

FINAL

POLICE HEADQUARTERS FACILITY PLAN

ENVIRONMENTAL IMPACT REPORT
SCH #2005021055



City of Los Angeles
Department of Public Works
Bureau of Engineering
1149 South Broadway, Suite 600
Los Angeles, CA 90015

FEBRUARY 2006

**POLICE HEADQUARTERS FACILITY PLAN
FINAL ENVIRONMENTAL IMPACT REPORT**

State Clearinghouse No. 2005021055

Prepared for:

City of Los Angeles
Department of Public Works
Bureau of Engineering, Environmental Management Group
1149 South Broadway, Suite 600
Los Angeles, California 90015

Prepared by:

EDAW, Inc.
3780 Wilshire Boulevard, Suite 250
Los Angeles, California 90010
Phone: (213) 368-1608
Fax: (213) 368-1614

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TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1 INTRODUCTION	1-1
1.1 Project Location	1-1
1.2 Summary of Proposed Project	1-1
1.3 Summary of Environmental Impacts	1-4
1.4 Summary of Alternatives Considered	1-4
1.4.1 No Project Alternative (Alternative 1).....	1-4
1.4.2 New PHF at the 1 st and Alameda Streets Site Alternative (Alternative 2)	1-9
1.4.3 New PHF at Parker Center Site Alternative (Alternative 3).....	1-9
1.5 Summary of Alternatives Evaluation	1-9
1.5.1 Environmentally Superior Alternative	1-9
1.6 Noticing and Availability of the Draft EIR.....	1-11
2 RESPONSE TO COMMENTS.....	2-1
3 CLARIFICATIONS AND MODIFICATIONS	3-1
4 MITIGATION MONITORING AND REPORTING PROGRAM	4-1
 APPENDIX	
Appendix A	Traffic and Parking Analysis of Revised Project

LIST OF FIGURES

Figure	Page
1-1	Regional Location Map
1-2	Vicinity Map

LIST OF TABLES

Table	Page
1-1	Summary of Environmental Impacts and Mitigation Measures
1-2	Comparison of Impacts for the Proposed Project and the Alternatives
2-1	List of Comment Letters from Draft EIR
4-1	Mitigation Monitoring and Reporting Program

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1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) has been prepared by the City of Los Angeles (City) under the California Environmental Quality Act of 1970 (CEQA) Sections 15088, 15089, and 15132, for the Police Headquarters Facility Plan Project (proposed project). This Final EIR includes: Response to Comments, which includes the City's responses to all written comments received by agencies, private organizations, and the public during the draft EIR public comment period and verbal comments received during the draft EIR public hearing; Clarifications and Modifications, which describes the changes made to the draft EIR; and the Mitigation Monitoring and Reporting Program (MMRP), which lists all the mitigation measures required for implementation of the project, the phase in which the measures would be implemented, and the enforcement agency responsible for compliance.

1.1 PROJECT LOCATION

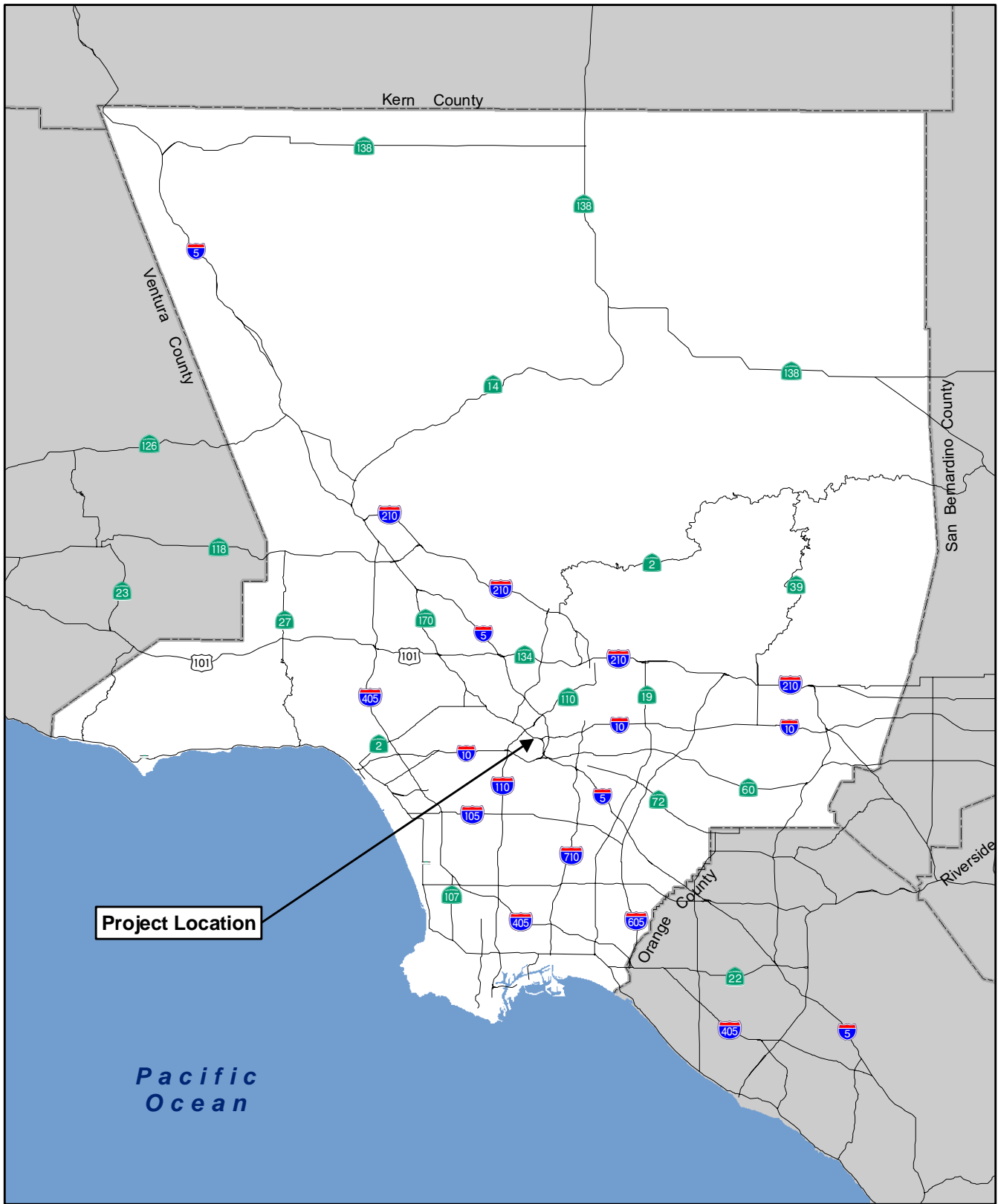
The proposed project is located in the northeastern portion of downtown within the City of Los Angeles, County of Los Angeles (see Figure 1-1, Regional Map). The project site includes three distinct areas that are generally located south of Temple Street and east of Spring Street. The specific boundaries of the project site are described in more detail below and are shown on Figure 1-2, Vicinity Map. For discussion purposes, the three areas encompassing the project site are identified as follows:

- **Old Caltrans Site** – Block bounded by 1st Street to the north, Main Street to the east, 2nd Street to the south, and Spring Street to the west.
- **2nd and Main Streets Site** – Central portion of the block bounded by 2nd Street to the north, Los Angeles Street to the east, 3rd Street to the south, and Main Street to the west.
- **Parker Center Site** – Southeastern portion of the block bounded by Temple Street to the north, Judge John Aiso Street to the east, 1st Street to the south, and Los Angeles Street to the west.

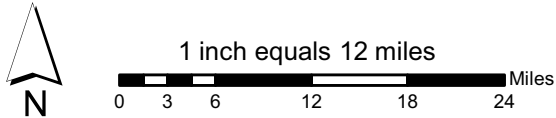
1.2 SUMMARY OF PROPOSED PROJECT

The Police Headquarters Facility Plan would involve the construction of a police headquarters building and related improvements in downtown Los Angeles. The purpose of the project is to permanently house the Los Angeles Police Department (LAPD) headquarters currently at Parker Center and to provide improved public facilities and sufficient parking to meet the operational needs of the LAPD and the general public visiting the Civic Center. The current facility is obsolete and deficient in capacity. The proposed project would include the following key components:

- 500,000 square foot (ft²) Police Headquarters Facility (PHF) with office space for administrative police personnel, a helipad, auditorium, café, and subterranean parking (365 spaces for police use);



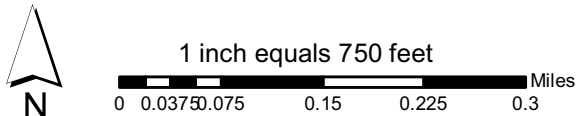
Source: California Geospatial Information Library (2003-5)



**Figure 1-1
Regional Location Map**



**Figure 1-2
Vicinity Map**



- Off-site police headquarters parking (Main Street Parking Facility) with up to 800 parking spaces for police use on six above-ground levels and approximately 140 parking spaces on two below-ground levels designated for public use. The facility would be designed to accommodate a future two-level, 60,000 ft² recreational center;
- 28,000 ft² replacement facility to house the MTD which administers the procurement, maintenance, and repair of police fleet vehicles. The facility would contain a car wash, fuel island, service bays, storage areas for automotive parts and repair products, parking for large vehicles, office space for MTD personnel, and up to 3,000 ft² of space designated for future retail development;
- Two-level, below-grade public parking facility (Aiso Street Parking Facility) containing 300 parking spaces and an at-grade public plaza; and
- One acre of open space at the new PHF including a lawn and landscaped terrace.

During construction of the PHF, police headquarter functions would remain at Parker Center. Following completion of the new PHF, Parker Center would be permanently vacated, secured, and maintained. The new police facility would have the capacity to accommodate up to 2,400 police personnel by the year 2011; a 13 percent growth over the current personnel level.

1.3 SUMMARY OF ENVIRONMENTAL IMPACTS

Table 1-1 provides a summary of the impacts associated with the proposed project, including impacts that would be significant and unavoidable and potentially significant unless mitigated. Also included in this table are the recommended mitigation measures and a determination of the level of significance of the impacts after incorporation of the mitigation measures.

1.4 SUMMARY OF ALTERNATIVES CONSIDERED

The draft EIR considered a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 15126.6(a) of the State CEQA Guidelines. As described below, the alternatives analyzed in this EIR include: the No Project Alternative (Alternative 1); New PHF at the 1st and Alameda Site (Alternative 2); and the New PHF at the Parker Center Site (Alternative 3).

1.4.1 NO PROJECT ALTERNATIVE (ALTERNATIVE 1)

Under the No Project Alternative, the proposed new structures would not be constructed nor would structures be demolished or vacated. Parker Center would continue to be used as the headquarters for LAPD's administrative functions. The MTD would remain at Parker Center, and the associated parking and open space improvements would not take place. The environmental characteristics would generally be the same as those described in the environmental setting sections of Chapter 3 of the draft EIR.

TABLE 1-1 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Project Impacts	Mitigation Measures	Significance After Mitigation
AIR QUALITY		
<p>During construction, the proposed project would violate the South Coast Air Quality Management District's (SCAQMD) air quality standard for volatile organic compounds (VOC) and nitrogen oxides (NOx,) and would contribute substantially to an existing or projected air quality violation. NOX emissions would exceed the SCAQMD thresholds of significance during each year of construction. Construction activities would exceed VOC thresholds during the last two years of construction.</p>	<p>AIR-A: Best Available Control Measures (BACMs) shall be incorporated into the project's contract specifications to facilitate enforcement, as follows:</p> <ul style="list-style-type: none"> • At least 75% of all architectural coatings shall be No-VOC coatings. • All heavy construction equipment will be outfitted with particulate filters. • All heavy construction equipment will be powered by Puri-NOX or a NOX emission-reducing equivalent fuel. • All heavy construction equipment shall be properly tuned and maintained. • All heavy construction equipment engines will use cooled exhaust gas recirculation or will be Tier II compliant, as feasible. • All heavy construction equipment not equipped with cooled exhaust gas recirculation will be equipped with NOX catalysts, as feasible. 	Significant (VOC and NOx).
<p>The proposed project would expose sensitive receptors to substantial pollutant concentrations. The sensitive receptors, including nearby residents and pedestrians, would be exposed to short-term impacts from VOC and NOX emissions during construction.</p>	See AIR-A.	Significant.
ARCHAEOLOGICAL RESOURCES		
<p>Construction of the proposed project has the potential to cause a substantial adverse change in the significance of a historical or archaeological resource. Excavation and grading activities at the Old Caltrans Site and 2nd and Main Streets Site could uncover buried archaeological resources, including a segment of Zanja No. 8 (or related tributaries) at the 2nd and Main Street Site.</p>	<p>ARCH-A: Ground-disturbing activities at the Old Caltrans Site and the 2nd and Main Streets Site shall be monitored by a qualified archaeologist. In the event cultural resources are discovered, work in the vicinity shall be halted immediately until the resource is assessed and treatment is determined. For the Old Caltrans Site, monitoring shall be conducted during all excavation and grading activities. For the 2nd and Main Streets Site, monitoring shall be conducted during excavation, grading, and removal of pavement. Additional granite pavement</p>	Less than significant.

Project Impacts	Mitigation Measures	Significance After Mitigation
	discovered during construction would warrant the preparation of a State Department of Parks and Recreation (DPR) update form.	
HISTORIC ARCHITECTURAL RESOURCES		
<p>The proposed project would potentially result in a material alteration of the physical characteristics of Parker Center, a designated historical resource. Although the proposed project would not demolish any historically significant structures at the Parker Center Site, closure of the facility could potentially result in deterioration by neglect to the physical characteristics that convey Parker Center’s historical significance and justify its eligibility for the California Register of Historical Resources (CRHR).</p>	<p>HIST-A: A maintenance plan for Parker Center shall be developed and implemented by a qualified historic architect or preservation professional who meets the Secretary of the Interior’s Professional Qualification Standards. The plan shall address the character-defining features of Parker Center that were detailed in historical assessment prepared for the City’s Proposition Q and F Civic Center Public Safety Facilities Project (Gregory, Wuellner, and Hirsch 2004). The plan shall include a detailed documentation of existing contributing historic features, finishes, and materials of Parker Center and associated contributing objects, including the Young mosaic and Rosenthal sculpture group. The plan shall comply with all applicable Secretary of Interior Standards and shall include a maintenance schedule for Parker Center.</p>	<p>Less than significant.</p>
PALEONTOLOGICAL RESOURCES		
<p>The proposed project would potentially result in the permanent loss or, loss of access to, paleontological resources of regional or statewide significance. Construction of below-grade parking at the Old Caltrans Site and 2nd and Main Street site would require excavation beyond the artificial fill and alluvium as well as removal of overlying sediments that have been previously disturbed. Since the Fernando Formation and Puente Formation are noted as having a high potential for paleontological resources, construction activities could encounter and adversely affect fossil remains.</p>	<p>PALEO-A: During excavation at the Old Caltrans Site and the 2nd and Main Streets Site, a qualified paleontologist(s) shall monitor excavation and earth removal from areas likely to contain paleontologic resources, including subsurface Pleistocene alluvium and underlying deposits of the marine Late Miocene Puente Formation (also known as the Modelo Formation) and marine Pliocene Fernando Formation. To avoid construction delays, the paleontological monitor(s) shall be equipped to salvage fossils as they are unearthed and to remove samples of sediments that are likely to contain fossil remains. The paleontological monitor(s) shall be able to temporarily halt or divert construction equipment, should the salvage and removal of fossil specimens require this. The monitor shall be present for all major grading. In the event that major grading reveals the presence of fossiliferous rock unit(s) at any site, the monitor shall be</p>	<p>Less than significant.</p>

Project Impacts	Mitigation Measures	Significance After Mitigation
	<p>on-site until all grading is completed.</p> <p>PALEO-B: During excavation at the Old Caltrans Site and the 2nd and Main Streets Site, samples of the Puente Formation and Fernando Formation shall be collected and analyzed by a qualified paleontologist for potential fossil resources. As these fossils are small and undetectable in normal excavation monitoring activities, samples shall be collected from a range of depths at the location, and a number at the discretion of the paleontologic monitor(s).</p> <p>PALEO-C: If paleontological resources are encountered during construction, recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small or minute fossil remains.</p> <p>PALEO-D: If paleontological resources are encountered during construction, recovered specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable paleontologic storage.</p> <p>PALEO-E: Upon completion of construction activities, a report of findings with an itemized inventory of specimens shall be prepared and submitted to the City of Los Angeles, Department of Public Works, Bureau of Engineering along with a confirmation of the specimens deposited in an accredited and permanent museum repository.</p>	
NOISE		
<p>Construction would result in a less than significant noise impact to proximate sensitive receptors. The nearest sensitive noise receptors to the project site include the Higgins Building, St. George Hotel, San Pedro Firm Building, and the East-West Players performing arts theatre (former Japanese Union Church of Los Angeles). The Higgins Building and St. George Hotel are located approximately 50 feet and 20 feet from the Old Caltrans and 2nd and Main Streets Sites, respectively. The San Pedro Firm Building and the East-West Players are located approximately 90 feet and 130 feet, respectively, from the Parker Center Site. During construction, ambient noise levels at these sensitive receptors would increase by 18 to 25 dBA. Construction activities for the proposed project would be temporary and sporadic, based on single construction</p>	<p>NOISE-A: During all site preparation, grading, and construction at each of the project sites, the construction contractor shall stockpile materials and stage vehicle areas away from noise-sensitive receivers adjacent to the project sites to the extent feasible.</p> <p>NOISE-B: All construction equipment used at each project site shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment shall be properly maintained to eliminate unnecessary additional noise due to worn or improperly maintained parts.</p> <p>NOISE-C: Hydraulic hammer attachments used in</p>	<p>Less than significant.</p>

Project Impacts	Mitigation Measures	Significance After Mitigation
<p>events that would occur over a 30-month period for the Old Caltrans site, a 14-month period for the Main Street Parking Facility and MTD, and a 15-month period for the Aiso Street Parking Facility.</p>	<p>pavement and structure demolition at all project sites shall be equipped with a silencing package. NOISE-D: Plywood fencing (approximately ¾ inch or greater plywood thickness) of a minimum 8 feet in height shall be used along the perimeter of construction sites for each project site to minimize noise to nearby noise-sensitive receivers. This perimeter fencing shall not have perforations or gaps, and shall be provided in addition to required security fencing.</p>	
<p>The proposed project would exceed the vibration thresholds of annoyance established in Table 3.10-4 during construction. Impacts would exceed the vibration thresholds at the St. George Hotel.</p>	<p>NOISE-E: All residents of the St. George Hotel shall be notified of potential vibration impacts at least 14 days prior to beginning of construction on the MTD and Main Street Parking Facility.</p>	<p>Significant and Unavoidable.</p>
<p>TRAFFIC</p>		
<p>The proposed project would significantly impact 2 of the 43 intersections in the study area during the evening peak hour. These intersections include:</p> <ul style="list-style-type: none"> • Main St. & 1st St. • Main St. & 2nd St. 	<p>Due to physical constraints, no feasible mitigation measures have been identified.</p>	<p>Significant and Unavoidable.</p>

Potential impacts associated with the proposed project would be avoided because no major development would occur on the project site under the No Project Alternative. Because no changes would occur on-site, no impacts related to Air Quality, Archaeological Resources, Historic Architecture, Paleontological Resources, Noise, and Traffic would occur. However, potential benefits associated with reuse of the deteriorating Parker Center Site, including possible hazards remediation as outlined in Section 3.7, would not occur and this alternative would not fulfill the objectives of the project and would further impair the ability for LAPD to function efficiently and provide protection within the City.

1.4.2 NEW PHF AT THE 1ST AND ALAMEDA STREETS SITE ALTERNATIVE (ALTERNATIVE 2)

This alternative would relocate the PHF, the PHF parking facility, and the MTD to areas east of Alameda Street, between Temple and 1st Streets; however, public parking would still be located at 1st and Judge John Aiso Streets. This Alternative would essentially cost the same and would be completed within the same timeframe as the proposed project. This alternative would also meet the basic objectives of the proposed project and operational needs of the City's public safety infrastructure. Impacts associated with this Alternative would be similar to the proposed project; however, operational impacts to air quality and construction impacts to noise and vibration would be less than with the proposed project.

1.4.3 NEW PHF AT PARKER CENTER SITE ALTERNATIVE (ALTERNATIVE 3)

This alternative would place the PHF, the PHF parking structure, and the MTD on the existing Parker Center Site; however, no public parking would be provided. This alternative would require a longer construction schedule and would be delayed by approximately 2 years in comparison with the proposed project. The cost associated with this Alternative would be significantly higher and it would not meet the objective of providing public parking for the Civic Center. Archaeological, operational air quality, and construction noise and vibration impacts would be less under this Alternative; however, impacts associated with aesthetics and historic architecture would be greater than with the proposed project.

