 AM	4	1	5	3	3	6			6	3	2	5	3	4	7			7
3:15 AM	3	3	6	6	1	7			7	11	3	14	4	3	7			7
3:30 AM	3	2	5	6	3	9			9	4	4	8	5	5	10			10
3:45 AM	3	1	4	2	4	6			6	4	4	8	4	3	7			7
4:00 AM	2	5	7	2	4	6			6	9	3	12	6	3	9			9
4:15 AM	6	4	10	6	4	10			10	2	3	5	3	4	7			7
4:30 AM	8	2	10	5	3	8			8	9	5	14	8	6	14			14
4:45 AM	12	6	18	10	12	22			22	5	6	11	1	6	7			7
5:00 AM	17	10	27	15	6	21			21	7	4	11	6	4	10			10
5:15 AM	24	11	35	20	12	32			32	6	2	8	9	8	17			17
5:30 AM	22	10	32	13	10	23			23	15	8	23	10	12	22			22
5:45 AM	36	20	56	25	16	41			41	11	8	19	11	11	22			22
6:00 AM	43	18	61	36	15	51			51	21	14	35	10	12	22			22
6:15 AM	69	37	106	40	39	79			79	11	7	18	20	14	34			34
6:30 AM	68	44	112	66	38	104			104	18	20	38	20	23	43			43
6:45 AM	88	56	144	85	50	135			135	23	22	45	24	24	48			48
7:00 AM	87	69	156	96	67	163			163	23	30	53	20	34	54			54
7:15 AM	136	93	229	128	85	213			213	24	39	63	24	26	50			50
7:30 AM	150	130	280	139	117	256			256	44	56	100	40	57	97			97
7:45 AM	127	74	201	139	107	246			246	40	42	82	56	73	129			129
8:00 AM	88	74	162	93	65	158			158	50	55	105	49	65	114			114
8:15 AM	98	97	195	82	68	150			150	51	56	107	45	57	102			102
8:30 AM	94	113	207	78	117	195			195	51	87	138	32	109	141			141
8:45 AM	95	75	170	104	85	189			189	52	69	121	78	72	150			150
9:00 AM	72	66	138	80	72	152			152	65	65	130	52	60	112			112
9:15 AM	70	81	151	76	88	164			164	50	74	124	58	68	126			126
9:30 AM	74	105	179	72	113	185			185	56	88	144	61	85	146			146
9:45 AM	91	74	165	83	89	172			172	69	81	150	74	94	168			168
10:00 AM	70	83	153	85	74	159			159	80	96	176	63	73	136			136
10:15 AM	72	105	177	82	65	147			147	60	77	137	74	77	151			151
10:30 AM	85	81	166	73	84	157			157	79	93	172	76	92	168			168
10:45 AM	108	90	198	120	84	204			204	86	87	173	88	108	196			196
11:00 AM	84	100	184	82	80	162			162	67	92	159	85	92	177			177
11:15 AM	85	116	201	81	115	196			196	95	73	168	73	83	156			156
11:30 AM	113	122	235	101	111	212			212	80	112	192	73	91	164			164
11:45 AM	128	153	281	128	129	257			257	85	93	178	86	100	186			186

Location: **Floral Avenue West of Bleakwood Avenue**

15-Minute Traffic Volumes

Time Beginning	Friday Conditions: Without Game (10/13/00) Direction of Travel West	East	Total	With Game (9/29/00) Direction of Travel West	East	Total	Game Volumes	Net Project Volumes	With Project	Saturday Conditions: Without Game (10/14/00) Direction of Travel West	East	Total	With Game (9/30/00) Direction of Travel West	East	Total	Game Volumes	Project Volumes	With Project
12:00 PM	95	113	208	105	108	213			213	77	100	177	75	90	165			165
12:15 PM	95	104	199	105	122	227			227	69	101	170	92	99	191			191
12:30 PM	124	113	237	121	131	252			252	87	96	183	87	95	182			182
12:45 PM	127	99	226	123	138	261			261	83	93	176	101	98	199			199
1:00 PM	108	115	223	107	116	223			223	71	97	168	78	100	178			178
1:15 PM	112	91	203	108	100	208			208	75	95	170	80	75	155			155
1:30 PM	106	97	203	109	104	213			213	87	95	182	83	87	170			170
1:45 PM	99	81	180	124	105	229			229	83	92	175	86	80	166			166
2:00 PM	87	82	169	83	88	171			171	80	71	151	83	75	158			158
2:15 PM	99	89	188	80	95	175			175	80	73	153	98	90	188			188
2:30 PM	81	104	185	80	94	174			174	70	88	158	77	69	146			146
2:45 PM	91	106	197	86	110	196			196	62	87	149	93	73	166			166
3:00 PM	79	109	188	93	117	210			210	72	63	135	56	76	132			132
3:15 PM	87	146	233	99	112	211			211	72	70	142	52	81	133			133
3:30 PM	100	136	236	98	125	223			223	74	81	155	71	83	154			154
3:45 PM	94	136	230	78	151	229			229	70	72	142	72	81	153			153
4:00 PM	77	152	229	98	129	227		0	227	58	70	128	95	84	179			179
4:15 PM	79	162	241	91	140	231		0	231	74	77	151	56	94	150			150
4:30 PM	76	141	217	78	151	229	12	6	235	68	74	142	69	77	146			146
4:45 PM	78	179	257	95	170	265	8	4	269	65	76	141	59	77	136			136
5:00 PM	78	186	264	68	200	268	4	2	270	44	85	129	69	70	139	10	5	144
5:15 PM	82	185	267	104	193	297	30	15	312	74	62	136	64	87	151	15	8	159
5:30 PM	86	208	294	76	175	251		0	251	42	91	133	69	83	152	19	10	162
5:45 PM	67	176	243	111	152	263	20	10	273	58	65	123	80	66	146	23	12	158
6:00 PM	98	135	233	69	139	208		0	208	61	74	135	67	68	135	0	0	135
6:15 PM	67	150	217	95	145	240	23	12	252	61	73	134	66	69	135	1	1	136
6:30 PM	84	123	207	70	128	198		0	198	62	59	121	72	55	127	6	3	130
6:45 PM	97	97	194	80	109	189		0	189	52	75	127	75	76	151	24	12	163
7:00 PM	65	93	158	84	105	189	31	16	205	49	77	126	44	62	106		0	106
7:15 PM	64	77	141	72	73	145	4	2	147	50	49	99	46	48	94		0	94
7:30 PM	64	65	129	85	64	149	20	10	159	44	39	83	52	57	109	26	13	122
7:45 PM	68	53	121	63	83	146	25	13	159	46	52	98	56	50	106	8	4	110
8:00 PM	60	48	108	83	62	145	37	19	164	45	39	84	44	53	97	13	7	104
8:15 PM	62	52	114	64	74	138	24	12	150	43	43	86	61	42	103	17	9	112
8:30 PM	67	48	115	49	49	98		0	98	57	38	95	35	40	75		0	75
8:45 PM	47	39	86	54	54	108	22	11	119	40	24	64	46	40	86	22	11	97
9:00 PM	38	41	79	49	42	91	12	6	97	30	39	69	33	25	58		0	58
9:15 PM	51	31	82	33	49	82	0	0	82	27	21	48	38	30	68	20	10	78
9:30 PM	44	40	84	43	27	70		0	70	37	34	71	36	30	66		0	66
9:45 PM	49	38	87	41	40	81		0	81	31	22	53	46	35	81	28	14	95
10:00 PM	28	36	64	38	32	70	6	3	73	27	26	53	60	37	97	44	22	119
10:15 PM	32	25	57	27	19	46		0	46	16	31	47	41	26	67	20	10	77
10:30 PM	24	24	48	27	26	53	5	3	56	18	11	29	27	24	51	22	11	62
10:45 PM	21	28	49	20	20	40		0	40	26	25	51	22	17	39		0	39
11:00 PM	18	24	42	32	25	57			57	19	22	41	21	25	46	5	3	49
11:15 PM	22	19	41	23	21	44			44	20	16	36	25	26	51	15	8	59
11:30 PM	17	11	28	17	20	37			37	17	13	30	20	20	40	10	5	45
11:45 PM	9	18	27	19	14	33			33	10	17	27	12	15	27	0	0	27
	5,779	6,601	12,380	5,868	6,636	12,504			12,648	4,024	4,556	8,580	4,340	4,698	9,038			9,216

Net Project ADT Volumes **144**

Net Project ADT Volumes **178**

Location: **Floral Avenue East of Avalanche Way**

15-Minute Traffic Volumes

	Friday Conditions									Saturday Conditions								
	Without Game (10/13/00)			With Game (9/29/00)						Without Game (10/14/00)			With Game (9/30/00)					
Time	Direction of Travel			Direction of Travel			Game	Net Project	With	Direction of Travel			Direction of Travel			Game	Project	With
Beginning	West	East	Total	West	East	Total	Volumes	Volumes	Project	West	East	Total	West	East	Total	Volumes	Volumes	Project
12:00 AM	16	8	24	8	8	16			16	15	16	31	19	14	33			33
12:15 AM	9	6	15	5	4	9			9	9	14	23	17	9	26			26
12:30 AM	10	3	13	7	9	16			16	7	7	14	16	11	27			27
12:45 AM	2	5	7	4	4	8			8	7	12	19	11	12	23			23
1:00 AM	5	5	10	9	3	12			12	9	8	17	10	10	20			20
1:15 AM	1	2	3	4	8	12			12	6	8	14	4	2	6			6
1:30 AM	3	3	6	5	3	8			8	10	10	20	12	2	14			14
1:45 AM	2	3	5	6	4	10			10	4	3	7	6	6	12			12
2:00 AM	4	2	6	5	5	10			10	6	7	13	7	6	13			13
2:15 AM	3	2	5	2	4	6			6	4	3	7	5	4	9			9
2:30 AM	1	2	3	4	6	10			10	7	4	11	5	4	9			9
2:45 AM	2	6	8	3	0	3			3	5	2	7	4	6	10			10
3:00 AM	0	2	2	4	7	11			11	5	7	12	5	6	11			11
3:15 AM	3	2	5	3	3	6			6	1	4	5	4	5	9			9
3:30 AM	3	3	6	5	1	6			6	9	2	11	5	3	8			8
3:45 AM	4	2	6	8	4	12			12	5	4	9	4	3	7			7
4:00 AM	4	1	5	3	3	6			6	4	0	4	4	7	11			11
4:15 AM	1	2	3	2	4	6			6	4	4	8	5	1	6			6
4:30 AM	4	5	9	3	3	6			6	5	3	8	5	4	9			9
4:45 AM	5	4	9	3	3	6			6	6	7	13	5	5	10			10
5:00 AM	8	3	11	10	10	20			20	8	5	13	2	5	7			7
5:15 AM	12	10	22	15	6	21			21	4	1	5	6	4	10			10
5:30 AM	17	14	31	19	14	33			33	7	4	11	10	9	19			19
5:45 AM	25	7	32	13	10	23			23	11	6	17	9	7	16			16
6:00 AM	23	28	51	22	16	38			38	11	7	18	10	11	21			21
6:15 AM	28	16	44	32	17	49			49	15	12	27	15	12	27			27
6:30 AM	58	28	86	38	39	77			77	9	9	18	19	13	32			32
6:45 AM	59	42	101	64	32	96			96	19	16	35	21	22	43			43
7:00 AM	76	48	124	87	47	134			134	17	23	40	20	29	49			49
7:15 AM	78	59	137	93	61	154			154	22	24	46	21	32	53			53
7:30 AM	123	79	202	141	80	221			221	17	43	60	26	33	59			59
7:45 AM	171	107	278	162	102	264			264	46	51	97	60	42	102			102
8:00 AM	153	86	239	148	112	260			260	55	44	99	77	72	149			149
8:15 AM	92	71	163	87	68	155			155	53	53	106	66	52	118			118
8:30 AM	110	93	203	92	79	171			171	56	58	114	54	71	125			125
8:45 AM	118	87	205	119	115	234			234	66	92	158	65	101	166			166
9:00 AM	101	115	216	122	110	232			232	59	87	146	98	89	187			187
9:15 AM	76	80	156	89	79	168			168	67	71	138	65	67	132			132
9:30 AM	75	75	150	89	92	181			181	56	83	139	67	65	132			132
9:45 AM	84	98	182	81	101	182			182	62	97	159	78	80	158			158
10:00 AM	85	129	214	101	127	228			228	68	102	170	98	123	221			221
10:15 AM	73	95	168	90	98	188			188	72	102	174	67	86	153			153
10:30 AM	78	108	186	79	83	162			162	59	102	161	91	94	185			185
10:45 AM	83	105	188	84	99	183			183	68	91	159	99	104	203			203
11:00 AM	88	156	244	108	160	268			268	95	125	220	92	118	210			210
11:15 AM	74	138	212	89	114	203			203	110	115	225	107	118	225			225
11:30 AM	88	129	217	95	124	219			219	102	106	208	89	112	201			201
11:45 AM	102	144	246	120	146	266			266	100	138	238	102	110	212			212

Location: Floral Avenue East of Avalanche Way

15-Minute Traffic Volumes

Friday Conditions

Time Beginning	Without Game (10/13/00) Direction of Travel West	East	Total	With Game (9/29/00) Direction of Travel West	East	Total	Game Volumes	Net Project Volumes	With Project
12:00 PM	127	239	366	125	232	357			357
12:15 PM	115	182	297	112	122	234			234
12:30 PM	119	160	279	132	141	273			273
12:45 PM	129	152	281	142	132	274			274
1:00 PM	138	171	309	131	186	317			317
1:15 PM	142	153	295	128	122	250			250
1:30 PM	114	140	254	137	112	249			249
1:45 PM	135	91	226	129	112	241			241
2:00 PM	137	111	248	137	111	248			248
2:15 PM	129	85	214	111	93	204			204
2:30 PM	142	77	219	95	99	194			194
2:45 PM	134	102	236	98	106	204			204
3:00 PM	140	105	245	107	113	220			220
3:15 PM	126	118	244	111	126	237			237
3:30 PM	132	125	257	118	111	229			229
3:45 PM	114	141	255	119	139	258			258
4:00 PM	122	146	268	119	159	278	10	5	283
4:15 PM	145	147	292	127	144	271		0	271
4:30 PM	125	159	284	122	140	262		0	262
4:45 PM	134	162	296	118	151	269		0	269
5:00 PM	131	168	299	149	182	331	32	16	347
5:15 PM	122	186	308	134	182	316	8	4	320
5:30 PM	154	184	338	153	197	350	12	6	356
5:45 PM	167	193	360	137	170	307		0	307
6:00 PM	142	191	333	153	157	310		0	310
6:15 PM	130	155	285	99	119	218		0	218
6:30 PM	101	145	246	119	153	272	26	13	285
6:45 PM	95	123	218	102	131	233	15	8	241
7:00 PM	86	111	197	99	115	214	17	9	223
7:15 PM	65	92	157	107	94	201	44	22	223
7:30 PM	76	96	172	91	92	183	11	6	189
7:45 PM	61	65	126	99	70	169	43	22	191
8:00 PM	68	63	131	65	116	181	50	25	206
8:15 PM	69	56	125	85	77	162	37	19	181
8:30 PM	54	55	109	73	84	157	48	24	181
8:45 PM	62	57	119	61	66	127	8	4	131
9:00 PM	52	51	103	62	66	128	25	13	141
9:15 PM	44	45	89	51	50	101	12	6	107
9:30 PM	55	28	83	55	49	104	21	11	115
9:45 PM	43	36	79	48	37	85	6	3	88
10:00 PM	40	47	87	44	51	95	8	4	99
10:15 PM	40	38	78	38	30	68		0	68
10:30 PM	26	24	50	29	21	50	0	0	50
10:45 PM	26	25	51	33	27	60	9	5	65
11:00 PM	22	21	43	24	20	44			44
11:15 PM	18	30	48	33	25	58			58
11:30 PM	23	15	38	30	22	52			52
11:45 PM	17	16	33	21	16	37			37
	6,828	7,300	14,128	6,994	7,297	14,291			14,516

Net Project ADT Volumes **225**

Saturday Conditions

Time Beginning	Without Game (10/14/00) Direction of Travel West	East	Total	With Game (9/30/00) Direction of Travel West	East	Total	Game Volumes	Project Volumes	With Project
12:00 PM	82	162	244	98	122	220			220
12:15 PM	104	160	264	94	99	193			193
12:30 PM	98	162	260	100	102	202			202
12:45 PM	115	109	224	111	107	218			218
1:00 PM	134	109	243	141	115	256			256
1:15 PM	122	92	214	104	125	229			229
1:30 PM	118	108	226	113	98	211			211
1:45 PM	114	106	220	109	86	195			195
2:00 PM	108	100	208	106	100	206			206
2:15 PM	111	98	209	105	89	194			194
2:30 PM	106	64	170	109	83	192			192
2:45 PM	104	93	197	94	72	166			166
3:00 PM	99	95	194	98	90	188			188
3:15 PM	108	76	184	80	75	155			155
3:30 PM	99	63	162	74	86	160			160
3:45 PM	88	92	180	86	93	179			179
4:00 PM	80	60	140	86	81	167			167
4:15 PM	73	68	141	118	85	203			203
4:30 PM	80	87	167	88	100	188			188
4:45 PM	65	85	150	86	78	164			164
5:00 PM	65	74	139	84	82	166	27	14	180
5:15 PM	53	87	140	89	62	151	11	6	157
5:30 PM	77	64	141	84	82	166	25	13	179
5:45 PM	59	79	138	90	87	177	39	20	197
6:00 PM	63	80	143	97	70	167	24	12	179
6:15 PM	65	82	147	85	71	156	9	5	161
6:30 PM	65	71	136	87	70	157	21	11	168
6:45 PM	59	62	121	90	57	147	26	13	160
7:00 PM	69	71	140	102	69	171	31	16	187
7:15 PM	48	76	124	64	46	110		0	110
7:30 PM	54	54	108	69	46	115	7	4	119
7:45 PM	50	37	87	74	52	126	39	20	146
8:00 PM	53	46	99	63	52	115	16	8	123
8:15 PM	42	46	88	60	51	111	23	12	123
8:30 PM	43	49	92	75	47	122	30	15	137
8:45 PM	57	40	97	49	42	91		0	91
9:00 PM	42	30	72	45	39	84	12	6	90
9:15 PM	32	40	72	44	33	77	5	3	80
9:30 PM	26	23	49	43	37	80	31	16	96
9:45 PM	39	28	67	43	28	71	4	2	73
10:00 PM	32	26	58	40	43	83	25	13	96
10:15 PM	31	25	56	47	81	128	72	36	164
10:30 PM	14	28	42	42	71	113	71	36	149
10:45 PM	23	21	44	27	51	78	34	17	95
11:00 PM	16	20	36	27	37	64	28	14	78
11:15 PM	28	18	46	24	30	54	8	4	58
11:30 PM	22	12	34	30	20	50	16	8	58
11:45 PM	20	15	35	17	16	33		0	33
	4,717	5,085	9,802	5,378	5,159	10,537			10,861

Net Project ADT Volumes **324**

Location: **Bleakwood Avenue North of Avalanche Way**

15-Minute Traffic Volumes

Time	Friday Conditions									Saturday Conditions								
	Without Game (10/13/00)			With Game (9/29/00)				Net		Without Game (10/14/00)			With Game (9/30/00)					
	Direction of Travel			Direction of Travel			Game	Project	With	Direction of Travel			Direction of Travel			Game	Project	With
Beginning	North	South	Total	North	South	Total	Volumes	Volumes	Project	North	South	Total	North	South	Total	Volumes	Volumes	Project
12:00 AM	0	2	2	0	0	0			0	1	1	2	3	1	4			4
12:15 AM	0	0	0	1	1	2			2	1	0	1	0	0	0			0
12:30 AM	0	0	0	0	1	1			1	2	0	2	2	0	2			2
12:45 AM	2	0	2	0	0	0			0	1	0	1	1	0	1			1
1:00 AM	0	0	0	0	0	0			0	0	0	0	0	0	0			0
1:15 AM	2	0	2	0	0	0			0	0	0	0	0	0	0			0
1:30 AM	0	0	0	0	0	0			0	0	0	0	0	0	0			0
1:45 AM	0	0	0	0	0	0			0	0	0	0	1	0	1			1
2:00 AM	0	0	0	0	0	0			0	0	0	0	1	2	3			3
2:15 AM	0	0	0	0	0	0			0	1	0	1	0	0	0			0
2:30 AM	0	0	0	0	0	0			0	2	0	2	1	0	1			1
2:45 AM	0	0	0	0	1	1			1	1	0	1	1	0	1			1
3:00 AM	0	1	1	0	0	0			0	1	0	1	2	0	2			2
3:15 AM	1	0	1	0	0	0			0	2	0	2	0	0	0			0
3:30 AM	0	0	0	0	0	0			0	0	0	0	0	1	1			1
3:45 AM	0	0	0	0	0	0			0	0	0	0	1	0	1			1
4:00 AM	0	0	0	0	0	0			0	0	1	1	0	1	1			1
4:15 AM	0	0	0	0	1	1			1	2	0	2	0	1	1			1
4:30 AM	0	1	1	0	2	2			2	0	0	0	0	0	0			0
4:45 AM	1	0	1	1	1	2			2	1	0	1	0	0	0			0
5:00 AM	0	0	0	0	1	1			1	0	0	0	0	1	1			1
5:15 AM	0	1	1	0	0	0			0	0	0	0	0	0	0			0
5:30 AM	2	0	2	0	2	2			2	1	1	2	0	0	0			0
5:45 AM	2	2	4	1	1	2			2	0	1	1	4	1	5			5
6:00 AM	1	2	3	1	3	4			4	2	0	2	1	1	2			2
6:15 AM	5	4	9	0	0	0			0	0	1	1	1	2	3			3
6:30 AM	12	1	13	2	12	14			14	0	0	0	0	0	0			0
6:45 AM	4	2	6	2	9	11			11	4	0	4	1	3	4			4
7:00 AM	5	9	14	3	17	20			20	2	1	3	1	2	3			3
7:15 AM	10	4	14	2	17	19			19	1	1	2	1	0	1			1
7:30 AM	5	2	7	6	31	37			37	4	3	7	1	1	2			2
7:45 AM	14	6	20	2	37	39			39	6	2	8	4	4	8			8
8:00 AM	18	7	25	25	24	49			49	4	6	10	3	13	16			16
8:15 AM	7	9	16	14	15	29			29	4	4	8	4	4	8			8
8:30 AM	6	11	17	11	12	23			23	8	5	13	9	9	18			18
8:45 AM	23	10	33	24	13	37			37	14	7	21	10	9	19			19
9:00 AM	11	8	19	23	8	31			31	6	4	10	12	9	21			21
9:15 AM	7	5	12	5	6	11			11	7	3	10	10	5	15			15
9:30 AM	5	7	12	11	6	17			17	6	5	11	9	9	18			18
9:45 AM	17	5	22	16	5	21			21	5	4	9	19	11	30			30
10:00 AM	17	6	23	18	13	31			31	5	4	9	16	5	21			21
10:15 AM	11	10	21	8	4	12			12	5	5	10	12	10	22			22
10:30 AM	12	10	22	15	2	17			17	7	8	15	11	5	16			16
10:45 AM	15	8	23	11	7	18			18	19	6	25	16	6	22			22
11:00 AM	10	5	15	22	4	26			26	20	4	24	14	14	28			28
11:15 AM	8	7	15	18	7	25			25	14	5	19	13	7	20			20
11:30 AM	9	9	18	7	9	16			16	18	5	23	9	6	15			15
11:45 AM	11	0	11	18	13	31			31	18	3	21	14	7	21			21

Location: **Bleakwood Avenue North of Avalanche Way**

15-Minute Traffic Volumes

Friday Conditions

Time	Without Game (10/13/00)			With Game (9/29/00)			Game	Net Project	With
	Direction of Travel			Direction of Travel					
Beginning	North	South	Total	North	South	Total	Volumes	Volumes	Project
12:00 PM	8	8	16	32	8	40			40
12:15 PM	7	4	11	19	15	34			34
12:30 PM	5	5	10	20	8	28			28
12:45 PM	8	3	11	15	5	20			20
1:00 PM	7	7	14	22	7	29			29
1:15 PM	5	8	13	10	5	15			15
1:30 PM	8	9	17	9	7	16			16
1:45 PM	9	12	21	9	8	17			17
2:00 PM	6	5	11	14	7	21			21
2:15 PM	5	7	12	9	11	20			20
2:30 PM	4	7	11	9	13	22			22
2:45 PM	8	8	16	8	2	10			10
3:00 PM	10	9	19	10	3	13			13
3:15 PM	7	9	16	10	4	14			14
3:30 PM	5	8	13	12	7	19			19
3:45 PM	6	11	17	13	2	15			15
4:00 PM	9	5	14	13	1	14	0	0	14
4:15 PM	8	4	12	15	2	17	5	3	20
4:30 PM	12	6	18	15	3	18	0	0	18
4:45 PM	10	8	18	16	3	19	1	1	20
5:00 PM	8	9	17	6	2	8		0	8
5:15 PM	7	8	15	10	12	22	7	4	26
5:30 PM	3	10	13	17	10	27	14	7	34
5:45 PM	5	8	13	17	10	27	14	7	34
6:00 PM	6	9	15	12	7	19	4	2	21
6:15 PM	2	7	9	9	6	15	6	3	18
6:30 PM	7	9	16	14	4	18	2	1	19
6:45 PM	9	7	16	13	6	19	3	2	21
7:00 PM	3	7	10	11	4	15	5	3	18
7:15 PM	4	5	9	11	5	16	7	4	20
7:30 PM	2	8	10	18	5	23	13	7	30
7:45 PM	8	9	17	8	6	14		0	14
8:00 PM	4	6	10	9	6	15	5	3	18
8:15 PM	3	7	10	8	2	10	0	0	10
8:30 PM	9	4	13	6	1	7		0	7
8:45 PM	9	1	10	8	2	10	0	0	10
9:00 PM	8	2	10	2	6	8		0	8
9:15 PM	4	4	8	1	3	4		0	4
9:30 PM	6	5	11	5	3	8		0	8
9:45 PM	8	4	12	5	2	7		0	7
10:00 PM	6	2	8	5	1	6		0	6
10:15 PM	3	1	4	3	4	7	3	2	9
10:30 PM	4	2	6	1	1	2		0	2
10:45 PM	2	1	3	0	6	6	3	2	8
11:00 PM	3	1	4	3	0	3			3
11:15 PM	4	3	7	2	2	4			4
11:30 PM	0	2	2	1	1	2			2
11:45 PM	1	1	2	1	0	1			1
	538	439	977	753	523	1,276			1,327

Net Project ADT Volumes **51**

Saturday Conditions

Time	Without Game (10/14/00)			With Game (9/30/00)			Game	Project	With
	Direction of Travel			Direction of Travel					
Beginning	North	South	Total	North	South	Total	Volumes	Volumes	Project
12:00 PM	9	5	14	10	5	15			15
12:15 PM	8	4	12	9	5	14			14
12:30 PM	21	6	27	10	2	12			12
12:45 PM	12	5	17	8	7	15			15
1:00 PM	8	7	15	7	9	16			16
1:15 PM	6	6	12	3	17	20			20
1:30 PM	10	8	18	8	3	11			11
1:45 PM	7	9	16	8	6	14			14
2:00 PM	13	4	17	6	7	13			13
2:15 PM	5	2	7	4	3	7			7
2:30 PM	3	5	8	8	6	14			14
2:45 PM	7	5	12	5	8	13			13
3:00 PM	11	7	18	2	2	4			4
3:15 PM	11	3	14	1	7	8			8
3:30 PM	2	2	4	4	9	13			13
3:45 PM	7	2	9	7	11	18			18
4:00 PM	9	3	12	7	8	15			15
4:15 PM	4	4	8	3	9	12			12
4:30 PM	12	5	17	8	3	11			11
4:45 PM	7	7	14	8	3	11			11
5:00 PM	13	6	19	3	2	5		0	5
5:15 PM	11	5	16	3	11	14		0	14
5:30 PM	5	4	9	1	9	10	1	1	11
5:45 PM	6	5	11	5	5	10		0	10
6:00 PM	10	2	12	5	2	7		0	7
6:15 PM	8	4	12	5	7	12	0	0	12
6:30 PM	5	7	12	5	6	11		0	11
6:45 PM	9	5	14	11	6	17	3	2	19
7:00 PM	3	6	9	10	7	17	8	4	21
7:15 PM	3	5	8	7	8	15	7	4	19
7:30 PM	7	6	13	11	6	17	4	2	19
7:45 PM	5	6	11	9	5	14	3	2	16
8:00 PM	4	4	8	7	3	10	2	1	11
8:15 PM	3	2	5	6	5	11	6	3	14
8:30 PM	4	2	6	3	2	5		0	5
8:45 PM	4	1	5	3	4	7	2	1	8
9:00 PM	5	3	8	7	3	10	2	1	11
9:15 PM	2	2	4	8	1	9	5	3	12
9:30 PM	0	4	4	2	2	4	0	0	4
9:45 PM	3	2	5	3	5	8	3	2	10
10:00 PM	3	1	4	6	2	8	4	2	10
10:15 PM	1	0	1	7	8	15	14	7	22
10:30 PM	1	1	2	4	4	8	6	3	11
10:45 PM	1	2	3	7	3	10	7	4	14
11:00 PM	3	1	4	1	2	3		0	3
11:15 PM	6	1	7	3	2	5		0	5
11:30 PM	1	1	2	3	2	5	3	2	7
11:45 PM	2	1	3	5	2	7	4	2	9
	495	278	773	484	404	888			934

Net Project ADT Volumes **46**

Location: **Bleakwood Avenue South of Avalanche Way**

15-Minute Traffic Volumes

	Friday Conditions									Saturday Conditions								
	Without Game (10/13/00)			With Game (9/29/00)				Net		Without Game (10/14/00)			With Game (9/30/00)					
Time	Direction of Travel			Direction of Travel			Game	Project	With	Direction of Travel			Direction of Travel			Game	Project	With
Beginning	North	South	Total	North	South	Total	Volumes	Volumes	Project	North	South	Total	North	South	Total	Volumes	Volumes	Project
12:00 AM	2	4	6	2	0	2			2	1	1	2	1	0	1			1
12:15 AM	0	1	1	0	1	1			1	2	0	2	2	0	2			2
12:30 AM	1	1	2	0	0	0			0	2	0	2	0	0	0			0
12:45 AM	1	0	1	0	0	0			0	1	0	1	0	0	0			0
1:00 AM	0	0	0	0	2	2			2	0	0	0	0	0	0			0
1:15 AM	2	0	2	0	0	0			0	0	0	0	0	0	0			0
1:30 AM	1	2	3	0	0	0			0	2	0	2	2	1	3			3
1:45 AM	0	0	0	0	0	0			0	0	2	2	1	1	2			2
2:00 AM	0	0	0	0	0	0			0	0	0	0	0	0	0			0
2:15 AM	0	0	0	0	1	1			1	0	0	0	1	0	1			1
2:30 AM	0	0	0	0	0	0			0	0	2	2	1	0	1			1
2:45 AM	0	4	4	0	0	0			0	1	0	1	2	0	2			2
3:00 AM	0	0	0	0	0	0			0	3	0	3	1	0	1			1
3:15 AM	1	0	1	1	0	1			1	1	2	3	1	0	1			1
3:30 AM	1	0	1	2	0	2			2	0	0	0	0	1	1			1
3:45 AM	0	0	0	0	1	1			1	0	0	0	0	0	0			0
4:00 AM	0	0	0	0	1	1			1	2	1	3	0	1	1			1
4:15 AM	0	1	1	2	1	3			3	0	0	0	0	0	0			0
4:30 AM	2	0	2	3	1	4			4	0	0	0	0	0	0			0
4:45 AM	2	0	2	0	1	1			1	0	1	1	0	1	1			1
5:00 AM	0	2	2	1	0	1			1	0	0	0	0	0	0			0
5:15 AM	2	1	3	2	2	4			4	1	1	2	1	0	1			1
5:30 AM	1	2	3	4	1	5			5	1	1	2	8	3	11			11
5:45 AM	7	6	13	3	2	5			5	1	1	2	2	3	5			5
6:00 AM	4	2	6	4	4	8			8	0	4	4	2	2	4			4
6:15 AM	6	3	9	13	5	18			18	2	0	2	1	0	1			1
6:30 AM	17	4	21	26	9	35			35	2	1	3	9	6	15			15
6:45 AM	18	8	26	19	15	34			34	10	4	14	6	1	7			7
7:00 AM	17	10	27	23	15	38			38	2	0	2	2	0	2			2
7:15 AM	28	21	49	55	32	87			87	3	4	7	14	2	16			16
7:30 AM	66	21	87	82	23	105			105	19	7	26	32	4	36			36
7:45 AM	85	17	102	59	25	84			84	27	10	37	20	12	32			32
8:00 AM	26	12	38	29	9	38			38	21	8	29	28	4	32			32
8:15 AM	26	10	36	59	11	70			70	25	5	30	34	10	44			44
8:30 AM	86	18	104	88	27	115			115	41	8	49	51	12	63			63
8:45 AM	65	25	90	45	23	68			68	48	14	62	47	11	58			58
9:00 AM	23	12	35	20	10	30			30	25	6	31	24	5	29			29
9:15 AM	29	4	33	53	4	57			57	15	5	20	22	7	29			29
9:30 AM	47	9	56	45	18	63			63	14	8	22	37	10	47			47
9:45 AM	36	25	61	22	29	51			51	27	9	36	22	16	38			38
10:00 AM	25	20	45	21	8	29			29	21	11	32	21	11	32			32
10:15 AM	18	17	35	41	13	54			54	10	14	24	16	13	29			29
10:30 AM	31	15	46	26	27	53			53	14	8	22	22	10	32			32
10:45 AM	28	39	67	36	37	73			73	22	19	41	17	21	38			38
11:00 AM	18	18	36	20	16	36			36	15	16	31	13	20	33			33
11:15 AM	21	16	37	22	28	50			50	10	8	18	15	19	34			34
11:30 AM	33	47	80	20	61	81			81	9	13	22	17	14	31			31
11:45 AM	53	78	131	42	65	107			107	18	16	34	19	23	42			42