1.5 SUMMARY OF ALTERNATIVES EVALUATION

In accordance with CEQA Guidelines Section 15126.6 (d) each alternative was evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the proposed project. Table 1-2 provides a comparison matrix of the impacts associated with the proposed project and the three alternatives carried forward for detailed evaluation.

1.5.1 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The "No Project" alternative would be the environmentally superior alternative. However, in accordance with Section 15126.6(e)(2) of the CEQA Guidelines, if the environmentally superior alternative is the No

TABLE 1-2 COMPARISON OF IMPACTS FOR THE PROPOSED PROJECT AND THE ALTERNATIVES

Impact Area	Proposed Project	Alternative 1: No Project	Alternative 2: New PHF at 1 st and Alameda Streets Site	Alternative 3: New PHF at Parker Center Site
Aesthetics, Light, and Glare	III	IV (Less)	III (Similar)	I (Greater)
Air Quality: Construction	I	III (Less)	I (Similar)	I (Similar)
Operation	III	III (Less)	III (Less)	III (Less)
Archaeological Resources	II	IV (Less)	II (Similar)	IV (Less)
Historic Architectural Resources	II	IV (Less)	II (Similar)	I (Greater)
Paleontologic Resources	II	IV (Less)	II (Similar)	II (Similar)
Geology & Soils	III	IV (Less)	III (Similar)	III (Similar)
Hazards & Hazardous Materials	III	IV (Less)	III (Similar)	III (Similar)
Hydrology & Water Quality	III	IV (Less)	III (Similar)	III (Similar)
Land Use	III	IV (Less)	III (Similar)	III (Similar)
Noise/Vibration: Construction	I	III (Less)	II (Less)	II (Less)
Operation	III	III (Less)	III (Similar)	III (Similar)
Traffic & Parking	I	IV (Less)	I (Similar)	I (Similar)
Utilities: Water	IV	IV (Less)	IV (Similar)	IV (Similar)
Sewer & Wastewater	IV	IV (Less)	IV (Similar)	IV (Similar)
Solid Waste	IV	IV (Less)	IV (Similar)	IV (Similar)
Electricity & Natural Gas	III	IV (Less)	III (Similar)	III (Similar)

Notes:

- I: Significant Unavoidable Impact
- II: Potentially Significant Impact Unless Mitigated
- III: Less Than Significant Impact
- IV: No Impact

- Less: Impact is lower in magnitude than impacts of the proposed project
- Similar: Impact is similar in magnitude to impacts of the proposed project
- Greater: Impact is greater in magnitude than impacts of the proposed project
- Mixed: Some impacts are less than, similar to, and/or greater in magnitude than impacts of the proposed project

Project Alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. In this case, Alternatives 2 and 3 would both avoid significant unavoidable impacts associated with construction-related noise and vibration. Although Alternative 2 would have significant and unavoidable traffic impacts similar to those identified for the proposed project, the impacts could be slightly greater for Alternative 3 because of the concentration of the PHF and other buildings in a more constrained area. Furthermore, Alternative 3 would require the closure of Judge John Aiso Street (Class II major highway), which would further worsen traffic impacts in the area and would require a land use change. Alternative 3 would also result in significant unavoidable impacts related to aesthetics and historic resources due to the demolition of Parker Center, which would not occur under Alternative 2. However, Alternative 2 would result in greater impacts related to hazards and hazardous materials, since known groundwater and soil contamination occurs on-site and a portion of the site is located in a City designated methane zone. However, other impacts such utility consumption, construction air quality emissions and noise impacts, and hydrology would be the same for both alternatives. Therefore, Alternative 2 would be the environmentally superior alternative.

1.6 NOTICING AND AVAILABILITY OF THE DRAFT EIR

The draft EIR was circulated for public review and comment on November 7, 2005, initiating a 45-day public review period pursuant to CEQA and its implementing guidelines. The comment period was extended by 11 days by the City; therefore, comments were accepted through January 2, 2006. The document and the Notice of Completion (NOC) were distributed to the California Office of Planning and Research, State Clearinghouse. Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to over 500 interested parties and adjacent property owners and residents, which informed them of where they could view the document and how to comment. Notices were filed with the Los Angeles City and County Clerks and were also published in the Los Angeles Times on November 3, 2005 and in the Los Angeles Downtown News on November 7, 2005. The 45-day review period provided interested public agencies, groups and individuals the opportunity to comment on the contents and accuracy of the document. The document was available to the public at the Little Tokyo Branch City Library and the Central Branch Library. A copy of the document was also posted online.

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2 RESPONSE TO COMMENTS

The draft EIR was distributed for public review on November 7, 2005, initiating a 45-day public review period pursuant to CEQA and its implementing guidelines. The comment period was extended by 11 days by the City; therefore, comments were accepted through January 2, 2006. During this public review period, a total of 34 timely letters of comment were received (Table 2-1). Three of the letters were from public agencies, six were from organizations, and 25 were from private citizens. All of the comment letters are listed in the following table and the corresponding City responses are provided in this section. For email messages, the date of receipt is identified; whereas, the postmark date is provided for comment letters that were sent via regular mail. A copy of each comment letter is provided prior to each response.

The City held a public meeting to solicit comments on the draft EIR during the CEQA public review period. The meeting was held at City Hall (200 North Spring Street, 3rd floor, Board of Public Works Hearing Room) on December 1, 2005 at 6:30 p.m. Transcripts of the meeting are also included in this section; the responses to substantive comments follow a copy of the transcript.

TABLE 2-1. LIST OF COMMENT LETTERS FROM DRAFT EIR

Letter No.	Agency/Organization/Individual	Postmarked/Received
1	State of California, Office of Planning and Research, State Clearinghouse and Planning Unit <i>Signed: Terry Roberts</i>	January 4, 2006
2	Southern California Association of Governments <i>Signed: Brian Wallace</i>	December 22, 2005
3	Los Angeles Community Redevelopment Agency <i>Signed: Lillian Burkenheim</i>	January 3, 2006
4	Little Tokyo Community Council <i>Signed: Tom Kamei</i>	November 30, 2005
5	Little Tokyo Service Center <i>Signed: Yoshiyuki Bill Watanabe</i>	December 8, 2005
6	Japanese American Citizens League <i>Signed: Alayne Yonemoto</i>	December 9, 2005
7	Allen Matkins Leck Gamble & Mallory LLP <i>Signed: William Harmsen</i>	December 31, 2005
8	Higgins Building Homeowners Association <i>Signed: Karie Miller, Pedro Galindo, Andrew Meieran, Michael Shannon</i>	December 29, 2005
9	Lacivicpark.org <i>Signed: Cheryl McDonald, Ken Ehrlich, Adele Yellin, Kjell Hagen, Nic Cha Kim, Jonno Agnew</i>	December 30, 2005
10	Citizen Letter 1 <i>Signed: Maureen Moore</i>	November 22, 2005
11	Citizen Letter 2 <i>Signed: John Crandell</i>	November 27, 2005
12	Citizen Letter 3 <i>Signed: Yi Lin</i>	November 28, 2005

Letter No.	Agency/Organization/Individual	Postmarked/Received
13	Citizen Letter 4 <i>Signed: Allen Terrell</i>	November 29, 2005
14	Citizen Letter 5 <i>Signed: Erin Quill</i>	November 29, 2005
15	Citizen Letter 6 <i>Signed: Aaron Sosnick</i>	November 30, 2005
16	Citizen Letter 7 <i>Signed: Sonya Ramos</i>	December 1, 2005
17	Citizen Letter 8 <i>Signed: Jih-Fang Yang</i>	December 1, 2005
18	Citizen Letter 9 <i>Signed: Nadine Weatherstone</i>	December 1, 2005
19	Citizen Letter 10 <i>Signed: Rhett</i>	December 2, 2005
20	Citizen Letter 11 <i>Signed: Greg Morris</i>	December 27, 2005
21	Citizen Letter 12 <i>Signed: M.J. Higgins</i>	December 28, 2005
22	Citizen Letter 13 <i>Signed: Dale Youngman</i>	December 28, 2005
23	Citizen Letter 14 <i>Signed: James Panozzo</i>	December 28, 2005
24	Citizen Letter 15 <i>Signed: Jared Hungerford</i>	December 28, 2005
25	Citizen Letter 16 <i>Signed: Jon Higgins</i>	December 29, 2005
26	Citizen Letter 17 <i>Signed: F.J. O'Neil</i>	December 29, 2005
27	Citizen Letter 18 <i>Signed: John David Whalen</i>	December 29, 2005
28	Citizen Letter 19 <i>Signed: John Oligny</i>	December 29, 2005
29	Citizen Letter 20 <i>Signed: Martin Waterman</i>	December 30, 2005
30	Citizen Letter 21 <i>Signed: Jorge Montijo</i>	December 30, 2005
31	Citizen Letter 22 <i>Signed: Richard Currier</i>	December 30, 2005
32	Citizen Letter 23 <i>Signed: Star Higgins</i>	January 1, 2006
33	Citizen Letter 24 <i>Signed: Steve Weston</i>	January 1, 2006
34	Citizen Letter 25 <i>Signed: Jethro M Rothe-Kushel</i>	January 4, 2006
35	Public Meeting Speaker <i>Speaker: Bill Watanabe</i>	December 1, 2005
36	Public Meeting Speaker	December 1, 2005

Letter No.	Agency/Organization/Individual	Postmarked/Received
	<i>Speaker: Edward Takahashi</i>	
37	Public Meeting Speaker <i>Speaker: Joel Bloom</i>	December 1, 2005
38	Public Meeting Speaker <i>Speaker: Tom Kane</i>	December 1, 2005
39	Public Meeting Speaker <i>Speaker: Shannon Patterson</i>	December 1, 2005
40	Public Meeting Speaker <i>Speaker: John Agnew</i>	December 1, 2005
41	Public Meeting Speaker <i>Speaker: William Mitchell</i>	December 1, 2005
42	Public Meeting Speaker <i>Speaker: Martha Higgins</i>	December 1, 2005
43	Public Meeting Speaker <i>Speaker: Cheryl McDonald</i>	December 1, 2005
44	Public Meeting Speaker <i>Speaker: Karie Miller</i>	December 1, 2005
45	Public Meeting Speaker <i>Speaker: Martin Waterman</i>	December 1, 2005
46	Public Meeting Speaker <i>Speaker: Eric Kurimura</i>	December 1, 2005
47	Public Meeting Speaker <i>Speaker: Coleman Engellenver</i>	December 1, 2005
48	Public Meeting Speaker <i>Speaker: Pedro Galindo</i>	December 1, 2005
49	Public Meeting Speaker <i>Speaker: Kjell Hagen</i>	December 1, 2005
50	Public Meeting Speaker <i>Speaker: Joge Montijo</i>	December 1, 2005
51	Public Meeting Speaker <i>Speaker: Joan Springhetti</i>	December 1, 2005
52	Public Meeting Speaker <i>Speaker: Jerome Brenot</i>	December 1, 2005
53	Public Meeting Speaker <i>Speaker: Shawn Chou</i>	December 1, 2005
54	Public Meeting Speaker <i>Speaker: Nelson Lee</i>	December 1, 2005
55	Public Meeting Speaker <i>Speaker: Nic Cha Kim</i>	December 1, 2005
56	Public Meeting Speaker <i>Speaker: Lapchih Fan</i>	December 1, 2005



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

January 4, 2006

Lisa M. Ochsner
City of Los Angeles
650 S. Spring Street, Suite 574
Los Angeles, CA 90014

Subject: Police Headquarters Facility Plan
SCH#: 2005021055

Dear Lisa M. Ochsner:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 3, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

1-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2005021055
Project Title Police Headquarters Facility Plan
Lead Agency Los Angeles, City of

Type EIR Draft EIR
Description Construction of 500,000 sf police headquarters facility with underground parking, off-site parking facilities, 28,000 sq. ft. motor transport division, and 2-story, 60,000 sq. ft. recreation center.

Lead Agency Contact

Name Lisa M. Ochsner
Agency City of Los Angeles
Phone (213) 847-8699
email
Address 650 S. Spring Street, Suite 574
City Los Angeles
Fax
State CA **Zip** 90014

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Temple, Spring, 3rd, and Judge John Aiso Street
Parcel No.
Township 1S **Range** 13W **Section** 28, 29 **Base** SBBM

Proximity to:

Highways 101, 110, 5, 10
Airports
Railways Metrolink, Amtrak, MTA
Waterways Los Angeles River
Schools LAUSD
Land Use Commercial and Public Facilities

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Noise; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

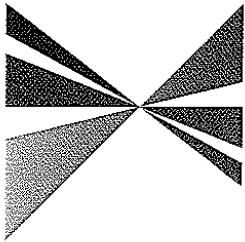
Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Office of Emergency Services; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Aeronautics; Department of Toxic Substances Control

Date Received 11/04/2005 **Start of Review** 11/04/2005 **End of Review** 01/03/2006

Letter 1: State of California, Office of Planning and Research, State Clearinghouse and Planning Unit

Comment No. Response

1-1 The Office of Planning and Research, State Clearinghouse and Planning Unit has verified that the draft EIR was forwarded to selected state agencies for their review. No state agencies responded to the draft EIR, and State Clearinghouse requirements for review of draft environmental documents is therefore met. No response to this letter is required.



ASSOCIATION of GOVERNMENTS

Main Office

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

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

www.scag.ca.gov

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First Vice President: Yvonne Burke, Los Angeles
County • Second Vice President: Gary Ovitt, San
Bernardino County • Immediate Past President:
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Dispenza, Palmdale • Judy Dunlap, Inglewood •
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• Eric Garcetti, Los Angeles • Wendy Greuel, Los
Angeles • Frank Gurtulé, Cudahy • Janice Hahn,
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Paula Lantz, Pomona • Paul Nowatka, Torrance •
Pam O'Connor, Santa Monica • Alex Padilla, Los
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Los Angeles • Ed Reyes Los Angeles • Bill
Rosendahl Los Angeles • Greig Smith, Los
Angeles • Tom Sykes, Walnut • Paul Talbot,
Alhambra • Sidney Tyler, Pasadena • Tonia Reyes
Ukanga, Long Beach • Antonio Villaraigosa Los
Angeles • Dennis Washburn, Calabasas • Jack
Weiss Los Angeles • Dennis Zine Los Angeles

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Christine Barnes, La Palma • John Beauman,
Brea • Lou Bone, Tustin • Art Brown, Buena Park
• Richard Chavez Anaheim • Debbie Cook,
Huntington Beach • Cathryn DeYoung, Laguna
Niguel • Richard Dixon, Lake Forest • Marilyn
Poe, Los Alamitos • Tod Ridgeway Newport
Beach

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

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

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

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

December 22, 2005

Ms. Lisa M. Ochsner
City of Los Angeles Department of Public Works
Bureau of Engineering
Environmental Management Group
650 S. Spring Street, Suite 574
Los Angeles, CA 90014

RE: SCAG Clearinghouse No. I 20050730 Police Headquarters Facility Plan

Dear Ms. Ochsner:

Thank you for submitting the **Police Headquarters Facility Plan** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Police Headquarters Facility Plan**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **November 1-30, 2005 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

BRIAN WALLACE
Associate Regional Planner
Intergovernmental Review

Doc #115655

2-1



Letter 2: Southern California Association of Governments

Comment No. Response

2-1 The Southern California Association of Governments (SCAG) has determined that the proposed project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and CEQA Guidelines, and thus has no comments. SCAG verified that a description of the proposed project was published in their IGR Clearinghouse Report for public review and comment. No response to this letter is required.



354 South Spring Street / Suite 800
Los Angeles / California 90013-1258

T 213 977 1600 / F 213 977 1665
www.crala.org

Ms. Lisa M Ochsner
City of Los Angeles
Department of Public Works,
Bureau of Engineering
Environmental Management Group
650 S. Spring Street, Suite 574
Los Angeles, CA 90014

Re: Police Headquarters Facility Plan
Draft Environmental Impact Report
State Clearinghouse No. 2005021955

Dear Ms. Ochsner:

The Community Redevelopment Agency/City of Los Angeles ("Agency") has reviewed the Draft Environmental Impact Report ("DEIR") for the proposed Police Headquarters Facility Plan ("Proposed Project"), and has the following comments. The Proposed Project includes the Main Street Parking Facility, a new off-site parking facility for the new Police Headquarters Facility to be located mid-block between 2nd and 3rd Streets, between Spring and Main Streets. On the Main Street side, approximately 500 parking spaces for police use on four above-grade levels, as well as the Motor Transport Division (MTD) vehicle fueling, repair and maintenance operations, will be provided. The MTD facility, to be located at the rear of the facility, would include service bays for 11 vehicles, a car wash, fuel island, storage areas for automotive parts and repair projects, parking for large vehicles and office space for MTD personnel. Approximately 3,000 square feet of retail space along the Main Street frontage is being proposed for future development. On the Los Angeles Street side, approximately 140 parking spaces for public use would be provided on two below-grade levels, over which the proposed (as-yet undersigned) Little Tokyo Recreation Center will be located.

Land Use & Planning

The City Center Redevelopment Plan in conformance with the Central City Community Plan designates the site and surrounding properties as Commercial. The DEIR states that the project impacts to land use would be less than significant, therefore no mitigation measures are required, however the Agency considers that the proposed non-commercial uses (e.g., parking, automotive repair and maintenance) will negatively



the commercial characteristics planned for the area and discourage the development of pedestrian traffic on Main Street. We believe that were the uses for the site commercial as designated by the Redevelopment Plan, there would be no significant impact to the area and the objectives of the Plan.

While the facility is proposed with a retail space up to 3,000 sq.ft. along Main Street frontage, we consider it is too small to be an effective mitigation measure for the impacts. The retail frontage as proposed is relatively short compare to the frontage dedicated to serve the non-commercial uses, and the retail space is very shallow which will limit the viability and marketability of the space. It will discourage pedestrian-oriented street activity, thereby preventing the important redevelopment goal of creating an active street life in Downtown Los Angeles. Constant vehicular ingress and egress, and the blank walls of the parking structure along Main Street would not seem welcoming to pedestrians traveling along the street between the Civic Center to the north and the developing Historic Core retail and residential markets to the south. The Agency recently approved the proposed Medallion project, situated immediately south of 3rd Street, in part to encourage pedestrian life and activity along Main Street in this area.

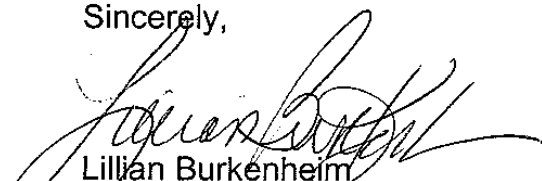
In our earlier correspondence with BOE staff after reviewing the preliminary project design, we commented that the retail component shall increase its size, particularly expand the length of retail frontages to the corner at the intersection of Third/Main Streets. Therefore the Agency requests that the DEIR reassess the land use and planning impacts and that the Applicant to modify the design mitigation measure by expanding the presence of retail space along Main Street as suggested earlier.

Noise & Vibration

The DEIR states that the project's operational noise would result in a less than significant noise impact to nearby sensitive receptors. While the DEIR acknowledge the project's impacts and provides mitigation measures during construction period for the residents in the St. George Hotel immediately abutting to the project to the south, the Agency believe that the DEIR analysis is inadequate. The analysis addressed only the noise level but not the frequency (high frequent noise could have impact as well), and it considered the hotel but not the coming residents and activities in the St. Vibiana's Cathedral and the proposed Vibiana Lofts abutting immediately to the north of the facility. We also believe the impacts carry to daily operation of the facilities in post-construction period. We are concerned with the impact of constant noise generated in the parking structure and the MTD facility, including occasional activated car alarms, on the low-income residents. The Agency requests that the DEIR reassess the noise impacts and that the Applicant to develop creative solutions to reduce the noise levels and frequencies for both existing and future residents living next door.

Should you have any questions, please do not hesitate to call Ed Huang, Senior Planner, at 213/977-1785.

Sincerely,



Lillian Burkenheim
Project Manager

Letter 3: Community Redevelopment Agency of the City of Los AngelesComment No. Response

3-1 The Community Redevelopment Agency of the City of Los Angeles (CRA) commented on the potential land use impacts associated with the proposed project. The commenter states that the proposed non-commercial uses at the 2nd and Main Street Site would negatively affect the existing and planned commercial uses in the area. The commenter also states that the proposed retail space along Main Street should be larger.

The draft EIR evaluates the land use impacts associated with implementation of the proposed project. As discussed in Section 3.9 of the draft EIR, the City of Los Angeles General Plan designates the project site for regional commercial land uses. Development of the Main Street Parking Facility and MTD at the 2nd and Main Street Site would be compatible with the commercial zoning and land use designation of the site, which permits refueling, car wash, and parking facilities. As described in Table 3.9-2 of the draft EIR, development of these facilities would also be consistent with the Central City Community Plan and redevelopment plans applicable to the site. Since the project is consistent with the General Plan, Community Plan, redevelopment plans, and zoning for the 2nd and Main Streets Site, land use impacts would be less than significant.