Location: Bleakwood Avenue South of Avalanche Way

15-Minute Traffic Volumes

Friday Conditions

Time Beginning	Without Game (10/13/00) Direction of Travel North	South	Total	With Game (9/29/00) Direction of Travel North	South	Total	Game Volumes	Net Project Volumes	With Project
12:00 PM	28	42	70	24	36	60			60
12:15 PM	18	21	39	32	16	48			48
12:30 PM	22	17	39	21	29	50			50
12:45 PM	21	34	55	29	24	53			53
1:00 PM	22	16	38	12	21	33			33
1:15 PM	12	9	21	14	14	28			28
1:30 PM	10	17	27	20	6	26			26
1:45 PM	11	10	21	13	10	23			23
2:00 PM	11	17	28	14	14	28			28
2:15 PM	8	14	22	14	15	29			29
2:30 PM	11	18	29	9	4	13			13
2:45 PM	6	5	11	13	10	23			23
3:00 PM	14	8	22	18	13	31			31
3:15 PM	14	13	27	15	16	31			31
3:30 PM	12	10	22	17	15	32			32
3:45 PM	16	12	28	19	16	35			35
4:00 PM	8	10	18	7	11	18	0	0	18
4:15 PM	21	7	28	27	17	44	16	8	52
4:30 PM	26	8	34	16	5	21		0	21
4:45 PM	12	9	21	14	9	23	2	1	24
5:00 PM	19	5	24	19	12	31	7	4	35
5:15 PM	14	5	19	31	11	42	23	12	54
5:30 PM	19	9	28	34	12	46	18	9	55
5:45 PM	24	10	34	21	11	32		0	32
6:00 PM	18	8	26	15	7	22		0	22
6:15 PM	20	10	30	24	9	33	3	2	35
6:30 PM	10	4	14	13	8	21	7	4	25
6:45 PM	17	7	24	10	13	23		0	23
7:00 PM	9	3	12	16	7	23	11	6	29
7:15 PM	9	8	17	14	12	26	9	5	31
7:30 PM	8	16	24	12	16	28	4	2	30
7:45 PM	14	14	28	14	22	36	8	4	40
8:00 PM	11	5	16	8	24	32	16	8	40
8:15 PM	5	5	10	9	11	20	10	5	25
8:30 PM	11	15	26	7	3	10		0	10
8:45 PM	7	5	12	7	12	19	7	4	23
9:00 PM	7	4	11	2	3	5		0	5
9:15 PM	4	9	13	9	2	11		0	11
9:30 PM	8	0	8	8	1	9	1	1	10
9:45 PM	4	5	9	5	4	9	0	0	9
10:00 PM	7	5	12	3	3	6		0	6
10:15 PM	5	0	5	1	2	3		0	3
10:30 PM	7	2	9	0	4	4		0	4
10:45 PM	2	3	5	6	0	6	1	1	7
11:00 PM	2	4	6	4	5	9			9
11:15 PM	2	2	4	3	4	7			7
11:30 PM	1	5	6	1	0	1			1
11:45 PM	1	0	1	4	1	5			5
	1,397	940	2,337	1,538	1,048	2,586			2,662

Net Project ADT Volumes 76

Saturday Conditions

Time Beginning	Without Game (10/14/00) Direction of Travel North	South	Total	With Game (9/30/00) Direction of Travel North	South	Total	Game Volumes	Project Volumes	With Project
12:00 PM	9	11	20	16	13	29			29
12:15 PM	13	3	16	12	8	20			20
12:30 PM	17	16	33	15	23	38			38
12:45 PM	11	5	16	16	22	38			38
1:00 PM	11	17	28	16	21	37			37
1:15 PM	8	15	23	10	8	18			18
1:30 PM	11	14	25	10	10	20			20
1:45 PM	13	10	23	10	14	24			24
2:00 PM	9	8	17	11	8	19			19
2:15 PM	6	3	9	10	8	18			18
2:30 PM	5	6	11	7	16	23			23
2:45 PM	6	12	18	9	6	15			15
3:00 PM	10	8	18	5	9	14			14
3:15 PM	6	7	13	7	7	14			14
3:30 PM	4	4	8	12	33	45			45
3:45 PM	9	5	14	14	11	25			25
4:00 PM	9	3	12	15	6	21			21
4:15 PM	7	1	8	15	10	25			25
4:30 PM	8	6	14	13	8	21			21
4:45 PM	9	5	14	12	7	19			19
5:00 PM	10	8	18	15	8	23	5	3	26
5:15 PM	12	9	21	9	3	12		0	12
5:30 PM	8	6	14	12	4	16	2	1	17
5:45 PM	8	2	10	16	7	23	13	7	30
6:00 PM	9	7	16	24	7	31	15	8	39
6:15 PM	6	7	13	29	4	33	20	10	43
6:30 PM	4	2	6	30	4	34	28	14	48
6:45 PM	5	5	10	47	7	54	44	22	76
7:00 PM	3	2	5	26	3	29	24	12	41
7:15 PM	3	2	5	18	1	19	14	7	26
7:30 PM	6	3	9	21	4	25	16	8	33
7:45 PM	7	4	11	11	3	14	3	2	16
8:00 PM	2	3	5	10	8	18	13	7	25
8:15 PM	2	0	2	10	3	13	11	6	19
8:30 PM	7	8	15	6	5	11		0	11
8:45 PM	2	1	3	11	5	16	13	7	23
9:00 PM	2	1	3	6	2	8	5	3	11
9:15 PM	1	3	4	5	5	10	6	3	13
9:30 PM	0	0	0	7	4	11	11	6	17
9:45 PM	4	1	5	6	30	36	31	16	52
10:00 PM	2	2	4	4	82	86	82	41	127
10:15 PM	1	2	3	5	51	56	53	27	83
10:30 PM	3	0	3	6	10	16	13	7	23
10:45 PM	2	2	4	0	13	13	9	5	18
11:00 PM	6	3	9	4	3	7		0	7
11:15 PM	5	2	7	2	3	5		0	5
11:30 PM	1	1	2	6	3	9	7	4	13
11:45 PM	3	3	6	1	1	2		0	2
	723	458	1,181	1,096	775	1,871			2,097

Net Project ADT Volumes 226

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: CESAR CHAVEZ AVENUE W/O BLEAKWOOD AVENUE
DATE: SATURDAY, OCTOBER 14, 2000
FILE NO: D2-2

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	15	15	10	9	49
01:00	12	8	4	6	30
02:00	9	9	6	6	30
03:00	4	2	5	1	12
04:00	3	3	5	5	16
05:00	6	8	14	9	37
06:00	13	12	21	24	70
07:00	18	40	48	56	162
08:00	46	41	76	78	241
09:00	57	79	67	82	285
10:00	90	84	95	104	373
11:00	102	86	107	114	409
12:00	83	72	99	100	354
13:00	95	116	85	92	388
14:00	92	79	74	80	325
15:00	76	104	58	77	315
16:00	71	75	72	78	296
17:00	84	69	54	64	271
18:00	77	78	71	73	299
19:00	63	74	65	55	257
20:00	56	50	50	35	191
21:00	52	43	37	47	179
22:00	38	32	21	23	114
23:00	29	28	18	22	97
				TOTAL	4800
AM PEAK HOUR			11:00-12:00		
VOLUME			409		
PM PEAK HOUR			12:30-13:30		
VOLUME			410		

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	15	20	11	10	56
01:00	13	9	7	8	37
02:00	4	5	5	8	22
03:00	4	3	2	5	14
04:00	6	3	4	7	20
05:00	3	10	10	15	38
06:00	14	12	18	24	68
07:00	27	45	51	59	182
08:00	50	51	78	84	263
09:00	66	65	109	84	324
10:00	102	70	104	105	381
11:00	108	96	99	92	395
12:00	95	120	98	105	418
13:00	112	91	95	108	406
14:00	67	91	80	100	338
15:00	70	93	87	89	339
16:00	83	79	75	76	313
17:00	72	64	59	74	269
18:00	66	70	80	72	288
19:00	65	61	64	62	252
20:00	46	39	44	56	185
21:00	30	36	32	34	132
22:00	28	21	21	29	99
23:00	16	20	16	24	76
				TOTAL	4915
AM PEAK HOUR			10:30-11:30		
VOLUME			413		
PM PEAK HOUR			12:15-13:15		
VOLUME			435		

TOTAL BI-DIRECTIONAL VOLUME	9715

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: CESAR CHAVEZ AVENUE E/O BLEAKWOOD AVENUE
DATE: SATURDAY, OCTOBER 14, 2000
FILE NO: C2-2

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	17	10	11	10	48
01:00	9	9	10	5	33
02:00	6	6	7	3	22
03:00	2	4	2	3	11
04:00	5	1	0	1	7
05:00	3	5	8	10	26
06:00	13	10	15	15	53
07:00	13	20	33	49	115
08:00	49	69	70	88	276
09:00	85	90	49	44	268
10:00	66	80	103	98	347
11:00	99	108	120	107	434
12:00	103	111	108	89	411
13:00	88	107	105	88	388
14:00	101	104	106	97	408
15:00	84	90	81	70	325
16:00	77	85	79	90	331
17:00	72	71	60	66	269
18:00	60	59	61	45	225
19:00	42	50	33	37	162
20:00	39	44	42	32	157
21:00	38	42	44	48	172
22:00	42	39	31	33	145
23:00	24	23	20	17	84
				TOTAL	4717
AM PEAK HOUR	11:00-12:00				
VOLUME	434				
PM PEAK HOUR	14:00-15:00				
VOLUME	408				

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	6	8	9	7	30
01:00	6	10	8	6	30
02:00	5	5	4	6	20
03:00	8	3	5	6	22
04:00	4	2	3	1	10
05:00	2	4	6	7	19
06:00	9	8	10	10	37
07:00	16	18	24	35	93
08:00	43	39	52	60	194
09:00	68	76	66	70	280
10:00	82	77	69	83	311
11:00	81	97	96	111	385
12:00	119	105	124	99	447
13:00	126	110	87	90	413
14:00	102	100	99	84	385
15:00	103	101	87	79	370
16:00	91	84	76	81	332
17:00	83	70	67	63	283
18:00	71	57	55	59	242
19:00	61	63	57	61	242
20:00	33	32	40	37	142
21:00	30	29	30	28	117
22:00	32	27	21	30	110
23:00	22	19	24	16	81
				TOTAL	4595
AM PEAK HOUR	11:00-12:00				
VOLUME	385				
PM PEAK HOUR	12:15-13:15				
VOLUME	454				

TOTAL BI-DIRECTIONAL VOLUME	9312

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: FLORAL AVENUE W/O BLEAKWOOD AVENUE
DATE: SATURDAY, OCTOBER 14, 2000
FILE NO: F2-2

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	13	8	7	9	37
01:00	7	8	3	5	23
02:00	5	4	5	1	15
03:00	3	11	4	4	22
04:00	9	2	9	5	25
05:00	7	6	15	11	39
06:00	21	11	18	23	73
07:00	23	24	44	40	131
08:00	50	51	51	52	204
09:00	65	50	56	69	240
10:00	80	60	79	86	305
11:00	67	95	80	85	327
12:00	77	69	87	83	316
13:00	71	75	87	83	316
14:00	80	80	70	62	292
15:00	72	72	74	70	288
16:00	58	74	68	65	265
17:00	44	74	42	58	218
18:00	61	61	62	52	236
19:00	49	50	44	46	189
20:00	45	43	57	40	185
21:00	30	27	37	31	125
22:00	27	16	18	26	87
23:00	19	20	17	10	66
				TOTAL	4024

AM PEAK HOUR	10:45-11:45
VOLUME	328
PM PEAK HOUR	13:30-14:30
VOLUME	330

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	10	9	11	8	38
01:00	10	6	5	8	29
02:00	3	3	2	8	16
03:00	2	3	4	4	13
04:00	3	3	5	6	17
05:00	4	2	8	8	22
06:00	14	7	20	22	63
07:00	30	39	56	42	167
08:00	55	56	87	69	267
09:00	65	74	88	81	308
10:00	96	77	93	87	353
11:00	92	73	112	93	370
12:00	100	101	96	93	390
13:00	97	95	95	92	379
14:00	71	73	88	87	319
15:00	63	70	81	72	286
16:00	70	77	74	76	297
17:00	85	62	91	65	303
18:00	74	73	59	75	281
19:00	77	49	39	52	217
20:00	39	43	38	24	144
21:00	39	21	34	22	116
22:00	26	31	11	25	93
23:00	22	16	13	17	68
				TOTAL	4556

AM PEAK HOUR	11:00-12:00
VOLUME	370
PM PEAK HOUR	12:00-13:00
VOLUME	390

TOTAL BI-DIRECTIONAL VOLUME	8580

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: FLORAL AVENUE E/O AVALANCHE WAY
DATE: SATURDAY, OCTOBER 14, 2000
FILE NO: E2-2

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	15	9	7	7	38
01:00	9	6	10	4	29
02:00	6	4	7	5	22
03:00	5	1	9	5	20
04:00	4	4	5	6	19
05:00	8	4	7	11	30
06:00	11	15	9	19	54
07:00	17	22	17	46	102
08:00	55	53	56	66	230
09:00	59	67	56	62	244
10:00	68	72	59	68	267
11:00	95	110	102	100	407
12:00	82	104	98	115	399
13:00	134	122	118	114	488
14:00	108	111	106	104	429
15:00	99	108	99	88	394
16:00	80	73	80	65	298
17:00	65	53	77	59	254
18:00	63	65	65	59	252
19:00	69	48	54	50	221
20:00	53	42	43	57	195
21:00	42	32	26	39	139
22:00	32	31	14	23	100
23:00	16	28	22	20	86
				TOTAL	4717

AM PEAK HOUR	11:00-12:00
VOLUME	407
PM PEAK HOUR	13:00-14:00
VOLUME	488

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	16	14	7	12	49
01:00	8	8	10	3	29
02:00	7	3	4	2	16
03:00	7	4	2	4	17
04:00	0	4	3	7	14
05:00	5	1	4	6	16
06:00	7	12	9	16	44
07:00	23	24	43	51	141
08:00	44	53	58	92	247
09:00	87	71	83	97	338
10:00	102	102	102	91	397
11:00	125	115	106	138	484
12:00	162	160	162	109	593
13:00	109	92	108	106	415
14:00	100	98	64	93	355
15:00	95	76	63	92	326
16:00	60	68	87	85	300
17:00	74	87	64	79	304
18:00	80	82	71	62	295
19:00	71	76	54	37	238
20:00	46	46	49	40	181
21:00	30	40	23	28	121
22:00	26	25	28	21	100
23:00	20	18	12	15	65
				TOTAL	5085

AM PEAK HOUR	11:00-12:00
VOLUME	484
PM PEAK HOUR	12:00-13:00
VOLUME	593

TOTAL BI-DIRECTIONAL VOLUME	9802

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT:	KAKU ASSOCIATES
PROJECT:	EAST LOS ANGELES COLLEGE
LOCATION:	BLEAKWOOD AVENUE N/O AVALANCHE WAY
DATE:	SATURDAY, OCTOBER 14, 2000
FILE NO:	A2-2

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	1	2	1	5
01:00	0	0	0	0	0
02:00	0	1	2	1	4
03:00	1	2	0	0	3
04:00	0	2	0	1	3
05:00	0	0	1	0	1
06:00	2	0	0	4	6
07:00	2	1	4	6	13
08:00	4	4	8	14	30
09:00	6	7	6	5	24
10:00	5	5	7	19	36
11:00	20	14	18	18	70
12:00	9	8	21	12	50
13:00	8	6	10	7	31
14:00	13	5	3	7	28
15:00	11	11	2	7	31
16:00	9	4	12	7	32
17:00	13	11	5	6	35
18:00	10	8	5	9	32
19:00	3	3	7	5	18
20:00	4	3	4	4	15
21:00	5	2	0	3	10
22:00	3	1	1	1	6
23:00	3	6	1	2	12
				TOTAL	495
AM PEAK HOUR	10:45-11:45				
VOLUME	71				
PM PEAK HOUR	12:00-13:00				
VOLUME	50				

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	0	0	0	1
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	0	0	0	1
05:00	0	0	1	1	2
06:00	0	1	0	0	1
07:00	1	1	3	2	7
08:00	6	4	5	7	22
09:00	4	3	5	4	16
10:00	4	5	8	6	23
11:00	4	5	5	3	17
12:00	5	4	6	5	20
13:00	7	6	8	9	30
14:00	4	2	5	5	16
15:00	7	3	2	2	14
16:00	3	4	5	7	19
17:00	6	5	4	5	20
18:00	2	4	7	5	18
19:00	6	5	6	6	23
20:00	4	2	2	1	9
21:00	3	2	4	2	11
22:00	1	0	1	2	4
23:00	1	1	1	1	4
				TOTAL	278
AM PEAK HOUR	10:00-11:00				
VOLUME	23				
PM PEAK HOUR	13:00-14:00				
VOLUME	30				

TOTAL BI-DIRECTIONAL VOLUME	773

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: BLEAKWOOD AVENUE S/O AVALANCHE WAY
DATE: SATURDAY, OCTOBER 14, 2000
FILE NO: B2-2

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	2	2	1	6
01:00	0	0	2	0	2
02:00	0	0	0	1	1
03:00	3	1	0	0	4
04:00	2	0	0	0	2
05:00	0	1	1	1	3
06:00	0	2	2	10	14
07:00	2	3	19	27	51
08:00	21	25	41	48	135
09:00	25	15	14	27	81
10:00	21	10	14	22	67
11:00	15	10	9	18	52
12:00	9	13	17	11	50
13:00	11	8	11	13	43
14:00	9	6	5	6	26
15:00	10	6	4	9	29
16:00	9	7	8	9	33
17:00	10	12	8	8	38
18:00	9	6	4	5	24
19:00	3	3	6	7	19
20:00	2	2	7	2	13
21:00	2	1	0	4	7
22:00	2	1	3	2	8
23:00	6	5	1	3	15
				TOTAL	723
AM PEAK HOUR		08:15-09:15			
VOLUME		139			
PM PEAK HOUR		12:15-13:15			
VOLUME		52			

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	1	0	0	0	1
01:00	0	0	0	2	2
02:00	0	0	2	0	2
03:00	0	2	0	0	2
04:00	1	0	0	1	2
05:00	0	1	1	1	3
06:00	4	0	1	4	9
07:00	0	4	7	10	21
08:00	8	5	8	14	35
09:00	6	5	8	9	28
10:00	11	14	8	19	52
11:00	16	8	13	16	53
12:00	11	3	16	5	35
13:00	17	15	14	10	56
14:00	8	3	6	12	29
15:00	8	7	4	5	24
16:00	3	1	6	5	15
17:00	8	9	6	2	25
18:00	7	7	2	5	21
19:00	2	2	3	4	11
20:00	3	0	8	1	12
21:00	1	3	0	1	5
22:00	2	2	0	2	6
23:00	3	2	1	3	9
				TOTAL	458
AM PEAK HOUR		10:15-11:15			
VOLUME		57			
PM PEAK HOUR		13:00-14:00			
VOLUME		56			

TOTAL BI-DIRECTIONAL VOLUME	1181

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: CESAR CHAVEZ AVENUE W/O BLEAKWOOD AVENUE
DATE: FRIDAY, OCTOBER 13, 2000
FILE NO: D2-1

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	8	10	2	3	23
01:00	2	6	1	4	13
02:00	0	0	3	3	6
03:00	3	3	3	1	10
04:00	2	7	4	5	18
05:00	10	16	16	32	74
06:00	64	68	75	78	285
07:00	133	127	158	166	584
08:00	136	77	114	90	417
09:00	72	66	87	92	317
10:00	94	86	102	113	395
11:00	96	84	155	144	479
12:00	103	115	116	114	448
13:00	109	105	100	94	408
14:00	103	94	78	91	366
15:00	96	97	111	99	403
16:00	82	101	94	98	375
17:00	98	101	93	96	388
18:00	93	89	91	100	373
19:00	68	79	72	68	287
20:00	61	80	58	60	259
21:00	57	63	48	35	203
22:00	40	25	30	24	119
23:00	22	26	24	23	95
				TOTAL	6345
AM PEAK HOUR	07:15-08:15				
VOLUME	587				
PM PEAK HOUR	12:15-13:15				
VOLUME	454				

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	7	6	3	2	18
01:00	4	7	2	5	18
02:00	1	0	3	0	4
03:00	4	1	2	1	8
04:00	4	5	5	5	19
05:00	5	12	22	23	62
06:00	24	35	54	48	161
07:00	62	120	137	109	428
08:00	73	90	98	71	332
09:00	59	83	137	91	370
10:00	63	81	95	93	332
11:00	90	108	114	156	468
12:00	98	105	98	108	409
13:00	113	76	102	99	390
14:00	76	100	120	142	438
15:00	133	145	134	154	566
16:00	158	210	198	212	778
17:00	196	192	200	189	777
18:00	156	160	112	107	535
19:00	111	85	86	88	370
20:00	89	65	49	51	254
21:00	43	47	27	41	158
22:00	33	29	15	21	98
23:00	18	20	18	14	70
				TOTAL	7063
AM PEAK HOUR	11:00-12:00				
VOLUME	468				
PM PEAK HOUR	16:15-17:15				
VOLUME	816				

TOTAL BI-DIRECTIONAL VOLUME	13408

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: CESAR CHAVEZ AVENUE E/O BLEAKWOOD AVENUE
DATE: FRIDAY, OCTOBER 13, 2000
FILE NO: C2-1

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	8	7	6	7	28
01:00	3	1	7	2	13
02:00	2	2	0	2	6
03:00	3	3	5	3	14
04:00	1	2	7	5	15
05:00	4	9	14	11	38
06:00	23	61	68	86	238
07:00	79	128	122	193	522
08:00	219	149	109	158	635
09:00	113	81	88	99	381
10:00	118	91	103	107	419
11:00	110	95	95	135	435
12:00	141	115	111	121	488
13:00	127	90	115	101	433
14:00	90	100	99	77	366
15:00	92	112	92	119	415
16:00	101	83	110	93	387
17:00	91	105	97	112	405
18:00	96	84	98	97	375
19:00	116	78	55	58	307
20:00	49	34	24	23	130
21:00	30	28	31	30	119
22:00	22	23	31	34	110
23:00	20	18	19	18	75
				TOTAL	6354

AM PEAK HOUR	07:30-08:30
VOLUME	683
PM PEAK HOUR	12:00-13:00
VOLUME	488

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	6	8	7	3	24
01:00	1	1	4	8	14
02:00	5	6	3	4	18
03:00	4	2	3	6	15
04:00	5	3	2	7	17
05:00	8	5	9	15	37
06:00	10	13	10	15	48
07:00	28	37	41	41	147
08:00	30	23	24	43	120
09:00	54	67	89	64	274
10:00	95	102	92	106	395
11:00	104	90	88	95	377
12:00	88	127	93	103	411
13:00	135	91	108	90	424
14:00	74	106	87	89	356
15:00	100	119	139	123	481
16:00	142	165	166	171	644
17:00	180	156	172	154	662
18:00	123	119	142	133	517
19:00	119	108	80	52	359
20:00	68	52	55	57	232
21:00	42	43	60	39	184
22:00	45	50	33	29	157
23:00	22	28	22	19	91
				TOTAL	6004

AM PEAK HOUR	10:15-11:15
VOLUME	404
PM PEAK HOUR	16:45-17:45
VOLUME	679

TOTAL BI-DIRECTIONAL VOLUME	12358

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: FLORAL AVENUE W/O BLEAKWOOD AVENUE
DATE: FRIDAY, OCTOBER 13, 2000
FILE NO: F2-1

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	12	5	2	4	23
01:00	3	3	4	3	13
02:00	2	0	2	1	5
03:00	4	3	3	3	13
04:00	2	6	8	12	28
05:00	17	24	22	36	99
06:00	43	69	68	88	268
07:00	87	136	150	127	500
08:00	88	98	94	95	375
09:00	72	70	74	91	307
10:00	70	72	85	108	335
11:00	84	85	113	128	410
12:00	95	95	124	127	441
13:00	108	112	106	99	425
14:00	87	99	81	91	358
15:00	79	87	100	94	360
16:00	77	79	76	78	310
17:00	78	82	86	67	313
18:00	98	67	84	97	346
19:00	65	64	64	68	261
20:00	60	62	67	47	236
21:00	38	51	44	49	182
22:00	28	32	24	21	105
23:00	18	22	17	9	66
				TOTAL	5779

AM PEAK HOUR	07:15-08:15
VOLUME	501
PM PEAK HOUR	12:30-13:30
VOLUME	471

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	7	5	6	3	21
01:00	3	3	2	2	10
02:00	2	3	6	3	14
03:00	1	3	2	1	7
04:00	5	4	2	6	17
05:00	10	11	10	20	51
06:00	18	37	44	56	155
07:00	69	93	130	74	366
08:00	74	97	113	75	359
09:00	66	81	105	74	326
10:00	83	105	81	90	359
11:00	100	116	122	153	491
12:00	113	104	113	99	429
13:00	115	91	97	81	384
14:00	82	89	104	106	381
15:00	109	146	136	136	527
16:00	152	162	141	179	634
17:00	186	185	208	176	755
18:00	135	150	123	97	505
19:00	93	77	65	53	288
20:00	48	52	48	39	187
21:00	41	31	40	38	150
22:00	36	25	24	28	113
23:00	24	19	11	18	72
				TOTAL	6601

AM PEAK HOUR	11:00-12:00
VOLUME	491
PM PEAK HOUR	16:45-17:45
VOLUME	758

TOTAL BI-DIRECTIONAL VOLUME	12380

THE TRAFFIC SOLUTION
329 DIAMOND STREET
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: FLORAL AVENUE E/O AVALANCHE WAY
DATE: FRIDAY, OCTOBER 13, 2000
FILE NO: E2-1

DIRECTION	WESTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	16	9	10	2	37
01:00	5	1	3	2	11
02:00	4	3	1	2	10
03:00	0	3	3	4	10
04:00	4	1	4	5	14
05:00	8	12	17	25	62
06:00	23	28	58	59	168
07:00	76	78	123	171	448
08:00	153	92	110	118	473
09:00	101	76	75	84	336
10:00	85	73	78	83	319
11:00	88	74	88	102	352
12:00	127	115	119	129	490
13:00	138	142	114	135	529
14:00	137	129	142	134	542
15:00	140	126	132	114	512
16:00	122	145	125	134	526
17:00	131	122	154	167	574
18:00	142	130	101	95	468
19:00	86	65	76	61	288
20:00	68	69	54	62	253
21:00	52	44	55	43	194
22:00	40	40	26	26	132
23:00	22	18	23	17	80
				TOTAL	6828
AM PEAK HOUR	07:30-08:30				
VOLUME	539				
PM PEAK HOUR	17:30-18:30				
VOLUME	593				

DIRECTION	EASTBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	8	6	3	5	22
01:00	5	2	3	3	13
02:00	2	2	2	6	12
03:00	2	2	3	2	9
04:00	1	2	5	4	12
05:00	3	10	14	7	34
06:00	28	16	28	42	114
07:00	48	59	79	107	293
08:00	86	71	93	87	337
09:00	115	80	75	98	368
10:00	129	95	108	105	437
11:00	156	138	129	144	567
12:00	239	182	160	152	733
13:00	171	153	140	91	555
14:00	111	85	77	102	375
15:00	105	118	125	141	489
16:00	146	147	159	162	614
17:00	168	186	184	193	731
18:00	191	155	145	123	614
19:00	111	92	96	65	364
20:00	63	56	55	57	231
21:00	51	45	28	36	160
22:00	47	38	24	25	134
23:00	21	30	15	16	82
				TOTAL	7300
AM PEAK HOUR	11:00-12:00				
VOLUME	567				
PM PEAK HOUR	17:15-18:15				
VOLUME	754				

TOTAL BI-DIRECTIONAL VOLUME	14128

THE TRAFFIC SOLUTION
329 DIAMOND STREET
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: BLEAKWOOD AVENUE N/O AVALANCHE WAY
DATE: FRIDAY, OCTOBER 13, 2000
FILE NO: A2-1

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	0	0	0	2	2
01:00	0	2	0	0	2
02:00	0	0	0	0	0
03:00	0	1	0	0	1
04:00	0	0	0	1	1
05:00	0	0	2	2	4
06:00	1	5	12	4	22
07:00	5	10	5	14	34
08:00	18	7	6	23	54
09:00	11	7	5	17	40
10:00	17	11	12	15	55
11:00	10	8	9	11	38
12:00	8	7	5	8	28
13:00	7	5	8	9	29
14:00	6	5	4	8	23
15:00	10	7	5	6	28
16:00	9	8	12	10	39
17:00	8	7	3	5	23
18:00	6	2	7	9	24
19:00	3	4	2	8	17
20:00	4	3	9	9	25
21:00	8	4	6	8	26
22:00	6	3	4	2	15
23:00	3	4	0	1	8
				TOTAL	538
AM PEAK HOUR	09:45-10:45				
VOLUME	57				
PM PEAK HOUR	16:00-17:00				
VOLUME	39				

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	0	0	0	2
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	0	0	0	1
04:00	0	0	1	0	1
05:00	0	1	0	2	3
06:00	2	4	1	2	9
07:00	9	4	2	6	21
08:00	7	9	11	10	37
09:00	8	5	7	5	25
10:00	6	10	10	8	34
11:00	5	7	9	0	21
12:00	8	4	5	3	20
13:00	7	8	9	12	36
14:00	5	7	7	8	27
15:00	9	9	8	11	37
16:00	5	4	6	8	23
17:00	9	8	10	8	35
18:00	9	7	9	7	32
19:00	7	5	8	9	29
20:00	6	7	4	1	18
21:00	2	4	5	4	15
22:00	2	1	2	1	6
23:00	1	3	2	1	7
				TOTAL	439
AM PEAK HOUR	08:15-09:15				
VOLUME	38				
PM PEAK HOUR	15:00-16:00				
VOLUME	37				

TOTAL BI-DIRECTIONAL VOLUME	977

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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KAKU ASSOCIATES
PROJECT: EAST LOS ANGELES COLLEGE
LOCATION: BLEAKWOOD AVENUE S/O AVALANCHE WAY
DATE: FRIDAY, OCTOBER 13, 2000
FILE NO: B2-1

DIRECTION	NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	2	0	1	1	4
01:00	0	2	1	0	3
02:00	0	0	0	0	0
03:00	0	1	1	0	2
04:00	0	0	2	2	4
05:00	0	2	1	7	10
06:00	4	6	17	18	45
07:00	17	28	66	85	196
08:00	26	26	86	65	203
09:00	23	29	47	36	135
10:00	25	18	31	28	102
11:00	18	21	33	53	125
12:00	28	18	22	21	89
13:00	22	12	10	11	55
14:00	11	8	11	6	36
15:00	14	14	12	16	56
16:00	8	21	26	12	67
17:00	19	14	19	24	76
18:00	18	20	10	17	65
19:00	9	9	8	14	40
20:00	11	5	11	7	34
21:00	7	4	8	4	23
22:00	7	5	7	2	21
23:00	2	2	1	1	6
				TOTAL	1397

AM PEAK HOUR	07:45-08:45
VOLUME	223
PM PEAK HOUR	12:00-13:00
VOLUME	89

DIRECTION	SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00	4	1	1	0	6
01:00	0	0	2	0	2
02:00	0	0	0	4	4
03:00	0	0	0	0	0
04:00	0	1	0	0	1
05:00	2	1	2	6	11
06:00	2	3	4	8	17
07:00	10	21	21	17	69
08:00	12	10	18	25	65
09:00	12	4	9	25	50
10:00	20	17	15	39	91
11:00	18	16	47	78	159
12:00	42	21	17	34	114
13:00	16	9	17	10	52
14:00	17	14	18	5	54
15:00	8	13	10	12	43
16:00	10	7	8	9	34
17:00	5	5	9	10	29
18:00	8	10	4	7	29
19:00	3	8	16	14	41
20:00	5	5	15	5	30
21:00	4	9	0	5	18
22:00	5	0	2	3	10
23:00	4	2	5	0	11
				TOTAL	940

AM PEAK HOUR	11:00-12:00
VOLUME	159
PM PEAK HOUR	12:00-13:00
VOLUME	114

TOTAL BI-DIRECTIONAL VOLUME	2337

THE TRAFFIC SOLUTION
329 DIAMOND STREET
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Appendix G

TRAFFIC STUDY/SUPPLEMENTAL TRAFFIC ANALYSIS

TRAFFIC AND PARKING STUDY
FOR
EAST LOS ANGELES COMMUNITY COLLEGE
MASTER PLAN
MASTER EIR

SEPTEMBER, 2000

PREPARED FOR

TERRY A. HAYES & ASSOCIATES

PREPARED BY

KAKU ASSOCIATES
A Corporation

TRAFFIC AND PARKING STUDY
FOR
EAST LOS ANGELES COMMUNITY COLLEGE CAMPUS MASTER PLAN
MASTER EIR

September 2000

Prepared for:

TERRY A. HAYES & ASSOCIATES

Prepared by:

KAKU ASSOCIATES, INC.
1453 Third Street, Suite 400
Santa Monica, California 90401
(310) 458-9916

Ref: 1315

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I. INTRODUCTION

This report documents the analysis methodologies and results of a study conducted by Kaku Associates, Inc., to evaluate the potential traffic, access, and parking impacts of the proposed Campus Master Plan for the East Los Angeles Community College (ELACC). This study is being conducted as part of an overall Environmental Impact Report (EIR) for the Master Plan and will become an element of the technical document.

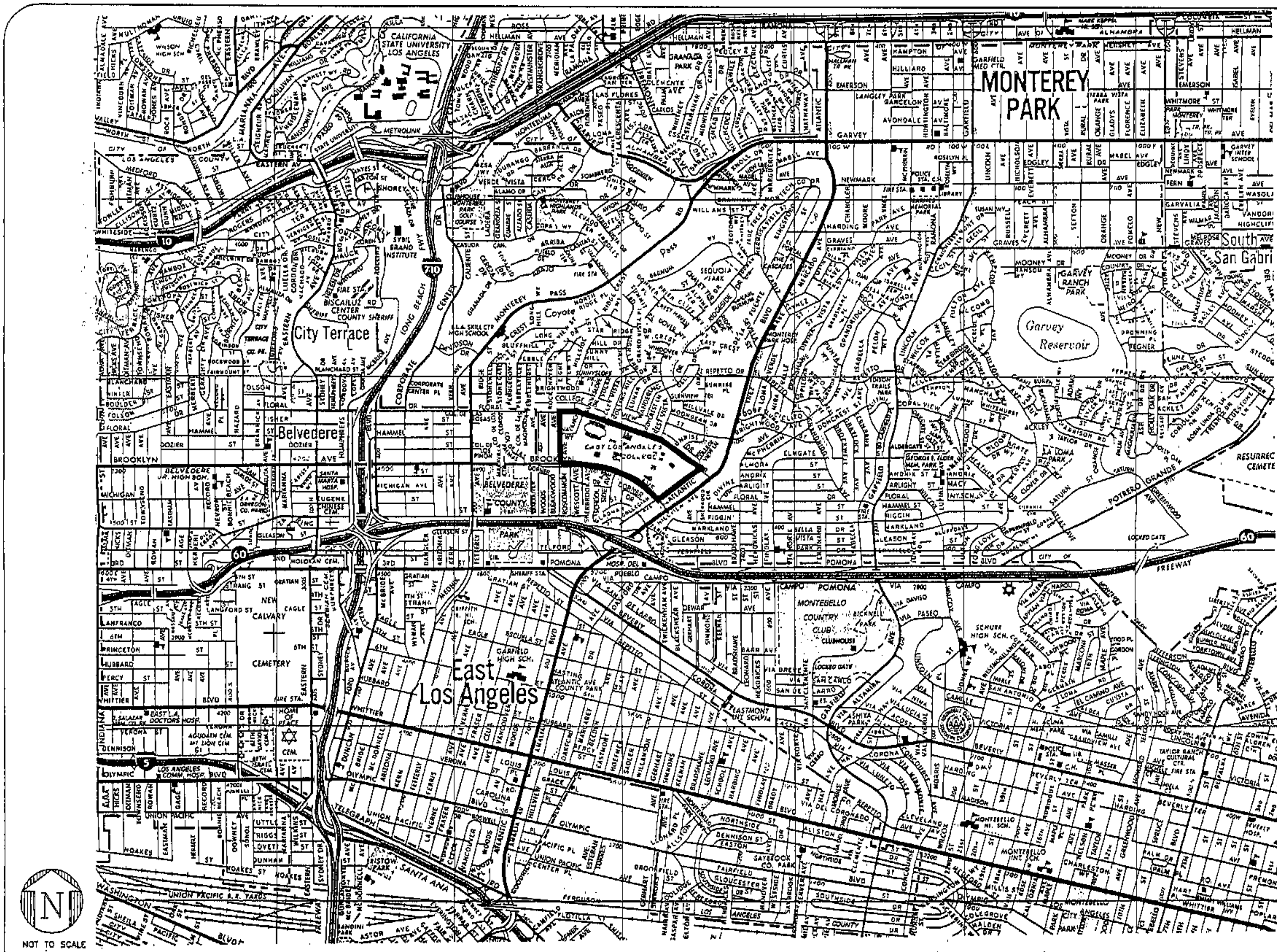
PROJECT LOCATION

East Los Angeles Community College is located in the City of Monterey Park. The campus is bounded by Cesar Chavez Avenue on the south, Collegian Avenue to the east, Bleakwood Avenue to the west and Floral Drive to the north, as shown in Figure 1. The principal academic facilities are generally located in the eastern portion of the campus, while the western portion of the campus is currently occupied by a football stadium, surface parking lots, and undeveloped land.

PROJECT DESCRIPTION

The proposed Campus Master Plan is intended to serve as a guide for a campus-wide restoration effort that includes improving, enhancing, rehabilitating, and revitalizing the existing campus. The Campus Master Plan also contains guidelines that dictate future development of the University's physical improvements. The Plan identifies these physical improvements in terms of landscaping, signage, new buildings, and parking.

The Campus Master Plan improvements are designed to accommodate a total enrollment of approximately 25,000 full time students by Year 2015; an increase of 7,803 students (approximately 45 percent) over the existing year 2000 enrollment of 17,197. An illustration of the



KAKU ASSOCIATES

FIGURE 1
PROJECT VICINITY

proposed main academic campus concept plan for the proposed East Los Angeles Community College Campus Master Plan is shown in Figure 2.

STUDY SCOPE

The scope of analysis for this study was developed in conjunction with the staffs of the City of Monterey Park and ELACC. The assumptions, technical methodologies and analysis procedures, and results of the study are contained as part of the study.

The study focuses on the analysis of potential project-generated traffic impacts on the street system surrounding the site. The projected completion date of the proposed Campus Master Plan renovation is 2015, and therefore the impact analysis examines future conditions for this year, both without and with the proposed project. The following traffic scenarios are analyzed in the study:

- Existing 2000 Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing condition analysis includes an assessment of existing street characteristics, traffic volumes, and operating conditions.
- Year 2015 Cumulative Base Conditions - Future traffic conditions are projected for the Year 2015 without the completion of the proposed project. These conditions reflect changes resulting from regional growth and related projects in the vicinity of the project site.
- Year 2015 Cumulative Plus Project - This is an analysis of future traffic conditions including traffic expected to be generated by the proposed project. The impacts of the proposed project on future traffic operating conditions can then be identified.

The following 12 intersections were analyzed for each of the scenarios described above:

1. Humphrey Avenue/I-710 Southbound off-ramp and Floral Drive
2. Ford Boulevard/I-710 Northbound on-ramp and Floral Drive
3. Monterey Pass Road and Floral Drive
4. Bleakwood Avenue and Floral Drive
5. Bleakwood Avenue and Cesar Chavez Avenue
6. Atlantic Boulevard and US-60 Eastbound off-ramp

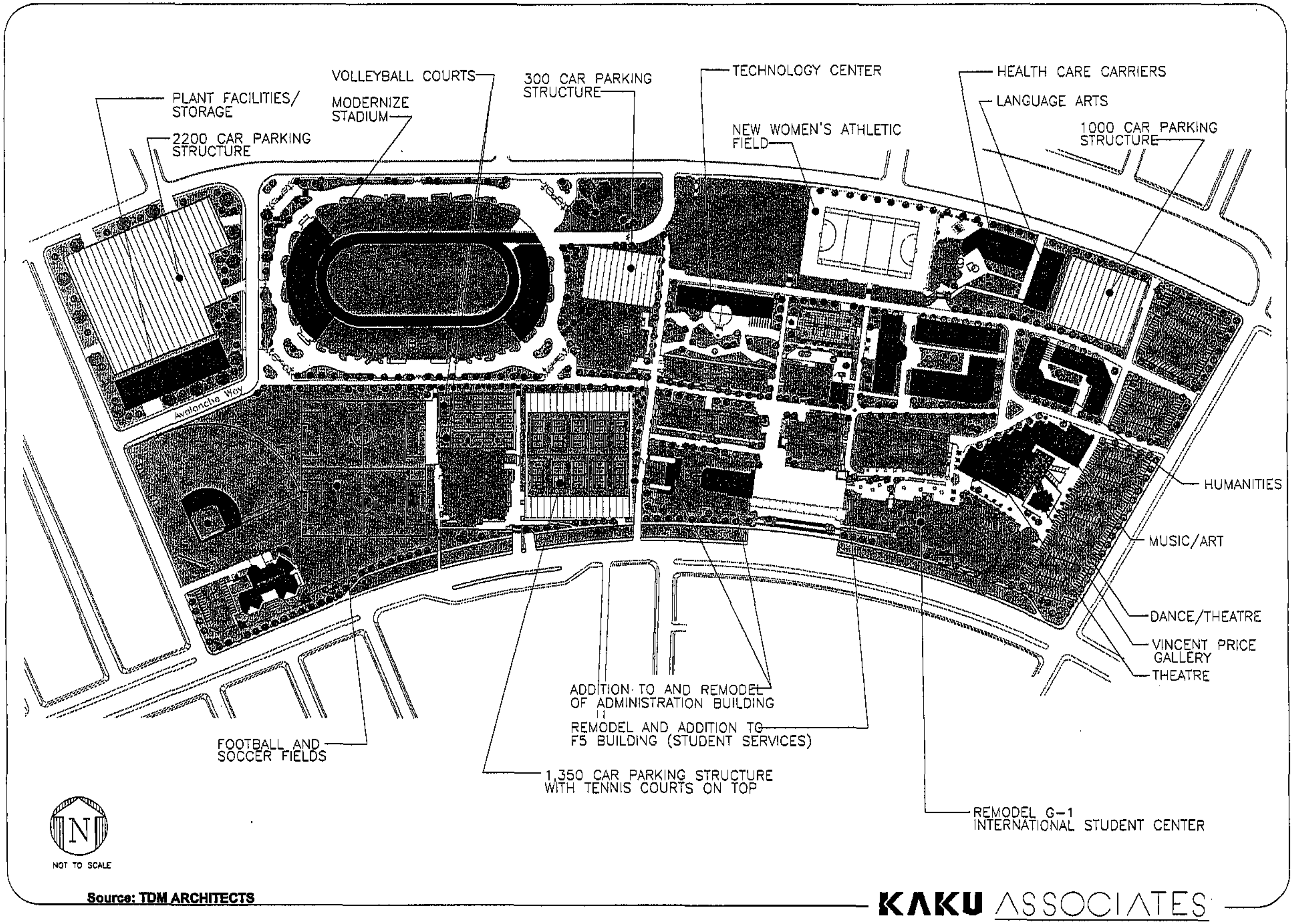


FIGURE 2
EAST LOS ANGELES COLLEGE CAMPUS MASTER PLAN

7. Atlantic Boulevard and US-60 Westbound off-ramp/1st Street
8. Collegian Avenue and Cesar Chavez Avenue
9. Atlantic Boulevard and Cesar Chavez Avenue
10. Collegian Avenue and Floral Drive
11. Atlantic Boulevard and Floral Drive
12. Atlantic Boulevard and Brightwood Street

The locations of the 12 study intersections are illustrated on Figure 3.

ORGANIZATION OF REPORT

This report is divided into six chapters. Chapter II describes the existing area and Campus street system, traffic volumes, and traffic conditions within the study area. The methodologies used to forecast future traffic volumes are described in Chapter III. Chapter IV presents an assessment of potential traffic impacts and mitigation measures. Chapter V discusses the results of the parking analysis. Finally, a summary of the analysis is included in Chapter VI. Intersection Lane Configurations, supporting intersection calculation worksheets and details of the Parking Utilization Survey are included as appendices to this report.

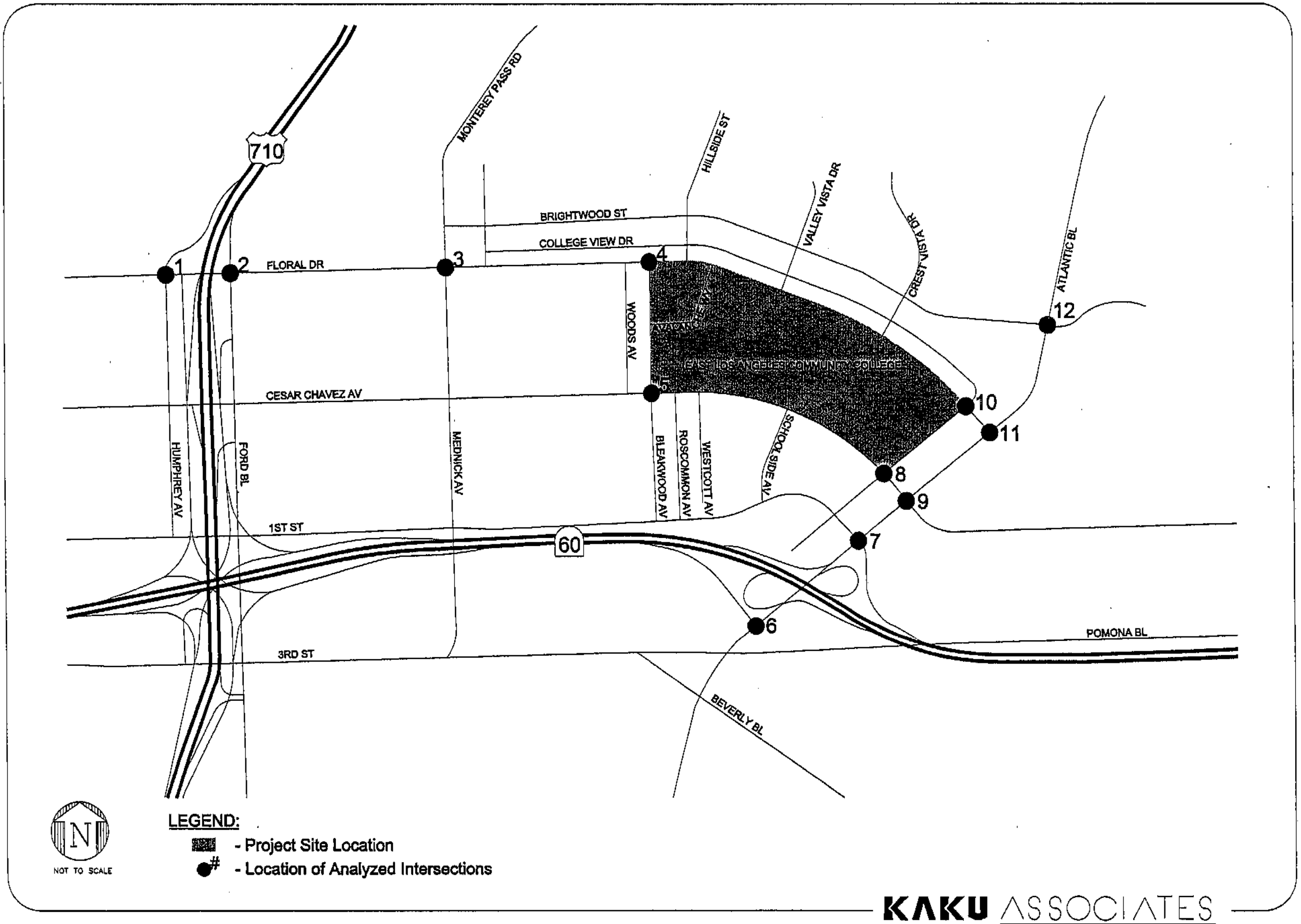


FIGURE 3
STUDY AREA AND LOCATION OF ANALYZED INTERSECTIONS

II. EXISTING CONDITIONS

A comprehensive data collection effort to identify the existing conditions within the study area was undertaken, including a general description of land uses in the study area; an inventory of the area street system; the determination of traffic volumes on the street system and the resultant operating conditions; and a summary of public transit services.

EXISTING STREET SYSTEM

The Pomona and Long Beach Freeways provide regional access to the Campus. The Pomona Freeway (SR-60) runs in east-west direction south of the Campus. The closest access between the Campus and the Pomona Freeway is via ramps at Atlantic Boulevard. The Long Beach Freeway (I-710) runs in a north-south direction approximately 1 mile west of the Campus. Nearest access to the Long Beach Freeway is available via Floral Drive and Cesar Chavez Avenue.

The major surface streets serving the Campus are Atlantic Boulevard, Eastern Avenue, and Garfield Avenue in the north-south direction and Cesar Chavez Avenue in the east-west direction. A description of the primary roadways in the vicinity of the campus is included in Table 1. Diagrams of the existing intersection lane configurations for the key intersections of the surrounding street system are contained in Appendix A.

Campus Internal Circulation

Access to the main campus facilities is available from Cesar Chavez Avenue at Access Road. The primary access point to the main student parking facility, the Stadium Lot, is from Avalanche Way via Floral Drive and Bleakwood Avenue. Floral Drive also provides secondary access to the campus.

TABLE 1
EXTERNAL ROADWAY SYSTEM

Segment	From	To	Lanes NB/EB	Lanes SB/WB	Median Type	Parking Restrictions NB/EB	Parking Restrictions SB/WB	Speed Limit
North/South Streets								
Atlantic Bl	Pomona Bl	SR-60 Off-ramp	2/3	3	RM	NS 3:30p-6p	PA	
	SR-60 Off-ramp	SR-60 EB On-ramp	3	3	RM	NSAT	NSAT	
	SR-60 EB On-ramp	SR-60 WB On-ramp	3	3	RM	NSAT	NSAT	
	SR-60 WB On-ramp	1st St	2	3	RM	NSAT	NSAT	
	1st St	Cesar Chavez Av/Riggin St	2	3	RM	PA	NSAT	
	Cesar Chavez Av/Riggin St	Floral Dr	3	3	RM	NSAT	NSAT	35
	Floral Dr	Midblock	3	3	RM	NSAT	NSAT	
	Midblock	Brightwood St	2	2	2LT	PA	PA	
	Brightwood St	El Repetto Dr	2	2	2LT	PA	PA	40
Mednik Av	Kern Av	Brightwood St	2	2	2LT	NP 2a-5a; PA	2hr 7a-6p	
	Brightwood St	Floral Dr	2	2	2LT	Trucks 2hr 7p-7a; PA	PA	
	Floral Dr	Hammel St	2	2	DY	PA	PA	35
	Hammel St	Dozier St	2	2	DY	PA	PA	
	Dozier St	Cesar Chavez Av	2	2	DY	NPAT	PA	
	Cesar Chavez Av	1st St	2	2	DY	PA	1hr 7a-6p	35
	First St	Gleason St	2	2	DY	NSAT	NSAT	
	Gleason St	3rd St	2	2	RM	2hr 9a-6p	2hr 10a-4p	
Bleakwood Av	Floral Dr	Cesar Chavez Av	1	1	DY	Permit 7a-11p	Permit 7a-11p	
Collegian Av	Floral Dr	Cesar Chavez Av	1	1	SDY	PA	NSAT	
Ford Bl	Floral Dr	NB-Off Ramps	1	1	SDY		1 hr pk 7a-6p	30
	NB-Off Ramps	Dozer Av	1	1	SDY		PA	35
	Dozer Av	Cesar Chavez Av	1	1	DY	Green / PA	PA	30
	Cesar Chavez Av	NB-Off Ramps	1	1	DY	PA	PA	30
	NB-Off Ramps	1st St	1	1	SDY	PA	PA / NSAT	25
	1st St	3rd St	2	2	RM	PA	PA / No Truck Parking	30
	3rd St	NB-Off/On Ramps	2	1	DY	NPAT	PA	30
Humphreys Av	Floral Dr	Cesar Chavez Av	1	1	NM	PA	PA	25
	Cesar Chavez Av	1st St	1	1	NM	PA	PA	25
East/West Streets								
Brightwood St	East of Atlantic Bl	Atlantic Bl	1	1	DY	NPAT	NPAT	25
	Atlantic Bl	Sunrise Av	1	1	DY	PA	PA	35
	Sunrise Av	Crest Vista Dr	1	1	SDY	PA	PA	35
	Crest Vista Dr	Sunnyslope Dr	1	1	SDY	PA	PA	35 / 25
	Sunnyslope Dr	Hillside St	1	1	SDY	PA	Red / Green / White Zones	25 / 35
	Hillside St	Monterey Pass Rd	1	1	SDY	PA	PA	35
Floral Dr	Corporate Ctr/McDonnell Av	Dangler Av	2	3	2LT	PA	NSAT	
	Dangler Av	Kern Av	2	2	2LT	PA	NSAT	
	Kern Av	Mednik Av	2	2	RM	NSAT	NSAT	
	Mednik Av	Ridgecrest St	2	2	RM	NSAT	NSAT	35
	Ridgecrest St	Colonia de los Cedros	1	1	DY	PA	NSAT	
	Colonia de los Cedros	Vancouver Av	1	1	DY	PA	NSAT	
	Vancouver Av	Bleakwood Av	1	1	DY	NSAT	NSAT	
	Bleakwood Av	Hillside St	1	1	DY	NSAT	NSAT	
	Hillside St	Valley Vista Dr	1	1	DY	NSAT	NSAT	
	Valley Vista Dr	Crest Vista Dr	1	1	DY	NSAT	NSAT	
	Crest Vista Dr	Collegian Av	1	1	DY	NSAT	NSAT	40
	Collegian Av	Atlantic Bl	2	1	DY	NPAT	NPAT	

TABLE 1
EXTERNAL ROADWAY SYSTEM

Segment	From	To	Lanes		Median Type	Parking Restrictions		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
Pomona Bl	Atlantic Bl	Woods Av	2	2	2LT	NP 10p-6a CV; PA	NP 10p-6a CV; PA	
	Woods Av	Midblock	3	3	RM	NS 4p-6p; NP 10p-6a CV; PA	NS 6:30a-9a; PA	
	Midblock	La Verne Av	2/3	3	2LT	NS 4p-6p; NP 10p-6a CV; PA	NS 6:30a-9a; PA	35
	La Verne Av	Fetterly Av	2/3	2/3	2LT	NS 4p-6p; NP 10p-6a CV; PA	NS 6:30a-9a; NP 10p-6a CV; PA	
	Fetterly Av	Mednik Av	2/3	2/3	2LT	NS 4p-6p; NP 10p-6a CV; PA	NS 6:30a-9a; 2hr 9a-6p	
Cesar Chavez Av/Riggin St	Eastern Av	Midblock	2	2	DY	NPAT	NPAT	
	Midblock	Humphreys Av	2	2	DY	PA	PA	
	Humphreys Av	I-710 SB On-ramp	2	2	DY	PA	NSAT	
	I-710 SB On-ramp	Ford Bl	2	2	DY	NSAT	NSAT	
	Ford Bl	McDonnell Av	2	2	DY	1hr 7a-6p; NS 6a-8a T-F	1hr 7a-6p; NS 6a-8a M-R	25
	McDonnell Av	Midblock	2	2	DY	1hr 7a-6p; NS 6a-8a T-F	1hr 7a-6p; NS 6a-8a M-R	
	Midblock	Dangler Av	2	2	DY	NPAT	1hr 7a-6p; NS 6a-8a M-R	
	Dangler Av	Arizona Av	2	2	DY	1hr 7a-6p; NS 6a-8a T-F	2hr 7a-6p	
	Arizona Av	Kern Av	2	2	DY	1hr 7a-6p	2hr 7a-6p	
	Kern Av	Mednik Av	2	2	DY	1hr 7a-6p	2hr 7a-6p	30
	Mednik Av	Vancouver Av	2	2	DY	PA	PA	25
	Vancouver Av	Woods Av	2	2	DY	NSAT	PA	
	Woods Av	Bleakwood Av	2	2	DY	NSAT	NSAT	
	Bleakwood Av	Midblock	2	2	DY	NSAT	NSAT	
	Midblock	Westcott Av	2	2	DY	PA	PA	
	Westcott Av	Schoolside Av	2	2	DY	30 min M-F	PA	
	Schoolside Av	Midblock	2	2	DY	PA	PA	35
	Midblock	Collegian Av	2	2	DY	NSAT	NSAT	
	Collegian Av	Atlantic Bl	2	2	RM	NSAT	NSAT	
	Atlantic Bl	Hillview Av	2	2	DY	NSAT	NPAT	
	Hillview Av	Midblock	2	2	DY	PA	NPAT	
	Midblock	Gerhart Av	1	2	DY	PA	NPAT	
	Gerhart Av	Bradshawe St	1	1	2LT	PA	PA	
	Bradshawe St	Hendricks St	1	1	2LT	PA	PA	35
	Hendricks St	Findlay Av	1	1	2LT	PA	PA	
	Findlay Av	Ferdinand Av	1	1	2LT	PA	PA	
	Ferdinand Av	Isabella Av	1	1	DY	PA	PA	
	Isabella Av	Garfield Av	2	2	DY	PA	PA	
1st St	Mednik Av	Midblock	2	2	DY	NSAT	NS 7a-5p School Days	25
	Midblock	Vancouver Av	2	2	DY	PA	PA	
	Vancouver Av	Woods Av	2	1	2LT	PA	PA	
	Woods Av	Roscommon Av	1	1	2LT	PA	PA	
	Roscommon Av	Sherbrook Av	1	1	2LT	PA	PA	
	Sherbrook Av	Schoolside Av	1	1	2LT	PA	Permit 7a-11p	
	Schoolside Av	Collegian Av	1	1	2LT	Permit 7a-11p	Permit 7a-11p	35
	Collegian Av	Atlantic Bl	2	2	DY	PA	PA	

Notes:

LANES:
\# = Number of lanes
\#\# = Off-Peak/Peak Number of lanes

MEDIAN MEDIAN TYPE:
DY = Double Yellow Centerline
SDY = Single Dashed Centerline
2LT = Dual Left Turn Centerline
RM = Raised Median

Parking:
PA = Parking Allowed
NPAT = No Parking Anytime
NSAT = No Stopping Anytime

Six gates have been installed at key locations in the campus, as shown in Figure 4. These gates allow the campus security to control access to the internal roadways and the restricted parking supply to authorized users. The gates are located at:

- Cesar Chavez Avenue at Access Road
- Collegian Avenue at the entrance to the Southeast Lot
- Collegian Avenue at the entrance to the Northeast Lot
- At the entrance of the Pool Lot
- On Access Road at the entrance of the Tennis Lot
- Avalanche Way at the entrance of the Stadium Lot

A description of the primary elements of the campus internal circulation system is shown in Table 2.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections discuss the existing peak hour intersection traffic volumes, describe the methodology utilized to analyze intersection traffic conditions, and present the resulting levels of service at each intersection for existing conditions.

Existing Traffic Volumes

Weekday traffic counts were conducted at the 12 study intersections in May 2000, while College classes were in full session. The traffic counts were conducted during both the morning (7 a.m. - 9 a.m.) and evening (4 p.m. - 6 p.m.) peak periods. Figure 5 shows the existing AM and PM peak hour traffic volumes at each of the 12 intersections.

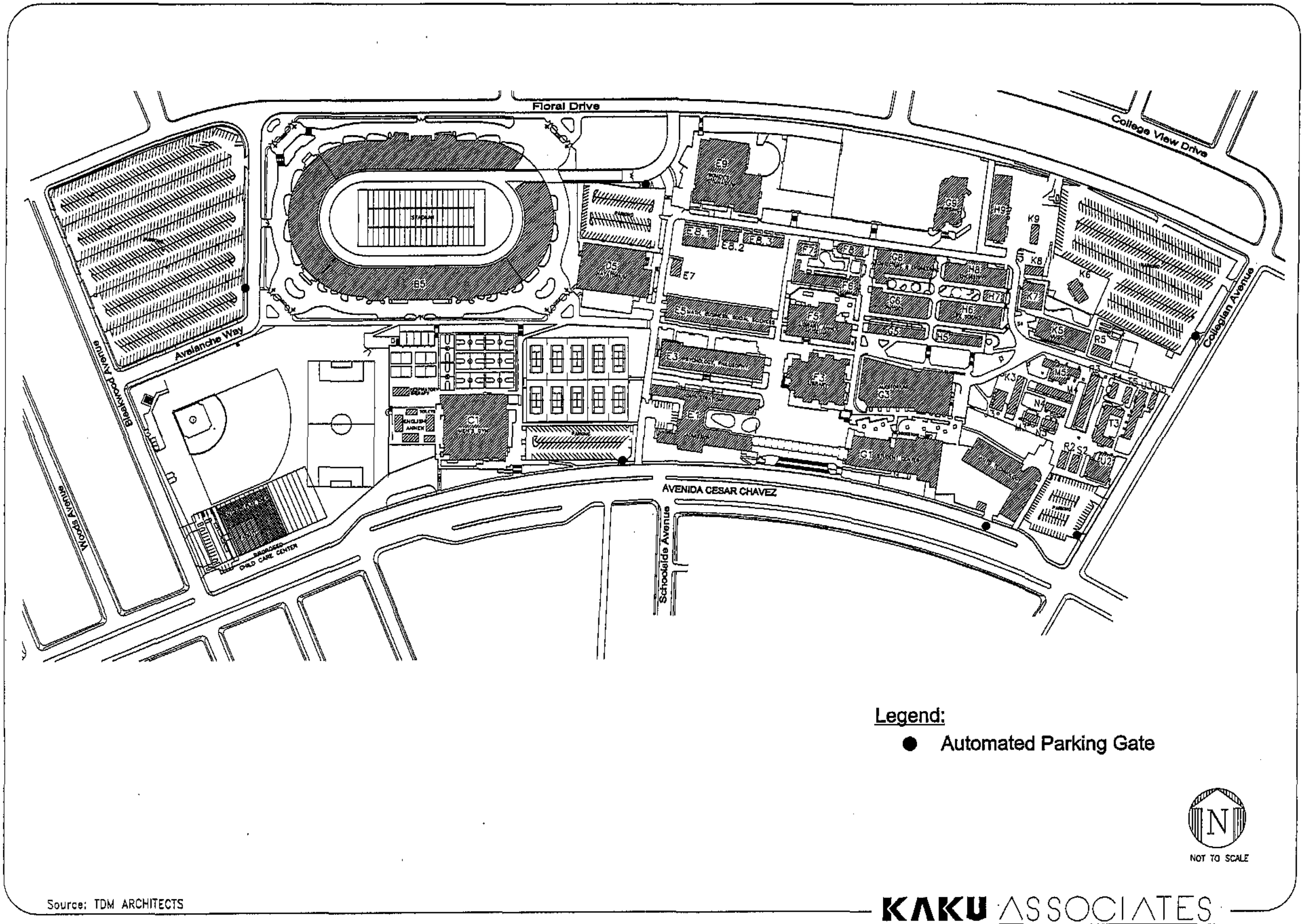


FIGURE 4
LOCATION OF AUTOMATED PARKING GATES

TABLE 2
INTERNAL ROADWAY SYSTEM

Segment	From	To	Lanes		Median Type	Parking Restrictions		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
Avalanche Wy	Floral Dr	Bleakwood Av	1	1	SDY	Metered Parking	Metered Parking	N.P.
Access Road	Cesar Chavez Av	Cesar Chavez Av	1	1	SDY	Permit Parking	Permit Parking	N.P.