As discussed on page 3.9-8 of the draft EIR, the City Council adopted a motion in July 2003 designating Main and Spring Streets between 2nd and 9th Streets as Gallery Row (Council File 03-1571). The northern end of Gallery Row encompasses a portion of the 2nd and Main Streets Site that fronts onto Main Street, where the Main Street Parking Facility is proposed. Because the parking and MTD uses would not conform with the intent of Gallery Row and based on input received during various community design meetings, retail space was added to the proposed project, which could serve as future art gallery space. This retail component or gallery space is not considered a mitigation measure since it is part of the project and no significant land use impacts requiring mitigation were identified in the draft EIR. The suggestion to increase the size of the proposed retail space will be provided to the decision-makers for this project; however this is not an environmental issue that requires further analysis in the Final EIR.

3-2 The commenter states that construction and operational noise and vibration impacts are not adequately evaluated in the EIR. Impacts related to noise and vibration are evaluated in detail in Chapter 3.10, Noise and Vibration. The EIR analysis for noise impacts was undertaken in accordance with all relevant City standards. The significance thresholds, described in Section 3.10.3 of the draft EIR, were applied to

determine if construction and operational impacts would be significant and if mitigation measures would be required. The noise analysis has been revised in the Final EIR to include commercially-designated land uses that house residences as noise-sensitive receptors. In addition, the cumulative noise analysis in Section 4.34 has been updated to further describe operational impacts at nearby planned development projects. Given these considerations, cumulative noise and operational noise, including parking structure noise, would be less than significant and noise generated during construction would be less than significant with mitigation.

The commenter discusses “high frequent noise” and “noise levels and frequencies”. The first concept relates to the repetition or periodic occurrence of a particular event, while the second concept relates to the wavelength of a sound wave, or its pitch. Frequencies of sound are addressed by using the A-weighted measurement scale as this scale adds or subtracts decibels from different octave frequencies within the range of human hearing. The A-weighted scale gives deference to higher pitch frequencies as human hearing is more sensitive to higher frequencies. Additionally, the City of Los Angeles noise standards require the application of the A-weighted scale in the assessment of noise impacts. As such, the noise analysis in the EIR accounts for different noise frequencies that would occur as a result of the project.

Annoyance, sleep disturbance, and hearing loss are the typical concerns from frequent high noise levels. Annoyance and sleep disturbance are addressed by the use of the Leq and CNEL, which relate to hourly and daily noise exposures and limit those exposures to levels determined to be acceptable through extensive studies by state and federal agencies charged with protection of the public health, safety, and welfare. Noise-induced hearing loss occurs in two ways, trauma and chronic. Trauma related hearing loss is due to exposure to high intensity sound, such as with an explosion. Such hearing loss is always sudden and associated with a specific event. Chronic hearing loss is due to exposure to high noise levels that are not sufficient to cause trauma over extended periods. Based on studies conducted by the Occupational Health and Safety Administration, exposure to constant noise levels in excess of 85 dBA over an 8-hour period for 10 years would be required to result in perceivable chronic hearing loss. Neither construction nor operation of the proposed project would generate noise levels of these intensities or duration. Additionally, noise levels within adjacent structures would be lower than exterior noise levels by 10 dBA to 20 dBA depending on whether a window is open or closed. These reductions are based on typical construction with single pane windows.



- 100th/442nd/MIS
- WWII Memorial Foundation
- California Bank & Trust –
Little Tokyo Branch
- Centenary United Methodist Church
- Christian Church Federation
of So Calif
- East West Development
- East West Players
- Friends of the Little Tokyo Public Library
- Higashi Honganji Buddhist Temple
- Honda Plaza Merchants
- Japan Business Assoc
- Japanese American Citizens League
- Japanese American
Cultural & Community Center
- Japanese American
National Museum
- Japanese American Optimist Club
- Japanese Chamber of Commerce
of So Calif
- Japanese Community Health Inc
- Japanese Community Pioneer Center
- Japanese Restaurant Assoc /
Meiji Seimen
- Japanese Village Plaza
Merchants Assoc
- Jodoshu Buddhist Temple
- Keiro Services
- Kumamoto Associates
- LTSC Community Development Corp
- Los Angeles Artcore
- Los Angeles River
Artists & Business Assoc
- Little Tokyo Business Assoc
- Little Tokyo Recreation Center
- Little Tokyo Lions Club
- Little Tokyo Public Safety Assoc
- Little Tokyo Residents Assoc
- Little Tokyo Service Center
- Los Angeles Buddhist Church Federation
- Manufacturers Bank
- Maryknoll Japanese Catholic Center
- Miyako Inn & Spa
- Museum of Contemporary Art/
The Geffen Contemporary
- Nanka Kenjinkai Kyogikai
- Nikkei for Civil Rights & Redress
- New Otani Hotel & Garden
- Nikkei Bridge
- Nikkei Interfaith Fellowship
- Nisei Week Japanese Festival
- Nishi Hongwanji Buddhist Temple
- So Calif Gardeners Federation
- So Calif Japanese Women s Society
- The Rafu Shimpo
- Tokai Bank of Calif –
Little Tokyo Branch
- Tokyo Villa Homeowners Assoc
- Union Bank of Calif. –
Little Tokyo Branch
- Union Church of Los Angeles
- Visual Communications
- Yamato Travel Bureau
- Yaohan Merchants Assoc
- Zenshuji Soto Mission

Date: November 30, 2005

To: Councilwoman Jan Perry, Ninth District
Board of Public Works Members, Cynthia Ruiz, President
Gary Lee Moore, P.E. City Engineer
c/o Lisa Ochsner

Fr: Tom Kamei,
Chair, Little Tokyo Community Council

Re: **Police Headquarters Facility - Adoption of Resolution to Approve Draft EIR**

At the November 29, 2005 meeting of the Little Tokyo Community Council, the Council unanimously approved the proposed Police Headquarters Facility Plan and the Draft Environmental Impact Report.

The Little Tokyo Community recommends approval of the draft EIR for the construction of the new 12-story police headquarters with underground parking for the LAPD on the old Caltrans site; an offsite parking structure for the new PHF and a replacement facility for the LAPD's Motor Transport Division (MTD) at the 2nd and Main Streets Site; and an underground public parking structure and above grade public plaza at the Parker Center site. As a future related project, a two-story, 60,000 gross ft. recreation center would be constructed at the 2nd and Main Streets Site.

The Little Tokyo Community Council recommends approval of this project for the ongoing forward-moving plan to upgrade the Police facilities and the construction of much needed and critical parking in the Little Tokyo /Arts District that would support and revitalize the economy of the area.

We thank you for your consideration and for the opportunity to express the Little Tokyo Community Council's recommendation for approval.

Sincerely,
Tom Kamei *Tom Kamei*
Chair, Little Tokyo Community Council

Board of Directors:

- Chris Aihara, Japanese American Cultural and Community Center
- Joel Bloom, Los Angeles River Artists and Business Association
- Goro Endo, Union Church of Los Angeles
- Ernest Fukumoto, Teramachi Senior Housing, LLC
- Frances Hashimoto, Little Tokyo Business Association and Mikaway Confectioners Inc.
- Irene Hirano, Japanese American National Museum
- Chester Ikei, New Otani Hotel and Gardens
- Noriaki Ito, Higashi Honganji Buddhist Temple
- Ken Kasamatsu, Pacific Commerce Bank N.A.
- Brian Kito, Little Tokyo Public Safety Association and Fugetsu-do Confectioners
- Alan Kumamoto, Kumamoto Associates
- Eric Kurimura, Nishi Hongwanji Buddhist Temple
- Kei Nagao, J-Town Voice!
- Howard Nishimura, Tokyo Villa Homeowners Association and LT Lions Club
- Christine Sato-Yamazaki, Go For Broke Educational Foundation
- Lydia Takeshita, LA Artcore
- Satoru Uyeda, S. K. Uyeda Investments
- Bill Watanabe, Little Tokyo Service Center Community Development Corp.
- Hiroshi Yamaguchi, Japanese Pioneer Community Center
- Evelyn Yoshimura, Little Tokyo Residents Association

4-1

LITTLE TOKYO COMMUNITY COUNCIL
2005-06 MEMBERS - LTCC

100/442/MIS WWII Veterans Memorial Foundation
Alameda Center (Little Tokyo Square)
Backstage 21
Bank of the West
California Bank & Trust, LT Branch
Casa Heiwa Tenant Council
Centenary United Methodist Church
Community Redevelopment Agency (CRA)
East West Development Corp (Weller Court)
East West Eye Institute
East West Players
Friends of Little Tokyo Branch Library
Fugetsu-do Confectionary
Go for Broke Education Foundation
Higashi Honganji Buddhist Temple
Honda Plaza Merchants
Iwasaki & Sheffield
Japan America TV
Japan Business Association of So Calif.
JACL - Pacific Southwest Office
Japanese American Cultural & Community Center
Japanese American National Museum
Japanese American Optimist Club
Japanese Chamber of Commerce of So California
Japanese Community Health, Inc.
Japanese Community Pioneer Center
Japanese Restaurant Association
Japanese Village Plaza Merchants Association
Japanese Women's Society of So. California
Jodoshu Buddhist Temple
J-Town Voice!
Keiro Senior Health Center
Koreisha Chushoku Kai
Koyasan Buddhist Temple
Kumamoto Associates
LaeRoc Partners, Inc
Leadership Education for Asian Pacifics, Inc.
Little Tokyo Branch LA City Public Library
Little Tokyo Business Association
Little Tokyo Community Dev. Advisory Committee
Little Tokyo Lions Club
Little Tokyo Public Safety Association
Little Tokyo Recreation Center
Little Tokyo Residents Association
Little Tokyo Service Center
LTSC Community Development Corp.
Little Tokyo Towers /Board of Directors
Little Tokyo Towers Residents Council

Los Angeles Artcore
Los Angeles Buddhist Church Federation
Los Angeles Garment & Citizen
Los Angeles River Artists & Business Association
Manufacturer's Bank - LT Branch
Maryknoll Japanese Catholic Center
Mikaway
Mitsuru Grill
Miyako Gardens Tenant Council
Miyako Inn & Spa
MOCA Geffen Contemporary
Molina, Office of Supervisor Molina, S. Manriquez,
Field Deputy
MTA Yvette Robles (Community Relations Officer)
Nagoya Int'l Business Information Center/LA Office
Nanka Kenjinkai Kyogikai
New Otani Hotel & Gardens
Nikkei Bridge
Nikkei for Civil Rights & Redress
Nippon Book Company
Nisei Week Foundation
Nishi Hongwanji Buddhist Temple
Obayashi Development Corp (LT Professional Bldg)
Pacific Commerce Bank, N A
Rafu Shimpo
San Pedro Firm Building Tenant Council
S. K. Uyeda Investments
Southern California Gardeners Association
Taira Services Corporation
Teramachi Senior Housing
The Related Cos
Tokyo Villa Homeowners Assoc
Trammell Crow Residential Properties
UCLA Nikkei Students Union
Union Bank of California, N A
Union Church of Los Angeles
Visual Communications
Voice of Sushi & Tofu
Volk Properties
Yamato Travel Bureau
Zenshuji Soto Mission

ASSOCIATE MEMBERS

City of LA, Councilwoman Jan Perry
Consulate Office of Japan, Consul Kaifu
Office of the Governor, Alex Kim, Deputy
Historical Cultural Neighborhood Council
Los Angeles-Nagoya Sister City, J. Tsuchiya

Letter 4: Little Tokyo Community Council

Comment No. Response

4-1 The Little Tokyo Community Council provides comments in support of the proposed project and recommends its approval. No significant environmental issues are raised in this comment letter and no further response is required.



December 1, 2005

Lisa Ochsner
City of Los Angeles
Public Works, Bureau of Engineering
Environmental Management Group
650 S Spring St., Suite 574
Los Angeles, CA 90014

Dear Ms. Lisa Ochsner,

On behalf of the Little Tokyo Service Center, I am writing to express support for the Police Headquarters Facility Plan and the findings of the project's Environmental Impact Report. The City of Los Angeles needs a new Police Headquarters Facility, and has taken a great deal of effort to plan the complex development with sensitivities to the communities surrounding the Civic Center. Although not all environmental impacts could be avoided, the Plan provides for environmental mitigation measures, and also provides significant public community benefits including much-needed public parking as well as recreational and open space.

Public Parking

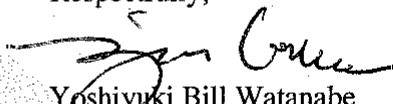
The Plan calls for the creation of 440 public parking spaces for the neighborhoods around the proposed development, including the Historic Core and Little Tokyo. As stated in the Report, "the proposed project would provide adequate parking supply to meet the City code requirements and would increase the availability of public parking in the area." (EIR, IRANS-3, Page 3.11-39) These neighborhoods are facing an increasing shortfall of public parking as new developments replace surface parking lots. The Plan's parking spaces will go a long way to help maintain parking access for visitors to the area.

5-1

Recreation and Open Space

The Plan additionally creates opportunities for both Recreational and Open spaces in Downtown. There is currently a critical lack of parks and recreational space in the region. The Plan balances Civic Center facility needs with community needs and desires for park space and recreational facilities. The Plan provides an opportunity for the City to work with LTSC and the Little Tokyo community to build a long-awaited recreational facility, atop a public parking structure at the 2nd and Main St. site. The Recreation Center will serve local youth, families, and seniors, and will also help maintain Little Tokyo as a unique cultural center within Los Angeles. We look forward to the opportunity to fulfill this unmet community need in partnership with the City.

Respectfully,


Yoshiyuki Bill Watanabe
Executive Director

Letter 5: Little Tokyo Service Center

Comment No. Response

5-1 The Little Tokyo Service Center provides comments in support of the proposed project, including the public parking and open space features. No significant environmental issues are raised in this comment letter and no further response is required.

**National Headquarters
San Francisco, CA****Pacific Southwest District Office
244 So. San Pedro Street, Suite 406
Los Angeles, CA 90012-3832
(213) 626-4471
FAX (213) 626-4282**

December 5, 2005

Lisa Ochsner
City of Los Angeles
Public Works, Bureau of Engineering
Environmental Management Group
650 S. Spring St., Suite 574
Los Angeles, CA 90014

Dear Ms. Lisa Ochsner,

On behalf of the Pacific Southwest District, I am writing to express support for the Police Headquarters Facility Plan and the findings of the project's Environmental Impact Report. The City of Los Angeles needs a new Police Headquarters Facility, and has taken a great deal of effort to plan the complex development with sensitivities to the communities surrounding the Civic Center. The Plan balances Civic Center facility needs with community needs and desires for parking, park space, and recreational facilities.

In addition to public safety services, the Plan will provide much needed community benefits. First, the project will create 440 public parking spaces for the neighborhoods around the proposed development, including the Historic Core and Little Tokyo. These neighborhoods are facing an increasing shortfall of public parking as new developments replace surface parking lots. The Plan's parking spaces will go a long way to help maintain parking access for visitors to the area.

Secondly, the project will create opportunities for both recreational and open spaces in Downtown. There is currently a critical lack of parks and recreational space in the region. The Plan provides an opportunity to fulfill a long-awaited recreational facility, atop a public parking structure at the 2nd and Main St. site. The Recreation Center will serve local youth, families, and seniors, and will also help maintain Little Tokyo as a unique cultural center within Los Angeles.

Sincerely,

Alayne Yonemoto
Governor
Pacific Southwest District JACL

Letter 6: Japanese American Citizens League

Comment No. Response

6-1 The Japanese American Citizens League provides comments in support of the proposed project. No significant environmental issues are raised in this comment letter and no further response is required.

Allen Matkins

www.allenmatkins.com

Allen Matkins Leck Gamble & Mallory LLP
Attorneys at Law
515 South Figueroa, 7th Floor | Los Angeles, CA 90071-3398
Telephone: 213 622 5555 | Facsimile: 213 620 8816

William R. Harmsen

E-mail: bharmsen@allenmatkins.com

Direct Dial: 213 955 5654 File Number: C0111-002/LA704645 01

December 29, 2005

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

Lisa M. Ochsner
City of Los Angeles
Department of Public Works
Bureau of Engineering
Environmental Management Group
650 S. Spring St , Suite 574
Los Angeles, Ca. 90014

Re: Draft Environmental Impact Report for Proposed Police Headquarters
Facility (the "Project")

Dear Ms. Ochsner:

This firm represents Vida Enterprises Corp. ("Vida"). Vida has operated an import garment business at 249 S. Los Angeles, Street, Los Angeles, California (the "Property") for nearly 25 years. Vida employs numerous people, generates substantial tax revenues for the City of Los Angeles, and brings large numbers of buyers from across the country and around the world to downtown Los Angeles. The proposed project will likely force Vida out of business because there are no properties available in the surrounding neighborhood in which Vida has established its name and goodwill, which are suitable for Vida's business.

According to the Draft Environmental Impact Report for the Project dated November 7, 2005 (the "Draft EIR"), the Property will be condemned by the City to become part of the location for a new underground public parking facility and an eventual community center and gymnasium to be developed by the Little Tokyo Service Center. Neither of these proposed uses have anything whatsoever to do with the Project and the Draft EIR readily admits that there is no necessity for the Property to be acquired or condemned for the Project as proposed to proceed. The Draft EIR fails to explain why the Project requires acquisition of the Property by the City at a substantial cost to the City. In sum, the Draft EIR simply does not address why there is any necessity to replace or relocate the offsite parking and Motor Transport Division ("MTD") currently used by the LAPD, assuming the new Police Headquarters Facility ("PHF") is located as proposed. On behalf of our client, we submit this letter to formally object to the Draft EIR.

7-1

Lisa M. Ochsner

December 29, 2005

Page 2

The Draft EIR fails to demonstrate that the Property or any other properties in its vicinity are necessary for a new off-site parking facility and MTD for the new PHF proposed on the old Caltrans site. According to the Draft EIR, an off-site parking facility and MTD for the new PHF are necessary for "security" reasons. However, the Draft EIR does not specify nor provide any detailed information regarding the need for such off-site parking facility and MTD to be located at the Second and Main Streets site. The Draft EIR makes clear that the new PHF is proposed on the Old Caltrans Site, in large part, because the City owns this property. Surprisingly, the Draft EIR does not demonstrate nor address the necessity of constructing the new parking facility and MTD at the Second and Main Streets locations, which are not owned by the City (and will have to be acquired at great expense), rather than developing these facilities on property already owned by the City nearby the proposed location of the new PHF, (indeed, as close to the new PHF as the Second and Main Street Sites) which the LAPD already uses for parking and motor vehicle service and repair purposes. It is self evident that continued use of existing LAPD parking and motor vehicle service facilities for the new PHF on City-owned property, would result in little or no environmental impact. There would be no change in the nature of the existing uses of such sites. More importantly, the traffic, hazardous materials, new safety concerns and other impacts which locating a new MTD and parking facility at the Second and Main Streets site will entail, in what is now becoming a densely populated residential neighborhood, would be avoided. The Draft EIR makes clear that a new parking structure and MTD facility on existing City owned property is feasible. However, the Draft EIR fails even to consider this alternative, let alone analyze it from the standpoint of environmental superiority to the proposed parking facility and MTD at the Second and Main Streets site

The Draft EIR also fails to set forth detailed information as required by applicable law for selection of the Second and Main Streets Site as the location for a parking facility and MTD for the new PHF. The Draft EIR fails to explain or analyze why the offsite parking and MTD required for the new PHF should not be located somewhere on the site/property owned by the City which is presently occupied by Parker Center and related parking and MTD facilities. The current Parker Center Property is as close or closer to the designated location for the new PHF as the Second and Main Streets site. These locations are already owned by the City and are currently used for parking and motor vehicle service. The continued use of these sites for such purposes would not involve any environmental impact of the sort which location of an off-site parking facility and new MTD at the Second and Mains Streets site would entail. The Draft EIR does not explain nor address why the parking and MTD facilities for the new PHF cannot be located on some portion of the existing Parker Center site, nor why the impacts on the surrounding community of locating the off-site parking and MTD for the new PHF on the Second and Main Streets site, as proposed, is or would be less than the impacts of locating such parking and MTD facilities on the Parker Center Property. Rather, the Draft EIR makes clear that it is feasible to construct a parking facility and new MTD for the proposed PHF on property which the City currently owns and uses for these purposes. In this regard, the Draft EIR is totally deficient.

7-1

Lisa M. Ochsner

December 29, 2005

Page 3

The Draft EIR also fails to consider and analyze in any detail, the impact of the proposed parking and MTD facilities on the Second and Main Streets site on approved future uses of properties in the immediate vicinity of this site. The City has approved large residential projects on properties immediately east and south of the Second and Main Street site. These projects call for the construction of a substantial number of residential units on properties which currently or historically have been used for parking or other uses. The character of the neighborhood surrounding the Second and Main Streets site is changing dramatically from commercial to residential. The same is not true for the existing police parking and MTD properties which are not and will not in the near future be surrounded by residences. Yet, the Draft EIR fails to mention or consider the impact of the proposed new parking facility and MTD on the surrounding "residential" community which will be adversely impacted by the Project as proposed. Again, the Draft EIR does not address nor consider that the adverse environmental impact of locating the off-site parking and MTD for the new PHF on the proposed Second and Main Streets site, can be avoided completely by retaining parking and MTD functions somewhere on the current Parker Center or John Aiso/ Tinker Toy properties.