Notes:

LANES:
= Number of lanes
#/# = Off-Peak/Peak Number of lanes
NB/EB = Northbound/Eastbound
SB/WB = Southbound/Westbound

SPEED LIMIT: N.P. = Not Posted

MEDIAN MEDIAN TYPE: SDY = Single Dashed Yellow Centerline

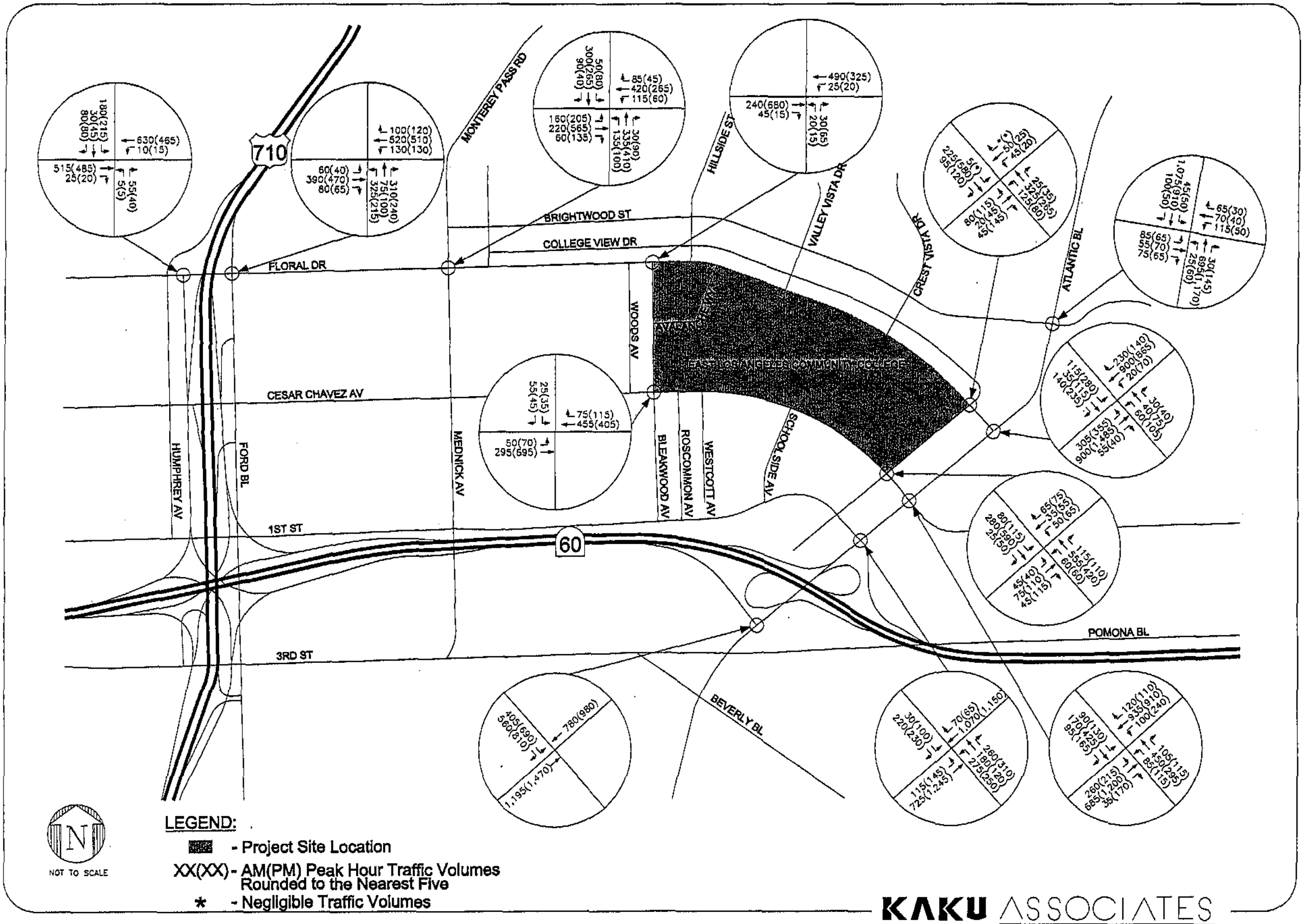


FIGURE 5
EXISTING PEAK HOUR TRAFFIC VOLUMES

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas, although as discussed later in this report, the City of Monterey Park has established this threshold at LOS C.

The "Intersection Capacity Utilization" (ICU) method of analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the twelve signalized study intersections. Level of service definitions for signalized intersections are summarized in Table 3.

The remaining intersections are two-way STOP sign-controlled. The levels of service for these locations were determined using the "Two-Way Stop Control" analysis method contained in Transportation Research Board, *Highway Capacity Manual, Special Report No. 209*, 1997, which calculates the average vehicle delay (in seconds) for the intersection. The level of service for unsignalized intersections is based on average vehicle delay, as described in Table 4.

Existing Peak Hour Levels of Service

The results of the level of service analysis of the existing intersections are shown in Table 5, which summarizes the V/C ratio and/or average vehicle delay, and corresponding LOS, at each of the study intersections during the morning and afternoon peak hours. As shown in Table 5, all of the study intersections currently operate at LOS C or better during both the AM and PM peak hours, with the exception of the intersection of Ford Boulevard/I-710 Northbound On-ramp and Floral Drive, which currently operates at LOS E in the morning and LOS D during the afternoon peak hour.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.00-0.60	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.61-0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71-0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81-0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91-1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

TABLE 4
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

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

TABLE 5
EAST LOS ANGELES COLLEGE MASTER PLAN
EXISTING INTERSECTION LEVELS OF SERVICE

INTERSECTION	EXISTING CONDITIONS			
	AM Peak Hour		PM Peak Hour	
	V/C or Delay	LOS	V/C or Delay	LOS
1. I-710 SB Off-Ramp/Humphreys Av & Floral Dr	0.651	B	0.588	A
2. I-710 NB On-Ramp/Ford Bl & Floral Dr	0.920	E	0.863	D
3. Mednik Av/Monterey Pass Rd & Floral Dr	0.564	A	0.564	A
4. Bleakwood Av & Floral Dr [a]	13	B	17	C
5. Bleakwood Av & Cesar Chavez Av [a]	13	B	17	C
6. SR-60 Freeway EB Off-Ramp & Atlantic Bl	0.549	A	0.719	C
7. SR-60 Freeway WB Off-Ramp/1st St & Atlantic Bl	0.652	B	0.765	C
8. Collegian Av & Cesar Chavez Av	0.494	A	0.544	A
9. Atlantic Bl & Cesar Chavez Av	0.709	C	0.789	C
10. Collegian Av & Floral Dr	0.496	A	0.789	C
11. Atlantic Bl & Floral Dr	0.616	B	0.726	C
12. Atlantic Bl & Brightwood St	0.634	B	0.611	B

Note:
[a] Stop controlled intersection; methodology does not calculate V/C.
Represents total intersection delay in seconds.

PUBLIC TRANSIT

The campus is currently served by bus service provided by the Los Angeles County Metropolitan Transit Authority (MTA), City of Montebello and the Monterey Park Spirit, as illustrated in Figure 6. The following bus lines currently serve the campus:

- MTA Route #30 – This route runs along 1st Street connecting downtown Los Angeles and East Los Angeles.
- MTA Route #31 – This route runs along 1st Street connecting downtown Los Angeles and East Los Angeles.
- MTA Route #256 – This route runs along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- MTA Route #258 – This route runs along Arizona Avenue and Mednik Boulevard in the study area connecting East Los Angeles and South Los Angeles.
- MTA Route #259 – This route runs along Arizona Avenue and Mednik Boulevard in the study area, connecting East Los Angeles and South Los Angeles.
- MTA Route #260 – This route runs along Atlantic Avenue in the study area connecting East Los Angeles and South Los Angeles.
- MTA Route #470 – This route runs along 1st Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #40 – This route runs along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #341 – This route runs along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #342 – This route runs along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- Montebello Route #343 – This route runs along 3rd Street in the study area, connecting downtown Los Angeles and East Los Angeles.
- Monterey Park Route #1 – This route runs along Cesar Chavez Avenue, 1st Street and Atlantic Boulevard in the study area and serves ELACC as well as central Monterey Park.

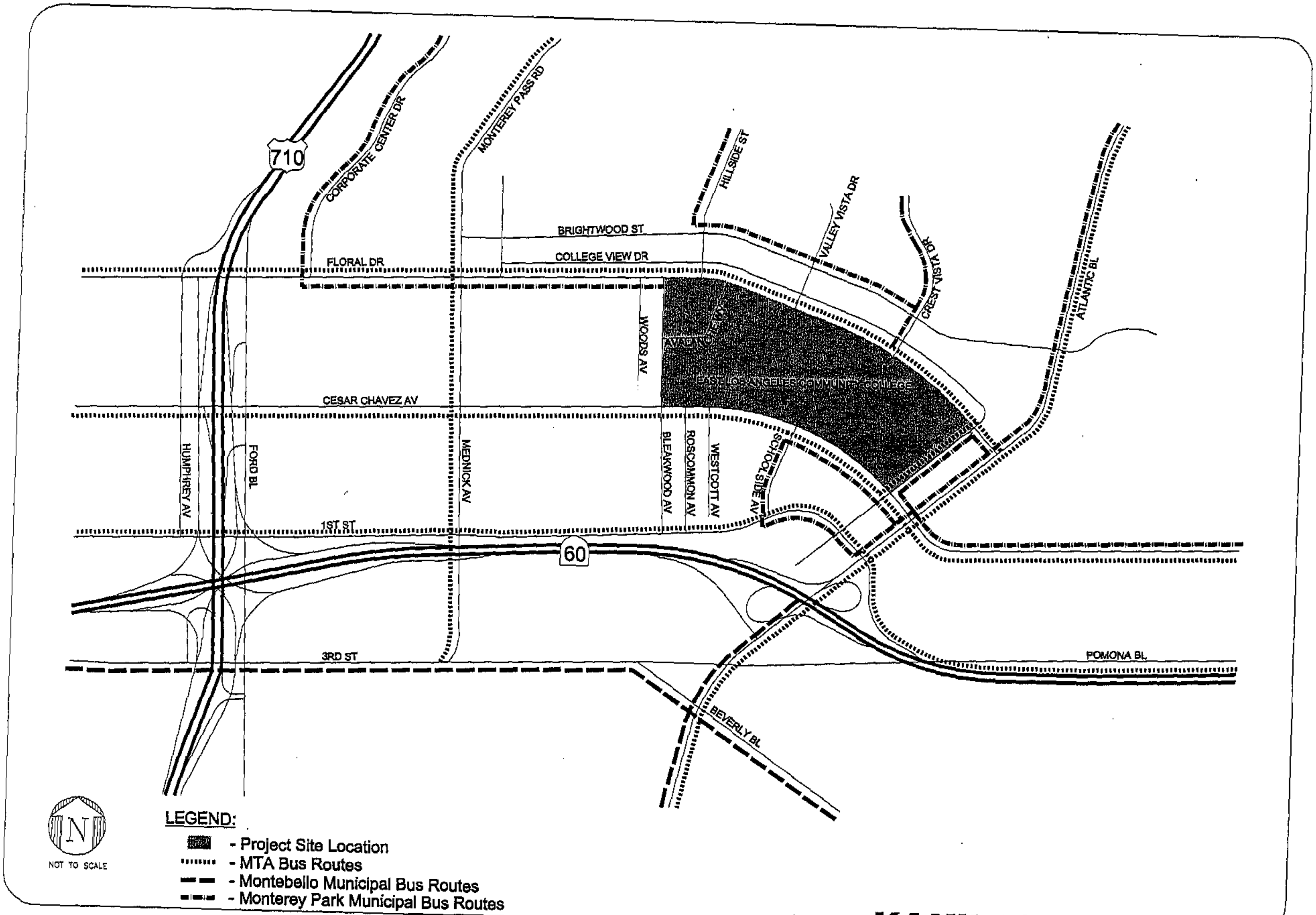


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FIGURE 6
EXISTING TRANSIT ROUTES

- Monterey Park Route #2 – This route runs along Atlantic Boulevard and Floral Drive in the Study area and serves ELACC as well as central Monterey Park.

- Monterey Park Route #4 – This route runs along Monterey Pass Rd and Corporate Center Drive in the study area and serves the Medical Center along with Northern Monterey Park.

- Monterey Park Route #5 – This route runs along Atlantic Avenue, Floral Drive, and Corporate Center Drive in the study area and serves ELACC, Corporate Center, and all of Southern Monterey Park.

III. FUTURE TRAFFIC PROJECTIONS

In order to properly evaluate the potential impacts of the proposed project on the local street system, it was necessary to develop estimates of future traffic conditions both without and with the project. The Cumulative Base traffic scenario represents future (year 2015) traffic conditions without development of the proposed project. The Cumulative Plus Project scenario estimates future traffic conditions with the development of the proposed project. Each of these future traffic scenarios is described further in this chapter.

CUMULATIVE BASE TRAFFIC PROJECTIONS

The Cumulative Base traffic projections reflect growth in traffic over existing conditions from two sources: growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside the study area, and traffic generated by specific projects located within, or in the vicinity of, the study area. These factors are described below.

Areawide Traffic Growth

A review of historical traffic count data and forecast population figures indicate that traffic in the study area is predicted to increase at a rate of about 0.63% per year. Future ambient increases in the background traffic volumes due to regional growth and development are assumed to continue at this rate. Assuming a completion date in the year 2015, the existing 2000 traffic volumes were increased by approximately 9.5 percent to reflect the ambient regional growth between 2000 and 2015.

Cumulative Projects

Forecasts of the future year 2015 Cumulative Base traffic volumes were developed by adding the traffic expected to be generated by approved or proposed development projects in the area to the forecast ambient traffic growth described above. Listings of proposed or recently approved but uncompleted development in the study area were obtained from the City of Montebello, City of Monterey Park, and the County of Los Angeles. A review of these lists indicated that a total of nine projects of notable size have been proposed or approved within the study area. These projects are listed and described in Table 6. This list does not include projects expected to generate fewer than 10 PM peak hour trips, or development that is located outside an approximate two-mile radius from the East Los Angeles Community College campus. Such projects are not anticipated to have significant direct effects on the study area traffic conditions. However, the cumulative traffic increases due to these projects are accounted for in the areawide traffic growth described previously.

Traffic generated by the nine identified cumulative projects is also summarized in Table 6. Trip generation for these projects was based on data published by the Institute of Transportation Engineers (ITE) in the 6th Edition of *Trip Generation*.

The cumulative projects traffic volumes were assigned to the area roadway system based on their locations, nearby roadway facilities, and area travel patterns. They were then combined with the forecast ambient traffic growth volumes, to form the Cumulative Base traffic volumes. Figure 7 illustrates the projected Year 2015 Cumulative Base (e.g., without project) conditions.

PROJECT TRAFFIC VOLUMES

Determination of the traffic characteristics for the proposed East Los Angeles Community College Master Plan project involved a three-step process that included estimation of project traffic generation, trip distribution, and traffic assignment, as discussed below.

TABLE 6
TRIP GENERATION FOR
RELATED PROJECTS

Map No.	Project	Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1.	Monterey Park Market Place Paramount Bl	Shopping Center	507,258 sf	19,366	257	164	421	880	954	1,834
2.	North Atlantic Project SEC Helman Av and Atlantic Bl	Shopping Center	300,000 sf	13,815	187	120	307	623	674	1,297
3.	Savon Drug Store SWC Newmark and Garfield Av	Pharmacy/Drugstore	17,000 sf	1,531	32	22	54	64	66	130
4.	Bank of Canton SEC Garvey and Moore Av	Walk-In Bank	6,000 sf	939	12	12	24	99	100	199
5.	Hilton Hotel 700 Corporate Center	Hotel	500 Rms	4,115	171	109	280	162	143	305
6.	Smart & Final SEC Garfield and Garvey Av	Discount Supermarket	20,000 sf	na	24	10	34	94	103	197
7.	Monterey Views Development De La Fuente and Atlantic Bl	Single-Family	83 DU	794	16	46	62	54	30	84
8.	Econo Lodge 516 S. Atlantic Bl	Hotel	50 Rm	412	17	11	28	16	14	31
9.	Supermarket Addition 3425 E. 1st St	Supermarket	5,000 sf	558	10	6	16	29	29	58
			Grand Total	**41,529**	**726**	**502**	**1,228**	**2,021**	**2,112**	**4,133**

Source:
Trip generation obtained from "Trip Generation, 6th Edition", Institute of Transportation Engineers, 1997.

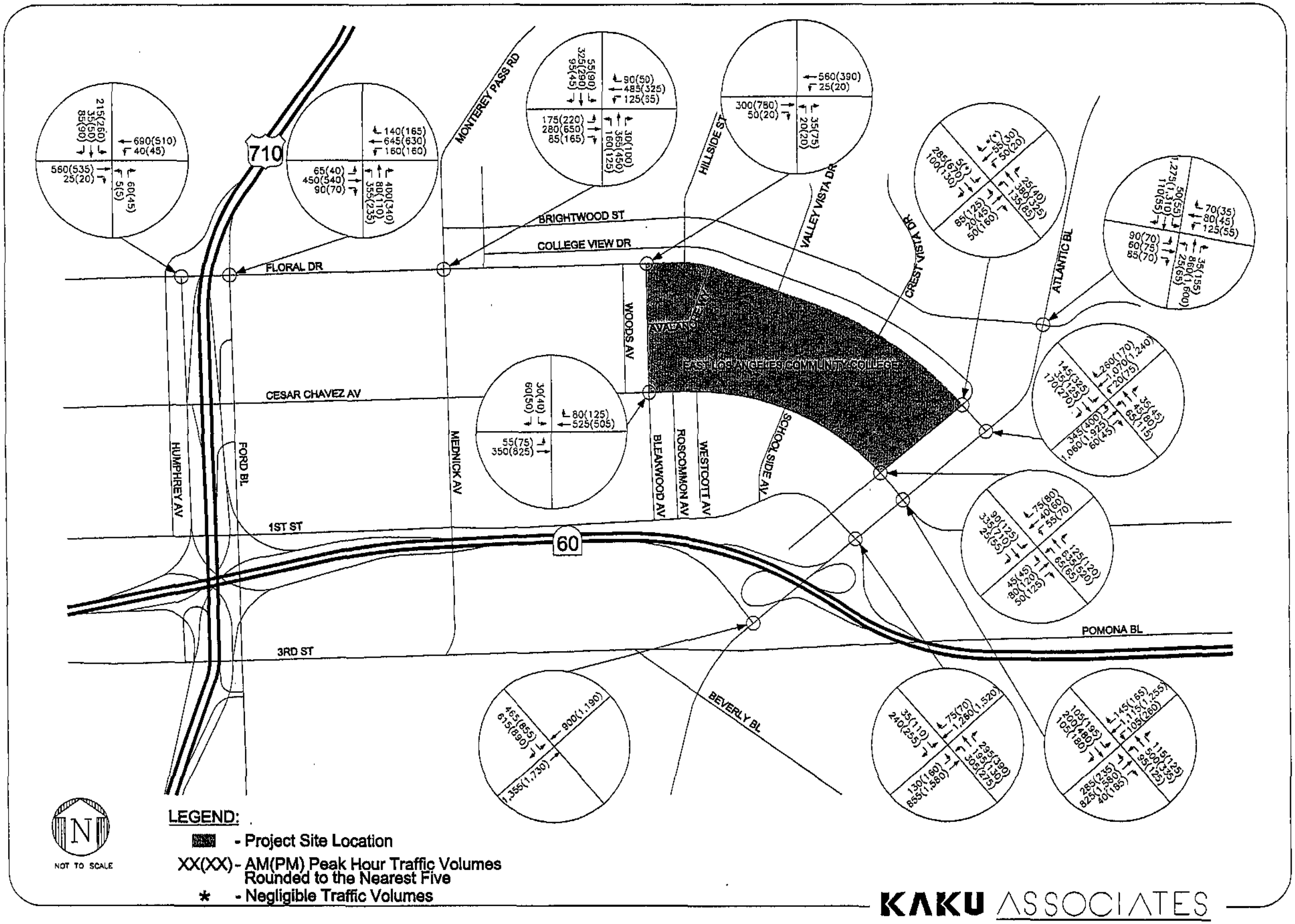

FIGURE 7
CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

Project Trip Generation

The number of trips generated by the proposed project was estimated based on trip generation rates/equations included in the Institute of Transportation Engineers' *Trip Generation, 6th Edition.* The resulting estimate of the number of trips associated with the proposed Master Plan project is summarized in Table 7.

It is of note that although the Master Plan project calls for a total increase in enrollment of an additional 7,803 students, to a total of 25,000, only about 3,511 new daytime students are expected. This is based on the current enrollment split of 45 percent daytime students and 55 percent evening and/or night students. Since the daytime students are the most critical to the traffic analysis, which examines the typical AM and PM peak hours of weekday traffic, the potential traffic impacts of the Master Plan are based on this number of students. While the number of new nighttime students will be greater than the number of daytime students, they travel to and from the campus during off-peak periods of traffic, when overall traffic and congestion on the adjacent street system are less, and the potential for significant traffic-related impacts is reduced.

Using the ITE trip generation equations, the 3,511 new daytime students are expected to generate a total of approximately 5,407 net new trips per day. Approximately 492 net new trips will occur during the morning peak hour, while 597 net new trips will result during the evening peak hour.

Project Trip Distribution

The geographic distribution of project traffic is dependent on several factors including the layout of the street system, turning restrictions, and other travel characteristics, but is based primarily on the geographic distribution of population from which the students, staff, and faculty are drawn. The anticipated distribution pattern for the campus, based on historical student residence zip code information, is illustrated in Figure 8.

TABLE 7
EAST LOS ANGELES COLLEGE CAMPUS TRIP GENERATION ESTIMATES

Land Use	ITE TRIP RATE CATEGORY	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ELAC Student Growth	Junior/Community College	3,510 students	5,410	445	45	490	405	190	595

Source: *ITE Trip Generation Manual, 6th Edition*

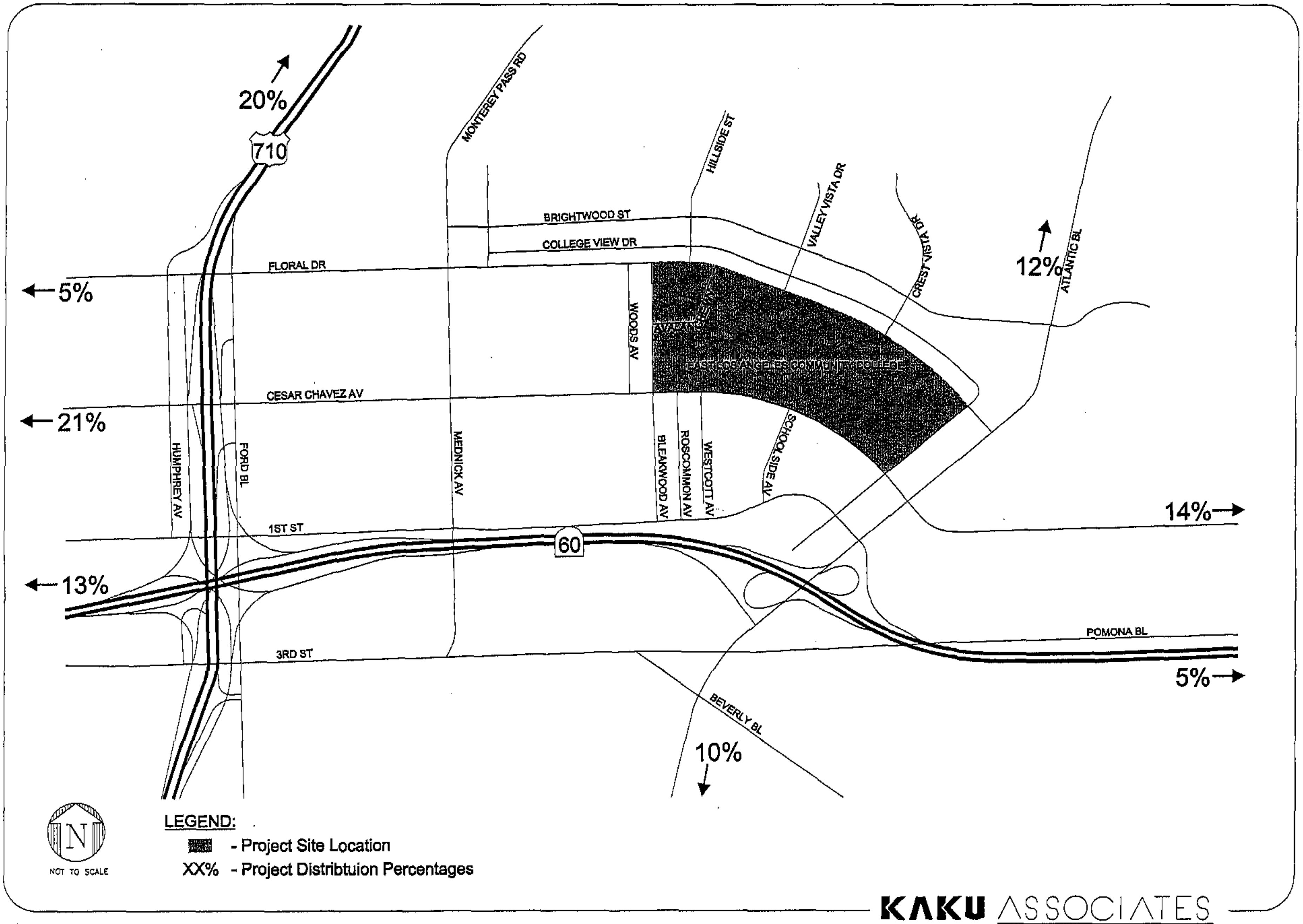

FIGURE 8
PROJECT DISTRIBUTION

Project Trip Assignment

Utilizing the estimated trip generation and the distribution pattern developed and discussed earlier in this report, the traffic generated by the proposed project was assigned to the street network. Figure 9 shows the proposed project's peak hour traffic volumes at each of the study intersections for the Year 2015.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes shown in Figure 9 were added to the Cumulative Base traffic projections, resulting in the Cumulative Plus Project peak hour traffic volumes (representing future conditions with the completed project) shown in Figure 10.

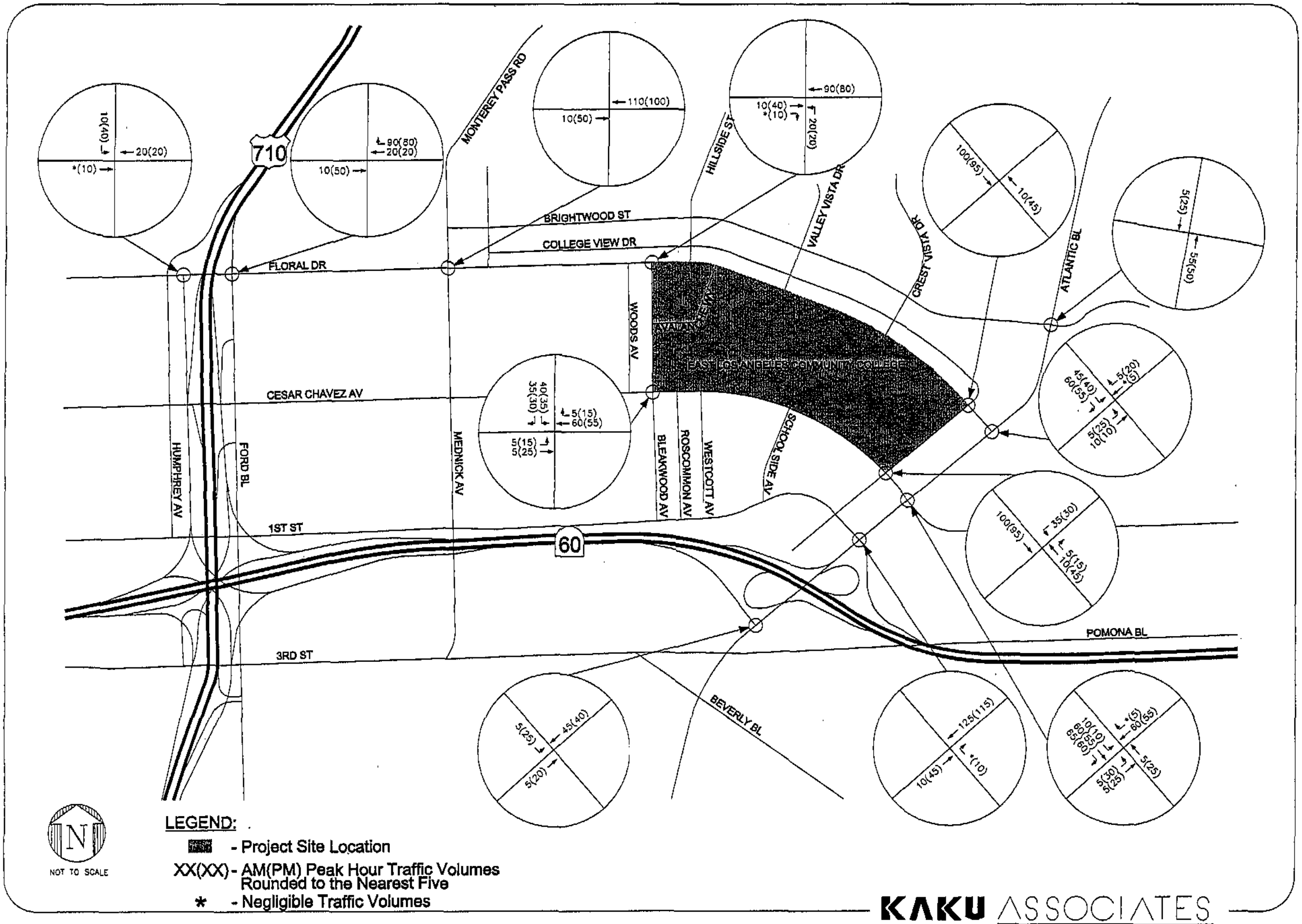

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FIGURE 9
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

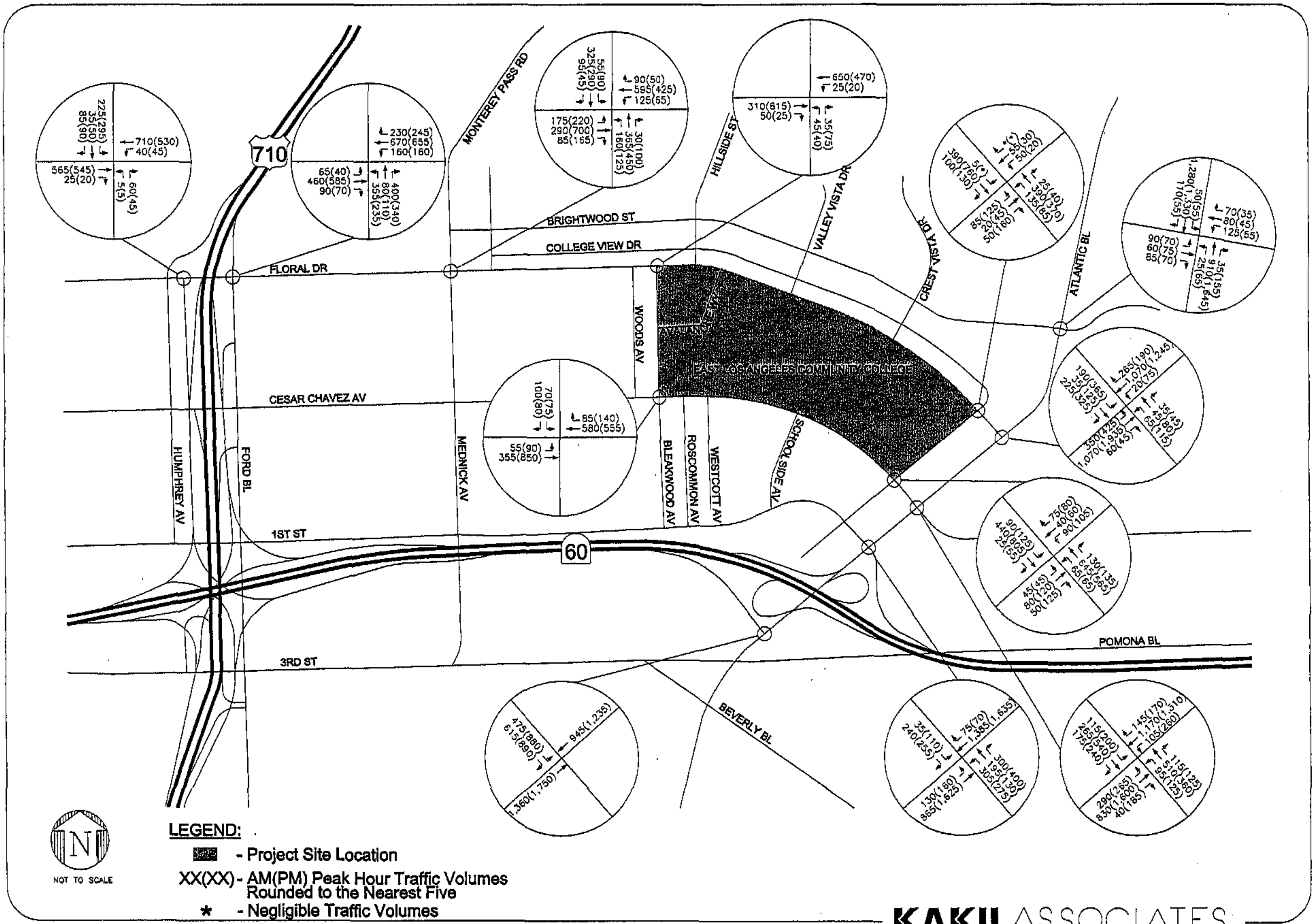


FIGURE 10
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. TRAFFIC IMPACT ANALYSIS

This section summarizes the results of the analysis of the projected Cumulative Base and Cumulative Plus Project traffic volumes, and identifies the potential impacts of the proposed project on the area street system.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Monterey Park has established criteria for determining the significance of traffic impacts of proposed projects within the City. A project is considered to have a significant traffic impact if the addition of project-related traffic causes an intersection to operate at a half level of service worse than the pre-project conditions (V/C increase of 0.05). As an example, if an intersection is projected to operate at a V/C ratio of 0.70 under the Cumulative Base condition, the intersection would be considered significantly impacted if the Cumulative Plus Project V/C ratio is 0.75 or greater. The City also has established that the minimum acceptable level of service for intersections within its jurisdiction shall be LOS C. Thus, intersections that are caused to operate at worse than LOS C conditions by project-related traffic are also determined to be significantly impacted.

CUMULATIVE BASE TRAFFIC CONDITIONS

The Year 2015 Cumulative Base peak hour traffic volumes, illustrated previously in Figure 7, were analyzed to determine the V/C ratio and/or average vehicle delay, and LOS at each of the twelve study intersections for without project conditions. The results are summarized in Table 8. As shown, based on the standards established by the City Of Monterey Park, six of the twelve analyzed intersections are projected to operate at an unacceptable level of service (LOS D, E, or F) under future conditions without the addition of project traffic. These intersections are listed as follows:

TABLE 8
YEAR 2015 CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT
INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base		Cumulative + Project		Project Increase in V/C or Delay	Significant Project Impact	With Mitigation		Project Increase in V/C	Residual Impacts
		V/C or Delay	LOS	V/C or Delay	LOS			V/C	LOS		
1. I-710 SB Off-Ramp/Humphreys Av &	AM	0.733	C	0.752	C	0.02	NO	[b]	[b]		
Floral Dr	PM	0.664	B	0.694	B	0.03	NO	[b]	[b]		
2. I-710 NB On-Ramp/Ford Bl &	AM	1.068	F	1.082	F	0.01	NO	[b]	[b]		
Floral Dr	PM	1.010	F	1.040	F	0.03	NO	[b]	[b]		
3. Mednik Av/Monterey Pass Rd &	AM	0.621	B	0.656	B	0.04	NO	[b]	[b]		
Floral Dr	PM	0.624	B	0.638	B	0.01	NO	[b]	[b]		
4. Bleakwood Av &	AM	14	B	18	C	4	NO	0.571	A	n/a	NO
Floral Dr [a]	PM	20	C	29	D	9	YES	0.709	C	n/a	NO
5. Bleakwood Av &	AM	14	B	20	C	6	NO	0.448	A	n/a	NO
Cesar Chavez Av [a]	PM	21	C	39	E	17	YES	0.475	A	n/a	NO
6. SR-60 Freeway EB Off-Ramp &	AM	0.607	B	0.621	B	0.01	NO	[b]	[b]		
Atlantic Bl	PM	0.837	D	0.854	D	0.02	NO	[b]	[b]		
7. SR-60 Freeway WB Off-Ramp/1st St &	AM	0.728	C	0.755	C	0.03	NO	[b]	[b]		
Atlantic Bl	PM	0.912	E	0.929	E	0.02	NO	[b]	[b]		
8. Collegian Av &	AM	0.538	A	0.565	A	0.03	NO	[b]	[b]		
Cesar Chavez Av	PM	0.604	B	0.654	B	0.05	YES	[b]	[b]		
9. Atlantic Bl &	AM	0.800	C	0.823	D	0.02	NO	[b]	[b]		
Cesar Chavez Av	PM	0.916	E	0.957	E	0.04	NO	[b]	[b]		
10. Collegian Av &	AM	0.557	A	0.622	B	0.06	YES	0.492	A	-0.065	NO
Floral Dr	PM	0.875	D	0.933	E	0.06	YES	0.654	B	-0.221	NO
11. Atlantic Bl &	AM	0.700	B	0.718	C	0.02	NO	[b]	[b]		
Floral Dr	PM	0.865	D	0.897	D	0.03	NO	[b]	[b]		
12. Atlantic Bl &	AM	0.716	C	0.717	C	0.00	NO	[b]	[b]		
Brightwood St	PM	0.760	C	0.776	C	0.02	NO	[b]	[b]		

Note:
[a] Stop controlled intersection; methodology does not calculate V/C. Delay is reported as total intersection delay, in seconds.
[b] No mitigation required.

- Ford Boulevard/I-710 Northbound On-Ramp and Floral Drive (AM & PM)
- Atlantic Boulevard and SR-60 Eastbound Off-Ramp (PM Only)
- Atlantic Boulevard and SR-60 Westbound Off-Ramp/1st Street (PM Only)
- Atlantic Boulevard and Cesar Chavez Avenue (PM Only)
- Collegian Avenue and Floral Drive (PM Only)
- Atlantic Boulevard and Floral Drive (PM Only)

CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative Plus Project peak hour traffic volumes, illustrated in Figure 10, were analyzed to determine the projected Future Year 2015 operating conditions with the proposed East Los Angeles Community College Master Plan project. The results of the Cumulative Plus Project analysis are also contained in Table 8.

Using the City of Monterey Park's impact criteria, project traffic would produce V/C increases large enough to result in significant impacts at four of the twelve study intersections during one or both of the peak hours, although one of these intersections (Collegian Avenue & Cesar Chavez Avenue) would operate at acceptable levels of service (LOS C or better). According to City guidelines, since this impacted intersection is projected to operate at acceptable levels of service, excess capacity would be available at the intersection and specific project-related mitigation measures would not be required for this location. However, the three other intersections are forecast to operate at unacceptable LOS D or worse during the afternoon peak hour and require mitigation.

The three significantly impacted intersections are listed below:

- Bleakwood Avenue and Floral Drive
- Bleakwood Avenue and Cesar Chavez Avenue
- Collegian Avenue and Floral Drive

MITIGATION OF PROJECT IMPACTS

Using City of Monterey Park's criteria for significant traffic impact (discussed earlier in this chapter), it was determined that the proposed project would have significant impacts at three intersections: Bleakwood Avenue & Floral Drive, Bleakwood Avenue & Cesar Chavez Avenue, and Collegian Avenue & Floral Drive. In order to address these impacts, the following mitigation measures are recommended for implementation by the project:

- Bleakwood Avenue and Floral Drive - Install a traffic signal at this intersection.
- Bleakwood Avenue and Cesar Chavez Avenue - Install a traffic signal at this intersection.
- Collegian Avenue and Floral Drive - Widen Floral Drive to provide a left-turn lane, a through lane and a shared through/ right-turn lane on eastbound approach. Restripe Floral Drive to provide two departure lanes eastbound.

The effectiveness of these mitigation measures is also shown in Table 8. As indicated, the proposed measures will fully mitigate all project impacts, and reduce them to less than significant levels.

V. PARKING ANALYSIS

This section contains an analysis of the existing parking system at East Los Angeles Community College. The discussion includes a description of the existing parking supply, assesses the current parking demand by students, staff and faculty, and develops forecasts of future parking demand based on projected changes on campus due to the implementation of the master plan.

EXISTING PARKING SYSTEM

The description of the East Los Angeles College parking system was developed based on discussions with the East Los Angeles Campus Police Department and on-site observations of the campus. As summarized in Table 9, there are a total of 1,830 parking spaces available on the campus located in five major lots, three medium-sized lots, and along Avalanche Way and Access Road.

Restricted Lots

All parking facilities on campus, except those along Avalanche Way, are restricted and are located within the gated areas of the campus. A pass is required to access these facilities, which provide parking to students, faculty, staff, and visitors.

Two of the lots, the Northeast (ASO) Parking Lot and the Stadium Lot, provide the bulk of the on-site parking supply. These two together provide a total of 1,263 spaces available for use by students, with 18 of the spaces reserved for handicapped students. The remaining six restricted lots range in size from the Pool Lot, with a supply of 104 spaces, to the Administration Lot, with a supply of 14 spaces. Of the 567 spaces in these facilities, 23 are reserved handicapped spaces and 22 are for motorcycles.

The locations of all eight on-site parking facilities can be seen in Figure 1, provided previously in Chapter I.

TABLE 9
PARKING LOT INVENTORY

Location	Number of Spaces				
	Regular	Handicap	Car Pool	Motorcycle	Lot Total
Pool Lot	83	6	3	12	104
Tennis Lot	85	4	3	0	92
Administration Lot	13	1	0	0	14
M-2 Lot	37	0	0	0	37
Northeast Lot	390	8	0	0	398
Southeast Lot	79	2	3	0	84
Men's P.E. Lot	15	0	0	0	15
Access Road	131	10	0	10	151
Avalanche Way	70 (meters)	0	0	0	70
Stadium Lot	855	10	0	0	865
Grand Total	**1,758**	**41**	**9**	**22**	**1,830**

Parking Demand

Kaku Associates, Inc. conducted parking utilization surveys on November 24, 1998 to assess the use of the various parking facilities during the school session. The primary emphasis was on the usage of the five major lots, which provide approximately 84% of the total available parking supply on the campus. Parking utilization counts were conducted from 7 a.m. to 9 p.m.

As illustrated in Figures C-1 to C-6 in the appendix, most of the parking facilities on campus have two peak periods. The first peak occurs in the morning between 10 a.m. and 12 noon. The second peak occurs at night between 7 and 9 p.m. As summarized in Table 10, approximately 64% (984 spaces) of the total available parking spaces were utilized during the morning peak hour. Of these, 800 spaces were used by student vehicles and 184 were used by staff, faculty and visitor vehicles. The table also indicates that during the nighttime peak hour, approximately 58% (891 spaces) of the total available parking spaces were utilized. Of these, 748 were due to students and 143 were due to staff, faculty and visitors. Table 10 also indicates that the peak usage of the on-site parking supply during the afternoon hours occurred between 5 and 6 p.m., when a total of 712 spaces were occupied. Of this afternoon parking utilization, students used 592 spaces.

POTENTIAL FUTURE PARKING NEEDS

As indicated, it is projected that the student population is expected to increase to 25,000 students by year 2015. The following analysis was conducted to forecast the future parking needs for the campus.

Existing Parking Demand Rates

As previously indicated, the current student enrollment in 1998 (at the time the inventory and parking surveys were conducted) was approximately 16,500. Of these 16,500 students, 5,280, or

TABLE 10
EXISTING PARKING LOT UTILIZATION

Type of Lot	Total Capacity	Morning Peak Hour: Number of Spaces Occupied	Morning Peak Hour: Percentage Utilized	Afternoon Peak Hour: Number of Spaces Occupied	Afternoon Peak Hour: Percentage Utilized	Evening Peak Hour: Number of Spaces Occupied	Evening Peak Hour: Percentage Utilized
Student Lots							
Stadium Lot	865	404	47%	256	30%	403	47%
Northeast Lot	398	396	99%	336	84%	345	87%
Subtotal	**1,263**	**800**	**63%**	**592**	**47%**	**748**	**59%**
Faculty/Staff/Guest Lots							
Pool Lot	104	72	69%	46	44%	59	57%
Tennis Lot	92	67	73%	43	47%	42	46%
Southeast Lot	84	45	54%	31	37%	42	50%
Subtotal	**280**	**184**	**15%**	**120**	**10%**	**143**	**11%**
Total	**1,543**	**984**	**64%**	**712**	**46%**	**891**	**58%**

32%, were students that take the morning classes. The total daytime student population was 7,425 students, which constitutes about 45% of the total population. The student population at night was about 9,075 students, approximately 55% of the total.

Based on the parking survey results, the peak parking demands in the five major lots for the key periods of the day are as follows:

Table 11
Peak Period Parking Use by Category

Period	Students	Staff/Faculty	Total
Morning Peak Hour	800	184	984
Afternoon	592	120	712
Nighttime Peak Hour	748	143	891

Using the peak parking demand numbers summarized above, it is estimated that students generate parking demands during the three surveyed periods at the following rates:

Morning Peak Hour	0.15 spaces/student
Afternoon	0.08
Nighttime Peak Hour	0.08

The remaining parking supply on campus provides a total of 287 spaces. Observation indicates that about 80% of these spaces, or 230 spaces, are occupied during each of the peak periods of usage on campus. These spaces are used by a mix of faculty/staff and visitors to the Campus. Adding these spaces to the known faculty/staff and guest/visitor parking use observed in the five major lots, summarized in Table 11, results in a total peak parking demand of about 414 spaces for staff, faculty and visitors.

Future Parking Demand

With the completion of the proposed project in the Year 2015, the student population is expected to increase by approximately 8,500 students over the 1998 enrollment levels surveyed for the parking demand analysis. It is reasonable to assume that these additional students will exhibit parking-use profiles similar to those of the existing students. Thus, it is assumed that the 8,500 new students will be distributed among the various time periods as follows:

Period	Master Plan Increase	Existing Student Enrollment	Total
Morning	2,720	5,280	8,000
Afternoon	3,825	7,425	11,250
Nighttime	4,675	4,400	9,075

These projections were used to forecast future parking demand for the campus. The parking demand rates observed on the campus during the three time periods, as discussed earlier, were used to project the incremental increases in parking demand by students during various times of the day. The following summarizes the future parking demands generated by students during the three time periods:

Table 12
Projected Future On-Site Student Parking Demands

Period	Existing Parking Demand	Increase in Student Population (1998-2015)	Parking Demand Rate	Increase in Student Parking Demand	Total Parking Demand
Morning Peak Hour	800	2,720	0.15	412	1,212
Afternoon	592	3,825	0.08	305	897
Nighttime Peak Hour	748	4,675	0.08	385	1,133

It can be seen that the peak student parking demand will still occur during the morning peak hour. The proposed enrollment increase is expected to result in an on-site student parking demand of about 1,212 spaces, an increase of 412 spaces.

Increases in student population are not the only factors affected by the Master Plan. The number of faculty/staff positions is also expected to increase as a result of the enrollment growth, although not to the same degree. The number of faculty and staff positions was assumed to increase about 25 percent by Year 2015, and the parking demand associated with their use was increased accordingly. Similarly, the number of guests/visitors was also assumed to increase by about 25 percent. This assumption results in a total future parking demand for staff, faculty and visitors of approximately 518 spaces.

Adding these parking demands to the student demands summarized in Table 12 results in a projected year 2015 peak parking demand for the campus of 1,730 spaces during the morning periods. Afternoon parking needs would be about 1,335 spaces, and the evening campus use would require a total of 1,599 spaces. The proposed Master Plan Project would provide a total of approximately 5,336 on-site spaces in a combination of surface and structural spaces. Therefore, the projected demand will be easily accommodated by the Master Plan.

However, it should be clarified that these parking projections are based on surveys of on –campus parking use only. It is acknowledged that students of and visitors to the East Los Angeles Community College campus park in the surrounding neighborhoods in order to avoid obtaining a parking permit, or because convenient on-site parking is not available. This segment of the overall school parking demand has not been addressed in the calculations summarized above, and could add substantially to the total amount of campus parking actually needed to meet the parking demands of the proposed Master Plan. An accurate assessment of the amount of off-campus parking that occurs is extremely difficult to obtain, and is outside the scope of this study. It is important to understand that this activity currently occurs, and is likely to continue in the future. As a result, while provision of at least 1,730 on-campus parking spaces by ELACC will meet the expected on-site parking demands of the Master Plan project, it will not address the existing or future use of nearby public streets for school parking. However, as noted before, the project will provide 5,336 spaces, which are expected to allow all students who currently park off-campus to be accommodated on-site.

VI. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic and parking impacts of the proposed East Los Angeles Community College Master Plan on the local street system. The following summarizes the results of this analysis:

- A total of twelve intersections were analyzed for this project. All twelve intersections operate at LOS C or better during both the morning and afternoon peak hour with the exception of the intersection of Ford Boulevard/I-710 Northbound On-ramp and Floral Drive, which currently operates at LOS E in the morning and LOS D during the afternoon peak hour.

- Under future Cumulative Base conditions, i.e., future conditions without the addition of the proposed project, one of the twelve analyzed intersections would operate at LOS F during the morning peak hour. Six of the twelve intersections would operate at LOS D, E or F during the evening peak hour.

- Under future Cumulative Plus Project conditions, i.e., future conditions with the addition of the proposed project, one of the twelve analyzed intersections would be significantly impacted during the evening peak hour, but this intersection would operate at acceptable levels of service (LOS C or better). Three other intersections are forecasted to operate at unacceptable LOS D or worse during the afternoon peak hour. Based on the standards established by the City of Monterey Park, those intersections would require mitigation.

- The proposed project would have a significant impact at three intersections: Bleakwood Avenue & Floral Drive, Bleakwood Avenue & Cesar Chavez, and Collegian Avenue & Floral Drive. These significant impacts may be mitigated by implementing the following measures:

  - <u>Bleakwood Avenue and Floral Drive</u> - Install a traffic signal at this intersection.

  - <u>Bleakwood Avenue and Cesar Chavez Avenue</u> - Install a traffic signal at this intersection.

  - <u>Collegian Avenue and Floral Drive</u> - Widen Floral Drive to provide a left-turn lane, a through lane and a shared through/ right-turn lane on eastbound approach. Restripe Floral Drive to provide two departure lanes eastbound.

- Future on-site parking demands for the Master Plan are forecast at approximately 1,730 spaces. The Master Plan will provide 5,336 spaces, which will accommodate the projected on-site demand. Additionally, the provision of these spaces will allow students who currently park off-campus to park on-site.

REFERENCES

Transportation Research Board, Highway Capacity Manual-Special Report 209, 1997.

Institute of Transportation Engineers (ITE), *Trip Generation Manual, 6th Edition*, 1997.

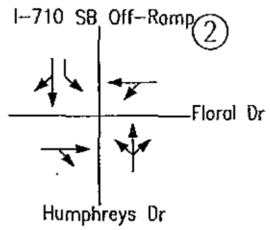
APPENDIX A

INTERSECTION LANE CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

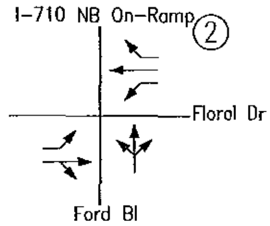
EXISTING CONDITIONS | PROPOSED MITIGATIONS

1. I-710 SB Off-Ramp/Humphreys Dr & Floral Dr



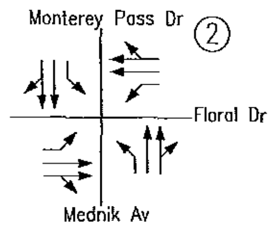
NO MITIGATION REQUIRED

2. I-710 NB On-Ramp/Ford Bl & Floral Dr



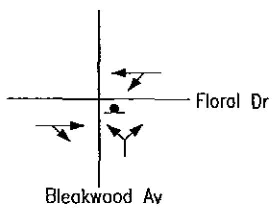
NO MITIGATION REQUIRED

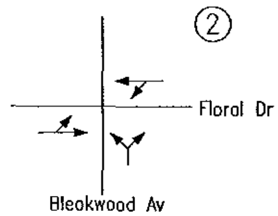
3. Mednik/Monterey Pass Dr & Floral Dr



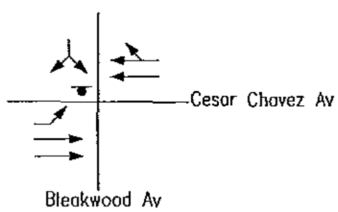
NO MITIGATION REQUIRED

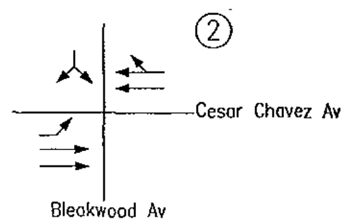
4. Bleakwood Av & Floral Dr



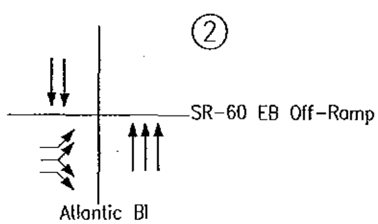


5. Bleakwood Av & Cesar Chavez Av





6. Atlantic Bl & SR-60 EB Off-Ramp



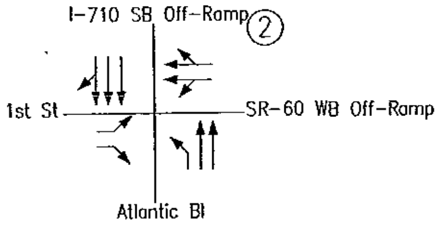
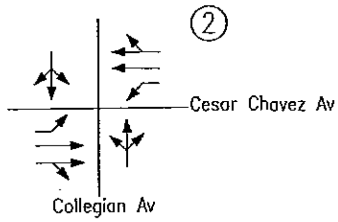
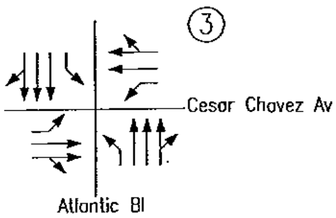
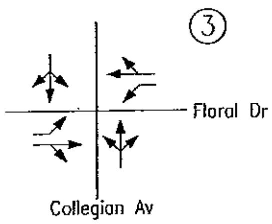
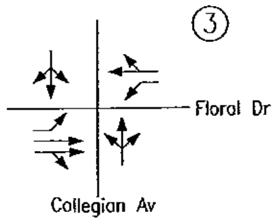
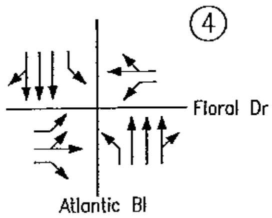
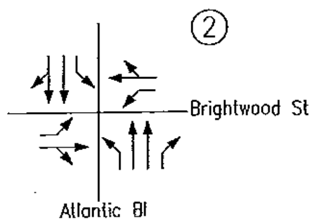
NO MITIGATION REQUIRED

Legend:

(#) Number of critical phases

Stop Sign

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	PROPOSED MITIGATIONS
7. Atlantic Bl & SR-60 WB Off-Ramp/1st St		NO MITIGATION REQUIRED
8. Collegian Av & Cesar Chavez Av		NO MITIGATION REQUIRED
9. Atlantic Bl & Cesar Chavez Av		NO MITIGATION REQUIRED
10. Collegian Av & Floral Dr		
11. Atlantic Bl & Floral Dr		NO MITIGATION REQUIRED
12. Atlantic Bl & Brightwood St		NO MITIGATION REQUIRED

Legend:

(#) Number of critical phases

Stop Sign

KAKU ASSOCIATES

APPENDIX B

LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 1. I-710 Freeway SB Off-Ramp/Humphreys Av & Floral Dr
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.151 *
	TH	1.00	31	1,600	0.069	N-S(2):	0.073
	LT	1.00	179	1,600	0.112 *	E-W(1):	0.342
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.400 *
	TH	1.00	629	1,600	0.400 *		
	LT	0.00	11	1,600	0.007	V/C:	0.551
Northbound	RT	0.00	57	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.039 *		
	LT	0.00	6	1,600	0.004		
Eastbound	RT	0.00	23	0	0.000	ICU:	0.651
	TH	1.00	513	1,600	0.335		
	LT	0.00	0	0	0.000 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	80	0	0.000	N-S(1):	0.161 *
	TH	1.00	44	1,600	0.078	N-S(2):	0.081
	LT	1.00	213	1,600	0.133 *	E-W(1):	0.327 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.301
	TH	1.00	464	1,600	0.301		
	LT	0.00	17	1,600	0.011 *	V/C:	0.488
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.028 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	18	0	0.000	ICU:	0.588
	TH	1.00	487	1,600	0.316 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 2. I-710 Freeway NB On-Ramp/Ford Bl & Floral Dr
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.443 *
	TH	0.00	0	0	0.000	N-S(2):	0.203
	LT	0.00	0	0	0.000 *	E-W(1):	0.377 *
Westbound	RT	1.00	102	1,600	0.064	E-W(2):	0.363
	TH	1.00	520	1,600	0.325		
	LT	1.00	131	1,600	0.082 *	V/C:	0.820
Northbound	RT	0.00	310	0	0.000	Lost Time:	0.100
	TH	1.00	75	1,600	0.443 *		
	LT	0.00	324	1,600	0.203		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.920
	TH	1.00	392	1,600	0.295 *		
	LT	1.00	60	1,600	0.038	LOS:	E

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.347 *
	TH	0.00	0	0	0.000	N-S(2):	0.135
	LT	0.00	0	0	0.000 *	E-W(1):	0.416 *
Westbound	RT	1.00	122	1,600	0.076	E-W(2):	0.343
	TH	1.00	511	1,600	0.319		
	LT	1.00	131	1,600	0.082 *	V/C:	0.763
Northbound	RT	0.00	240	0	0.000	Lost Time:	0.100
	TH	1.00	99	1,600	0.347 *		
	LT	0.00	216	1,600	0.135		
Eastbound	RT	0.00	65	0	0.000	ICU:	0.863
	TH	1.00	470	1,600	0.334 *		
	LT	1.00	38	1,600	0.024	LOS:	D

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 3. Mednick Av/Monterey Pass Rd & Floral Dr
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.146
	TH	2.00	299	3,200	0.121 *	N-S(2):	0.205 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.158
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.259 *
	TH	2.00	422	3,200	0.158 *		
	LT	1.00	114	1,600	0.071	V/C:	0.464
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.100
	TH	2.00	333	3,200	0.113		
	LT	1.00	134	1,600	0.084 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.564
	TH	2.00	219	3,200	0.087		
	LT	1.00	161	1,600	0.101 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.207 *
	TH	2.00	267	3,200	0.096	N-S(2):	0.158
	LT	1.00	80	1,600	0.050 *	E-W(1):	0.257 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.224
	TH	2.00	265	3,200	0.097		
	LT	1.00	60	1,600	0.038 *	V/C:	0.464
Northbound	RT	0.00	92	0	0.000	Lost Time:	0.100
	TH	2.00	409	3,200	0.157 *		
	LT	1.00	99	1,600	0.062		
Eastbound	RT	0.00	137	0	0.000	ICU:	0.564
	TH	2.00	563	3,200	0.219 *		
	LT	1.00	203	1,600	0.127	LOS:	A

* - Denotes critical movement

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change
		Del/	V/		Del/	V/	in
	LOS	Veh	C	LOS	Veh	C	
# 1 Bleakwood Av & Floral Dr	B	12.5	0.000	B	12.5	0.000	+ 0.000 V/C
# 2 Bleakwood Av & Cesar Chavez Av	B	12.8	0.000	B	12.8	0.000	+ 0.000 V/C

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
********************************************************************************
Average Delay (sec/veh):      12.5         Worst Case Level Of Service:        B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:      20     0    31     0     0     0     0   240    44    24   490     0
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   20     0    31     0     0     0     0   240    44    24   490     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    20     0    31     0     0     0     0   240    44    24   490     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:    20     0    31     0     0     0     0   240    44    24   490     0
------------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:  6.4  xxxx   6.2 xxxxx  xxxx xxxxx xxxxx  xxxx xxxxx   4.1  xxxx xxxxx
FollowUpTim:  3.5  xxxx   3.3 xxxxx  xxxx xxxxx xxxxx  xxxx xxxxx   2.2  xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol:  800  xxxx   262  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx   284  xxxx xxxxx
Potent Cap.:  357  xxxx   782  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx  1290  xxxx xxxxx
Move Cap.:    352  xxxx   782  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx  1290  xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Level Of Service Module:
Stopped Del:xxxxx  xxxx xxxxx xxxxx  xxxx xxxxx xxxxx  xxxx xxxxx   7.8  xxxx xxxxx
LOS by Move:    *     *     *     *     *     *     *     *     *     A     *     *
Movement:     LT  - LTR  - RT    LT  - LTR  - RT    LT  - LTR  - RT    LT  - LTR  - RT
Shared Cap.: xxxx   528 xxxxx  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx  xxxx  xxxx xxxxx
Shrd StpDel:xxxxx  12.5 xxxxx xxxxx  xxxx xxxxx xxxxx  xxxx xxxxx   7.8  xxxx xxxxx
Shared LOS:     *     B     *     *     *     *     *     *     *     A     *     *
ApproachDel:       12.5            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
```

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Bleakwood Av & Cesar Chavez Av
********************************************************************************
Average Delay (sec/veh):      12.8        Worst Case Level Of Service:         B
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:            Include          Include          Include          Include
Lanes:         0  0  0  0  0   0  0  1! 0  0   1  0  2  0  0   0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0    26    0    57    48  295     0     0  456    75
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0    0     0    26    0    57    48  295     0     0  456    75
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0    0     0    26    0    57    48  295     0     0  456    75
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0    0     0    26    0    57    48  295     0     0  456    75
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   737 xxxx   265   531 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   358 xxxx   739  1047 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   346 xxxx   739  1047 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A    *     *     *    *     *
Movement:      LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  545 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 12.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:      xxxxxx             12.8            xxxxxx           xxxxxx
ApproachLOS:         *                 B                *                *
```

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in
# 1 Bleakwood Av & Floral Dr	C	16.7	0.000	C	16.7	0.000	+ 0.000 V/C
# 2 Bleakwood Av & Cesar Chavez Av	C	16.5	0.000	C	16.5	0.000	+ 0.000 V/C

```
---------------------------------------------------------------------------
---------------------------------------------------------------------------
                    Level Of Service Computation Report
          1997 HCM Unsignalized Method (Base Volume Alternative)
***************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
***************************************************************************
Average Delay (sec/veh):     16.7          Worst Case Level Of Service:     C
***************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM Peak Hour
Base Vol:      16    0    67     0    0     0     0  678    16    19  326     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16    0    67     0    0     0     0  678    16    19  326     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16    0    67     0    0     0     0  678    16    19  326     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    16    0    67     0    0     0     0  678    16    19  326     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1050 xxxx   686  xxxx xxxx xxxxx  xxxx xxxx xxxxx   694 xxxx xxxxx
Potent Cap.:  254 xxxx   451  xxxx xxxx xxxxx  xxxx xxxx xxxxx   911 xxxx xxxxx
Move Cap.:    250 xxxx   451  xxxx xxxx xxxxx  xxxx xxxx xxxxx   911 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  390 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 16.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.0 xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     A    *     *
ApproachDel:       16.7            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
```