7-2

In view of the foregoing deficiencies, (plus others), the Draft EIR simply does not provide the detail required by law to support the conclusions stated in the Draft EIR that the proposed project will have no impacts on population and housing, businesses, public services or recreation. The Draft EIR assumes, without any support or substantiation, that businesses, like our clients', which would be displaced by the proposed project, will be able to relocate within the downtown area where similar types of land uses are permitted. The City simply fails to demonstrate that there is suitable property available for that purpose anywhere in the immediate area. The Draft EIR also concludes that the proposed project is not expected to disrupt land use patterns and that the resultant effect of the Proposed Project would be less than significant. Yet, the Draft EIR does not document nor support these conclusions with any of the detail required. Once again, the Draft EIR does not address nor does it support the conclusion reached that the impact on land uses in the surrounding neighborhood will be less if the off-site parking facility is located on the proposed Second and Main Streets Site as opposed to any of a number of other possible locations for such off-site parking and MTD facilities.

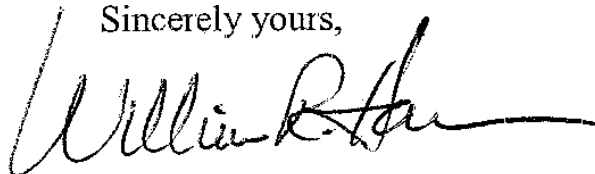
7-3

Lisa M. Ochsner
December 29, 2005
Page 4

The Draft EIR does not adequately address the factors mandated by the California Environmental Quality Act, and certainly does not adequately consider alternatives that are readily available and would have no or much less impact on the surrounding community. The Draft EIR does not support, let alone require, the construction of a new parking facility and MTD at the Second and Main Streets sites as proposed. We urge the City to reconsider and to reverse its proposal to locate a new parking facility and MTD at the Second and Main Street sites

↑
7-3

Sincerely yours,



William R. Harmsen

WRH

cc: Victoria Chou
Shawn Chou, Esq.

Letter 7: Allen Matkins Leck Gamble & Mallory LLP

Comment No. Response

7-1 The commenter objects to the project and provides specific comments related to the acquisition of the property at 249 South Los Angeles Street. The commenter notes that the acquisition of the property would be for a new underground public parking structure, as well as an eventual community center and gymnasium which are not part of the proposed project. The commenter also questions the need to locate the proposed MTD and off-site PHF parking at the 2nd and Main Streets Site on properties not owned by the City rather than developing these facilities where existing uses are located at Parker Center.

Two primary objectives of the proposed project, as outlined in Chapter 2 of the draft EIR, are to replace public safety facilities that are obsolete and deficient in capacity with new facilities and to provide sufficient parking to accommodate the operational needs of the LAPD and visitors to the police headquarters facility, as well as the general public visiting the Civic Center. Consistent with these objectives and based on numerous planning efforts and actions by elected officials, preferred locations for facilities related to the replacement of Parker Center and new parking were identified, which led to the development of the proposed project. The history of the master planning process is documented in Chapter 1 of the draft EIR.

In 2004, the City Council passed a motion to place the new PHF at the Old Caltrans Site. As part of this motion, it was determined that parking related to the PHF would be located on properties south of the former St. Vibiana’s Cathedral at 2nd and Main Streets (Council File No. 03-0063-S5). Because this area is not entirely owned by the City, with the exception of two parcels along Los Angeles Street, City staff was authorized to identify the potential parcels to be acquired to accommodate off-site parking needs for the PHF. As proposed, the 800-space parking structure with an additional 140 public parking spaces (Main Street Parking Facility) would require the acquisition of several properties, including surface parking lots, a one-story commercial building currently used as an art gallery (244 South Main Street), a small food stand (240 ½ South Main Street), a five-story commercial building (249 South Los Angeles Street), and a one-story commercial building (245 South Los Angeles Street). Once completed, this parking structure would replace existing police parking at the “tinker toy” lot, located southwest of Temple and Judge John Aiso Streets, which would remain in City control for continued parking.

In a joint effort with the Little Tokyo Service Center for the development of a new community gymnasium, the City decided to co-locate the gymnasium with the Main Street Parking Facility (City Council File No. 04-2574). As proposed, the

gymnasium would be located along Los Angeles Street on top of the underground public parking portion of the Main Street Parking Facility. Although the gymnasium is not a necessary facility for police headquarter functions, it is dependent on the completion of the Main Street Parking Facility and has been evaluated as a future related project in the EIR.

As part of previous master planning efforts involving new public safety facilities and public parking, it was determined the preferred placement for new public parking in the Civic Center is the location of the existing MTD at Parker Center (1st and Judge John Aiso Streets). This was incorporated in the 2004 Public Safety Facilities Metro Site Master Plan Study and is discussed in Chapter 1 of the draft EIR. This plan was carried forward along with the decision to place the new PHF at the Old Caltrans Site (Council File No. 03-0063-S5). As a component of the proposed project, a two-level underground parking structure with 300 public parking spaces and an at-grade public plaza would be constructed where the existing MTD is located at the Parker Center Site. Consequently, an off-site location for the replacement MTD was required. The City determined to co-locate the replacement MTD facility with the new Main Street Parking Facility.

The City evaluated two alternatives in the draft EIR that would avoid property acquisition and construction at the 2nd and Main Streets Site. Specifically, Alternative 2 evaluated the construction of a new PHF, including parking and a replacement MTD, near 1st and Alameda Streets and Alternative 3 evaluated the construction of these facilities at the existing Parker Center Site. As stated in Chapter 5 of the EIR, CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. The range of alternatives selected and the evaluation provided in the EIR is consistent with Section 15126.6 of the CEQA Guidelines.

7-2

The commenter states that the draft EIR does not adequately evaluate the impacts of the proposed project on the new residential developments near the 2nd and Main Streets Site.

Table 2-3 of the draft EIR describes the related projects within one mile of the proposed project site. This list, which was compiled pursuant to Section 15130 of the CEQA Guidelines, includes related past, present, and probable future projects that, when taken together with the proposed project, could cause significant cumulative environmental impacts. The rationale for selection of the related projects is further described in Section 4.3 of the draft EIR. The location of each related project is shown in Figure 2-7, Related Projects. This figure was inadvertently excluded from the draft EIR and has been included in Chapter 3 of this Final EIR.

Of the cumulative projects described in Table 2-3 of the draft EIR, there are four potentially sensitive receptors that would be within 500 feet of the 2nd and Main Streets Site and Old Caltrans Site. These include the Little Tokyo Branch Library (203 South Los Angeles Street), which was evaluated as a sensitive receptor in Section 3.2 for air quality impacts and Section 3.10 for noise and vibration impacts, and three residential development projects. These residential projects include the Little Tokyo Block 8 Project (510 condos and 240 apartments located at 2nd and San Pedro Street), the Teramachi Project (127 senior housing units at 3rd and San Pedro Street), and the 4th and Main Street Residential Lofts. The cumulative impacts associated with these residential projects were evaluated in Section 4.3 of the draft EIR for air quality and noise and vibration. The residential projects were also considered in the evaluation of other environmental issue areas as analyzed in Chapter 3 of the draft EIR.

As discussed in Section 4.3.9 of the EIR, the proposed project would not result in a significant land use impact and would not contribute to a cumulatively considerable impact when combined with related development projects. Furthermore, each related project listed in Table 2-3 is subject to its own environmental review, including land use conformity analysis and consistency with policies and goals of applicable land use plans. The cumulative impact analysis was prepared in accordance with Section 15130 of the CEQA Guidelines.

7-3

The commenter states that the draft EIR does not address in detail potential impacts on population and housing, businesses, public services or recreation. The commenter also states that the City has not adequately evaluated impacts to displaced businesses.

As discussed in Section 4.2 of the draft EIR, no substantial evidence was found that the proposed project would result in significant impacts to Agricultural Resources, Biological Resources, Mineral Resources, Population and Housing, Public Services, and Recreation. An Initial Study checklist, as provided in Appendix A of the draft EIR, was prepared which outlines the reasons why these effects were not found to be significant. In accordance with Sections 15128 and 15143 of the CEQA Guidelines, no detailed analysis of these effects is required in an EIR.

The draft EIR addressed potential land use impacts including the displacement of businesses and applicable relocation assistance as required by law. As provided in Section 3.9.3 of the draft EIR (LAND-3), no significant impacts related to land use were identified. The draft EIR is not required to identify suitable locations for the displaced businesses to relocate; rather, it is required to evaluate the physical changes associated with the planning, acquisition, development, and operation of the proposed project. In accordance with Section 15131(a) of the CEQA Guidelines, economic or

social effects of a project shall not be treated as significant effects on the environment under CEQA.

The City evaluated two alternatives in the draft EIR that would avoid development at the 2nd and Main Streets Site. Specifically, Alternative 2 evaluated the construction of a new PHF near 1st and Alameda Streets and Alternative 3 evaluated the construction of a new PHF at the existing Parker Center Site.

The draft EIR for the Police Headquarters Facility Plan Project was prepared in accordance with the CEQA Statutes and Guidelines. The EIR impact analysis is consistent with CEQA Guidelines Section 15126, Consideration and Discussion of Environmental Impacts.

The Higgins Building

At Second and Main, in the heart of Los Angeles, since 1910

Dec. 28, 2005

Lisa M. Ochsner
LA Public Works Department
Bureau of Engineering
Environmental Management Group
650 S. Spring St. Suite 574
Los Angeles, Calif. 90014

RE: Comment on Draft EIR for Police Headquarters Facility

The Homeowners Association of the Higgins Building objects in the strongest possible terms to the finding of the Draft Environmental Impact Report that the proposed LAPD headquarters will have no impact on the 135 families, including infants and children, who make their homes in this building.

In the report's analysis, residents of the Higgins Building--the proposed project's closest neighbors--simply don't count: not in evaluating the impact of construction, not in evaluating the impact of the completed project.

In fact, the Higgins Building and its residents will be highly impacted by the noise, traffic, air pollution and cultural costs of this project:

- It is just 250 feet from the rooftop heliport on the headquarters building, where, eye to eye, helicopters would take off and land on a daily basis.
- It is at the corner of 2nd and Main, where the EIR finds that traffic flow would deteriorate so dramatically that it becomes a "D."
- It is directly across 2nd Street from the main headquarters site, where construction noise and pollution, with no mitigation, would go on for three years.
- It is across Main Street from the gas station, car wash and motor pool where 1,000 police vehicles would be serviced and fuel tanker trucks would make deliveries.
- It is across Main Street from the 5-story parking garage, where 500 police vehicles would be coming and going all day -- in addition to the 700 coming and going from the main headquarters site.

For the Draft Environmental Impact Report to ignore or dismiss the real impacts on the real residents of this building is simply and clearly wrong.

Recognition of Higgins Building as residential:

A few short years ago, the historic Higgins Building was an abandoned ruin. Today, it is alive with people – “noise sensitive receptors” who are engaged in activities associated with residential dwellings, including talking, reading and sleeping. The city’s Adaptive Reuse Ordinance was passed to encourage just this kind of regeneration. It is a breach of logic and trust for this report to maintain that “based on the commercial zoning” the nearby residents are not considered noise-sensitive receivers. (p 3.10-2) The underlying zoning classification has been wrongly invoked, and dismisses the true environmental impact of this project. The “humans” living directly adjacent to the construction sites and the completed project would most certainly be affected by its noise and other negative impacts.

Under the provisions of the city’s Adaptive Reuse Ordinance, this one-time office building, constructed in 1910 by Thomas Higgins (engineering by A.C. Martin; architecture by A.L. Haley) was converted into a mixed-use building, with ground floor commercial space and nine-stories of residential units. The 135 condominiums are fully and legally recognized as residential by city, county and state agencies. Those include, but are not limited to the Occupancy Permit issued by the City of Los Angeles, homeowner property tax bills issued by the Los Angeles County Tax Assessor’s Office, e Articles of Incorporation for the Higgins Loft(s) condominium project approved by the State of California on Nov. 2, 2004, and approved and recorded Conditions, Covenants and Restrictions.

Helicopters: The report incorrectly describes a heliport on the roof of the 12-story headquarters building as simply “a helipad for emergency helicopter landings” as required by the Municipal Code. The report later acknowledges the reality: it will be used on a daily, rather than emergency, basis. What is proposed on the roof of the headquarters is a heliport operating eye-to-eye with and just 250 feet away from a residential building. It will create a safety hazard and unacceptable noise levels. The report underestimates the impact of the noise by assuming that only one flight per day would occur – there are no provisions limiting the number of flights. (p 3.10-19) No noise mitigation for helicopter landings and takeoffs is planned. There are no restrictions on flight paths, nothing to prevent aircraft from approaching or departing over the Higgins Building and putting its residents – including those using rooftop patios – in harm’s way. The introduction of an active heliport on this site will have a deliberate and harmful impact on the residents of the Higgins Building and diminish the enjoyment and value of the properties.

Traffic. The 19,000 extra vehicle trips per day the headquarters is expected to generate would reduce the quality of traffic flow at 2nd and Main to a “D” and at 1st and Main to a “C.” Both ratings drops are significant and unavoidable with the project on these blocks. The “D” rating is actually a “low” D, meaning it is three-quarters of the way to an “E.” (p 3.11-35) The reality is that it may deserve an even lower mark – the report does not acknowledge the special traffic circumstances attached to this project. It does not anticipate the impact of special events certain to occur. It does not take into account the

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certain congestion that would be created on a regular basis when there is police news and a crush of media trucks descends on the surrounding streets. And it does not address the public safety issues tied to keeping these intersections functioning. Both intersections are key routes not only for motorists and police vehicles, but also for LA Fire Department emergency response vehicles.

8-4

Public parking. Nearly all street parking on 2nd between Spring and Main and on Main between 1st and 2nd would be taken away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the immediate vicinity will be permanently removed. The report is wrong in equating the addition of a 300-space garage at 1st and Temple as replacement parking. That site is too far removed from the eliminated parking spaces and will primarily serve those who have business with the LAPD and in Little Tokyo. The 140-space garage proposed for eventual construction on Los Angeles Street would be public, but would be destined to serve library patrons and users of a gymnasium to be built above it. To permanently remove 281 parking spaces from the immediate area permanently diminishes the ability of commercial properties in the Higgins Building and other nearby businesses on Second and Main Streets – including the hypothetical retail tenants in front of the LAPD garage -- to thrive and succeed.

8-5

Noise. The report fails to call for any noise mitigation on the main headquarters construction site, where work would go on for three years and have adverse impact on nearby residents and others, including children in the daycare center at the new Caltrans Building. The mitigation planned for the garage motor pool site is inadequate to protect residents of the Higgins Building and the St. George Hotel as well as patrons of the Little Tokyo Branch of the LA library and St. Vibiana's.

8-6

The report also does not call for noise mitigation for the completed facilities – not for the heliport, mechanical systems (heating, air conditioning, etc), car wash or auto repair bays. Among the objectives of the Noise Element of the General Plan is reduction or elimination of noise impacts associated with proposed development of land and changes in land use (p 3.10-9). The current plan is inconsistent with this and other objectives of the General Plan

Cumulative noise: In keeping with the historic character of the Higgins Building, windows are single-pane, which provides virtually no noise buffer. There is already a high noise level associated with this site — including emergency vehicle sirens (many firefighting and EMT vehicles are routed down Second, Spring and Main), buses, trash and delivery vehicles as well as a high volume of car traffic. The cumulative impact of noise generated by added traffic and helicopters will be harmful to the well-being of established residents and those who will be populating the rapidly emerging residential corridor, including Block 8 to the east and the Millennium Project to the south.

8-7

Air quality before and after construction. Air pollution during construction – even with recommended mitigation measures -- is nearly 40% higher that is considered acceptable. The report also concludes there is no significant long-term impact on regional

8-8

air quality, which underestimates the very real impact the shifted pollution will have in the high-density residential area it is being shifted into. (p 3.2-14)

8-8

Hazardous materials: The report examines the existing underground storage tanks and other known hazardous materials sites in the area but fails to address the new materials and hazards that will be introduced – including underground gasoline tanks, used oil and other toxic materials associated with a motor pool and car wash, and airborne fumes from those uses.

8-9

Land use and planning: The report dismisses two key recommendations of the 1997 Civic Center Master Plan -- that the police headquarters be rebuilt at the current Parker Center site and that the old Caltrans site become a civic park -- by saying that it does not supercede the Central City Community Plan adopted in 1974. The 1997 plan is a refinement of the earlier plan which, among other things, honors its goal of “encouraging the expansion and addition of open spaces as opportunities arise.” The award-winning Civic Center Master Plan, commissioned at a cost of millions, was adopted in 1997 by the city and county. Additionally, the use of the old Caltrans site as open space is clearly referenced in the City Council motions in 2000 and 2001 involving the land swap with the state that will bring the land into city possession.

8-10

Public safety. While a police headquarters is an important overall public safety component, it is inappropriate to place it in such close proximity to so many workers and residents. There is a reason it will have a 75-foot security perimeter around it -- it has the potential to become a target of demonstrations or otherwise come under assault. It will have holding cells for those taken into custody or being questioned. At night and on weekends, the area to the north of the center will very likely become a dead zone, blocked from view and thus uninviting to the pedestrian traffic that is key to keeping streets safe. The report does not acknowledge these and other risks attached to this facility.

8-11

Aesthetics/ Views. The report errs in finding no significant loss of view or sight lines. It states that “... for purposes of this EIR, the ‘existing condition’ at the Old Caltrans Site is a vacant undeveloped lot.” (p 3.9-1) To place a 12 story, 500,000-square-foot building on this clear and open site robs the citizens of Los Angeles of valued public open space. As has become obvious with demolition of the old buildings, this is a truly unique space, offering a breath of fresh air in the heart of the city and spectacular views of City Hall, surrounding mountains, the award-winning new Caltrans Building, the historic LA Times Building, landmark St. Vibiana’s and the Historic Core and Financial District skylines. This project would dramatically and negatively impact the views of residents of the Higgins Building and take away the views enjoyed by those working in nearby buildings, including City Hall, and those who would visit the area or simply walk or drive by it. Developed as a park, the site would be a place for the citizens of Los Angeles to gather and experience their city in visually new and inviting ways.

8-12

Cultural impact: The draft EIR fails to acknowledge how these key blocks would otherwise be redeveloped. The project will isolate the newly restored St. Vibiana’s from

8-13

the cultural connections that will help it thrive. The draft report writes-off the project's impact on Gallery Row, designated by the city in 2003 and which encompasses both sites. "These proposed [police] structures would not be in conformance with the gallery presence that the City is seeking to enhance in this area by the Gallery Row designation. However, retail space would be provided in these locations which could serve as future gallery space." (3.9-14) The so-called gallery space is a 20-foot deep space in front of a police parking garage – a culturally and physically incompatible substitution. The report fails to acknowledge the tremendous potential of these blocks to become a cultural and arts hub that connects the Civic Center, Little Tokyo, Historic Core and Bunker Hill.

8-13

Economic impact: The General Plan of the City of Los Angeles encourages, among other things, development that supports economic development. This plan removes from the tax rolls most of a block that is prime for additional residential and commercial development and turns it into the most mundane of public uses, a police car wash and parking garage. It would also take by force privately held property. Destroyed on Main Street would be the MJ Higgins Gallery and an open-air restaurant; on Los Angeles Street, Vida Enterprises, a family-owned import business that employs 15 people. The land that would be taken is very significant: much of it fronts Main Street, a prime location in a prime real estate market. At the same time, the project as proposed creates a brand new dead zone on the site of the current Parker Center.

8-14

As taxpayers and downtown residents, we object to plans that would, in effect, permanently mothball Parker Center. Where would the funding come from to maintain in perpetuity an empty building? How does creating a permanent dead zone in the heart of downtown promote public safety and well-being as intended in the Economic Development and Central City Plans?

Historic and architectural resources. The surrounding historical resources include many of the city's landmark buildings – including City Hall, St. Vibiana's, the LA Times, the Higgins Building and the St. George Hotel. It also encompasses several buildings from the late-1800s on Main between 2nd and 3rd, including the 1896 building housing the MJ Higgins art gallery, which would be torn down. And the study identifies the Linda Lea Theater, directly across the street, as the site of a potential national landmark -- Tally's Electric Theater, the first permanent movie theater designed specifically for the exhibition of films. (p 3.4-13) To disrupt these sites, which should be knit together rather than further isolated or torn down, violates the intent of the law and CEQA guidelines. We believe that this project does "reduce(s) the integrity or significance of important resources on the site or in the vicinity" and that the federal code referenced in the report applies: "A historic property may also be indirectly affected by the proposed project by the introduction of visual elements that are out of character with the property or alter its setting." (p 3.4-16) A car wash and garage is a very significantly different neighbor than an art gallery in a turn of the century building.