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Bleakwood Av & Cesar Chavez Av
********************************************************************************
Average Delay (sec/veh):     16.5          Worst Case Level Of Service:        C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:       Stop Sign        Stop Sign        Uncontrolled     Uncontrolled
Rights:         Include          Include           Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:       0    0     0    37    0    45    70  693     0     0  404   113
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    37    0    45    70  693     0     0  404   113
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    37    0    45    70  693     0     0  404   113
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0    37    0    45    70  693     0     0  404   113
------------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   947 xxxx   259   517 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   263 xxxx   747  1059 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   250 xxxx   747  1059 xxxx xxxxx  xxxx xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  393 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 16.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:     xxxxxx              16.5            xxxxxx           xxxxxx
ApproachLOS:        *                  C                *                *
```

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Revised:

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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 6. Atlantic Bl & SR-60 Freeway EB Off-Ramp
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.249 *
	TH	2.00	778	3,200	0.243	N-S(2):	0.243
	LT	0.00	0	0	0.000 *	E-W(1):	0.200 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.200 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.449
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,195	4,800	0.249 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	1.74	558	2,787	0.200 *	ICU:	0.549
	TH	0.00	0	0	0.000		
	LT	1.26	403	2,013	0.200 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.306
	TH	2.00	982	3,200	0.307 *	N-S(2):	0.307 *
	LT	0.00	0	0	0.000	E-W(1):	0.312 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.312 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.619
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,468	4,800	0.306		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.62	810	2,594	0.312 *	ICU:	0.719
	TH	0.00	0	0	0.000		
	LT	1.38	689	2,206	0.312 *	LOS:	C

* - Denotes critical movement

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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 7. Atlantic Bl & SR-60 Freeway WB Off-Ramp/1st St
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.226
	TH	3.00	1,068	4,800	0.237 *	N-S(2):	0.310 *
	LT	0.00	0	0	0.000	E-W(1):	0.237
Westbound	RT	0.00	259	0	0.000	E-W(2):	0.242 *
	TH	2.00	178	3,200	0.223 *		
	LT	0.00	277	1,600	0.173	V/C:	0.552
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	724	3,200	0.226		
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	220	1,600	0.064	ICU:	0.652
	TH	0.00	0	0	0.000		
	LT	1.00	30	1,600	0.019 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	63	0	0.000	N-S(1):	0.389 *
	TH	3.00	1,150	4,800	0.253	N-S(2):	0.345
	LT	0.00	0	0	0.000 *	E-W(1):	0.209
Westbound	RT	0.00	312	0	0.000	E-W(2):	0.276 *
	TH	2.00	120	3,200	0.213 *		
	LT	0.00	249	1,600	0.156	V/C:	0.665
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	1,246	3,200	0.389 *		
	LT	1.00	147	1,600	0.092		
Eastbound	RT	1.00	232	1,600	0.053	ICU:	0.765
	TH	0.00	0	0	0.000		
	LT	1.00	101	1,600	0.063 *	LOS:	C

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 8. Collegian & Cesar Chavez Av
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	67	0	0.000	N-S(1):	0.133 *
	TH	1.00	36	1,600	0.094	N-S(2):	0.121
	LT	0.00	48	1,600	0.030 *	E-W(1):	0.134
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.261 *
	TH	2.00	557	3,200	0.210 *		
	LT	1.00	60	1,600	0.038	V/C:	0.394
Northbound	RT	0.00	47	0	0.000	Lost Time:	0.100
	TH	1.00	74	1,600	0.103 *		
	LT	0.00	43	1,600	0.027		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.494
	TH	2.00	282	3,200	0.096		
	LT	1.00	81	1,600	0.051 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.205 *
	TH	1.00	56	1,600	0.122	N-S(2):	0.148
	LT	0.00	65	1,600	0.041 *	E-W(1):	0.236
Westbound	RT	0.00	111	0	0.000	E-W(2):	0.239 *
	TH	2.00	421	3,200	0.166 *		
	LT	1.00	59	1,600	0.037	V/C:	0.444
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.100
	TH	1.00	108	1,600	0.164 *		
	LT	0.00	42	1,600	0.026		
Eastbound	RT	0.00	48	0	0.000	ICU:	0.544
	TH	2.00	590	3,200	0.199		
	LT	1.00	116	1,600	0.073 *	LOS:	A

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 9. Atlantic Bl & Cesar Chavez Av
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.212
	TH	3.00	936	4,800	0.220 *	N-S(2):	0.382 *
	LT	1.00	98	1,600	0.061	E-W(1):	0.137
Westbound	RT	0.00	103	0	0.000	E-W(2):	0.227 *
	TH	2.00	448	3,200	0.172 *		
	LT	1.00	86	1,600	0.054	V/C:	0.609
Northbound	RT	0.00	37	0	0.000	Lost Time:	0.100
	TH	3.00	686	4,800	0.151		
	LT	1.00	259	1,600	0.162 *		
Eastbound	RT	0.00	97	0	0.000	ICU:	0.709
	TH	2.00	168	3,200	0.083		
	LT	1.00	88	1,600	0.055 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.434 *
	TH	3.00	908	4,800	0.212	N-S(2):	0.346
	LT	1.00	239	1,600	0.149 *	E-W(1):	0.255 *
Westbound	RT	0.00	114	0	0.000	E-W(2):	0.210
	TH	2.00	293	3,200	0.127		
	LT	1.00	113	1,600	0.071 *	V/C:	0.689
Northbound	RT	0.00	168	0	0.000	Lost Time:	0.100
	TH	3.00	1,198	4,800	0.285 *		
	LT	1.00	215	1,600	0.134		
Eastbound	RT	0.00	165	0	0.000	ICU:	0.789
	TH	2.00	425	3,200	0.184 *		
	LT	1.00	132	1,600	0.083	LOS:	C

* - Denotes critical movement

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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 10. Collegian & Floral Dr
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.118 *
	TH	1.00	50	1,600	0.060	N-S(2):	0.109
	LT	0.00	44	1,600	0.028 *	E-W(1):	0.278 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.221
	TH	1.00	326	1,600	0.219		
	LT	1.00	124	1,600	0.078 *	V/C:	0.396
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	1.00	19	1,600	0.090 *		
	LT	0.00	79	1,600	0.049		
Eastbound	RT	0.00	93	0	0.000	ICU:	0.496
	TH	1.00	227	1,600	0.200 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.203 *
	TH	1.00	27	1,600	0.030	N-S(2):	0.103
	LT	0.00	19	1,600	0.012 *	E-W(1):	0.486 *
Westbound	RT	0.00	35	0	0.000	E-W(2):	0.190
	TH	1.00	267	1,600	0.189		
	LT	1.00	78	1,600	0.049 *	V/C:	0.689
Northbound	RT	0.00	146	0	0.000	Lost Time:	0.100
	TH	1.00	43	1,600	0.191 *		
	LT	0.00	116	1,600	0.073		
Eastbound	RT	0.00	121	0	0.000	ICU:	0.789
	TH	1.00	578	1,600	0.437 *		
	LT	1.00	1	1,600	0.001	LOS:	C

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 11. Atlantic Bl & Floral Dr
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	228	0	0.000	N-S(1):	0.211
	TH	3.00	899	4,800	0.235 *	N-S(2):	0.425 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.091 *
Westbound	RT	0.00	32	0	0.000	E-W(2):	0.000
	TH	1.00	40	1,600	0.045 *		
	LT	1.00	59	1,600	0.037	V/C:	0.516
Northbound	RT	0.00	56	0	0.000	Lost Time:	0.100
	TH	3.00	899	4,800	0.199		
	LT	1.00	304	1,600	0.190 *		
Eastbound	RT	1.00	138	1,600	0.000	ICU:	0.616
	TH	0.46	34	735	0.046		
	LT	1.54	114	2,465	0.046 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	138	0	0.000	N-S(1):	0.361
	TH	3.00	865	4,800	0.209 *	N-S(2):	0.430 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.196 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.000
	TH	1.00	74	1,600	0.073 *		
	LT	1.00	107	1,600	0.067	V/C:	0.626
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.100
	TH	3.00	1,486	4,800	0.318		
	LT	1.00	353	1,600	0.221 *		
Eastbound	RT	1.00	234	1,600	0.000	ICU:	0.726
	TH	0.58	114	926	0.123		
	LT	1.42	280	2,274	0.123 *	LOS:	C

* - Denotes critical movement

Printed: 8/31/00
Revised:

1315-existK-ICU.xls

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 12. Atlantic Bl & Brightwood St
Description: Existing Conditions (Year 2000)

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	99	0	0.000	N-S(1):	0.246
	TH	2.00	1,076	3,200	0.367 *	N-S(2):	0.382 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.152 *
Westbound	RT	0.00	65	0	0.000	E-W(2):	0.137
	TH	1.00	71	1,600	0.085		
	LT	1.00	114	1,600	0.071 *	V/C:	0.534
Northbound	RT	1.00	30	1,600	0.000	Lost Time:	0.100
	TH	2.00	696	3,200	0.218		
	LT	1.00	24	1,600	0.015 *		
Eastbound	RT	0.00	77	0	0.000	ICU:	0.634
	TH	1.00	53	1,600	0.081 *		
	LT	1.00	83	1,600	0.052	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	48	0	0.000	N-S(1):	0.396 *
	TH	2.00	909	3,200	0.299	N-S(2):	0.335
	LT	1.00	49	1,600	0.031 *	E-W(1):	0.115 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.086
	TH	1.00	42	1,600	0.045		
	LT	1.00	50	1,600	0.031 *	V/C:	0.511
Northbound	RT	1.00	143	1,600	0.058	Lost Time:	0.100
	TH	2.00	1,168	3,200	0.365 *		
	LT	1.00	58	1,600	0.036		
Eastbound	RT	0.00	66	0	0.000	ICU:	0.611
	TH	1.00	69	1,600	0.084 *		
	LT	1.00	65	1,600	0.041	LOS:	B

* - Denotes critical movement

CUMULATIVE BASE CONDITIONS

Printed: 9/12/00 1315-cumbasetK-ICU.xls
Revised:

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 1. I-710 Freeway SB Off-Ramp/Humphreys Av & Floral Dr
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.179 *
	TH	1.00	34	1,600	0.076	N-S(2):	0.080
	LT	1.00	217	1,600	0.136 *	E-W(1):	0.391
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.454 *
	TH	1.00	689	1,600	0.454 *		
	LT	0.00	38	1,600	0.024	V/C:	0.633
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.043 *		
	LT	0.00	7	1,600	0.004		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.733
	TH	1.00	562	1,600	0.367		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.191 *
	TH	1.00	48	1,600	0.085	N-S(2):	0.088
	LT	1.00	258	1,600	0.161 *	E-W(1):	0.373 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.344
	TH	1.00	508	1,600	0.344		
	LT	0.00	43	1,600	0.027 *	V/C:	0.564
Northbound	RT	0.00	43	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.030 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.664
	TH	1.00	533	1,600	0.346 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 2. I-710 Freeway NB On-Ramp/Ford Bl & Floral Dr
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.523 *
	TH	0.00	0	0	0.000	N-S(2):	0.222
	LT	0.00	0	0	0.000 *	E-W(1):	0.437
Westbound	RT	1.00	139	1,600	0.087	E-W(2):	0.445 *
	TH	1.00	646	1,600	0.404 *		
	LT	1.00	161	1,600	0.101	V/C:	0.968
Northbound	RT	0.00	399	0	0.000	Lost Time:	0.100
	TH	1.00	82	1,600	0.523 *		
	LT	0.00	355	1,600	0.222		
Eastbound	RT	0.00	88	0	0.000	ICU:	1.068
	TH	1.00	450	1,600	0.336		
	LT	1.00	66	1,600	0.041 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.429 *
	TH	0.00	0	0	0.000	N-S(2):	0.148
	LT	0.00	0	0	0.000 *	E-W(1):	0.481 *
Westbound	RT	1.00	163	1,600	0.102	E-W(2):	0.421
	TH	1.00	632	1,600	0.395		
	LT	1.00	160	1,600	0.100 *	V/C:	0.910
Northbound	RT	0.00	341	0	0.000	Lost Time:	0.100
	TH	1.00	108	1,600	0.429 *		
	LT	0.00	237	1,600	0.148		
Eastbound	RT	0.00	71	0	0.000	ICU:	1.010
	TH	1.00	539	1,600	0.381 *		
	LT	1.00	42	1,600	0.026	LOS:	F

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 3. Mednick Av/Monterey Pass Rd & Floral Dr
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.160
	TH	2.00	327	3,200	0.132 *	N-S(2):	0.231 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.191
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.290 *
	TH	2.00	485	3,200	0.180 *		
	LT	1.00	125	1,600	0.078	V/C:	0.521
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	365	3,200	0.124		
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	83	0	0.000	ICU:	0.621
	TH	2.00	279	3,200	0.113		
	LT	1.00	176	1,600	0.110 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.227 *
	TH	2.00	292	3,200	0.105	N-S(2):	0.182
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.297 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.255
	TH	2.00	324	3,200	0.116		
	LT	1.00	66	1,600	0.041 *	V/C:	0.524
Northbound	RT	0.00	101	0	0.000	Lost Time:	0.100
	TH	2.00	448	3,200	0.172 *		
	LT	1.00	123	1,600	0.077		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.624
	TH	2.00	652	3,200	0.256 *		
	LT	1.00	222	1,600	0.139	LOS:	B

* - Denotes critical movement

Scenario Report

Scenario:	Cumulative Base AM
Command:	Cumulative Base AM
Volume:	Cumulative Base AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bleakwood Av & Floral Dr	B	14.0	0.000	B	14.0	0.000	+ 0.000 V/C
# 2 Bleakwood Av & Cesar Chavez Av	B	14.0	0.000	B	14.0	0.000	+ 0.000 V/C

```
-----------------------------------------------------------------------------
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
           1997 HCM Unsignalized Method (Base Volume Alternative)
*****************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
*****************************************************************************
Average Delay (sec/veh):     14.0          Worst Case Level Of Service:     B
*****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22    0    34    0    0     0    0  302    48   26  560     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   22    0    34    0    0     0    0  302    48   26  560     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    22    0    34    0    0     0    0  302    48   26  560     0
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Final Vol.:    22    0    34    0    0     0    0  302    48   26  560     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  938 xxxx   326  xxxx xxxx xxxxx  xxxx xxxx xxxxx   350 xxxx xxxxx
Potent Cap.:  296 xxxx   720  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1220 xxxx xxxxx
Move Cap.:    291 xxxx   720  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1220 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *    *    *     *    *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  456 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 14.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
Shared LOS:     *    B     *    *    *     *    *    *     *     A    *     *
ApproachDel:        14.0            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          B                *                *                *
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
         1997 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Bleakwood Av & Cesar Chavez Av
*******************************************************************************
Average Delay (sec/veh):      14.0         Worst Case Level Of Service:      B
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0    28    0    62    53  351     0     0  524    82
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0    0     0    28    0    62    53  351     0     0  524    82
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0    0     0    28    0    62    53  351     0     0  524    82
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:      0    0     0    28    0    62    53  351     0     0  524    82
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx    6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx    3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   847 xxxx    303   606 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   305 xxxx    699   982 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   292 xxxx    699   982 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  488 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:       xxxxxx            14.0            xxxxxx            xxxxxx
ApproachLOS:          *                B                *                *
```

Scenario Report

Scenario:	Cumulative Base PM
Command:	Cumulative Base PM
Volume:	Cumulative Base PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bleakwood Av & Floral Dr	C	20.1	0.000	C	20.1	0.000	+ 0.000 V/C
# 2 Bleakwood Av & Cesar Chavez Av	C	21.2	0.000	C	21.2	0.000	+ 0.000 V/C

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
           1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
********************************************************************************
Average Delay (sec/veh):     20.1         Worst Case Level Of Service:         C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      18    0    73     0    0     0     0  778    18    21  391     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   18    0    73     0    0     0     0  778    18    21  391     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    18    0    73     0    0     0     0  778    18    21  391     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    18    0    73     0    0     0     0  778    18    21  391     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1220 xxxx   787  xxxx xxxx xxxxx  xxxx xxxx xxxxx   796 xxxx xxxxx
Potent Cap.:  201 xxxx   395  xxxx xxxx xxxxx  xxxx xxxx xxxxx   835 xxxx xxxxx
Move Cap.:    197 xxxx   395  xxxx xxxx xxxxx  xxxx xxxx xxxxx   835 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  329 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 20.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     A    *     *
ApproachDel:       20.1            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------

                     Level Of Service Computation Report
          1997 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Bleakwood Av & Cesar Chavez Av
******************************************************************************
Average Delay (sec/veh):      21.2          Worst Case Level Of Service:      C
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:            Include          Include          Include          Include
Lanes:         0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:         0    0     0    41    0    49    77  824     0     0  503   124
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:      0    0     0    41    0    49    77  824     0     0  503   124
User Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:       0    0     0    41    0    49    77  824     0     0  503   124
Reduct Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:       0    0     0    41    0    49    77  824     0     0  503   124
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1131 xxxx   314   627 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   200 xxxx   688   965 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   188 xxxx   688   965 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  311 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 21.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:      xxxxxx             21.2            xxxxxx           xxxxxx
ApproachLOS:         *                 C                *                *
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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 6. Atlantic Bl & SR-60 Freeway EB Off-Ramp
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.282 *
	TH	2.00	901	3,200	0.282 *	N-S(2):	0.282 *
	LT	0.00	0	0	0.000 *	E-W(1):	0.225 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.225 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.507
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,354	4,800	0.282 *		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.70	614	2,726	0.225 *	ICU:	0.607
	TH	0.00	0	0	0.000		
	LT	1.30	467	2,074	0.225 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.361
	TH	2.00	1,192	3,200	0.373 *	N-S(2):	0.373 *
	LT	0.00	0	0	0.000	E-W(1):	0.364 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.364 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.737
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,731	4,800	0.361		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.53	891	2,449	0.364 *	ICU:	0.837
	TH	0.00	0	0	0.000		
	LT	1.47	855	2,351	0.364 *	LOS:	D

* - Denotes critical movement

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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 7. Atlantic Bl & SR-60 Freeway WB Off-Ramp/1st St
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.267
	TH	3.00	1,259	4,800	0.278 *	N-S(2):	0.358 *
	LT	0.00	0	0	0.000	E-W(1):	0.262
Westbound	RT	0.00	296	0	0.000	E-W(2):	0.270 *
	TH	2.00	195	3,200	0.249 *		
	LT	0.00	306	1,600	0.191	V/C:	0.628
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	855	3,200	0.267		
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	241	1,600	0.071	ICU:	0.728
	TH	0.00	0	0	0.000		
	LT	1.00	33	1,600	0.021 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	69	0	0.000	N-S(1):	0.494 *
	TH	3.00	1,522	4,800	0.331	N-S(2):	0.432
	LT	0.00	0	0	0.000 *	E-W(1):	0.230
Westbound	RT	0.00	392	0	0.000	E-W(2):	0.318 *
	TH	2.00	131	3,200	0.249 *		
	LT	0.00	275	1,600	0.172	V/C:	0.812
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	1,580	3,200	0.494 *		
	LT	1.00	161	1,600	0.101		
Eastbound	RT	1.00	254	1,600	0.058	ICU:	0.912
	TH	0.00	0	0	0.000		
	LT	1.00	111	1,600	0.069 *	LOS:	E

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 8. Collegian & Cesar Chavez Av
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.145 *
	TH	1.00	39	1,600	0.103	N-S(2):	0.132
	LT	0.00	53	1,600	0.033 *	E-W(1):	0.154
Westbound	RT	0.00	125	0	0.000	E-W(2):	0.293 *
	TH	2.00	634	3,200	0.237 *		
	LT	1.00	66	1,600	0.041	V/C:	0.438
Northbound	RT	0.00	51	0	0.000	Lost Time:	0.100
	TH	1.00	81	1,600	0.112 *		
	LT	0.00	47	1,600	0.029		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.538
	TH	2.00	336	3,200	0.113		
	LT	1.00	89	1,600	0.056 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.224 *
	TH	1.00	61	1,600	0.133	N-S(2):	0.162
	LT	0.00	71	1,600	0.044 *	E-W(1):	0.280 *
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.280 *
	TH	2.00	522	3,200	0.201 *		
	LT	1.00	65	1,600	0.041	V/C:	0.504
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.180 *		
	LT	0.00	46	1,600	0.029		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.604
	TH	2.00	711	3,200	0.239		
	LT	1.00	127	1,600	0.079 *	LOS:	B

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 9. Atlantic Bl & Cesar Chavez Av
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	146	0	0.000	N-S(1):	0.248
	TH	3.00	1,115	4,800	0.263 *	N-S(2):	0.441 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.155
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.259 *
	TH	2.00	501	3,200	0.192 *		
	LT	1.00	94	1,600	0.059	V/C:	0.700
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	826	4,800	0.181		
	LT	1.00	284	1,600	0.178 *		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.800
	TH	2.00	201	3,200	0.096		
	LT	1.00	107	1,600	0.067 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	166	0	0.000	N-S(1):	0.531 *
	TH	3.00	1,257	4,800	0.296	N-S(2):	0.443
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.285 *
Westbound	RT	0.00	125	0	0.000	E-W(2):	0.265
	TH	2.00	335	3,200	0.144		
	LT	1.00	124	1,600	0.078 *	V/C:	0.816
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	1,578	4,800	0.367 *		
	LT	1.00	235	1,600	0.147		
Eastbound	RT	0.00	181	0	0.000	ICU:	0.916
	TH	2.00	482	3,200	0.207 *		
	LT	1.00	193	1,600	0.121	LOS:	E

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 10. Collegian & Floral Dr
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.129 *
	TH	1.00	55	1,600	0.066	N-S(2):	0.120
	LT	0.00	48	1,600	0.030 *	E-W(1):	0.328 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.256
	TH	1.00	380	1,600	0.254		
	LT	1.00	136	1,600	0.085 *	V/C:	0.457
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	1.00	21	1,600	0.099 *		
	LT	0.00	87	1,600	0.054		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.557
	TH	1.00	287	1,600	0.243 *		
	LT	1.00	3	1,600	0.002	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.222 *
	TH	1.00	30	1,600	0.033	N-S(2):	0.112
	LT	0.00	21	1,600	0.013 *	E-W(1):	0.553 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.229
	TH	1.00	326	1,600	0.228		
	LT	1.00	85	1,600	0.053 *	V/C:	0.775
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	1.00	47	1,600	0.209 *		
	LT	0.00	127	1,600	0.079		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.875
	TH	1.00	668	1,600	0.500 *		
	LT	1.00	1	1,600	0.001	LOS:	D

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 11. Atlantic Bl & Floral Dr
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	262	0	0.000	N-S(1):	0.246
	TH	3.00	1,071	4,800	0.278 *	N-S(2):	0.493 *
	LT	1.00	21	1,600	0.013	E-W(1):	0.107 *
Westbound	RT	0.00	35	0	0.000	E-W(2):	0.000
	TH	1.00	44	1,600	0.049 *		
	LT	1.00	65	1,600	0.041	V/C:	0.600
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.100
	TH	3.00	1,059	4,800	0.233		
	LT	1.00	344	1,600	0.215 *		
Eastbound	RT	1.00	168	1,600	0.000	ICU:	0.700
	TH	0.40	37	643	0.058		
	LT	1.60	147	2,557	0.058 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	171	0	0.000	N-S(1):	0.457
	TH	3.00	1,240	4,800	0.294 *	N-S(2):	0.545 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.220 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.000
	TH	1.00	81	1,600	0.079 *		
	LT	1.00	117	1,600	0.073	V/C:	0.765
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	3.00	1,927	4,800	0.411		
	LT	1.00	401	1,600	0.251 *		
Eastbound	RT	1.00	272	1,600	0.000	ICU:	0.865
	TH	0.55	125	887	0.141		
	LT	1.45	326	2,313	0.141 *	LOS:	D

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 12. Atlantic Bl & Brightwood St
Description: Cumulative Base Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.299
	TH	2.00	1,277	3,200	0.433 *	N-S(2):	0.449 *
	LT	1.00	49	1,600	0.031	E-W(1):	0.167 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.150
	TH	1.00	78	1,600	0.093		
	LT	1.00	125	1,600	0.078 *	V/C:	0.616
Northbound	RT	1.00	33	1,600	0.000	Lost Time:	0.100
	TH	2.00	859	3,200	0.268		
	LT	1.00	26	1,600	0.016 *		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.716
	TH	1.00	58	1,600	0.089 *		
	LT	1.00	91	1,600	0.057	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.533 *
	TH	2.00	1,308	3,200	0.425	N-S(2):	0.465
	LT	1.00	54	1,600	0.034 *	E-W(1):	0.127 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.093
	TH	1.00	46	1,600	0.049		
	LT	1.00	55	1,600	0.034 *	V/C:	0.660
Northbound	RT	1.00	157	1,600	0.064	Lost Time:	0.100
	TH	2.00	1,598	3,200	0.499 *		
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.760
	TH	1.00	76	1,600	0.093 *		
	LT	1.00	71	1,600	0.044	LOS:	C

* - Denotes critical movement

CUMULATIVE BASE PLUS PROJECT CONDITIONS

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 1. I-710 Freeway SB Off-Ramp/Humphreys Av & Floral Dr
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.184 *
	TH	1.00	34	1,600	0.076	N-S(2):	0.080
	LT	1.00	226	1,600	0.141 *	E-W(1):	0.392
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.468 *
	TH	1.00	711	1,600	0.468 *		
	LT	0.00	38	1,600	0.024	V/C:	0.652
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.043 *		
	LT	0.00	7	1,600	0.004		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.752
	TH	1.00	564	1,600	0.368		
	LT	0.00	0	0	0.000 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	88	0	0.000	N-S(1):	0.215 *
	TH	1.00	48	1,600	0.085	N-S(2):	0.088
	LT	1.00	296	1,600	0.185 *	E-W(1):	0.379 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.357
	TH	1.00	528	1,600	0.357		
	LT	0.00	43	1,600	0.027 *	V/C:	0.594
Northbound	RT	0.00	43	0	0.000	Lost Time:	0.100
	TH	1.00	0	1,600	0.030 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.694
	TH	1.00	543	1,600	0.352 *		
	LT	0.00	0	0	0.000	LOS:	B

* - Denotes critical movement

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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 2. I-710 Freeway NB On-Ramp/Ford Bl & Floral Dr
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.523 *
	TH	0.00	0	0	0.000	N-S(2):	0.222
	LT	0.00	0	0	0.000 *	E-W(1):	0.444
Westbound	RT	1.00	228	1,600	0.143	E-W(2):	0.459 *
	TH	1.00	669	1,600	0.418 *		
	LT	1.00	161	1,600	0.101	V/C:	0.982
Northbound	RT	0.00	399	0	0.000	Lost Time:	0.100
	TH	1.00	82	1,600	0.523 *		
	LT	0.00	355	1,600	0.222		
Eastbound	RT	0.00	88	0	0.000	ICU:	1.082
	TH	1.00	461	1,600	0.343		
	LT	1.00	66	1,600	0.041 *	LOS:	F

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.429 *
	TH	0.00	0	0	0.000	N-S(2):	0.148
	LT	0.00	0	0	0.000 *	E-W(1):	0.511 *
Westbound	RT	1.00	244	1,600	0.153	E-W(2):	0.434
	TH	1.00	653	1,600	0.408		
	LT	1.00	160	1,600	0.100 *	V/C:	0.940
Northbound	RT	0.00	341	0	0.000	Lost Time:	0.100
	TH	1.00	108	1,600	0.429 *		
	LT	0.00	237	1,600	0.148		
Eastbound	RT	0.00	71	0	0.000	ICU:	1.040
	TH	1.00	587	1,600	0.411 *		
	LT	1.00	42	1,600	0.026	LOS:	F

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 3. Mednick Av/Monterey Pass Rd & Floral Dr
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.160
	TH	2.00	327	3,200	0.132 *	N-S(2):	0.231 *
	LT	1.00	57	1,600	0.036	E-W(1):	0.195
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.325 *
	TH	2.00	597	3,200	0.215 *		
	LT	1.00	125	1,600	0.078	V/C:	0.556
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	2.00	365	3,200	0.124		
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	0.00	83	0	0.000	ICU:	0.656
	TH	2.00	290	3,200	0.117		
	LT	1.00	176	1,600	0.110 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	45	0	0.000	N-S(1):	0.227 *
	TH	2.00	292	3,200	0.105	N-S(2):	0.182
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.311 *
Westbound	RT	0.00	48	0	0.000	E-W(2):	0.287
	TH	2.00	425	3,200	0.148		
	LT	1.00	66	1,600	0.041 *	V/C:	0.538
Northbound	RT	0.00	101	0	0.000	Lost Time:	0.100
	TH	2.00	448	3,200	0.172 *		
	LT	1.00	123	1,600	0.077		
Eastbound	RT	0.00	166	0	0.000	ICU:	0.638
	TH	2.00	699	3,200	0.270 *		
	LT	1.00	222	1,600	0.139	LOS:	B

* - Denotes critical movement

Scenario Report

Scenario:	Cumulative Base Plus Project AM
Command:	Cumulative Base Plus Project AM
Volume:	Cumulative Base Plus Project AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Bleakwood Av & Floral Dr	C	18.1	0.000	C	18.1	0.000	+ 0.000 V/C
# 2 Bleakwood Av & Cesar Chavez Av	C	19.8	0.000	C	19.8	0.000	+ 0.000 V/C

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
         1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
********************************************************************************
Average Delay (sec/veh):     18.1          Worst Case Level Of Service:       C
********************************************************************************
Approach:     North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include         Include         Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44    0    34    0    0     0     0  311    50    26  649     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   44    0    34    0    0     0     0  311    50    26  649     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    44    0    34    0    0     0     0  311    50    26  649     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Final Vol.:    44    0    34    0    0     0     0  311    50    26  649     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1037 xxxx   336  xxxx xxxx xxxxx  xxxx xxxx xxxxx   361 xxxx xxxxx
Potent Cap.:  258 xxxx   711  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1209 xxxx xxxxx
Move Cap.:    254 xxxx   711  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1209 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  353 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx 18.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     A    *     *
ApproachDel:       18.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C               *                *                *
```

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
          1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Bleakwood Av & Cesar Chavez Av
********************************************************************************
Average Delay (sec/veh):     19.8        Worst Case Level Of Service:         C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  0  0   0  0  1! 0  0   1  0  2  0  0   0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    69    0     98    56  356     0     0  582     86
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    69    0     98    56  356     0     0  582     86
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    69    0     98    56  356     0     0  582     86
Reduct Vol:     0    0     0     0    0      0     0    0     0     0    0      0
Final Vol.:     0    0     0    69    0     98    56  356     0     0  582     86
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx    6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx    3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   915 xxxx    334   668 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   276 xxxx    668   931 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   263 xxxx    668   931 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx    9.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  408 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 19.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:     xxxxxx             19.8            xxxxxx           xxxxxx
ApproachLOS:        *                 C                *                *
```

Scenario Report

Scenario:	Cumulative Base Plus Project PM
Command:	Cumulative Base Plus Project PM
Volume:	Cumulative Base Plus Project PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in
# 1 Bleakwood Av & Floral Dr	D	28.6	0.000	D	28.6	0.000	+ 0.000 V/C
# 2 Bleakwood Av & Cesar Chavez Av	E	38.5	0.000	E	38.5	0.000	+ 0.000 V/C

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                    Level Of Service Computation Report
          1997 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Bleakwood Av & Floral Dr
******************************************************************************
Average Delay (sec/veh):     28.6        Worst Case Level Of Service:       D
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  1! 0  0   0  0  0  0  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38    0    73     0    0     0     0  816    27    21  472     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38    0    73     0    0     0     0  816    27    21  472     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38    0    73     0    0     0     0  816    27    21  472     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    38    0    73     0    0     0     0  816    27    21  472     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1343 xxxx   830  xxxx xxxx xxxxx  xxxx xxxx xxxxx   843 xxxx xxxxx
Potent Cap.:  169 xxxx   373  xxxx xxxx xxxxx  xxxx xxxx xxxxx   802 xxxx xxxxx
Move Cap.:    166 xxxx   373  xxxx xxxx xxxxx  xxxx xxxx xxxxx   802 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  261 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 28.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     A    *     *
ApproachDel:       28.6            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
```