8-15

Alternative sites. The alternatives studied include rebuilding at Parker Center or at 1st and Alameda, which the EIR identifies as the "environmentally superior alternative." We find the grounds on which additional alternatives were considered but rejected to be thin. For example, one site was dismissed because it was "not for sale." Yet, in pursuing the

8-16

plan as proposed, the city would seize nearly half a block of property from private owners -- property that is also "not for sale." Why was no consideration given to alternative sites for the parking garage and or the motor pool? The initial survey of possible sites by the city was insufficient and therefore the underlying premise of the EIR -- that no other suitable locations exist -- is wrong.

By taking over not just one but two key blocks—and abandoning most of the existing Parker Center site -- the adverse, significant unavoidable impacts of this project on traffic, noise and cultural interests are amplified to unacceptable levels. The best mitigation for this project is to move it, in whole or in part, to a more suitable location. If, in whole or in part, it moves forward at this site, substantial additional mitigation is indicated and required.

We ask that as the draft EIR for this project is further examined, full consideration to these points be given.

Sincerely,

The Board of Directors
Higgins Building Homeowners Association

Karie Miller
HOA president
108 W. 2nd Street, #809
Los Angeles, CA 90012
karie@bluecanyon.tv

Pedro Galindo
pedro.galindo@sbcglobal.net

Andrew Meieran
ameieran@thealbiongroup.org

Michael Shannon
mshannon@datechusa.com

Letter 8: Higgins Building Homeowners Association

Comment No. Response

8-1 The Higgins Building Homeowners Association (HOA) summarizes several of the key issues that are outlined in their comment letter, including helicopter noise and safety, traffic impacts, noise, air quality, hazards, and land use. These issues are individually addressed in the responses below.

8-2 The HOA comments on the City’s designation of sensitive noise receptors in the draft EIR. Specifically, the HOA is requesting that the Higgins Building be included as a sensitive noise receptor, and analyzed as such in Chapter 3.10, Noise and Vibration. As discussed below, the EIR analysis has been revised to address this concern.

As discussed on page 3.10-2 of the draft EIR, residential uses occupying commercial buildings and properties like the Higgins Building were not identified as noise-sensitive receptors in the EIR analysis. The EIR has been revised to identify these residences as noise-sensitive receptors since the City’s Adaptive Reuse Ordinance and other planning documents recognize the conversion of commercial buildings to dwelling units as residential uses. The description of sensitive noise receptors on page 3.10-2 of the draft EIR has been revised to include the following known commercially-designated residential uses as noise-sensitive receptors: the Higgins Building located at 108 West 2nd Street, residential units in the Little Tokyo Historic District including the San Pedro Firm Building at 108 Judge John Aiso Street (formerly San Pedro Street) and the Far East Building at 347-353 East 1st Street, and multi-family residential units (Casa Heiwa) northeast of 3rd and Los Angeles Streets at 231 East 3rd Street. These sensitive noise receptors have also been added to Figure 3.10-1, included in Chapter 3 of this Final EIR. Additionally, the impact discussion provided in Section 3.10.3 has been updated to describe the potential construction and operational impacts to these sensitive receptors.

8-3 The HOA comments on the potential noise and safety impacts associated with helicopter flights to and from the police headquarters facility. The comment states the helipad use as described in the EIR is inconsistent as it is identified as necessary for emergency landings and is also assumed to be used on a daily, once per day, basis. The comment also states that the helipad will have a deliberate and harmful impact on the residents of the Higgins Building.

Safety and noise impacts associated with helipad activity at the new PHF are evaluated in Sections 3.7.3 and 3.10.3 of the draft EIR, respectively. As stated in the EIR, the PHF building is required to provide a helipad on the roof for emergency helicopter landings in accordance with building and safety regulations of the

municipal code. However, it is known that the existing helipad at Parker Center is used approximately once per day for the transport of police personnel and materials. Given that emergency helicopter landings are not routine and based on existing operations at Parker Center, it was assumed for evaluation purposes that the helipad at the new PHF would be used once per day, and that flights to and from the PHF building would typically be limited to transportation of police personnel and materials. All flights would adhere to Federal Aviation Administration (FAA) flight safety regulations, which would minimize the potential for accidents to occur.

A qualitative noise analysis was undertaken to specifically evaluate the helicopter-related noise impacts at the Higgins Building. Based on this analysis, it was determined that noise levels would fall within acceptable limits at the Higgins Building and that no significant operational noise impacts would occur. A detailed impact analysis is provided in Section 3.10.3 of the draft EIR.

8-4

The HOA provides comments on the adequacy of the EIR traffic analysis, including intersection impacts, special events, and traffic safety issues. The impact analysis provided in Chapter 3.11, Traffic and Parking, is based on the results of a traffic study that was developed in conjunction with LADOT for this project. The traffic study determined that the proposed project would result in significant unavoidable impacts at 2 of the 43 study area intersections. The two intersections anticipated to experience significant unavoidable traffic impacts are Main Street/1st Street and Main Street/2nd Street. Because the project would result in significant unavoidable impacts, the City will be required to adopt a statement of overriding considerations in order to approve the project. As such, the City decision-makers will decide whether the project's benefits outweigh the unavoidable adverse environmental effects.

Potential traffic impacts from the media and special events were not included in the EIR traffic analysis because these activities are not predictable and do not occur on a routine basis. However, the following information has been added to the EIR Project Description to supplement responses to comments that pertain to this issue.

Proposed locations for the media at the new PHF have been identified as follows: 12 spaces for vans (18-foot by 7-foot vehicles) along the east side of Main Street, between 1st and 2nd Streets, and 6 spaces for LAPD mobile units (32-foot by 12-foot vehicles) along the north side of 2nd Street, between Spring and Main Streets.

Special events at the new PHF would occur in the memorial garden along the Main Street side or in the plaza along the 1st Street side.

Impacts related to response times for emergency vehicles were evaluated in Section 7(g) of the Initial Study (Appendix A of the draft EIR). As discussed, the project

would be constructed and operated in conformance with applicable standards in order to meet fire and safety needs.

8-5 The HOA comments on the loss of accessible public parking as a result of the proposed project. As described in Section 3.11-4 (TRANS-3) and in conjunction with the response to comment 7-1, the proposed project would provide 440 parking spaces for public use. The project would replace all of the permanently lost spaces and would add an additional 159 public parking spaces. The replacement parking would be provided within ¼ mile of the permanently lost spaces, which is considered to be a reasonable walking distance.

8-6 The HOA questions the adequacy of the noise impact analysis provided in the draft EIR. As discussed above, the noise impact analysis has been revised to include the commercially-designated residential uses as sensitive noise receptors. Mitigation measures are provided to address potential noise-related impacts associated with construction activities for the new PHF at the Old Caltrans Site.

Operational noise impacts are evaluated in Section 3.10.3 of the draft EIR. The operational noise analysis compares the anticipated future noise levels to the existing noise levels in the project area to determine if any of the significance thresholds described on Page 3.10-12 of the draft EIR would be exceeded. The quantitative noise analysis evaluated all types of anticipated operational activities, including operational traffic, parking structure noise, helipad operation noise, stationary noise sources (heating and air conditioning systems, noise generators, etc.), and loading dock and service areas. In addition, the EIR has been revised to include a discussion of potential noise impacts associated with emergency vehicle operations associated with the new PHF. Operational noise impacts would be less than significant as described under NOISE-2 in Section 3.10.3 of the EIR. No additional analysis is required in the EIR.

8-7 The HOA commented on cumulative noise impacts associated with the proposed project. The operational noise analysis described in response to comment 8-6 above describes the potential noise impacts associated with routine activities at the new PHF facilities. Cumulative noise impacts are discussed in Section 4.3.10, which has been revised in the Final EIR to include additional information regarding development projects proposed in the vicinity of the 2nd and Main Streets Site and Old Caltrans Site. As discussed, cumulative noise impacts would be less than significant.

8-8 The HOA provides comments on the air quality analysis provided in the draft EIR. The analysis provided in Section 3.2, Air Quality, evaluates the short- and long-term impacts associated with the development of the proposed project. Tables 3.2-5 and

3.2-6 provide the estimated maximum daily construction emissions and estimated daily emissions for operation of the proposed project, respectively. As shown in Table 3.2-5, the project would exceed daily construction emission thresholds established by the South Coast Air Quality Management District (SCAQMD), even after implementation of the recommended mitigation measures. Conversely, operational impacts would not exceed the SCAQMD thresholds and no long-term impacts to regional air quality would occur. The EIR analysis adequately evaluates impacts to air quality as a result of the proposed project. No additional analysis is required in the EIR.

8-9 The HOA states that the EIR does not evaluate the new hazards and hazardous materials that would be introduced into the project area. Section 3.7.3 of the draft EIR evaluates the potential for the proposed project to create a significant hazard to the public or environment (see HAZ-2 on page 3.7-19). As discussed, the MTD at the 2nd and Main Streets Site would include facilities to maintain, repair, refuel, and wash police vehicles. The new MTD facility would operate in the same manner as the current facility and would continue to generate and store hazardous waste such as petroleum, waste oil, and automotive repair fluids. For the reasons stated on pages 3.7-19 and 3.7-20, impacts related to USTs, routine refueling operations, and disposal of hazardous substances at the MTD site would be less than significant. No additional analysis is required in the EIR.

8-10 The HOA states that the proposed project is not consistent with the goals of the Los Angeles Civic Center Shared Facilities and Enhancement Plan. The Los Angeles Civic Center Shared Facilities and Enhancement Plan is described on page 3.9-7 of the draft EIR. As discussed in Section 3.9-3, the plan recommends the existing Parker Center Site as the location for future LAPD facilities, and the Old Caltrans Site as a civic square (LACCA 1997, p.32, 35). The proposed project would not reuse the Parker Center Site for the police headquarters; however, the project would place police facilities within the “10-minute diamond” Civic Center area consistent with the overall goals of the plan. The proposed project would not use the Old Caltrans Site as a civic square but would instead develop the new PHF at this location. The plan recognizes that actions and policies outside the control of the City may direct the location of facilities and businesses to alternative areas not in accordance with the plan. Consequently, the plan does not limit government development to the Civic Center vicinity, nor are the locations identified for differing government functions considered definitive. Intended to be used as a guide, the plan does not affect or supersede the Central City Community Plan which governs land use development in the Civic Center and conforms to the General Plan. As such, land use consistency impacts at the Old Caltrans Site would be less than significant.

The HOA also commented that the use of the Old Caltrans Site as open space was clearly referenced in City Council motions passed in 2000 and 2001 involving the land exchange with the State to transfer properties to City possession. The motions referenced (Council File No. 00-1968) involved an agreement with the State for the construction of the new Caltrans building whereby the City would obtain control of the entire block of the Old Caltrans Site which could then be used for the creation of open space. Several actions under this agreement were taken by the City Council for property acquisitions, eminent domain proceedings, and the co-location of the Los Angeles Department of Transportation in the new Caltrans building. However, the proposal for creating open space at the Old Caltrans Site did not develop into a project for which design plans and an environmental review process were initiated. This proposal was also not part of the EIR for the Caltrans District 7 Headquarters Building Replacement Project (2001) as it only addressed property acquisition and demolition of the existing buildings on the Old Caltrans Site which the City, as a responsible agency under CEQA, considered and approved prior to executing the land exchange agreement. In 2004, the open space proposal was superseded by the decision of the City Council (Council File No. 03-0063-S5) which identified the preferred location for the new PHF at the Old Caltrans Site. Subsequently, design plans were initiated and the environmental review process was undertaken which has led to the preparation of an EIR for the proposed project.

8-11 The HOA states that the location of the PHF is not appropriate, due to its proximity to workers and residents. The PHF site has been designed to accommodate visitor use and public accessibility requirements while meeting security needs. The new PHF has also been designed to improve the safety of employees and occupants of the police headquarters facility, which are currently housed in an obsolete and deficient building. Section 3.7.3 of the draft EIR evaluates the potential for the proposed project to create a significant hazard to the public or environment. As discussed above, impacts related to hazards would be less than significant for the proposed project.

8-12 The HOA provides comments on the aesthetic impact analysis in the EIR and the need for a public park at the Old Caltrans Site. As discussed in Section 3.1.1, the removal of the former Caltrans District 7 headquarters building and other structures on the site were evaluated in a separate EIR, the Caltrans District 7 Headquarters Building Replacement Project Draft EIR (Caltrans, 2001). Consequently, removal of the former Caltrans building and other structures from the site were not analyzed in the EIR and, for the purposes of this EIR, the “existing condition” at the Old Caltrans Site was considered to be a vacant, undeveloped lot. As stated in the EIR, PHF would represent a visual improvement to the vacant lot by providing a building which would integrate with adjacent structures like the new Caltrans building, City Hall, and the Times Mirror building. However, the proposed PHF would represent a

potential negative visual intrusion for residents of the Higgins Building. Specifically, views from the north-facing side of this historic building would be altered by adding an 11-story, modern structure to the site. However, there is a 75-foot buffer between the south façade of the PHF and the street, creating a large area of public space that allows for landscaping to soften the hardscape of the building façade with adjacent structures. In addition, the setback along 2nd Street would open up views of the Times Mirror Building and north views of City Hall from the street. As described in the EIR, visual impacts associated with the PHF would be less than significant. No additional analysis is required in the EIR.

8-13 The HOA comments on the adequacy of land use impacts in the draft EIR as it relates to Gallery Row and downtown as an emerging arts and cultural hub. The northern end of Gallery Row encompasses a portion of the 2nd and Main Streets Site that fronts onto Main Street. Because the Main Street Parking Facility which includes parking and MTD uses would not conform with the gallery presence that the City is seeking to enhance along Gallery Row, retail space was provided as part of the proposed project, which could serve as future art gallery space. As discussed in the EIR, land use compatibility impacts resulting from the proposed project would be less than significant. Refer to response to comment 3-1 for additional detail regarding the effect of the proposed project on Gallery Row. No analysis related to indirect impacts on arts and cultural endeavours is required in the EIR.

8-14 The HOA provides several comments related to the economic impacts associated with the proposed project. In accordance with the CEQA Guidelines, the draft EIR evaluated the physical changes associated with the development of the proposed project. No significant impacts related to land use were identified in the draft EIR. Section 15131(a) of the CEQA Guidelines states:

“Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.”

Although Parker Center would be vacated as a result of the proposed project, implementation of mitigation measure HIST-A as identified in Section 3.4.5 of the draft EIR would ensure long-term maintenance of the building until its future use is determined. No physical changes to the historic character of the building would occur. No economic or social changes that would impair the implementation of this

mitigation measure are anticipated. Accordingly, no additional analysis related to economic impacts is required in the EIR.

8-15

The HOA provided comments on the adequacy of the cultural resources evaluation in the draft EIR. The draft EIR evaluated the physical changes associated with the development of the proposed project to historical resources within the project area and vicinity, including City Hall, St. Vibiana's, the LA Times, the Higgins Building and the St. George Hotel. Under CEQA, Section 15064.5 (b) (1), a project with an effect that may cause a substantial adverse change in the significance of a resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired. No historical resources within the project area will be physically impacted or materially impaired in a manner that would detract from their historical significance.

The draft EIR also evaluated indirect impacts to adjacent historical resources. There are six historical resources adjacent to the project area that would have direct views of the project sites. None of these resources would be materially impacted by isolation from or alteration of the character of their setting, nor would they be adversely affected by the introduction of visual elements that are out of character or would alter their settings. Key historic views to and from historic resources would be preserved by the triangular form and setbacks of the new PHF. The historical setting of the 2nd and Main Streets Site has already been compromised by the demolition of former buildings on the site for the existing surface parking lots, which detracts significantly from the integrity of the setting. New construction would not be substantial in height and would not isolate historic resources. The historic resources do not preserve their former historic setting, and their historic character would not be visually affected by the new construction. No additional analysis related to indirect impacts is required in the EIR.

8-16

The HOA provides comments about the adequacy of the alternatives analysis in the EIR. CEQA requires that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project" (CEQA Guidelines Section 15126.6).

The EIR identified four alternatives that were considered but rejected from further analysis because of at least one of the following, (1) failure to meet most of the basic project objectives, (2) infeasibility, or (3) inability to avoid significant environmental impacts. The site that was not for sale is owned by the Federal government and is

being designed for a new federal courthouse. As such, this site could not be obtained by the same means as the 2nd and Main Streets properties, which are privately-owned. Three alternatives were carried forward for detailed analysis including the No Project Alternative (Alternative 1), New PHF at 1st and Alameda Site Alternative (Alternative 2), and New PHF at the Parker Center Site (Alternative 3). These alternatives include a no project scenario, re-use of the existing Parker Center site, and an alternative site scenario. Alternatives 2 and 3 would both avoid the use of the 2nd and Main Streets Site, as shown on Figures 5-1 and 5-2 of the EIR. As shown in Table 5-1 of the EIR, Alternatives 2 and 3 would result in fewer environmental impacts for some issue areas and greater impacts for others. Alternative 2 was identified as the environmentally superior alternative in Section 5.4 of the draft EIR. The range of alternatives selected and the evaluation provided in the EIR is consistent with Section 15126.6 of the CEQA Guidelines.

Via electronic mail

Lisa Ochsner
LA Public Works Department, Bureau of Engineering
Environmental Management Group
650 S. Spring Street, Suite 574
Los Angeles, CA 90014
E-mail: Lisa.Ochsner@lacity.org

Re: Comment on Draft EIR on Police Headquarters Facility Plan

Dear Ms. Ochsner:

We represent a coalition of public space advocates, downtown residents, businesses, and others from throughout the city in support of a major civic park for Los Angeles on the old Caltrans site. Nearly 2,000 people have signed our petition in support of the park.

We believe that in addition to the negative findings identified in the draft EIR for traffic, noise and air quality, this project will also have significant and permanent negative impact on cultural, architectural, aesthetic and historical resources. And we believe the alternative use of the block as public open space – as envisioned in numerous public documents -- has not been fully addressed in the draft.

A park on this site will have the opposite effect of a police headquarters. A park will be an economic and cultural spark that connects and energizes the surrounding communities and draws visitors; a police headquarters will create a static development that snarls traffic and places a high security installation on the steps of City Hall.

Cultural resources

There is significant emerging arts and cultural development in the immediate area. This includes the just-completed restoration and redevelopment of the former St. Vibiana's Cathedral into a performing arts venue; Gallery Row, beginning at 2nd Street and extending along Spring and Main; and the just-beginning redevelopment of the historic Linda Lea Theater on Main into a film and performance venue. These initiatives would be undermined and their connection to the larger arts community, including the museums and performing

9-1

9-2

arts centers on Grand Avenue and in Little Tokyo, would be divided physically and psychologically by the police project on this site.

The beautifully restored St. Vibiana's, narrowly saved from an earlier wrecking ball, would be trapped at an intersection that bears the full brunt of the congestion the headquarters and its parking facilities will create.

The City Council's designating of Gallery Row in July 2003 marked the beginning of what has become a very successful initiative. In less than two years, this endeavor has grown from four galleries to more than 18. A park on the old Caltrans site, which anchors the north end of the district, was to have been a partner in building and benefiting from the growth of Gallery Row. Not only does the park not exist under the proposed PHF plan, the MJ Higgins gallery – where Gallery Row was born – would literally be torn down and replaced with a parking garage and a motor pool where police vehicles are repaired, washed and fueled.

9-2

The report excuses the inconsistency of this project with the city's goals in designating Gallery Row by noting that in the headquarters project, "retail space would be provided ... which could serve as future art gallery space." That proposed retail space consists of a newsstand-size space at the headquarters building and a narrow strip of space in front of the police garage. Both spaces are isolated and physically and psychologically difficult – if not impossible – to imagine as art galleries.

The arts and cultural endeavors on these blocks are essential components in the revitalization of the downtown area. The artificially narrow assessment in the draft EIR does not value their significance.

Historic and architectural value

The site is adjacent to some of the city's greatest architectural landmarks – including City Hall (1928), St. Vibiana's (1876), the LA Times (1935), and the new Caltrans building (2004). St. Vibiana's was the center of the Catholic community in Los Angeles for more than a century. The Times has chronicled city, national and world events since 1881. City Hall is an icon and a symbolic beacon of hope and unity for the city. Placing a police headquarters in the midst of these buildings walls off City Hall from its natural gateway to its citizens, and their gateway to these landmark sites.

9-3

In addition to the historically significant buildings already leveled on the old Caltrans block, this plan calls for demolition of yet another piece of history, the 1896 building housing the MJ Higgins Gallery. While this building by itself has not been found in the draft report to have historical significance, it is one of the few remaining buildings that is part of the larger historical context of this early cultural center of Los Angeles – including St. Vibiana's a few doors away and the Linda Lea Theatre across the street. It is important that it be evaluated and appreciated in that larger context.

The report has quietly but very significantly identified the Linda Lea Theatre as likely a landmark building in the world of film – Tally’s Electric Theatre. Independent film histories describe it as the first theater in the country built to show films. The theater opened by Thomas Tally in 1902 was a risky endeavor -- theater patrons didn’t know at the time what to make of watching a moving picture. And while this finding needs further study, it is important that the city not take actions that impact its original surroundings, especially the irreversible action of tearing down the 110-year-old building directly across the street.



9-3

It is ironic and perplexing that the one building the report identifies as threatened by this project is the current Parker Center. Rather than calling for incorporation of it into plans for an updated LAPD headquarters, it calls for abandoning it and placing it in a permanent, costly state of suspension.

9-4

Residential Area

The proposed PHF is incompatible with the adjacent residential areas. The assessment does not adequately take into account the impact it will have on those living nearby and those who will soon be moving into this rapidly growing residential corridor. It is a glaring and unacceptable omission for this report to not call for any mitigation of short or long-term impacts of this project on those who have, with the encouragement of city leaders, made their home downtown.

Directly adjacent to the headquarters site is the Higgins Building, with 135 units and more than 200 residents. In the surrounding blocks, the residential population will grow by thousands in the next few years – within the time frame the proposed police project would be completed. The creation of housing in reclaimed historic buildings and in newly-constructed buildings is part of the larger city-backed movement to expand available housing pool and to rebuild downtown.

9-5

There are many existing and coming residential projects in the Old Bank District, along Spring, Main and Broadway, on Bunker Hill, in Little Tokyo and in the Artist and Toy Factory districts. Even closer to the site, new housing construction is planned for the St. Vibiana’s block, the block to the east (bordered by Second, Third, Los Angeles and San Pedro streets) and the block to the south (bordered by Third, Fourth, Main and Los Angeles streets). The Douglas Building, one block away (at Spring and Third) has just opened after being converted to residential lofts.

Significant impact will result from the addition of a helipad in close proximity to this residential area. Disruptive flight patterns and unfettered use, especially at nighttime and early morning, will adversely affect the quiet enjoyment of neighboring residences. The nuisance factor of helipad operation must be further explored; long-term noise impact and safety risks will be significant and harmful.

9-6

The report unnecessarily limits the range of air quality impacts from the PHF. Not only are there significant short-term air quality impacts from the construction in a heavily urbanized area, long-term impacts in a compact area will be significant.

9-7

Impact on Children

The report does not fully address the impact of the project on children -- who are especially vulnerable to its air and noise pollution and other negative environmental influences. Already children make their home in the Higgins and Douglas buildings and are cared for at day-care centers at the new Caltrans building to the east and at the Ronald Reagan Office Building to the south. As new housing opens and the general population of downtown increases, so will the number of children and the need for parks and other health-friendly environments. Instead, this project offers traffic congestion and heightened air and noise pollution and replaces arts and park uses with high-security police facilities.

9-8

Workplace, Business Impact

Thousands of workers are concentrated in the immediate neighboring buildings, including those who work in City Hall, the new Caltrans building, the LA Times and the Recycler building. The noise, air pollution and traffic congestion from a police headquarters on this site will negatively impact those workplace environments and others in the area. The report makes no efforts at mitigation on behalf of those who spend their workday adjacent to these sites.

9-9

Four businesses on the St Vibiana's block would be demolished. To those who have invested their life's work and energy in building those businesses and to those who work in them, the report's assessment that "displaced businesses would receive relocation assistance as required by law" is of scant comfort. Rather than look for alternatives that make use of public property and keep private property in private hands, this plan will use eminent domain to take land that has in some cases been in the same family for 75 years. In the process, the city adds considerable expense as well as pain to its plan.

Increased Traffic

The increase in traffic and emissions over the previous use is substantial. The PHF will attract traffic from employees and civilians, resulting in a further amassing of vehicle emissions within a well-defined area.

The primary entrances for the facilities and the motor pool are all on Main Street. The reduction of traffic quality to "D" at the intersection of 2nd and Main and to a "C" at 1st and Main is incompatible with stated goals of the city and mayor's office to reduce traffic congestion. Traffic at the intersection of 2nd and Main is already often backed up, even though it is rated "A" in the draft EIR traffic analysis.

9-10



It is difficult to image how 1,500 vehicles (cumulative + project) will make it though this intersection during peak hour traffic, or how the 19,000 total daily vehicle trips will be made with anything approaching efficiency

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Parking

The draft finds that 281 public parking spaces, curbside and in surface lots, would be permanently removed from the immediate area. This impact is significant in the areas immediately adjacent to the proposed police facilities and is not minimized by inappropriately combining the aggregate parking over an expansive geographical area.

9-11

The addition of 1,200 parking spaces for police-only use exacerbates rather than minimizes that loss. The other parking in the proposal is too distant from the spaces being removed to serve as adequate replacement. Businesses, visitors to the area and residents will all be negatively impacted.

Archeological, Paleontological Resources

The area presently known as Downtown Los Angeles served as a center for agricultural and civic activity prior to modern-day development. The draft report acknowledges that “a strong likelihood exists that buried prehistoric and historic resources” could be found on both the old Caltrans and the St. Vibiana’s blocks. Zanja No. 8, a water canal constructed in the mid-1800s, paralleled Main Street on these blocks and archeological sites were found during the construction of the new Caltrans Building, adjacent to both of the proposed development sites.

9-12

Excavation for below ground facilities, below grade parking structures and footings may irreparably harm archeological resources, paleontological resources, and disturb human remains. Additional mitigation must be taken to ensure that the evaluation of the findings on these sites is independent and occurs in a way that allows for protection of significant historical and cultural sites rather than mere cataloging of them.

Environmental and Other Hazards

The operational impacts of the Motor Transport Division are not sufficiently analyzed. This facility, adjacent to the 500- to-650 -space parking garage on Main Street, is designed to service 1,000 police vehicles. The auto repair shop, service bays and fuel islands will likely require a series of Permits to Operate from the South Coast Air Quality Management District and could potentially implicate the Resources Conservation and Recovery Act of 1976. In addition, the odors and pollutants emanating from these facilities, in close proximity to residences with elderly and children, will significantly affect a substantial number of people. This concern is heightened by the foreseeable construction of residential units in the areas surrounding the proposed projects.

9-13

The security measures being taken for the headquarters and its parking facilities underscore its potential to be an inviting target for those who would do harm. To

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place such a facility in immediate proximity to so many residences and workplaces – as well as the seat of city government and its emergency command center -- suggests an unacceptable public safety compromise for which there can be no mitigation. This subject is not addressed in the draft EIR.

9-14

Conflict with Applicable Land Use Plans, Policies or Regulations – In 1997, The Civic Center Shared Facilities and Enhancement Plan (also known as the 10-Minute Diamond Plan), was prepared and approved by the L.A. Civic Center Authority, acting on instructions from the LA City Council and the LA County Board of Supervisors. The plan, which calls for the police headquarters to be rebuilt at the current Parker Center site and calls for the old Caltrans block to be developed as open space, was formally adopted by the City Council in December 1997 as the master plan for the Civic Center

To quote from the master plan: “The Civic Square can serve as the meeting place of the public realm and the private sector where City Hall can share the backdrop of a common space along with business, the press, other branches of government, and cultural and religious institutions. It is a place for bringing the people of the City together. It is a park for everyday life, the gathering place for extraordinary events and a symbol of civic life in all its diversity and complexity.”

9-15

In 2000 and 2001, when the Council approved the land swap that gives LA ownership of this block, its motions repeatedly talked of the opportunity for open space. The swap would allow the city to use the *“property directly across from the First Street entrance to City Hall ... for added green space in the Civic Center area.”* Private property on the block was subject to condemnation because *“the public interest and necessity require the acquisition of real property for the creation of open space.”* Once the new Caltrans building is completed, the Council said, the city will *“convert the block directly across from the First Street Steps of City Hall into open space.”*

The draft report chooses to dismiss these facts. And it dismisses the 1997 plan for Civic Center development by saying that although formally adopted by the City Council, “it is not officially part of the General Plan or the Central City Community Plan.” The report fails to put the 1997 plan in the proper context: It is a carefully considered vision for creating a Civic Center that actually embraces people and avoids undermining the area’s economic vitality. It should be viewed as complementing and interpreting the other plans, not trying to overthrow them.

Open space

The plan for a police headquarters on the old Caltrans site is inconsistent with the Central City Community Plan goal to “encourage the expansion and addition of open spaces as opportunities arise.” It is hard to imagine a better opportunity – the kind that comes once in a century – to create a major civic park for Los Angeles. Furthermore, the draft EIR specifies that the old Caltrans site must be evaluated as a cleared and open space. To build on the site will result in a

9-16

tremendous loss of publicly-owned, highly visible and accessible open space. And it is no ordinary open space: it is truly in the city's very heart. It opens dramatic vistas – of the skyline and mountains, and of the city's great cultural and civic landmarks, including City Hall.

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9-16

Alternatives

The PHF must be subject to an honest and adequate alternatives assessment. The two alternatives studied are both environmentally superior to the plan to put the facilities on the old Caltrans and St. Vibiana's blocks. Unfortunately, the city designated a preferred site without any significant public review of its appropriateness for the proposed use or of the pre-existing plans for a park. Other alternatives – including ones that may be both environmentally and functionally superior to these sites and do so without taking private property – were dismissed or not considered at all.

Under CEQA Guidelines, a draft EIR must "describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." CEQA Guidelines, Section 15126.6(a).

9-17

A cursory alternatives assessment used to justify a pre-determined decision does not suffice under CEQA. We believe the list of alternatives was drawn too narrowly and the sudden focus on this site by the city -- without any public hearings on its appropriateness in advance of that focus -- violates the spirit of the Act and unduly influenced the assessment.

In closing, we would note that objections to this project and the manner in which the site was chosen by the City Council have been registered from many quarters – including residential, businesses, arts and cultural organizations.

On behalf of lacivicpark.org, we ask that you consider these points as you further evaluate this important matter and thank you for your attention.

Sincerely,

Cheryl McDonald
cmcdonal@sbcglobal.net

Kjell Hagen
kjell1971@yahoo.com

Ken Ehrlich
kenehr@yahoo.com

Nic Cha Kim
nck@galleryrow.org

Adele Yellin
ayellin@vel.net

Jonno Agnew
jonno@cutcute.com

Letter 9: Lacivicpark.orgComment No. Response

- 9-1 The lacivicpark.org provides a summary of the comments in their letter. These comments include issues related to traffic, noise, air quality, cultural resources, and aesthetics. These issues are specifically addressed in the individual responses below.
- 9-2 The lacivicpark.org provides comments related to the “artificially narrow” analysis of cultural resources in the EIR. The draft EIR evaluated the physical changes associated with the development of the proposed project to historical resources within the project area, including St. Vibiana’s as well as all other known and potential historical resources in the project vicinity. The MJ Higgins Gallery, situated at 242-244 S. Main Street, is not eligible as a historical resource under CEQA or for listing as a Los Angeles Historic-Cultural Monument (LAHCM). The building has been altered significantly and does not possess sufficient integrity to meet eligibility requirements as a historical resource. Under CEQA, Section 15064.5 (b) (1), a project with an effect that may cause a substantial adverse change in the significance of a resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired. No historical resources within the project area will be physically impacted or materially impaired in a manner that would detract from their historical significance. No analysis related to indirect impacts on arts and cultural endeavours is required in the EIR.
- 9-3 The lacivicpark.org describes the several historic resources in the project area and requests additional analysis in the EIR. Refer to response to comment 9-2 above. The historic context in the immediate surrounds of St. Vibiana’s, the MJ Higgins Gallery and the Linda Lea Theatre has already been demolished for parking lots, significantly compromising the integrity of the setting. As discussed above, the EIR analysis adequately evaluates impacts to historic resources in the project area.
- 9-4 The lacivicpark.org states that the existing Parker Center should be incorporated into the project plans and should not be vacated. Section 5.2.1 of the draft EIR discusses the renovation of Parker Center as a project alternative. This was determined to be infeasible in the EIR, due to the substantial costs that would be involved and, more importantly, the fact that the facility would not meet future operational requirements of the LAPD. Construction of a new PHF at the Parker Center Site was, however, carried forward for analysis in the EIR (see Section 5.3.4). This alternative would avoid construction at the Old Caltrans Site and at the 2nd and Main Streets Site.

9-5 The lacivicpark.org provides comments regarding the potential impacts to existing and proposed residential uses in the project area. Refer to response to comments 7-2 and 8-2 regarding impacts to surrounding residences and other sensitive receptors in the project area. The operational noise analysis included in Chapter 3.10 of the draft EIR and described in response to comment 8-6 discusses the potential noise impacts associated with routine activities at the new PHF facilities. Cumulative noise impacts are discussed in Section 4.3.10, which has been revised in the Final EIR to include additional information regarding the development project proposed in the vicinity of the 2nd and Main Streets Site. Cumulative noise impacts resulting from the proposed project would be less than significant.

9-6 The lacivicpark.org provides comments on the potential impacts resulting from use of the helipad at the new PHF site. Refer to response to comment 8-3 regarding impacts associated with operation of the proposed helipad.

9-7 The lacivicpark.org provides comments on the potential short-and long-term air quality impacts associated with the proposed project. The analysis provided in Section 3.2, Air Quality, evaluates the short- and long-term impacts associated with the development of the proposed project in accordance with all SCAQMD thresholds. Refer to response to comment 8-8 for additional details regarding the EIR air quality analysis.

9-8 The lacivicpark.org comments on potential impacts to children resulting from the proposed project. Specifically, the commenter identifies impacts related to traffic, air quality, noise, and safety.

The analysis provided in Chapter 3.11 of the draft EIR, Traffic and Parking, evaluates the potential for the proposed project to create any incompatible land uses or design features that would present a safety hazard to pedestrians, bicyclists, or motorists. As discussed on Pages 3.11-41 through 3.11-43, site access for the proposed project was determined in consultation with LADOT and LAFD and none of the proposed project components would pose a safety hazard to the public, including children.

The draft EIR indicates that some population groups are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive receptors for air quality include children, the elderly, and the acutely and chronically ill, especially those with cardio-respiratory diseases. The evaluation of impacts related to sensitive receptors (including children) is provided in Section 3.2.3 of the draft EIR under AIR-5. As discussed, air quality impacts during construction would be significant and unavoidable for NO_x and VOC emissions. As such, the City

will be required to adopt a statement of overriding considerations in order to approve the project. Operational air quality impacts would be less than significant.

Sensitive noise receptors are defined in Section 3.10.1 of the draft EIR as humans engaged in activities, or utilizing land uses, that may be subject to the stress of significant interference from noise. This definition includes children as well as adults. The analysis of sensitive noise receptors has been revised in the Final EIR as discussed in response to comment 8-2. Specifically, the description of sensitive noise receptors has been revised to include the commercially-designated residential uses in the project area, including the Higgins Building, residential units in the Little Tokyo Historic District, and multi-family residential units northeast of 3rd and Los Angeles Streets. The impact discussion provided in Section 3.10.3 of the draft EIR has been updated to describe the potential construction and operational impacts to these sensitive receptors.

Impacts related to public safety are evaluated in the draft EIR in Chapter 3.7, Hazardous Materials and Chapter 3.11, Traffic and Parking and are discussed in response to comment 8-11 above.

- 9-9 The lacivicpark.org provides comments on potential impacts to surrounding businesses. The EIR impact analysis is consistent with CEQA Guidelines Section 15126, Consideration and Discussion of Environmental Impacts. The draft EIR evaluates the physical changes associated with the planning, acquisition, development, and operation of the proposed project. As discussed in response to comment 8-14, economic or social effects of a project shall not be treated as significant effects on the environment under CEQA.
- 9-10 The lacivicpark.org commented on the potential impacts associated with increased traffic in the project area. The impact analysis provided in Chapter 3.11, Traffic and Parking, is based on the results of a traffic study that was developed in conjunction with LADOT for this project. The traffic study determined that the proposed project would result in significant unavoidable impacts at 2 of the 43 study area intersections: Main Street/1st Street and Main Street/2nd Street. Refer to response to comment 8-4 for additional information regarding the EIR traffic analysis.
- 9-11 The lacivicpark.org comments on the loss of accessible public parking as a result of the proposed project. Refer to response to comment 8-5 regarding the adequacy of the EIR parking analysis.
- 9-12 The lacivicpark.org provides comments on the potential for impacts to buried archaeological resources, paleontological resources, and human remains and the need for additional mitigation. As noted by the commenter and discussed in Chapter 3.3

of the draft EIR, Archaeological Resources, the project has the potential to uncover archaeological resources during construction activities at the Old Caltrans Site and the 2nd and Main Streets Site. Mitigation measure ARCH-A would require a qualified archaeological monitor to be present during construction activities at both of these sites. In the event cultural resources are discovered (including historic and prehistoric materials or human remains), work in the vicinity would be halted immediately until the resource is assessed and appropriate treatment is determined. This mitigation measure complies with the requirements in Section 15126.4 of the CEQA Guidelines and would reduce potential impacts to archaeological resources to a less than significant level. As discussed in Chapter 3.5, fossil remains may potentially be encountered under the Old Caltrans and 2nd and Main Streets sites. Similarly, mitigation measures are provided in the draft EIR to reduce potential impacts associated with buried paleontological resources to a less than significant level.

- 9-13 The lacivicpark.org provides comments related to the operation of the MTD and the potential environmental hazards resulting from operation of this facility. Potential hazards associated with the MTD operation are evaluated in Section 3.2.3 (Air Quality), Section 3.6.3 (Geology and Soils), Section 3.7.3 (Hazards and Hazardous Materials), Section 3.10.3 (Noise and Vibration), and Section 3.11.3 (Traffic and Parking) of the draft EIR. Also, refer to response to comments 7-2, 8-2, 8-3, 8-4, 8-6 through 8-9, and 9-8 above.
- 9-14 The lacivicpark.org comments on the potential public safety impacts associated with the proposed project as “an inviting target for those who would do harm.” The EIR evaluates the physical changes associated with the planning, acquisition, development, and operation of the proposed project. Refer to response to comment 8-11 above regarding potential safety hazards. No further analysis of safety impacts is required in the EIR.
- 9-15 The lacivicpark.org states that the proposed project is not consistent with the goals of the Los Angeles Civic Center Shared Facilities and Enhancement Plan or City Council motions passed involving a land exchange with the State where the City would convert the Old Caltrans Site to open space. Refer to response to comment 8-10 regarding the project’s consistency with adopted land use plans and programs and previous City Council motions.
- 9-16 The lacivicpark.org states that the proposed project is not consistent with the Central City Community Plan and that open space should be provided at the Old Caltrans Site. Section 3.9.3 of the draft EIR evaluates the project’s consistency with land use plans and programs, including the Central City Community Plan. As discussed in this section, the proposed project would be consistent with applicable land use plans,

zoning, and land use designations. It should be noted that individual projects are not expected to meet all goals of a given community plan. Rather, community plans state guidelines for the general development objectives of an area. The project would be consistent with the general objectives of the General Plan and Community Plan by providing a centrally-located LAPD headquarters facility that would accommodate the existing demand and meet the projected growth of the PHF, while improving emergency response and protection services for the City. No further analysis of land use impacts is required in the EIR.

9-17

The lacivicpark.org provided comments about the adequacy of the EIR alternatives analysis. No specific alternatives were recommended in the comment.

The City evaluated two alternatives in the draft EIR that would avoid development at the Old Caltrans Site and 2nd and Main Streets Site. Specifically, Alternative 2 evaluated the construction of a new PHF near 1st and Alameda Streets and Alternative 3 evaluated the construction of a new PHF at the existing Parker Center Site. As stated in Chapter 4 of the EIR, CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. The range of alternatives selected and the evaluation provided in the EIR is consistent with Section 15126.6 of the CEQA Guidelines. Refer to response to comment 8-16 for additional information regarding the EIR alternatives analysis.

From: "Maureen Moore" <maureen@artquestintl.com>
To: <Lisa.Ochsner@lacity.org>
Date: 11/22/2005 5:10:43 PM
Subject: against new lot for LAPD

Please re-consider the proposal for the parking lot the city wishes to build downtown next to the cathedral. I am not in support of it due to the environmental problems it will bring...air quality, noise, traffic. Also, the area is finally getting some cultural life and this would just destroy that.

10-1

Thanks.
Maureen

Maureen Moore
Director of Marketing and Operations
Tel: 1.323.644.0625
Fax: 1.323.644.8972
maureen@artquestintl.com
www.artquestintl.com

Letter 10: Citizen Letter 1, Maureen Moore

Comment No. Response

10-1 Commenter Maureen Moore requests reconsideration of the 2nd and Main Streets Site as the location for the MTD, due to air quality, noise, and traffic issues. These issues were evaluated in the draft EIR. No significant environmental issues are raised by this commenter and no further response is required.