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
          1997 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Bleakwood Av & Cesar Chavez Av
********************************************************************************
Average Delay (sec/veh):      38.5          Worst Case Level Of Service:       E
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Rights:           Include          Include           Include           Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:       0    0     0    77    0    82    92  848     0     0  556   141
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    77    0    82    92  848     0     0  556   141
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    77    0    82    92  848     0     0  556   141
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0    77    0    82    92  848     0     0  556   141
------------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1235 xxxx   349   697 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   172 xxxx   653   909 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   158 xxxx   653   909 xxxx xxxxx  xxxx xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  260 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 38.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    E     *     *    *     *     *    *     *
ApproachDel:     xxxxxx              38.5             xxxxxx            xxxxxx
ApproachLOS:        *                 E                 *                 *
```

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 6. Atlantic Bl & SR-60 Freeway EB Off-Ramp
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.283
	TH	2.00	945	3,200	0.295 *	N-S(2):	0.295 *
	LT	0.00	0	0	0.000	E-W(1):	0.226 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.226 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.521
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,358	4,800	0.283		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.69	614	2,711	0.226 *	ICU:	0.621
	TH	0.00	0	0	0.000		
	LT	1.31	473	2,089	0.226 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.365
	TH	2.00	1,233	3,200	0.385 *	N-S(2):	0.385 *
	LT	0.00	0	0	0.000	E-W(1):	0.369 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.369 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *	V/C:	0.754
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	3.00	1,750	4,800	0.365		
	LT	0.00	0	0	0.000 *		
Eastbound	RT	1.51	891	2,416	0.369 *	ICU:	0.854
	TH	0.00	0	0	0.000		
	LT	1.49	879	2,384	0.369 *	LOS:	D

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 7. Atlantic Bl & SR-60 Freeway WB Off-Ramp/1st St
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.270
	TH	3.00	1,384	4,800	0.304 *	N-S(2):	0.384 *
	LT	0.00	0	0	0.000	E-W(1):	0.262
Westbound	RT	0.00	299	0	0.000	E-W(2):	0.271 *
	TH	2.00	195	3,200	0.250 *		
	LT	0.00	306	1,600	0.191	V/C:	0.655
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	865	3,200	0.270		
	LT	1.00	128	1,600	0.080 *		
Eastbound	RT	1.00	241	1,600	0.071	ICU:	0.755
	TH	0.00	0	0	0.000		
	LT	1.00	33	1,600	0.021 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	69	0	0.000	N-S(1):	0.508 *
	TH	3.00	1,635	4,800	0.355	N-S(2):	0.456
	LT	0.00	0	0	0.000 *	E-W(1):	0.230
Westbound	RT	0.00	401	0	0.000	E-W(2):	0.321 *
	TH	2.00	131	3,200	0.252 *		
	LT	0.00	275	1,600	0.172	V/C:	0.829
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	2.00	1,624	3,200	0.508 *		
	LT	1.00	161	1,600	0.101		
Eastbound	RT	1.00	254	1,600	0.058	ICU:	0.929
	TH	0.00	0	0	0.000		
	LT	1.00	111	1,600	0.069 *	LOS:	E

* - Denotes critical movement

Printed: 9/12/00
Revised:

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Project Title:	**EAST LOS ANGELES COLLEGE MASTER PLAN**
Intersection:	**8. Collegian & Cesar Chavez Av**
Description:	**Cumulative Base + Project Conditions**
Date/Time:	**AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.167 *
	TH	1.00	39	1,600	0.125	N-S(2):	0.154
	LT	0.00	88	1,600	0.055 *	E-W(1):	0.187
Westbound	RT	0.00	128	0	0.000	E-W(2):	0.298 *
	TH	2.00	645	3,200	0.242 *		
	LT	1.00	66	1,600	0.041	V/C:	0.465
Northbound	RT	0.00	51	0	0.000	Lost Time:	0.100
	TH	1.00	81	1,600	0.112 *		
	LT	0.00	47	1,600	0.029		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.565
	TH	2.00	439	3,200	0.146		
	LT	1.00	89	1,600	0.056 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	81	0	0.000	N-S(1):	0.245 *
	TH	1.00	61	1,600	0.154	N-S(2):	0.183
	LT	0.00	104	1,600	0.065 *	E-W(1):	0.309 *
Westbound	RT	0.00	137	0	0.000	E-W(2):	0.299
	TH	2.00	566	3,200	0.220		
	LT	1.00	65	1,600	0.041 *	V/C:	0.554
Northbound	RT	0.00	124	0	0.000	Lost Time:	0.100
	TH	1.00	118	1,600	0.180 *		
	LT	0.00	46	1,600	0.029		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.654
	TH	2.00	804	3,200	0.268 *		
	LT	1.00	127	1,600	0.079	LOS:	B

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 9. Atlantic Bl & Cesar Chavez Av
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	147	0	0.000	N-S(1):	0.249
	TH	3.00	1,172	4,800	0.275 *	N-S(2):	0.456 *
	LT	1.00	107	1,600	0.067	E-W(1):	0.195
Westbound	RT	0.00	113	0	0.000	E-W(2):	0.267 *
	TH	2.00	508	3,200	0.194 *		
	LT	1.00	94	1,600	0.059	V/C:	0.723
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	3.00	832	4,800	0.182		
	LT	1.00	290	1,600	0.181 *		
Eastbound	RT	0.00	173	0	0.000	ICU:	0.823
	TH	2.00	263	3,200	0.136		
	LT	1.00	116	1,600	0.073 *	LOS:	D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.536 *
	TH	3.00	1,310	4,800	0.308	N-S(2):	0.473
	LT	1.00	262	1,600	0.164 *	E-W(1):	0.321 *
Westbound	RT	0.00	125	0	0.000	E-W(2):	0.278
	TH	2.00	362	3,200	0.152		
	LT	1.00	124	1,600	0.078 *	V/C:	0.857
Northbound	RT	0.00	184	0	0.000	Lost Time:	0.100
	TH	3.00	1,602	4,800	0.372 *		
	LT	1.00	264	1,600	0.165		
Eastbound	RT	0.00	241	0	0.000	ICU:	0.957
	TH	2.00	538	3,200	0.243 *		
	LT	1.00	201	1,600	0.126	LOS:	E

* - Denotes critical movement

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Revised:

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Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 10. Collegian & Floral Dr
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.129 *
	TH	1.00	55	1,600	0.066	N-S(2):	0.120
	LT	0.00	48	1,600	0.030 *	E-W(1):	0.393 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.263
	TH	1.00	391	1,600	0.261		
	LT	1.00	136	1,600	0.085 *	V/C:	0.522
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	1.00	21	1,600	0.099 *		
	LT	0.00	87	1,600	0.054		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.622
	TH	1.00	390	1,600	0.308 *		
	LT	1.00	3	1,600	0.002	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.222 *
	TH	1.00	30	1,600	0.033	N-S(2):	0.112
	LT	0.00	21	1,600	0.013 *	E-W(1):	0.611 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.256
	TH	1.00	370	1,600	0.255		
	LT	1.00	85	1,600	0.053 *	V/C:	0.833
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	1.00	47	1,600	0.209 *		
	LT	0.00	127	1,600	0.079		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.933
	TH	1.00	761	1,600	0.558 *		
	LT	1.00	1	1,600	0.001	LOS:	E

* - Denotes critical movement

Printed: 9/12/00 1315-cumprojK-ICU.xls
Revised:

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 11. Atlantic Bl & Floral Dr
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	Y
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	267	0	0.000	N-S(1):	0.248
	TH	3.00	1,071	4,800	0.279 *	N-S(2):	0.498 *
	LT	1.00	21	1,600	0.013	E-W(1):	0.120 *
Westbound	RT	0.00	35	0	0.000	E-W(2):	0.000
	TH	1.00	44	1,600	0.049 *		
	LT	1.00	65	1,600	0.041	V/C:	0.618
Northbound	RT	0.00	61	0	0.000	Lost Time:	0.100
	TH	3.00	1,068	4,800	0.235		
	LT	1.00	350	1,600	0.219 *		
Eastbound	RT	1.00	226	1,600	0.000	ICU:	0.718
	TH	0.32	37	519	0.071		
	LT	1.68	191	2,681	0.071 *	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	190	0	0.000	N-S(1):	0.459
	TH	3.00	1,244	4,800	0.299 *	N-S(2):	0.565 *
	LT	1.00	74	1,600	0.046	E-W(1):	0.232 *
Westbound	RT	0.00	46	0	0.000	E-W(2):	0.000
	TH	1.00	81	1,600	0.079 *		
	LT	1.00	117	1,600	0.073	V/C:	0.797
Northbound	RT	0.00	46	0	0.000	Lost Time:	0.100
	TH	3.00	1,936	4,800	0.413		
	LT	1.00	426	1,600	0.266 *		
Eastbound	RT	1.00	325	1,600	0.000	ICU:	0.897
	TH	0.51	125	815	0.153		
	LT	1.49	366	2,385	0.153 *	LOS:	D

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 12. Atlantic Bl & Brightwood St
Description: Cumulative Base + Project Conditions

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	108	0	0.000	N-S(1):	0.316
	TH	2.00	1,282	3,200	0.434 *	N-S(2):	0.450 *
	LT	1.00	49	1,600	0.031	E-W(1):	0.167 *
Westbound	RT	0.00	71	0	0.000	E-W(2):	0.150
	TH	1.00	78	1,600	0.093		
	LT	1.00	125	1,600	0.078 *	V/C:	0.617
Northbound	RT	1.00	33	1,600	0.000	Lost Time:	0.100
	TH	2.00	912	3,200	0.285		
	LT	1.00	26	1,600	0.016 *		
Eastbound	RT	0.00	84	0	0.000	ICU:	0.717
	TH	1.00	58	1,600	0.089 *		
	LT	1.00	91	1,600	0.057	LOS:	C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	53	0	0.000	N-S(1):	0.549 *
	TH	2.00	1,331	3,200	0.433	N-S(2):	0.473
	LT	1.00	54	1,600	0.034 *	E-W(1):	0.127 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.093
	TH	1.00	46	1,600	0.049		
	LT	1.00	55	1,600	0.034 *	V/C:	0.676
Northbound	RT	1.00	157	1,600	0.064	Lost Time:	0.100
	TH	2.00	1,647	3,200	0.515 *		
	LT	1.00	64	1,600	0.040		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.776
	TH	1.00	76	1,600	0.093 *		
	LT	1.00	71	1,600	0.044	LOS:	C

* - Denotes critical movement

CUMULATIVE BASE PLUS PROJECT WITH MITIGATIONS

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 4. Bleakwood Av & Floral Dr
Description: Cumulative Base + Project with Mitigations

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.011
	TH	0.00	0	0	0.000 *	N-S(2):	0.049 *
	LT	0.00	0	0	0.000	E-W(1):	0.242
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.422 *
	TH	1.00	649	1,600	0.422 *		
	LT	0.00	26	1,600	0.016	V/C:	0.471
Northbound	RT	0.44	34	697	0.011	Lost Time:	0.100
	TH	0.00	0	0	0.000		
	LT	0.56	44	903	0.049 *		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.571
	TH	1.00	311	1,600	0.226		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.049
	TH	0.00	0	0	0.000 *	N-S(2):	0.069 *
	LT	0.00	0	0	0.000	E-W(1):	0.540 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.308
	TH	1.00	472	1,600	0.308		
	LT	0.00	21	1,600	0.013 *	V/C:	0.609
Northbound	RT	0.66	73	1,052	0.049	Lost Time:	0.100
	TH	0.00	0	0	0.000		
	LT	0.34	38	548	0.069 *		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.709
	TH	1.00	816	1,600	0.527 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 5. Bleakwood Av & Cesar Chavez Av
Description: Cumulative Base + Project with Mitigations

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.59	98	939	0.045	N-S(1):	0.104 *
	TH	0.00	0	0	0.000	N-S(2):	0.045
	LT	0.41	69	661	0.104 *	E-W(1):	0.111
Westbound	RT	0.00	86	0	0.000	E-W(2):	0.244 *
	TH	2.00	582	3,200	0.209 *		
	LT	0.00	0	0	0.000	V/C:	0.348
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.448
	TH	2.00	356	3,200	0.111		
	LT	1.00	56	1,600	0.035 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.52	82	825	0.000	N-S(1):	0.099 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.48	77	775	0.099 *	E-W(1):	0.265
Westbound	RT	0.00	141	0	0.000	E-W(2):	0.276 *
	TH	2.00	556	3,200	0.218 *		
	LT	0.00	0	0	0.000	V/C:	0.375
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.475
	TH	2.00	848	3,200	0.265		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Printed: 9/12/00
Revised:

1315-cumprojmitK-ICU.xls

Project Title: EAST LOS ANGELES COLLEGE MASTER PLAN
Intersection: 10. Collegian & Floral Dr
Description: Cumulative Base + Project with Mitigations

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	%	Lost Time (% of cycle) :	10
ITS:	%	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.129 *
	TH	1.00	55	1,600	0.066	N-S(2):	0.120
	LT	0.00	48	1,600	0.030 *	E-W(1):	0.239
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.263 *
	TH	1.00	391	1,600	0.261 *		
	LT	1.00	136	1,600	0.085	V/C:	0.392
Northbound	RT	0.00	50	0	0.000	Lost Time:	0.100
	TH	1.00	21	1,600	0.099 *		
	LT	0.00	87	1,600	0.054		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.492
	TH	2.00	390	3,200	0.154		
	LT	1.00	3	1,600	0.002 *	LOS:	A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.222 *
	TH	1.00	30	1,600	0.033	N-S(2):	0.112
	LT	0.00	21	1,600	0.013 *	E-W(1):	0.332 *
Westbound	RT	0.00	38	0	0.000	E-W(2):	0.256
	TH	1.00	370	1,600	0.255		
	LT	1.00	85	1,600	0.053 *	V/C:	0.554
Northbound	RT	0.00	160	0	0.000	Lost Time:	0.100
	TH	1.00	47	1,600	0.209 *		
	LT	0.00	127	1,600	0.079		
Eastbound	RT	0.00	132	0	0.000	ICU:	0.654
	TH	2.00	761	3,200	0.279 *		
	LT	1.00	1	1,600	0.001	LOS:	B

* - Denotes critical movement

APPENDIX C

PARKING UTILIZATION SURVEY RESULTS

FIGURE C-1
PARKING UTILIZATION BY TIME OF DAY
STADIUM LOT

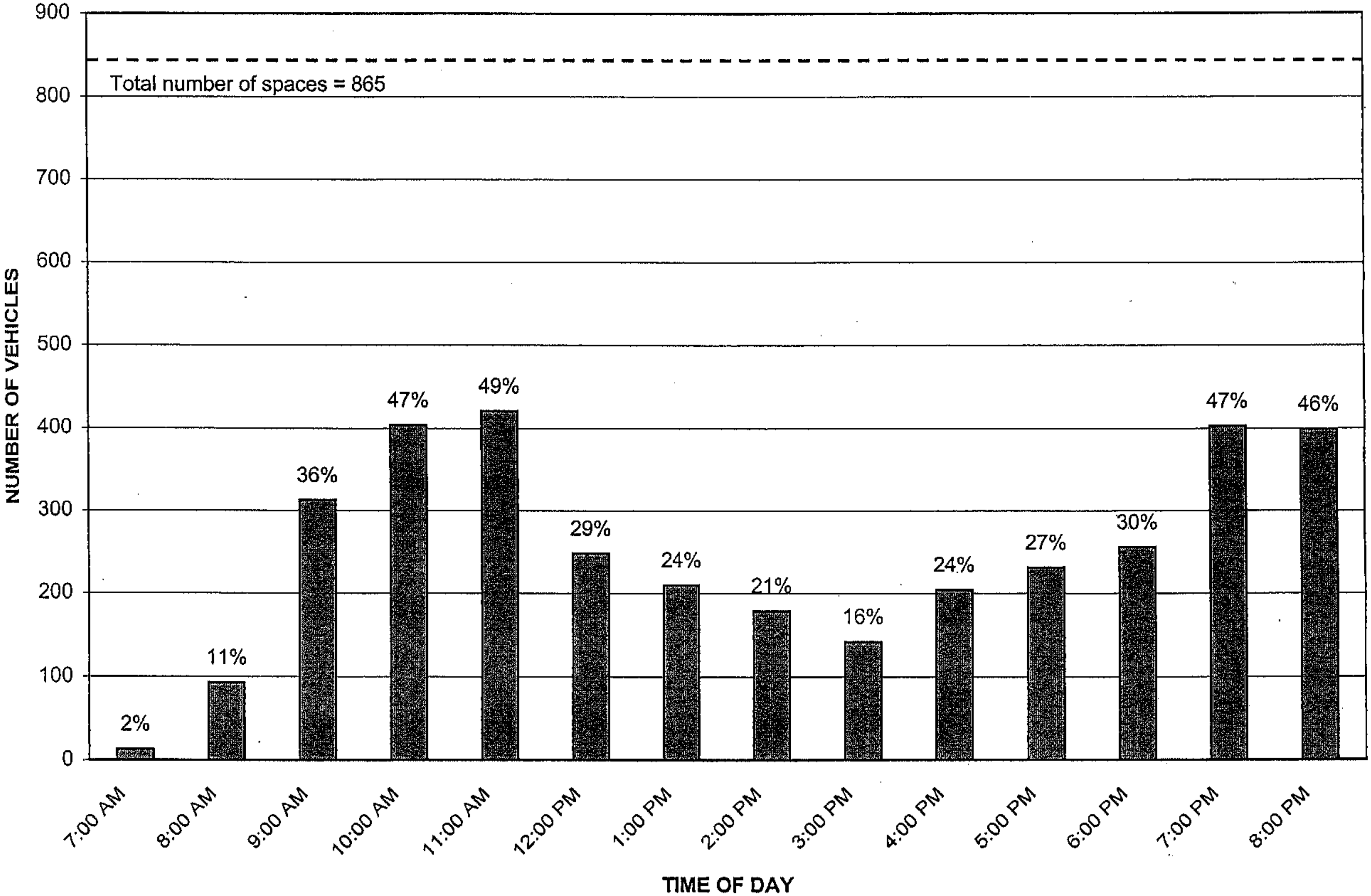


FIGURE C-2
PARKING UTILIZATION BY TIME OF DAY
POOL LOT

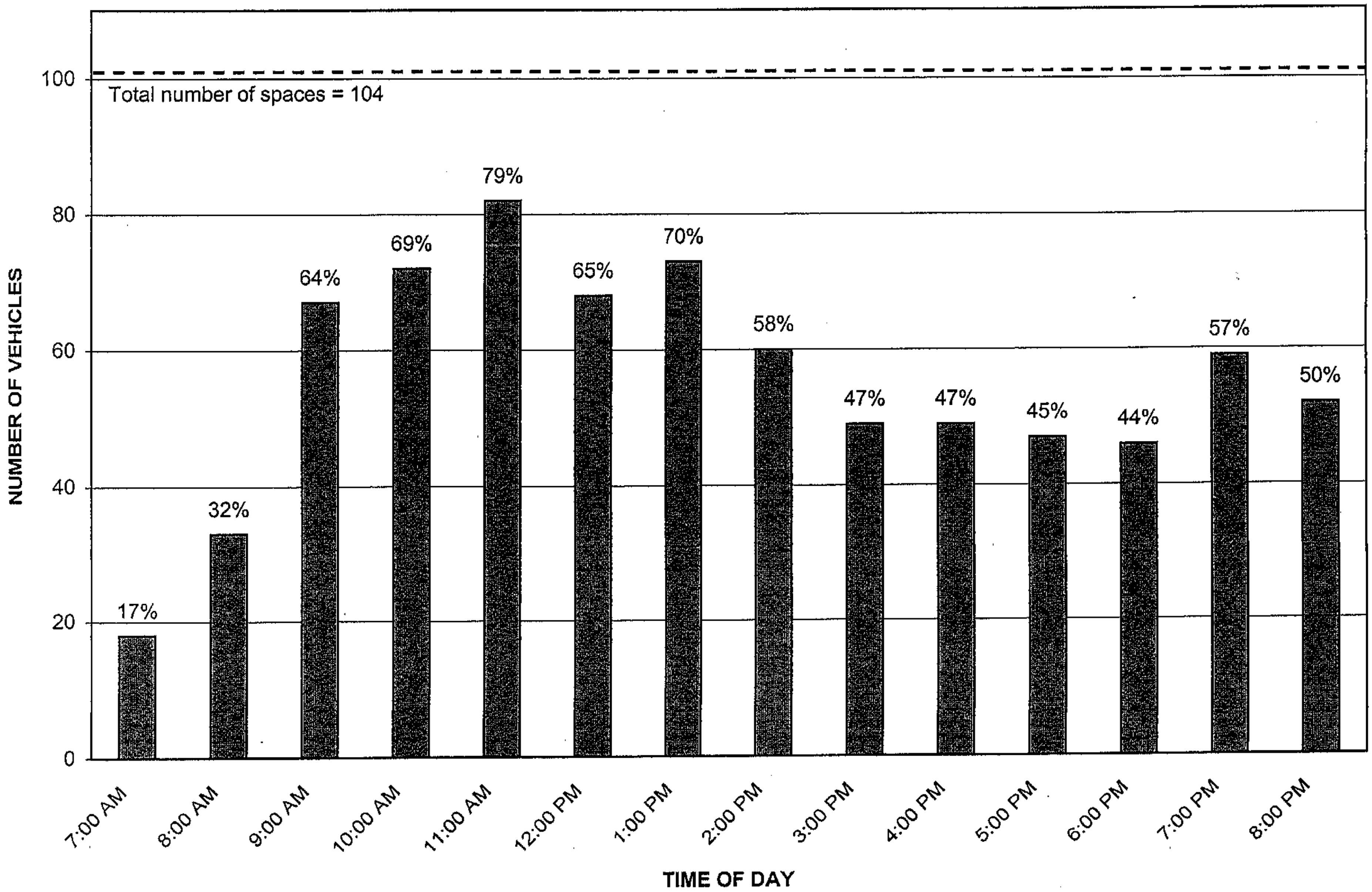


FIGURE C-3
PARKING UTILIZATION BY TIME OF DAY
TENNIS LOT

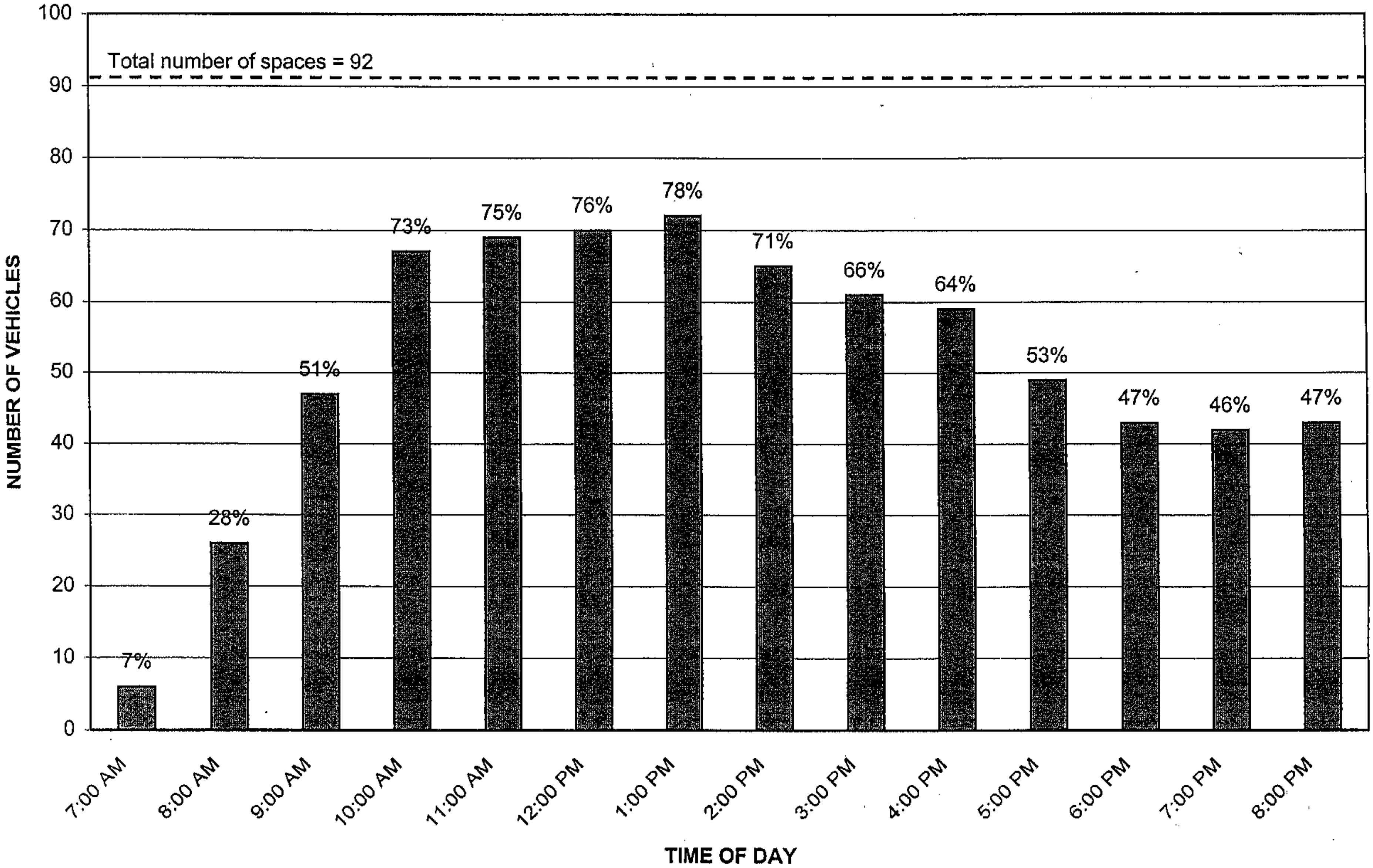


FIGURE C-4
PARKING UTILIZATION BY TIME OF DAY
NORTHEAST LOT

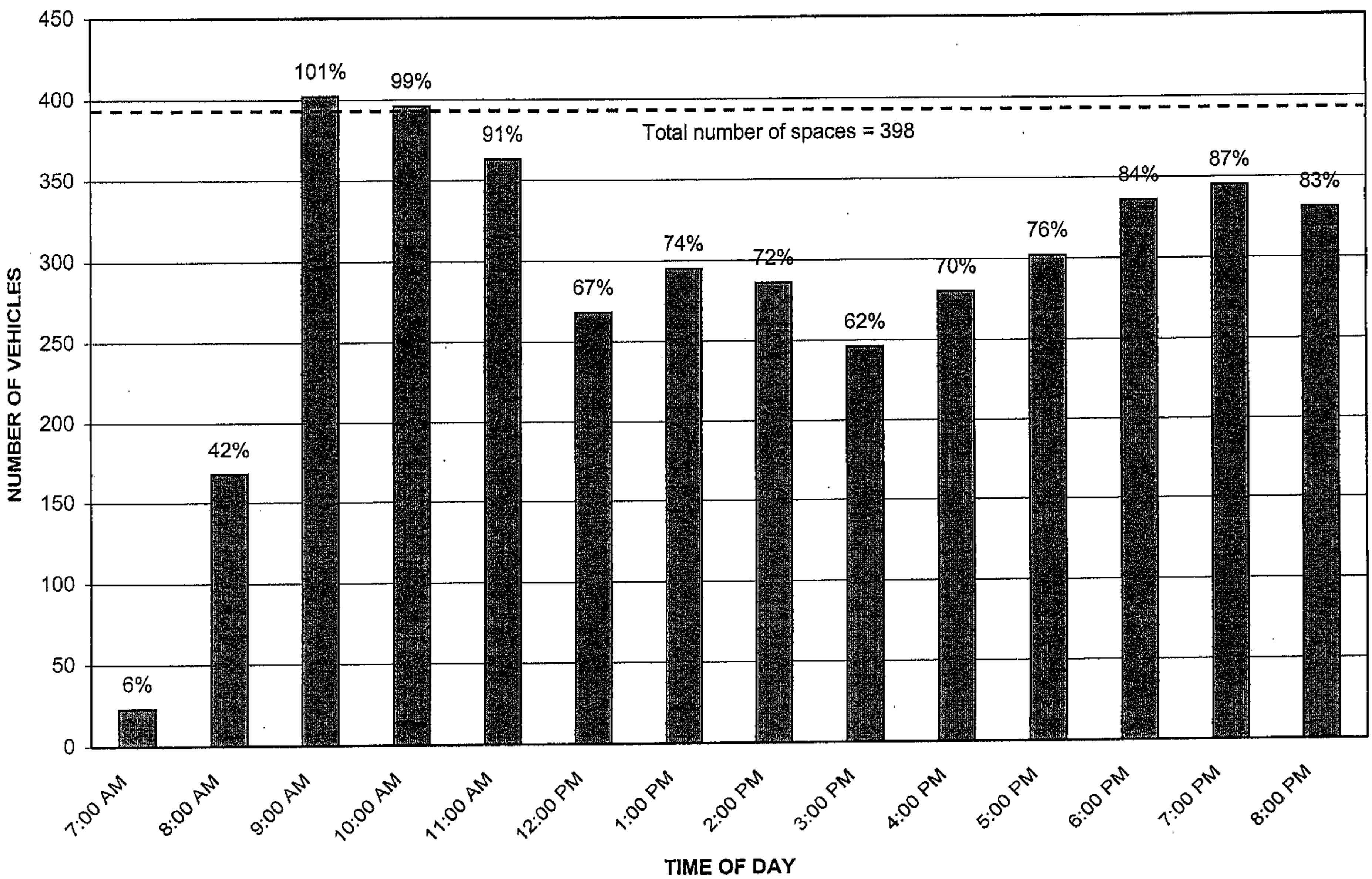


FIGURE C-5
PARKING UTILIZATION BY TIME OF DAY
SOUTHEAST LOT

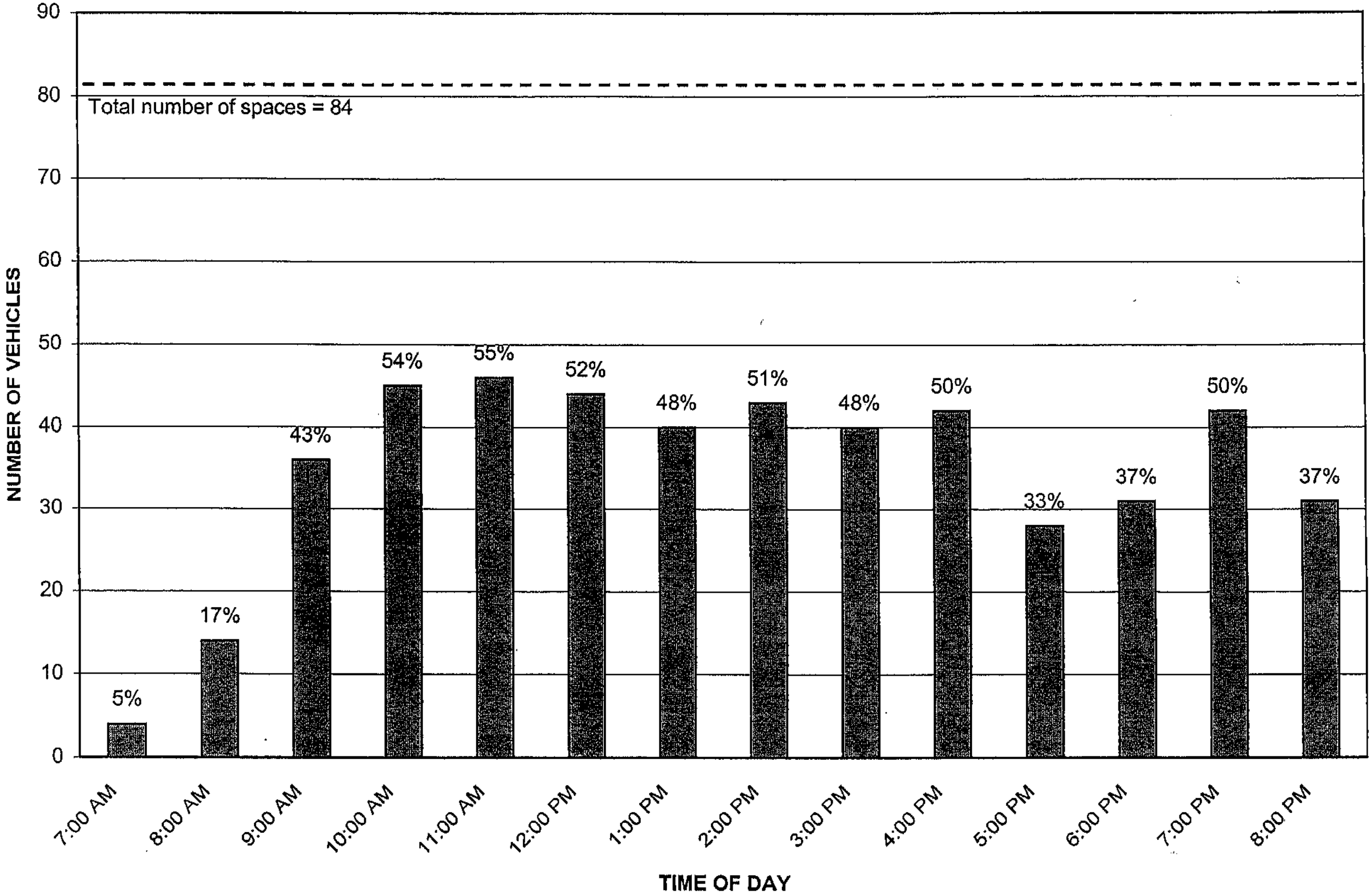
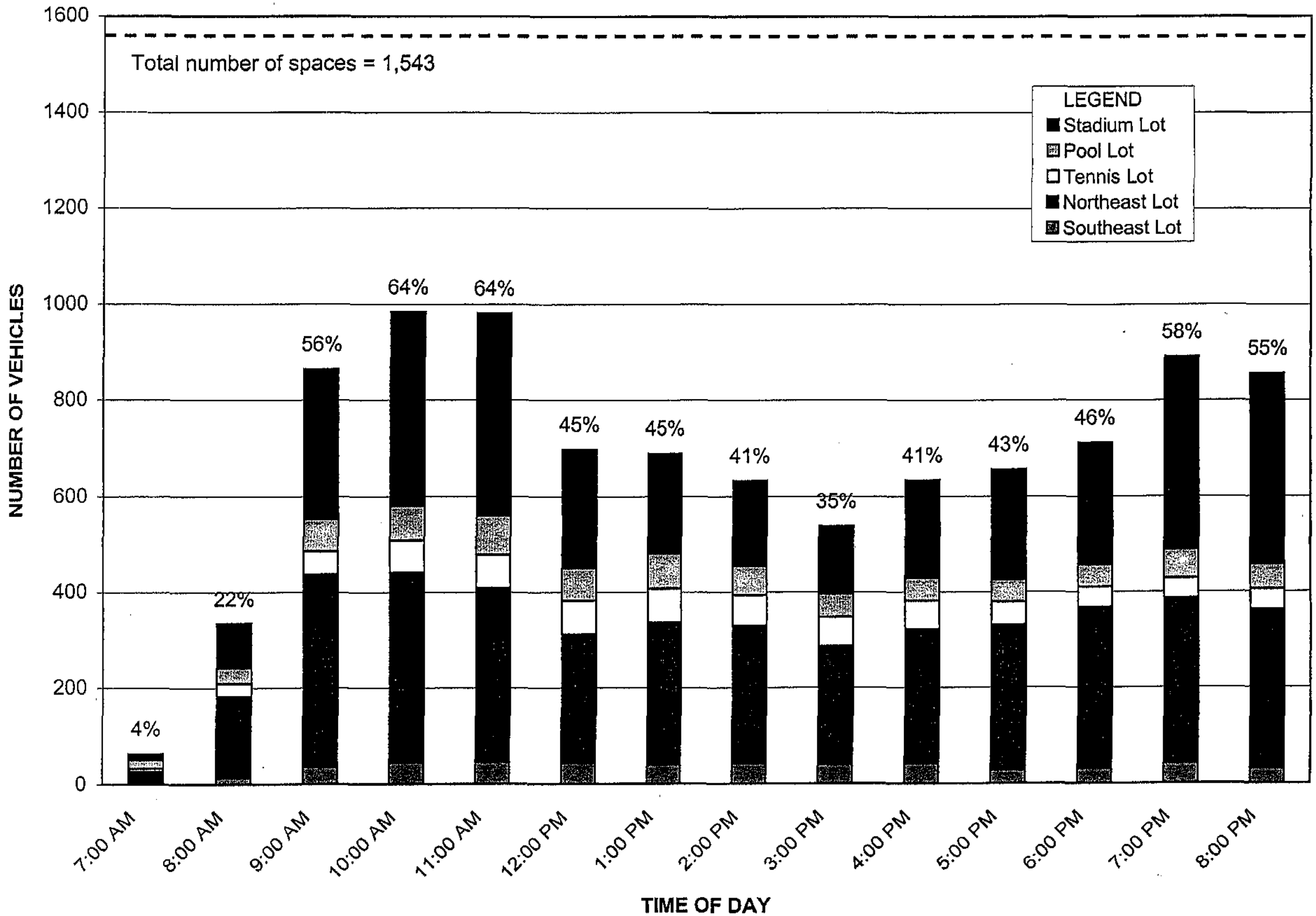


FIGURE C-6
EAST LOS ANGELES COLLEGE PARKING UTILIZATION SUMMARY
TUESDAY, NOVEMBER 24,1998



Appendix H

COMMENTS ON THE DRAFT EIR

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

December 26, 2000
File: 31R-100.20

Dr. Holiday Wagner, PhD
Associate Dean of Research and Planning
East Los Angeles College, Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

Dear Dr. Wagner:

East Los Angeles College Master Plan Environmental Impact Report

The Sanitation Districts have received your Notice of Availability, dated December, 2000, and offer the following correction and comment in regard to solid waste management for the above-mentioned project within the City of Monterey Park:

- The Puente Hills Landfill is a publicly owned and operated disposal facility open to the public. Currently, the Puente Hills Landfill closes early due to permit-imposed tonnage restrictions. The existing local land use permit authorizes the disposal of a maximum of 13,200 tons per day, not to exceed 72,000 tons per week. This permit is valid through November 1, 2003, at which time it will have to be renewed to continue operations. The proposed permit renewal would not increase the landfill's daily tonnage rate.

- The document should address the California Integrated Waste Management Act, AB 939, requiring cities to meet ambitious waste diversion goals. The Act also requires each city and county to promote source reduction, recycling and safe disposal or transformation. In order to assist in meeting these goals, the Sanitation Districts recommend that the proposed development incorporate storage and collection of recyclables into each project design. It is recommended that refuse collection contracts include collection of recyclables. All occupants should be encouraged to recycle, at a minimum, newspaper, glass bottles, aluminum and bimetal cans, and P.E.T. bottles. Recycling should be included in the design of the project by reserving space appropriate for the support of recycling, such as adequate storage areas and access for recycling vehicles. In addition, all contractors should be urged to recycle construction and demolition wastes to the extent feasible. It should be recognized that, even with recycling, adequate regional disposal capacity is needed to accommodate new developments. If you have any further questions about recycling, please contact Bill George, who is the Recycling Coordinator for the Sanitation Districts, at extension 2427.

If you have any questions regarding these comments, please contact the undersigned at (562) 699-7411, extension 2456.

Very truly yours,

James F. Stahl

Felicia Ursitti

Felicia Ursitti
Project Engineer
Solid Waste Management Department

FAU:wpa

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

January 17, 2001

File No: 02-00.04-00

Holliday Wagner, Ph.D.
Associate Dean of Research and Planning
East Los Angeles College
Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

Dear Dr. Wagner:

East Los Angeles College Master Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Availability of a Draft Environmental Impact Report (DEIR) for the subject project on December 18, 2000. The proposed development is located within the jurisdictional boundaries of District No. 2. After viewing the DEIR document online, we offer the following comments:

- All information concerning Districts' sewerage facilities contained in the document is currently complete and accurate.
- Comments regarding solid waste management for the subject project were forwarded under separate cover.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen

Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:rf

Post-it® Fax Note 7671	Date 1/18/01	# of pages ▶ 1
To Diran	From Holiday	
Co./Dept. TDM	Co. ELAC	
Phone #	Phone #	
Fax # 323-254-7511	Fax # 323-265-8669	

Post-it® Fax Note 7671		Date 1/22/01	# of pages ▶ 1
To	RANDI COOPER	From	DIRAN
Co./Dept.	THA	Co.	TDM
Phone #		Phone #	
Fax #		Fax #	

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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January 10, 2001

Ms. Holiday Wagner, Ph.D.
Associate Dean of Planning and Research
East Los Angeles College
Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

RE: **Comments on the Draft Environmental Impact Report for the East Los Angeles College Master Plan Project - SCAG No. I 20000602**

Dear Ms. Holiday:

Thank you for submitting the **Draft Environmental Impact Report for the East Los Angeles College Master Plan Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

It is recognized that the proposed Project considers the development of a Master Plan, which will be designed to address the physical improvements proposed for East Los Angeles College (ELAC). The proposed improvements include the development of facilities that would permit a capacity of at least 25,000 students. In addition, improvements include renovation to three existing facilities, construction of up to nine new buildings, four new parking structures, improved and additional recreational and outdoor facilities and the modernization of the Weingart Stadium. The proposed improvements will add 476,300 square feet along with approximately 3,512 additional parking spaces. The Project area encompasses 82 acres. The Project area is located in the City of Monterey Park in Los Angeles County.

SCAG staff has evaluated the Draft EIR for consistency with the Regional Comprehensive Plan and Guide. The Draft EIR in Section 4.6 (Land Use and Planning) includes discussions on the proposed Projects' consistency with SCAG policies and applicable regional plans, which were outlined in our July 10, 2000 letter on the Notice of Preparation (NOP) for this Draft EIR.

The Draft EIR cited SCAG policies and addressed the manner in which the proposed Project is consistent with applicable core policies and supportive of applicable ancillary policies. Table 4.6-1 (Comparison of the Proposed Project to SCAG Regional Policies) incorporated a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the applicable policies with the proposed Project. This approach to discussing consistency or support of SCAG policies is commendable and we appreciate your efforts. Based on the information provided in the Draft EIR, we have no further comments. A description of the proposed Project will be / was published in the January 1, 2001 Intergovernmental Review Report for public review and comment.

If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

Jeffrey M. Smith

JEFFREY M. SMITH
Senior Planner
Intergovernmental Review

Post-it® Fax Note 7671		Date 1/16/01	# of pages ▶ 1
To	Diran	From	Holliday
Co./Dept.	TDM	Co.	ELAC
Phone #		Phone #	
Fax # 323 254-9511		Fax # 323 265-8669	

CITY OF MONTEREY PARK
320 west newmark avenue ▪ monterey park, ca 91754-2896
▪ municipal services center

January 29, 2001

Holliday Wagner, PhD
Associate Dean of Research and Planning
East Los Angeles College, Office of the President
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

RE: Comments on Draft Environmental Impact Report – East Los Angeles College (ELAC) Facilities Master Plan

Dear Dr. Wagner:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) and supplemental Appendices for the ELAC Facilities Master Plan. As provided by an extension of time granted by the Los Angeles Community College District and East Los Angeles College, this letter will provide requested comments and concerns on the documents. The City of Monterey Park serves as one of the most crucial responsible agencies in this mandated environmental review process, since the college is an active and highly visible entity within the community. Various City Departments have reviewed the DEIR to analyze potentially significant impacts to local and regional environments and provide the following comments and concerns:

Planning/Administration

Page 1-1, et al: Any reference to the 17,197 enrollment figure should be qualified to indicate if this number is actual students on the ELAC campus or does it also include students at any satellite facilities.

Page 2-1: The reference to adding approximately 457,161 does not appear to be consistent with the project description beginning on Page 3-16. Please confirm the square footage. A table would be helpful.

Pages 2-2, 2-3: Mitigation Measures AQ3 and AQ12 have potential conflict with implementation. For apparently the same issue, AQ3 provides two options, but AQ12 provides only one of the options. Additional appropriate mitigation measures should include identification of equipment maintenance to optimal operational specifications and control of airborne particulate matter during any demolitions of buildings.

Page 2-4: A mitigation measure which states that, "Design measures should be incorporated so as buildings and facilities should be located at a distance from residential uses to the maximum extent possible" should be considered for inclusion.

Page 2-5: Mitigation Measures N1 and N2 should include language to further qualify the types of activities. N1 should make reference to "general" construction activities and N2 should more definitively describe "noisy" construction activities.

Page 2-6, et al: All references to Lane Elementary School should be corrected to Robert Hill Lane Elementary School.

Page 2-6: Mitigation Measure N14 should include those days of the week that events are permitted.

Page 2-6: In Mitigation Measure N12, define the meaning of "sufficient." Under Public Services, due to the pending contract for services between the College District and the Los Angeles County Sheriff's Department, the analysis is insufficient at this time. A compilation of mitigation measures for Police services due to the increased enrollment and potential servicing of the Stadium is anticipated. The document contains older data related to responses from City Public Safety personnel, and should be revised to include discussion relating to applicable updates. Another related mitigation measure should indicate the timing of use of on-site security personnel.
Reference to "Fire Access" should be restated as "Fire Services." There should be further discussion in the document to identify current service needs to the college and potential service needs of the Stadium.