From: "john crandell" <landscape_vision@earthlink.net>
To: <Lisa Ochsner@lacity.org>
Date: 11/27/2005 5:53:06 PM
Subject: police headquarters parking garage

lisa,

I understand that storefront space is being programmed into the ground level of the police parking garage on main street, north of third street also that the one story angular fronted structure at the northeast corner of third and main will not be demolished.

I just want to add two points for consideration in the public input process.

The structure mentioned above was significantly modified in the early 1930s to allow east third to directly connect with west third. It was constructed in 1910 and designed by Alber C. Martin as The Wonderland Theater. I believe it was the first theater in the western U.S. designed expressly for cinema. I know of no other western cinema having been built before this point in time.

Immediately north of this structure (what will become the southeast corner of the police parking structure) is a far more important location. Mayor Cameron Erskine Thom lived here in 1855 following his move from northern California. The house that he bought had been constructed two years earlier by Captain Jesse Hunter. It was the first building in the city with walls constructed solely of brick, rather than adobe. This residence was demolished in 1901 to make way for construction of the two story Ponet Block. (The south wall of the Ponet Block still stands. Apparently it was kept in place so as not to damage the north wall of the Wonderland Theater). Although it is not commonly known, Thom later played a role in the great Civil War legend connecting Los Angeles to the Battle of Gettysburg - the same legend which Michael Shaara used in his Pulitzer Prize winning book of 1977. The site where the legend emanated is on the triangular island at the southeast corner of third and main.

11-1

There were three commercial spaces in the ground floor of the Ponet Block. The middle space was leased to Thomas Lincoln Tally in the winter of 1902 and during the first week of April that year there was opened the Electric Theater. This theater is widely acknowledged as having been the first cinema in the city. Actually, it was the very first dedicated cinema in the western hemisphere. Of course we all know that L.A. is a city without a history. Three years ago, as the centennial of the Electric's opening approached, I tried to enlist the city fathers and the city's motion picture industry in an effort to commemorate the important milestone. Yes, you guessed it: all my efforts went right into the round file. If I'd somehow managed to persuade Madonna to do the can-can stark naked on the site, I'm sure the history of this location would now be so much different. Lordy, that might have even persuaded whoever stole her bustier from Fredericks of Hollywood in the great riot to give it back, right after she'd finished dancing the can-can. The New York Times would have given space to THAT and third and main would doubtless have never have been the same.

Sincerely,

John Crandell
landscape architect

Letter 11: Citizen Letter 2, John Crandell

Comment No. Response

Commenter John Crandell acknowledges the location of the proposed Main Street Parking Facility at the 2nd and Main Streets Site. The commenter also provides historical information for this portion of the project site. No significant environmental issues are raised by this commenter and no further response is required.

From: "Yi Lin" <yilinacts@yahoo.com>
To: <Lisa.Ochsner@lacity.org>
Date: 11/28/2005 4:53:09 PM
Subject: new motorpool in downtown LA

As a concerned Los Angeles resident, I strongly urge against the erecting of a new motorpool that will disrupt the art movement that is revitalizing Los Angeles downtown as an art and culture capital. It seems to be fiscally irresponsible to spend \$100 million of tax payers' money for a parking lot when there is already one less than 100 paces to the east. Hiring a shuttle service can be a solution that is not only cost-effective but also allow the downtown cultural revival to continue. We need more art and culture in our city, not only to enrich the lives of the residents, but also to draw in business and raise real estate value. Our city is in dire need of a cultural and an economic boost, neither can be provided by a new motorpool

12-1

Sincerely,
Yi Lin
213-446-9363

Letter 12: Citizen Letter 3, Yi LinComment No. Response

Commenter Yi Lin writes against the proposed MTD due to its location within Gallery Row. The northern end of Gallery Row encompasses a portion of the 2nd and Main Streets Site that fronts onto Main Street. Because the proposed Main Street Parking Facility which includes parking and MTD uses would not conform with the gallery presence that the City is seeking to enhance along Gallery Row, retail space was provided as part of the proposed project, which could serve as future art gallery space. Refer to response to comments 3-1 and 8-13 regarding potential impacts to Gallery Row.

From: Allen Terrell <ajterrell@gmail.com>
To: <Lisa.Ochsner@lacity.org>
Date: 11/29/2005 11:34:02 AM
Subject: MJ Higgins Art Gallery/Police Headquarters Plan

Dear Ms. Ochner: I am writing against the proposed Police Headquarters Plan that will tear down the historic buildings on the 1st, 2nd, Spring and Main Streets

With LA's recent efforts to become a prominent cultural center, the destruction of a vital cultural and arts center such as the MJ Higgins Art Gallery would mark a new low. LA needs galleries like the MJ Higgins Art Gallery because it showcases local artists and provides a vital venue in which art can flourish. I am a transplanted New York/New Jersey artist and know first hand how vital art can be in the rejuvenation of a community.

13-1

I urge you to reconsider the detrimental effects of the Police Headquarters plan. The rejuvenation of downtown LA isn't just about building multi-million dollar lofts but in fostering an atmosphere of creative arts and cooperation.

Respectfully,

Allen Terrell

CC: <mjhigginsgallery@sbcglobal.net>

Letter 13: Citizen Letter 4, Allen TerrellComment No. Response

13-1 Commenter Allen Terrell writes against the proposed project, specifically the proposed MTD due to its location within Gallery Row and the need to demolish the building that is occupied by the M.J. Higgins Art Gallery. Potential historical resources, including the M.J. Higgins Art Gallery, were evaluated in Section 3.4.3 of the EIR. The M.J. Higgins Art Gallery occupies the building at 242-244 South Main Street, which was evaluated in the EIR as ineligible for the CRHP or the LAHCM, and is not considered historically significant under CEQA. Impacts to historical resources are evaluated in Section 3.4.4 of the EIR. Since the M.J. Higgins Art Gallery is not considered historically significant under CEQA, there would be no significant impact to this property. Impacts to Gallery Row are discussed and evaluated in the EIR and in response to comments 3-1 and 8-13. As discussed in response to comment 8-14, economic or social effects of a project shall not be treated as significant effects on the environment under CEQA.

From: "Erin Quill" <erin_quill@hotmail.com>
To: <Lisa.Ochsner@lacity.org>
Date: 11/29/2005 4:07:27 AM
Subject: Parking Garage

Dear Ms. Ochsner,

I have just read the report on the new LAPD headquarters, to be located downtown, which requires the destruction of Art Galleries to make way for a 100 million dollar parking structure

I find this appalling, having come to LA from NY, where we embrace Art and it's accessibility to the public. Los Angeles has a vibrant artistic community, who were the first to revitalize the Downtown area and bring people BACK to the area, long after the city abandoned it to crime and homelessness.

14-1

I strongly urge you to reconsider. On a personal note, I was considering purchasing one of the new lofts downtown in Little Tokyo. Knowing of your plans for this massive construction, it is now out of the question. I wonder how many other prospective tenants - who will add to the revitalization of the area - that you are impacting.

I look forward to the LAPD and the City of Los Angeles finding another solution to this challenge

Thank you,

Erin Quill

On the road to retirement? Check out MSN Life Events for advice on how to get there! <http://lifeevents.msn.com/category.aspx?cid=Retirement>

Letter 14: Citizen Letter 5, Erin Quill

Comment No. Response

14-1 Commenter Erin Quill writes in opposition to the proposed project, specifically the Main Street Parking Facility at the 2nd and Main Streets Site where the displacement of an art gallery would occur. The commenter suggests reconsideration of the project. Two alternatives are evaluated in the EIR, which would avoid construction at the Old Caltrans Site and 2nd and Main Streets Site. These alternatives are fully discussed in Chapter 5 of the draft EIR.

From: Aaron Sosnick <aaronsosnick@alum.mit.edu>
To: <Lisa Ochsner@lacity.org>
Date: 11/30/2005 10:43:36 PM
Subject: Police Headquarters Disaster

The plan for a new police headquarters on the old Caltrans block is a disaster. An enormous, monolithic, institutional building will be very destructive to ongoing revitalization of this part of downtown. It makes no sense to destroy galleries and historic buildings and ignore plans for a park in order to put up a massive institutional complex that will wall off recovering parts of downtown from each other.

A new building should be built, but it should be somewhere away from the areas that are currently experiencing a cultural and economic rebirth.

Preserving existing buildings, building a park, and allowing a mix of residential, retail, and cultural activities and providing a link between the historic core and the civic center is far smarter.

Sincerely,
Aaron Sosnick
2243 East Live Oak Drive
Los Angeles, CA 90068

15-1

Letter 15: Citizen Letter 6, Aaron Sosnick

Comment No. Response

15-1 Commenter Aaron Sosnick writes in opposition of the proposed project, including the size of the PHF and existing buildings that would be affected by the proposed project. The commenter suggests locating the project in an alternative, though unspecified, location. The commenter mentions plans for a park at the Old Caltrans Site. Two alternatives are evaluated in the EIR, which would avoid construction at the Old Caltrans Site and 2nd and Main Streets Site. Refer to response to comment 8-10 for a discussion about the status of the Los Angeles Civic Center Shared Facilities and Enhancement Plan and plans for the site. Alternatives to the proposed project are discussed in Chapter 5 of the draft EIR.

From: Sonya Ramos <libertysunshine94@yahoo.com>
To: <Lisa.Ochsner@lacity.org>
Date: 12/1/2005 11:58:16 AM
Subject: MJ Higgins Art Gallery

What is Los Angeles going to turn into? We are already a concrete jungle. Are we going to turn into a city with no arts as well? Is there not another site that could be used to house the new police facility? I thought we were going to try and remake Los Angeles into another beautiful city with arts, restaurants, galleries and so on. I am all for police protection, but not at the expense of a beautiful gallery like MJ Higgins Gallery and Fine Furniture. Please find another site for the police facility and leave the gallery alone.

16-1

Sincerely,
Sonya Ramos

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

Letter 16: Citizen Letter 7, Sonya Ramos

Comment No. Response

16-1 Commenter Sonya Ramos writes in opposition to the proposed project, particularly its possible effect on the arts, including the M.J. Higgins Art Gallery. The commenter questions whether another site could be utilized for the proposed project. Refer to response to comment 8-16 for a discussion of the EIR alternatives analysis.

POLICE HEADQUARTERS FACILITY PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENT FORM
LOS ANGELES, CALIFORNIA

(Written comments must be received no later than 7:00 AM on January 2, 2006)

Name: Jih-Fang Yang

Organization (if any): Resident - downtown

Address: 829 Centennial St.

City, State, Zip: LA CA 90012

Phone (optional): _____

E-mail (optional): _____

Comments

<p>I fully support the current EIR. We need more parking. Just please consider stress mitigation efforts for the adverse impacts on the Higgins building</p>	17-1
--	------

Letter 17: Citizen Letter 8, Jih-Fang Yang

Comment No. Response

17-1 Commenter Jih-Fang Yang writes in support of the proposed project. The commenter requests mitigation be considered to ameliorate impacts to the Higgins Building. Table ES-1 contains several mitigation measures designed to reduce impacts to those affected by the proposed project, including those at the Higgins Building. No significant environmental issues are raised by this speaker and no further response is required.

POLICE HEADQUARTERS FACILITY PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENT FORM
LOS ANGELES, CALIFORNIA

(Written comments must be received no later than 7:00 AM on January 2, 2006)

Name: Nadine Weatherstone
Organization (if any): _____
Address: 108 W 2nd Street #314
City, State, Zip: Los Angeles Ca 90012
Phone (optional): 310 390 4335
E-mail (optional): _____

Comments

Not being recognized in the report
Shows the lack of concern for the
residents that live "200 ft away" -
What are you rushing through?

18-1

- ~~Why can't we convene~~

~~the~~ the only reason why its not being
built back at the parker center is
as it will inconvenience the police -
How about a whole
community?

18-2

Nadine Weatherstone
Please Answer !!

Letter 18: Citizen Letter 9, Nadine Weatherstone

Comment No. Response

18-1 Commenter Nadine Weatherstone argues that the draft EIR does not recognize residents living within 200 feet of the proposed project. Refer to response to comment 8-2 for a discussion regarding inclusion of nearby residences as sensitive receptors in the noise analysis.

18-2 The commenter recommends construction of the PHF at Parker Center. Section 5.3.4 of the draft EIR evaluated Alternative 3, PHF at Parker Center, which would replace the PHF at the existing Parker Center site. As shown in Table 5-1 of the EIR, which compares the alternatives and the preferred project, each option would result in fewer environmental impacts for some issue areas and greater impacts for others.

From: "rhett@reify.net" <rhett@reify.net>
To: <Lisa.Ochsner@lacity.org>
Date: 12/2/2005 5:59:34 AM

Please work to preserve MJ Higgins Gallery when considering the new LAPD HQ. The burgeoning art scene downtown will change the face of Los Angeles ..improving the flow of information, increasing property values and creating a new visual sensibility in this city.

19-1

Do not be afraid.

Thank you!

Rhett

Letter 19: Citizen Letter 10, Rhett

Comment No. Response

19-1 Commenter Rhett requests consideration for the arts culture, particularly the M.J. Higgins Gallery, in evaluating the proposed project. Refer to response to comment 3-1 for discussion about the inclusion of retail space in the MTD design. Refer also to comment 8-14 for discussion about the inclusion of economic and social factors in environmental analysis.

108 W. 2nd Street, Apt. #415
Los Angeles, CA 90012-2776
greg_morris@sbcglobal.net
213.687.8987

Lisa M. Ochsner
City of Los Angeles
Department of Public Works, Bureau of Engineering,
Environmental Management Group
650 S. Spring Street, Suite 574
Los Angeles, CA 90014

Tuesday, December 27, 2005

Dear Ms. Oschner,

This letter concerns the currently proposed site for the New Police Headquarters building. I wish for it to be entered into the record.

I have been a resident of Downtown for a year and am very excited at the possibilities that a revitalized Downtown can offer to the city of Los Angeles. I have been actively present at all city hall meetings over the past year and have spoken to several city employees and reviewed many reports and opinions regarding this proposed project.

My question to which I have presently no answer is a simple one:

What specifically about the proposed site makes it an advantageous place to put the new police HQ?

Obviously the site is vacant, but I am sure that city planning does not rest its decision on this.

The cause for my very serious concern is that there are several reasons why the building should not be constructed there.

The previously proposed park was and still is a far superior idea. Granted, I live in the Higgins building across from the proposed site, but this is NOT the reason for my opinion. **I truly care about the potential of Los Angeles and the unquestionable mistake that could happen here.**

The area in question has bloomed a variety of cultural, artistic and residential efforts. There are restaurants, cafés, art galleries, historic buildings, residences and so on. I do not understand on any level of city 'planning' how a municipal building can enhance this already present and developing environment.

I am aware that Downtown is a mixture of city buildings and other, but why would one not want to maximize certain trends in certain areas instead of **contradicting** the area surrounding. I am a supporter of a new HQ, but **not** in the wrong place that will adversely affect the good work already accomplished with future potential.

One example of this is the beautifully renovated St. Vibianas from 1876. We have succeeded in the battle to keep and restore some of LA's sparse history that would have been discarded, it will add to and attract events, and the artistic and creative population of Los Angeles. This is another cultural force in this area. It joins a list that includes: The Walt Disney Concert Hall, MOCA (Grand Avenue and Geffen center), Little Tokyo and many playhouses and performance centers.

I applaud mayor Antonio Villaraigosa's initiatives to give back to Los Angeles the most important thing it's missing – it's soul. His efforts to get people to use public transportation not only help the pollution and traffic congestion, but also help create a city with people who interact with each other physically and are not distanced for their city by being isolated in their own vehicles. This is important to create a sense of community. A park at this proposed site would do exactly the same and complement - not take away from its surroundings.

Picture this scenario: One goes to an event at St. Vibianas, afterwards the choice is to get back in one's car and go home, or to take a stroll in the adjacent park. One would not leave and say "Let's go hang out at the new Police HQ". The cultural and social advantage of a park at this location is so obvious that I am seriously concerned of the abilities of those involved in city planning. I don't even know why I have to state these clearly unbalanced options.

I feel that city hall although going through the motions is not taking heed to what the public is saying. The 150 plus families that live opposite the proposed site did not even exist according to the EIR that was recently released, which clearly shows that this project is not being handled how it should be.

I know that the new HQ has to be built but **there are several other options that will NOT ADVERSELY affect Downtown, Los Angeles.** One is to build at the already existing site, the additional expense of which is negligible compared to making a wrong decision that will last for decades.

I am not writing this letter in order to increase the value of my property – **I truly care about LA and it's potential of being one of the world's greatest cities.** Please consider these few issues (there are many more) that clearly point to this project, as it exists, as not being in the best interests of the city and it's residents.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Morris". The signature is stylized with a large initial "G" and a long horizontal stroke at the end.

Greg Morris

Letter 20: Citizen Letter 11, Greg Morris

Comment No. Response

20-1 Commenter Greg Morris questions the selection of the Old Caltrans Site as an appropriate location for the PHF. He questions the influence that such a structure would exert on the cultural, artistic, and residential growth of the area and mentions previous plans for a park at the location of the proposed PHF. Refer to response to comments 8-3 and 8-10 for a discussion about the status of the Los Angeles Civic Center Shared Facilities and Enhancement Plan which identifies the Old Caltrans Site as the site for a civic square. The commenter notes that residences opposite to the Old Caltrans Site are not recognized in the EIR. Refer to response to comment 8-2 for a discussion regarding inclusion of nearby residences as sensitive receptors in the noise analysis. The commenter suggests that rebuilding the police headquarters at the existing site will not adversely affect downtown. Section 5.3.4 of the draft EIR evaluated Alternative 3, PHF at Parker Center, which would replace the PHF at the existing Parker Center site. As shown in Table 5-1 of the EIR, which compares the alternatives and the preferred project, each option would result in fewer environmental impacts for some issue areas and greater impacts for others.

Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are either missing or need emphasizing from the E.I.R..

21-1

1. Traffic will come to a standstill. Traffic congestion associated the project will have “significant unavoidable adverse impact.” There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a “D” and at 1st and Main to a “C.” That cannot be mitigated. For comparison purposes, both intersections are now rated “A” even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

21-2

2. Neighbors will be exposed to “substantial pollution concentrations.” Air pollution associated with construction of the project will have “significant unavoidable adverse impact.” Air pollution during construction -- even with recommended mitigation measures -- is nearly 40% higher that is considered acceptable. The EIR acknowledges “sensitive receptors” (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project “shifts” pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

21-3

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

21-4

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered “noise sensitive receptors” even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

21-5

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana’s and the Higgins Building – eye-to-eye and just 250 feet from people’s

21-6

homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

21-6

6. Breaks trust. The disregard the EIR shows for downtown residents -- in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park -- sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then, it wants to ignore that people live here

21-7

Here's some of what the Draft Environmental Impact Report has ignored:

1. Plans for a park. The pre-existing plan for a park for the site is not mentioned at all. The plan is dismissed, like nearby residents, on a technicality. A park will be a breath of fresh air that connects and reinvigorates the Civic Center, Historic Core, Little Tokyo and Bunker Hill. Perhaps most importantly, it will give the people of Los Angeles a place in the Civic Center to call their own -- and to experience the city, its history and institutions in a brand new way.

2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center -- and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station -- or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order -- but that doesn't mean they need to be on the city's front lawn.

21-8

3. There are alternatives. In addition to the alternatives discussed in the report -- both of which are environmentally superior to the old Caltrans site -- there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

21-9

Please consider the alternatives. Our City, its citizens and residents and their futures deserve a park.

Maureen Higgins 12-29-05 sign & date

The following signatures were collected over the last year from foot traffic visiting our gallery.

M. J. Higgins
244 S. Main St.
L.A., CA, 90012

HELP SAVE THE BIRTHPLACE OF GALLERY ROW

M. J. HIGGINS GALLERY IN DANGER OF BECOMING L.A.P.D.'S NEW MOTOR POOL!!!

The proposed new Police Headquarters is located 1 block south of City Hall, the site of the old Cal Trans building. This site was dedicated as a public park according to the city's 1997 master plan. Along with the proposed headquarters is a plan to place the police motor pool, a modern 5 story parking structure, on the lots south of Saint Vibianna's Cathedral. This plan will destroy 2 public parking lots, a privately owned lot and the first gallery (Inshallah), a unique 1896 iron frame building where Gallery Row was brought into existence. The motor pool will adversely affect this area with increased traffic and an unfriendly street presence by providing parking for a minimum of 500 police vehicles including a fueling station, a car wash and a maintenance center to service 1,000 police cars. With the renovation of Saint Vibianna's Cathedral, a performing arts center, and the Linda Lea Theater slated to be restored, the area is coming alive and needs your help! M. J. HIGGINS needs to remain!

I support creating a Civic Park 1 block south of City Hall and finding an alternative location for the new L.A.P.D. Headquarters and Motor Pool.