Page 2-7: All references to "Cesar Chavez Avenue" should be corrected to "Avenida Cesar Chavez." Mitigation Measure T2 is not applicable since it already exists. All references as a mitigation measure should be omitted and any related traffic data and analysis should be reevaluated for an updated presentation. In Mitigation Measure T3, indicate the extent of the proposed mitigation to "widen" Floral Drive and expand in the body of the document. For Mitigation Measure T4, other agencies such as Caltrans, MTA, Montebello Transit, and appropriate City and County Departments should be included in the list of entities to be notified. For Mitigation Measure T8, an implementation time, subject to City of Monterey Park review, should be indicated.

Page 2-8: In Mitigation Measure U3, an implementation time should be indicated.

Figure 3-3: Not all facilities listed in the legend are identified on the map.

Page 3-12: The statement regarding the surrounding shopping centers needs to be corrected and expanded to indicate the following:

1. The "Prado Center" is located on the north side of Avenida Cesar Chavez.
2. The Monterey Park Village is located on the south side of Avenida Cesar Chavez

3. The Atlantic Square Shopping Center is located on the east side of Atlantic Boulevard.
4. The Monterey Galleria is located on the north side of Floral Drive.

Figure 3-10: The figure should be corrected to include the R-3 designation for the area north of Floral Drive and the R-2 designation for the area south of Avenida Cesar Chavez. The shopping centers indicated for Page 3-12 should be appropriately identified and corrected.

Page 3-23: Project Construction Phasing should be considered to indicate all parking lot/structure improvements at the same time or prior to the modernization of the Weingart Stadium.

Page 4.1-2: In the second paragraph under to "Existing Lighting Conditions" section, the statement that the Stadium lights do not directly emit onto the surrounding neighborhoods should be confirmed through the production of a "line of projection" diagram that depicts the light standards and angles of direction. Figure 3-9 assists in understanding the potential issue, but the quality of the photo does not provide the clarity to ascertain that the lamps are not directly pointed across to which direct lighting could be received by the surrounding residential properties.

Pages 4.1-5 and 4.1-6: Table 4.1-2 needs to be further clarified regarding pedestrian, security and other provisions of lighting for the planned improvements. For example, the P-2 Parking Structure may need to indicate lights with shields.

Pages 4.2-3 to 4.2-8: The Carbon Monoxide analysis needs to be further qualified to discuss the extent of study locations. There appears to be a number of other potentially impacted intersections, such as further west to Mednik Avenue at Avenida Cesar Chavez and Floral Drive, and the E-bound off ramp at Atlantic Boulevard. The analysis should quantify the number of trucks and other equipment needed in which the emissions data is based upon. If changes, this needs to be coordinated with the traffic analysis. The analysis for the parking structures should be expanded, in particular to include the 1,000-car structure.

Page 4.5-2: Under Operation Impacts, in regards to the use and storage of hazardous materials, the discussion should indicate any review and comments from the City of Monterey Park Fire Department.

Page 4.6-1: In the second paragraph under "Existing Environmental Settings," there are also multiple-family residential units to the south.

Pages 4.6-4 and 4.6-5: Policies 3.12 and 3.27 would seem to be applicable to the activities and welfare of the college. The discussion should be expanded.

Page 4.6-6: Policy 11.07 makes reference to "City mandated water conservation policies," but the College is served by the California Water Service Company, a private entity.

Page 4.7-10: The document does not adequately address operational noise impacts as a result of vehicle and pedestrian use of the proposed parking structures. Appropriate mitigation measures must be incorporated.

Pages 4.7-11 and 4.7-15: The statement in the second paragraph related to exemption from the Monterey Park Noise Ordinance should clarify that it refers to "school events." The statement indicated that was paraphrased from conversation with Ray Hamada should be corrected to state, "In addition, there <u>is not an awareness of</u> any incidences that would require the City to enforce the Noise Ordinance on events at the Weingart Stadium."

Pages 4.8-1 and 4.8-3: According to Fire Marshal Jerry Wombacher, the analysis does not adequately address any discussion response call history to the college. It is anticipated that the expanded construction and growth of enrollment could proportionately increase the call volume, and increase service level requirements for fire fighting, building plan checks and inspections. City staff conclusions would indicate that additional personnel would be required. Due to the pending contract arrangements with the Los Angeles County Sheriff's Department for campus law enforcement and security, the discussion would likely require revisions for staffing, operations and implementation of mitigation measures. The statement regarding no traffic impacts must be reconsidered.

Page 4.8-4: The discussion should include information on crime data related to response calls to specifically the college. The number of Monterey Park sworn officers should be corrected to reflect 82. Mitigation Measure PS1 needs reconfirmation. PS2 needs to be expanded to include "in-house phones" connected to the Campus Security Office on parking structure levels and other strategic locations on the campus, and maintenance of landscaping to minimize concealment. An additional mitigation measure should be included to make reference to inter-jurisdictional cooperation on managing parking and access for special events at the stadium. General comments from Daniel Cross, Chief of Police are provided as follows:

Page 2.0: A need to discuss plans to address traffic flow in and around the college during construction.

Page 2-1: There is a need to address traffic flow into parking areas during special events.

Page 2-10: The plans, under the less than significant or no impact heading, does not base the public safety issues based on the present policing with the Los Angeles County Sheriff's.

Page 3.5: Security measures, with anticipated increase of 45% in student population, what are the policing plans through the provision of service from the Los Angeles County Sheriff's Department.

Page 3-16: Will there be, or are there plans to have "in-house" phones inside each building so that incidents of trouble or calls for police service to the Los Angeles County Sheriff's Campus Police can be done so in the most expeditious way? Also with anticipated expansion in use and contracts with special and sporting events, what are the security measures for money handling, traffic flow and lighting.

Page 3-19: Where will the security camera be installed and who will make the recommendations as to the location, and distance between cameras and lighting proposed to be installed? The cameras need to be taped and kept on file for a period of time review. Also where will public address system, for evacuation purposes, be installed?

Page 3-23: During construction, where there will be loss of parking spaces, how will parking issues be mitigated where the surrounding neighborhood will not suffer any impact?

Page 4.1-7: Lighting and phones, location of both items needs discussion and the lighting brightness needs to be addressed.

Page 4.8-3: Information is based on now defunct L.A. Community College District Police provision of service and not on service provided by the Los Angeles County Sheriff's Department. The level and type of service should remain the same, however this is not discussed and can have a negative effect on the public safety of surrounding community. With an anticipated increase of 45% in college enrollment, there was a call in the Environmental Impact Report for an additional 17 police officers as well as increase in other related personnel, is this number of personnel going to be provided by the Sheriff Department since this study calls for it? Public safety plans for special events were not discussed as these events, with the proposed expansion of stadium capacity can impact the surrounding neighborhood. There needs to be coordination with the City of Monterey Park Departments.

mitigated by installation of a recently installed traffic signal. Collegian Avenue and Avenida Cesar Chavez doesn't require mitigation since it is forecast to operate at LOS 'B" even after addition of project related traffic. The intersection of Collegian Avenue and Floral Drive however, requires additional analysis. At the intersection of I-710 NB on-Ramps at Ford and Floral Drive is forecasted to operate at LOS 'F' after the project. Project related traffic does not worsen conditions at I-710 NB on-Ramps at Ford and Floral Drive by a significant level.

Collegian Avenue and Floral Drive calculates to LOS 'E' during the PM peak hour but in actuality operates significantly worse than that. For example, at noon this intersection experiences massive backups that frequently queue back to the west 400 feet or more.

What this means is traffic counts taken there only show the number of vehicles that get through the intersection during that period and doesn't account for the large number of vehicles that were blocked from entering the intersection. A delay analysis should be performed for this intersection, which will present a more accurate representation of the actual operating conditions.

The EIR indicates that traffic impacts at Collegian Avenue and Floral Drive can be mitigated by widening Floral Drive to provide a left-turn lane, a through lane, and a shared through/right-turn lane on eastbound approach and restripe Floral Drive to provide two eastbound departure lanes. There doesn't appear to be room to add the two eastbound departure lanes suggested at this location. Insufficient information was provided as part of the EIR to determine if this recommended mitigation can be implemented. Preliminary engineering drawings presenting the proposed mitigation will need to be provided and approved by the City prior to our acceptance of this proposed mitigation measure.

On-street student parking, which impacts adjacent residential areas, is a major concern to both residents and the City. However, this problem is not anticipated to get much worse than it currently is. As more students park off-site the distance they have to walk increases proportionately making it less desirable than parking on the campus. Therefore, we expect student-parking intrusion into residential areas to remain relatively the same as it currently is. Should residents find it increasingly difficult to find parking near their homes, the City can expand the permit parking areas as needed.

Forecasts of future student parking demand, was based solely on parking counts of on-site parking facilities. Expansion of enrollment will have a greater impact to on-site parking facilities than was forecast since off-site parking is nearly exhausted. As the distance of available parking increases and should the residential permit parking area be

Page 4.8-4: The number of police and security personnel in relationship to population of campus was discussed to ensure adequate campus public safety, however how was this ratio derived?

Pages 4.9-1 to 4.9-13: Comments from Steve Hilton, City Traffic Consultant is provided as follows: The master plan analyzed traffic impacts associated with the increased student load at the college. The following table presents those intersections that are forecasted to operate at LOS 'D' or worse and/or have significant impacts upon implementation of the ELAC master plan.

Table 1
INTERSECTIONS WITH LOS 'D' OR WORSE AND/OR SIGNIFICANT IMPACTS
(Year 2015 Cumulative Plus Project
ELAC Master Plan – EIR)

INTERSECTION	PEAK HOUR	WITHOUT MITIGATION		SIGNIFICANT IMPACT	WITH MITIGATION	
		V/C OR DELAY	LOS		V/C OR DELAY	LOS
Atlantic Blvd. & Avd. Cesar Chavez	AM	0.823	D	NO	n/a	n/a
	PM	0.957	E	NO	n/a	n/a
Atlantic Blvd. & Floral Dr.	AM	0.718	C	NO	n/a	n/a
	PM	0.897	D	NO	n/a	n/a
Bleakwood Av & Avd. Cesar Chavez	AM	20	C	NO	0.448	A
	PM	**39**	**E**	**YES**	**0.475**	**A**
Bleakwood Av & Floral Dr.	AM	18	C	NO	0.571	A
	PM	**29**	**D**	**YES**	**0.709**	**C**
Collegian Ave. & Cesar Chavez	AM	0.565	A	NO	n/a	n/a
	PM	**0.654**	**B**	**YES**	**n/a**	**n/a**
Collegian Ave. & Floral Dr.	**AM**	**0.622**	**B**	**YES**	**0.492**	**A**
	PM	**0.922**	**E**	**YES**	**0.654**	**B**
I-710 NB On-Ramp/Ford Bl & Floral	AM	1.082	F	NO	n/a	n/a
	PM	1.040	F	NO	n/a	n/a

Table 1, presents intersections that are expected to operate at LOS 'D' or worse and/or whose impact is considered significant. Significant impact is when the addition of project-related traffic causes an intersection to operate at a half level of service worse than the pre-project conditions (V/C increase of 0.05) or an intersection is caused to operate at worse than LOS C conditions by the addition of project-related traffic.

Intersections where the project traffic has a significant impact are presented in "**Bold**" typeface for easy recognition. According to the DEIR, the traffic added to these intersections can be mitigated. Bleakwood Avenue at Avenida Cesar Chavez was expanded more students will be parking on campus. Therefore, the forecast on-site student parking demand is too low.

Although the forecast on-site parking demand is too low, the proposed project indicates, upon completion, it will provide a total of 5,336 on-site surface and structural spaces, which should meet the anticipated student, faculty and visitor parking demands.

Nearby commercial uses have complained about students utilizing their parking lots and making it difficult for customers to find parking. Some of them have hired additional security personnel to try to keep college students from taking valuable customer parking. These developments have complained to the City that they are losing revenue because their customers can't find parking. Student parking intrusion into commercial areas needs to be stopped. It is suggested that the college adopt a program to educate students on where they can and cannot park and that campus security assist the local businesses in preventing their parking from being used by students.

The plan doesn't provide a phasing plan stating when these parking spaces will be added or how parking will be provided during construction. A phasing program should be developed and integrated into the master plan document.

In regards to the Weingart Stadium improvements:

From the information presented in the DEIR it appears that their analysis was based on the weekday peak hour traffic information utilized in the main body of the traffic section. It should be noted that Monterey Park frequently experiences heavier traffic volumes on weekends than on weekdays. This is due, in large part, to the ethnic shopping opportunities throughout town. If peak stadium activities are expected to occur on weekends then weekend traffic counts should be collected and used for the analysis. If not, weekday peak hour impacts must be recalculated to account for stadium activities.

Other issues that need to be addressed include, but are not limited to:

1. Numerous police officers are needed to direct traffic when events are held at the stadium since traffic capacity of surrounding intersections is pushed to the point of "grid lock". We realize that streets can't be designed to accommodate the demand from a major event at the stadium however; traffic control measures must be incorporated in the plan to handle this demand.
2. During stadium events the City receives a multitude of complaints from area residents, which include;
    a. Traffic is so heavy they can't get to or from their homes.
    b. I came home and have no place to park.
    c. Their driveways are blocked and they can't get in or out.
    d. Strangers are parked in their driveway.

e. Trash is littering their street and yard.
f. People are drunk and yelling in front of their home.
g. Fights are breaking out in front of their homes.

The DEIR made reference to a Special Event Parking and Access Management Program, which could reduce potential impacts to a less-than-significant level. That program should be included in the EIR and available for review.

Review of the Facilities Master Plan and Draft EIR has raised numerous issues, which need to be addressed. These issues are summarized as follows:

1. Collegian Avenue and Floral Drive calculates to LOS 'E' during the PM peak hour but in actuality operates significantly worse than that. A delay analysis should be performed for this intersection, which will present a more accurate representation of the actual operating conditions.
2. There doesn't appear to be room to add the two eastbound departure lanes suggested at the intersection of Collegian Avenue and Floral Drive. Insufficient information was provided as part of the EIR to determine if this recommended mitigation can be implemented. Preliminary engineering drawings presenting the proposed mitigation will need to be provided and approved by the City prior to our acceptance of this proposed mitigation measure.
3. Nearby commercial uses have complained about students utilizing their parking lots and making it difficult for customers to find parking. It is suggested that the college adopt a program to educate students on where they can and cannot park and that campus security assist the local businesses in preventing their parking from being used by students.
4. The plan doesn't provide a phasing plan stating when the additional surface and structured parking spaces will be added or how parking will be provided during construction. A phasing program should be developed and integrated into the master plan document.
5. If peak stadium activities are expected to occur on weekends then weekend traffic counts should be collected and used for the analysis. If not, weekday peak hour impacts must be recalculated to account for stadium activities.
6. The EIR made reference to a Special Event Parking and Access Management Program, which could reduce potential impacts to a less-than-significant level. That program should be included in the EIR and available for review.
7. On page 13, "Avenida Cesar Chavez, east of Bleakwood Avenue" is listed twice, shouldn't the second one be Avenida Cesar Chavez, <u>west</u> of Bleakwood Avenue? On page 13, first paragraph following the bulleted intersections (last sentence) should be corrected to state the following; "These intersections would continue to operate at their current level of service of LOS A for Avenida Cesar Chavez/Bleakwood Avenue and LOS C for Floral Drive/Bleakwood Avenue."

Other traffic related comments include the following:

Pages 4.9-1 and 4.9-6: The document needs to be more descriptive and explain the base parameters from which anticipated traffic is increased upon.

Page 4.9-5: The 1998 parking utilization study is outdated and needs to be replaced with more current data. The parking use analysis should also address on-street use.

Page 4.9-9: The intersection of Atlantic Boulevard and Pomona Boulevard should be evaluated as a potentially impacted intersection. There continues to be recognized congestion level at the proximity of this intersection.

Page 4.9-11: The fourth paragraph acknowledges the potential impact on public streets because on-site parking is not completely used. This has raised local problems in the past and will likely expand with the growth of enrollment. This aspect needs to be thoroughly analyzed with a parking study.

Pages 4.9-12 and 4.9-13: The analysis projects net new trips as a result of the stadium expansion, however, does not identify how the figures are generated according to the type of activity that would occur at the stadium. Mitigation Measure T2 identifies an improvement that exists, therefore lending to reiterate that the analysis needs updates. Mitigation Measure T5 needs correction for consistency with summary on Page 2-7.

The following are comments and/or concerns relative to the supplemental traffic study.

There are basic flaws in the methodology used in calculating demand for the stadium.

1. The study counted the traffic on non-event days and event days and estimated stadium traffic based on the difference between the counts. Then they increased that by a factor of 50 percent to account for the same percentage increase in stadium seating.
2. The study didn't indicate how many of the 20,000 seats were occupied for each event surveyed.
3. The forecast of additional trips generated by the 10,000-seat expansion is way too low based on past experiences when stadium occupancy was very high. Capacity crowds should be used in all calculations.
4. Intersection Capacity Utilization was based on the traffic extrapolated from item #1 above and indicates that Level of Service will be very high. With a capacity crowd this couldn't happen.

An acceptable methodology would include the following.

1. The traffic counts taken on event and non-event days are acceptable.
2. A survey of vehicles parked prior to, during and after the event should be made.
3. Observations of vehicle occupancy for patrons destined for the stadium should be recorded.
4. Calculate traffic generation rates based on trips per occupied seat.
5. Calculate parking demand rates per occupied seat.
6. Determine traffic impacts to surrounding streets by adding traffic generation for a full stadium to the future traffic volumes presented in the Master Plan EIR.

Determine parking demand based on the above mentioned calculated parking demand rates and apply them to a capacity crowd.

Other Public safety comments related to the supplemental traffic study are as follows:

1. The Police Department also reiterates the anticipated lack of parking to accommodate the Stadium use. Based upon a maximum attendance of 30,000 and plans for approximately 4,700 parking spaces available, the occupants per vehicle ratio would equate to 6.38, which seems high.
2. With the Sheriff's Department providing campus police services/security, the service levels are unknown to determine adequacy for providing traffic control and campus security for the increased numbers of people and vehicles to the college.
3. Any future mitigation that may be resolved with use of the Monterey Park Police Department is subject to negotiation on levels of service and compensation.

Page 5-2: Under Alternative 2, there should be expanded discussion to analyze the possible increased use of satellite facilities as a viable alternative.

Page 6-3: Some of the contents of the table is outdated and should be considered for updates. The college exhibits a regional draw; therefore, the analysis should have likely included more projects in East Los Angeles and Montebello.

These comments have been provided in response to the mandated DEIR review and comment process. This letter attempts to provide a single coordinated response, however, there is the possibility that other City Departments transmitted separate letters of response. If you have any questions regarding the responses, please contact me at (626) 307-1463.

Sincerely,

Ray Hamada

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