NAME (print & sign)

Address (live, work or email)

KATY ALLGEYER

1409 W. 11TH ST.

[Signature]

LOS Angeles, CA 90015

Sarah Crose

924 10TH #2 (CROSE-SARAH@Yahoo)

[Signature]

Santa Monica CA 90403

J. Wesley Lewis

PASADENA, CA. 91103

Blanca Villeda

Pasadena CA 91103

MARTIN WATERMAN

1659 N. BREAV. PASADENA CA 91104

Lyette Lee Lynette Lee

940 E. Woodbury Rd. Pasadena 91104

JOHN OLIGNY *[Signature]*

23671 Duane St #61 Henderson, CA 91806

William Kessler

3806 Laurel Canyon Blvd Studio City CA 91604

Carri Zoberbier

Studio city, CA

BILL ACERO

LA, CALIF.

PAUL BACCA

158 S HARVARD LA 90004

VERONICA J AUREBU

3810 DWIGGINS ST LA CA 90005

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NAME (print & sign)

Address (live, work or email)

- | | |
|------------------------------|---|
| KILL RADIO.ORG
90 MCRADIO | 3806W Beverly Blvd 90004 |
| Dave Samuels | 1642 S. Wedgelye #6, 90025 |
| CAROL LIEBELT | 4139 1/2 LACKS AVE. LOWER CITY, CA 90232 |
| Allen Miller | P.O. Box 1341 Redwood City CA 94061 |
| Freda F. Shen | 10153 1/2 Riverside Dr. #532
Toluca Lake CA 91602 |
| Don Magant | 1640 Wildwood Dr., LA CA 90041 |
| JADIBE | 1852 Washington Pl. Los Angeles, CA 90016 |
| Jinda Shing | 128 So. Hayworth Ave. #1, LA CA 90048 |
| Christopher English | 6340 Green Valley Cnd, Culver City CA 90230
Apt. 206 |
| Isaac Ho | iho@aacircle.com |
| Jennie Yee | PO Box 931 North Hollywood CA 91603 |
| Sean Kelly Henderson | |
| Karl Lewis | 1746 WRIGHT AVE LA. 90062 HMMAD USE BY |

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NAME (print & sign)

Address (live, work or email)

Ernest Belling

676 S. Avenue 21 #300 LA CA 90031

Karel Matsumoto

1336 Micheltoren St LA 90026

Jonathan Taylor

feliamt@yahoo.com

M.A. Barrios

Coweyes@Eragment.com

John Hale, John Hale

thornlea_knut@hotmail.com

G.H. Bodner

Gregory H. Bodner

ghb90066@yahoo.com

JESSICA GARDNER

1402 Constance St LA CA 90013

Steven Lamprinos

hm 303 S. Hewitt #221 90013
wk cafe metropol 923 E th. rd st 90013

EDWARD WALKER III

EWALK1065@YAHOO

Tyrone Green

3436 caspar
LONG BEACH CA 90810

Brian Weidling

227 Market Street Apt A Venice 90291

MARK TRESORIS

722 N. ORLANDO AVE #207 90006

Julia & Bob Joshi

1833 N. Rose St. Burbank 91505

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NAME (print & sign)

Address (live, work or email)

ANDRES AMAYA	323-313-8977
Marcus Gray	Marcus6999@yahoo.com
SHILOH ESTHER J.	Bo2girl@gmail.com
Dale Yangman	850 S. Mansfield Ave #1 LACA
Nick Boswell	Nick Boswell 2481 Mission St San Marcos CA 911
ELIZABETH COOK	blissfullycrazye@gmail.com
TERRY L. WALTERS	Optico45@hotmail.com
DAVID LACOX	DAVIDLACOX@HOTMAIL.COM
GEORGE KETSTOS	pushstop1635@YAHOO.COM
Eric Lynxwiler	lynxwiler@aol.com
Shannon Simonds	swingsha@yahoo.com
JOHN TRIPP	JOHNTRIPPABROAD@YAHOO.COM
David Frederick Hardy	davidfreghardy@yahoo.com

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NAME (print & sign)

Address (live, work or email)

Sean Kelly Henderson
 Karl Judd HM B D U S @ Y A H O O . C O M
 AVION WILLIAMS HM B D U S @ Y A H O O . C O M
 Armando Castaneda
 William Johnson 310 E 5th St #22 L.A. CA
 MICHAEL S. CHRISTOPHER www.BlackHistoryTrail.org
 Keith Glascoe 542 SAN JULIAN
 * m21012 & c2110 ROBERT TROMBLEY (RT) 528 WALL ST. # 209 LA CA 90015
 MATTHEW FORD 206 W 6TH ST. #830 LA, CA 90014.
 JOLI'S GORDON 221 S. MAIN ST LA CA 90014
 DAVID RAINEY 221 S. MAIN ST LA CA 90014
 Kevin Johnson 843 S. MARSHALL AV #2 LA 90005

Mailing List

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NAME (print & sign)

Address (live, work or email)

Alicia Williams 1811 W. 12th Pl L.A. CA 90006 HMBDUSE@yahoo

Amanda Castagnola 6027 W. Bailey St L.A. 90023

William Johnson 310 E 5th St #92 L.A. CA

Kevin E Johnson 843 S Mariposa W #2 LA 90005

James A. 8544 W. 1st St

KID

Barbara Plonek Barbara Plonek 456 S. MAIN ST LA 90013 duchessdesade@yahoo.com

Christopher Taylor 445 Town Ave LA 90018

Sean Kelly Henderson

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NAME (print & sign)

Address (live, work or email)

Jordan Levinson

234 1/4 S. Vendome, 90057.

Tyronnes Mills

3438 Denver Long Beach CA 90810

Quoc Chong

4003 W. Ave 43 L.A. 90041

McHAOD HUREPIA

16718 SUNBURST ST L.A. 91343

dleg1r@netscape.net

~~2505 W 6th St LA CA 90057~~

Bonnie L @ Ad Com

2505 W 6th St LA CA 90057

"I" JONATHAN "TON" LAIN 2005

2505 W 6th St LA CA 90057

MARCO BARTERS

1079 WYCOFF WAY LAG. B CA 92051

Theresa Kernald

2489 Fairway Dr CM CA 92627

Suzanne R. Saul

1850 1/2 Foothill Blvd. 818 952-1464

Nathan Amundson

2505 W 6th St #1203 LA 90057

STEVE CRAIG

xc@stevexergig.com

** PAUL CAREY **

paul@PLAYAVIDEO.ORG **

hanfed@hotmail.com

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NAME (print & sign)

Address (live, work or email)

JOE SAFOIE <i>Joe Saffdie</i>	jsaffdie@san.rr.com
Lee Gaither <i>Lee Gaither</i>	Lee.Gaither@comcast.net
TAZ NIEMAN <i>Taz Nieman</i>	900E 1ST ST #109 LA CA 90012
John Brosio <i>John Brosio</i>	john@johnbrosio.com
molly youker <i>Molly Youker</i>	molly_youker@yahoo.com
JUSTICE LAUB <i>Justice Laub</i>	justice.laub@gmail.com
Jerzy Bamberger <i>Jerzy Bamberger</i>	jerzyBamberger@gmail.com
CHRIS BOLT <i>Chris Bolt</i>	chrisjustbolt@yahoo.com
Evelyn Hyson <i>Evelyn Hyson</i>	evhyson@yahoo.com
Elena Salas <i>Elena Salas</i>	ellebbs@aol.com
B Decker <i>Brian Decker</i>	brian-decker@sbcglobal.net
Rosa A. Cui <i>Rosa A. Cui</i>	ROSEONARTIST@YAHOO.COM
Pamela Wilson <i>Pamela Wilson</i>	pamela@road2passion.com

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NAME (print & sign)

Address (live, work or email)

William A. Hamilton	W.A. Hamilton inmanortia@comcast.net
Christina M. Branson	CMBRANSON@comcast.net
KATHY YOM	KATHYOM2001@YAHOO.COM
Robert Cheng	RPC10@YAHOO.COM
Brian Huff	bhuff32@sbcglobal.net
DONALD A. Britton	dbritton@post.harvard.edu
Enrique Hernandez	Artesano@sbcglobal.net
Jimmy W.	jbh20s@aol.com
Dawn Ackerman	dawn@ecotone.com
Sharon Williams	swilliams@FINANCIALCITY.ORG
Crystal Walker	cardiwalk@hotmail.com
Brian J. Tronberg	BriToFoto@Aol.com
Prisilla	Prisilla@mailbox@yahoo.com
LORRAINE VILLARREAL	NVBR@HOTMAIL.COM

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NAME (print & sign)	Address (live, work or email)
Sean Fox <i>Sean Fox</i>	5113 Raleigh St CA 90004
Sara Wooten <i>Sara Wooten</i>	5113 Raleigh St CA 90004
Steve Dewberry <i>Steve Dewberry</i>	sdew@charter.net
Richard Currie <i>Richard Currie</i>	RWCURRIE@YAHOO.COM
FJO'Neil <i>FJO'Neil</i>	11432 ERWIN ST. LA 91606
TEDDY MORENO <i>Teddy Moreno</i>	MINORITYRULES@ADELPHIA.NET
Sloane Bennett <i>Sloane Bennett</i>	sloaneVP@stmail.com
Kymn Swan <i>Kymn Swan</i>	KymnSwanK@V9KCO.COM
Ken Meade <i>Ken Meade</i>	amskmead.com
John Robert <i>John Robert</i>	frubed365@hotmail.com
Adjona Bey <i>Adjona Bey</i>	nubiandivapoet@hotmail.com
DUNCAN SIMCOE	dunkatcoe@earthlink.net
WILLIAM MITCHELL	largedarkshape@yahoo.com
MIKE HALL	MEDIAMODE@YAHOO.COM

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NAME (print & sign)

Address (live, work or email)

BRIAN STOTESBERY

533 W MAIN ST, ALHAMBRA CA 91801

Brian Willis

wbwillis@yahoo.com

A Shine

PO Box 26815 LA CA 90026

Yvette Turkmen

2008 W. 236 Pl. Torrance CA 90501 Vetty@sbcsbc.com

Sunnie Pulvers

688 C Moulton Ave. Los Angeles CA 90031 Pulvers@earthlink.net

MaRanda

126 S. Corning St LA 90035

Linda Mae Mulvey, Quintana Love you

~~DAVE RAMOS~~ 5372 Almont St LA CA 90028

Noelle Scaggo 417 N. Marengo Ave pas, CA 91101 Bob

WILLIAM MITCHELL 1280 S. BRANTINGTON #10 LA 90025 Bless

all the world

Thank you, every one for your hard work to save one life. your always MaRanda

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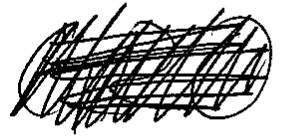
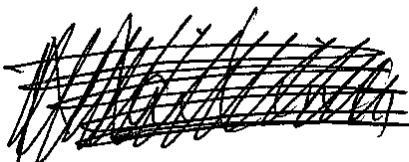
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NAME (print & sign)

Address (live, work or email)

Christopher Taylor	445 Town Ave LA 90013
ADAM SARA	817 TEJEREDA MONTEREY PK CA 91705
Elana Koff	Elana Koff 1230 El Centro Ave #2 CA 90038
Michael Coulombe	PO Box 3168 Burbank, CA 91508-3168
Sean Glass	Genuine57@aol.com
Alex Black	AlexBlack@+mail.com
Joseph Bell	Joe.fribal@gmail.com



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NAME (print & sign)

Address (live, work or email)

Larry M. Hoffmann

345 N MAPLE DRIVE SUITE 395
BEVERLY HILLS, CA 90211

[Handwritten signature]

JAN MAUNG

~~1317 Amber St Ave CA~~
1317 Amber St Ave CA
Los Angeles

JASON POSEDA

439 S. Catalina St #1 LA CA 90020

Russell Azbanks

1666 11th St Oakland CA 94607

Blank lines for additional entries.

CIVIC PARK

Imagine a great park in downtown Los Angeles
on the block between 1st & 2nd, Spring & Main.

For years, the city has talked about creating a park in that very spot – on the old Caltrans site. But in a sudden shift, the City Council voted June 23, 2004, to instead build a 500,000-square-foot headquarters for the LAPD and call the space leftover a park. If you think that decision was short-sighted, please join us – we are residents of downtown – in letting city officials know.

I support creating a great civic park on the old Caltrans site and finding an alternate location for a new headquarters for the L.A. Police Department.

Name (print and sign)

Address (live, work, or email)

Dale Youngman dale@dddecar.com

Chuska Price Beverly Hills CA 90212

Elizabeth 300 S. Spring St
LA CA 90013

Tracy Metro 268 S WILTON PL
LA, CA 90004

Tatyana Keenig June4People@aol.com

Yoni Keenig Yonik@sbglobal.net

Jason Waters 453 S. Spring #441 L.A. 90013

Tessa Thompson 3846 Evans St #2 LA CA 90027

Ernesto Belding ^{mstrcernest@gmail.com}
676 S Avenue 21 Snd. 300 LA 90031

Katrina Zavalnew 708 5th Ave. Venice, CA 90291

CIVIC PARK

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Name (print and sign)


Address (live, work, or email)

Megan Steinbeck

megansteinbeck@hotmail.com

PHIL MORRIS

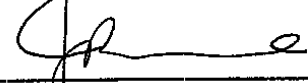
PHIL@AFLA1.com

 E. SCHMITTLER


Paco 2000 @ earthlink.net

Jim Ulrich Jim Ulrich

7662.5 Hollywood Blvd

Iris Bourne 


1832 ocean way L.B. CA
92651

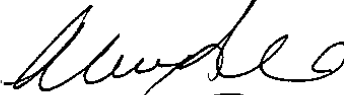
Glenn Rogers 

1832 O. way L.B. CA
92651


Sandra Lucidi Ozere

THOMAS GREENWELL

 thhsmrgreenwell@yahoo.com

Alex deAlcala 

2307 E. Bell Rd #476
Anaheim CA 92804

Anna Christensen 

259 Terminal Ave
Long Beach Ca 90803

CIVIC PARK .

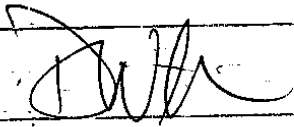
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Name (print and sign)

Address (live, work, or email)

D. WILLIAMS  DJSPARK@ONE(D)SPARK.COM

Please return to: lacivicpark.org, 108 W. 2nd St., # 309, Los Angeles, CA 90012

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Name (print and sign)

Address (live work or email)

MIKE MUNOZ, *[Signature]* 26309 MONTE VISTA AVE
LOMITA, CAL 90717

* Chloe PEWZNER + Jerome Brecht 108 W. 2nd Street #402
(datee)

CHRIS KROK *[Signature]* CAUTECH MS 205-45
PASADENA, CA 91125

Denny Luna Pacific Palisades, CA

Jacqueline Tenes SF CA 94116

Bogje Darric 10927 PALMS BL #8
L.A. CA 90024

Nancy Ochoa 123 S Normandie
L.A. CA 90004

Michele Caras 16616 Kalamia ST
LA. CA 90002

Gabriel Cortez 10601 Madrid Ct
Los Ang Whittier CA 90601

Lude been Venice, CA 90194

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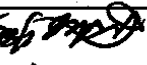
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Name (print and sign)
email)

Address (live, work, or

SEAN ALDRIN ~~2505 W. 6TH ST #106 LA CA 90057~~ 
P.O. BOX 81122 L.A., CA. 90031 / ARBORESCENCE2@YAHOO.COM

Troy Martin 
2505 W. 6th St. #1105 LA, CA. 90057 troy@ds/extreme.com

Patricia Lamantea
2505 W. 6th St. #1108 LA, CA 90057 trishawilliz@Yahoo.com

Tomas Perez
2505 W. 6th St #1106 LA CA 90057 evilcookeffugs@Yahoo.com

Marisol Montoya
2505 W. 6th St #205, LA, CA 90057 MontoyaMox@aol.com

PHIL MORRIS #906
2505 W. 6TH ST LA CA 90057 phil@afla1.com

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Address (live, work, or email)

Pepe Masinchi	trastier@hotmail.com
Christina Martinez	freakentime@yahoo.com
DAVID CASWELL	400 S MAIN ST, CA
Travis Hansen	433 N. Camden DR. BH, CA 90210
Electrice Jones	ladyword04@yahoo.com
Gerard Grandinetti	Gerard Grandinetti 6231 Afton Pl. #105 Hollywood, CA 90028
Reven BRYANT	
Alma Martinez	Alma Martinez 200 N-Main St LA
Terese Burton	JLBJ 200 N Main St. LA
Mary Bowie	2421 S Santa Fe Ave #2 LA 90058

CIVIC PARK

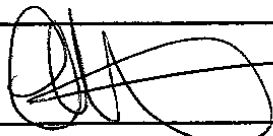
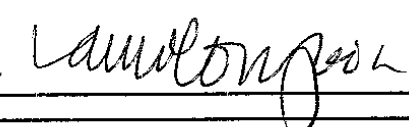
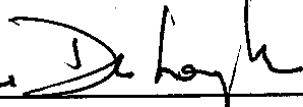
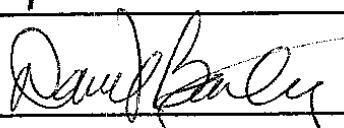

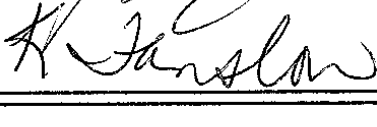
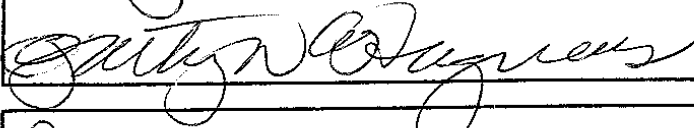
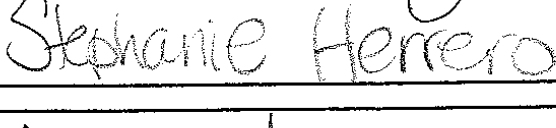
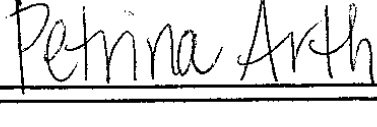
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Name (print and sign)

Address (live, work, or email)

CONSTANCE KOOS 	2421 S. Santa Fe Ave LA 90058
Laura Longoria 	1421 S. Marengo Av Athens GA 30603
Christian De Hoyh 	8295 Chandler Ave 90038
DAVID BAILEY 	18370 NAPA ST. #7 NORTH RIDGE CA 91325
Alfonso Lopez 	4604 Adwenga blvd N. Hollywood CA 91602
Kay Fanslow 	5212 N MAYWOOD AVE LA, CA 90041
 Gwyn Jones	1001 East 1st St 90012
Stephanie Herrero 	1428 Daffney St, LA CA 90045
Petrina Arth 	3729 Vinton Ave #103 LA CA 90034

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NANCY SEROTO *Nancy Lucia Seroto* 23 W. MENTAL PASADENA 91106

MARILYN SAVINI 2132 PICO BLVD 90304

Mesha Pratt *Mesha Pratt* ~~70~~ Sklar #307 Ranch ^{Padena} 92694

Jeff Green *Jeff Green* 7101 Playa Vista Dr, 90094

Enk Bndages 12716th St #3 Santa Monica 90403

John Matagazzo *John Matagazzo* 2318 LAKEVIEW AVE
LA CA 90039

LATIANA SCHULENBURG 1621 1/2 EWING 90026

JIM MARQUEZ 1331 S. FRASER AVE
LOS ANGELES CA

Katie Kabanavi *Katie Kabanavi* 4038 Eldertank LA 90031 90022

Heather Sheper *Heather Sheper* 11451 N. Hollywood Blvd
N. HOLLYWOOD 91608

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B.B. Breece

P.O. Box 13631 LA CA 90013

G. Tasedan

onelittleg_3@yahoo

J. Rooks

GLASSROOKS@Yahoo.com

S. CASTRO

goodgod - donit Jump @ yahoo

A. Lizzoroff

Nellie 9027@yahoo.com

ISABEL AVILA

izzyavila@yahoo.com

N GASTA

NATH - GASTA@yahoo.com

FRANCES/COLEMAN

francicoleman@myway.com

Jason Dorman

1603 Murray Dr. L.A. CA 90026

fabiana hill

7423 1/2 Carroll Ave L.A. CA 90026

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REID EMBRET
REIDEMBRET@HOTMAIL.COM

Reid Embret

Ozz

oz mendoza

ozzlander@gmail.com

Becky Johnston
Becky Johnston

Beckybackwild@aol.com

Megan L. Hartman

6001 Via De Mansion La Verne CA 91750

Nina Dunphy

ntdunphy@hotmail.com

Howard Wang

black-september@hotmail.com

Danielle Stampe

girlyfreakshow1@aol.com

George M. JOACHIM

1001 E 7th #528
LA CA 90021

Colette Miller

2440 Colette St 90031

Dale Youngman
Dale Youngman

850 S. Mansfield Ave
LA CA 90036

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RICK ROBERTSON 622 Morton + LA 90031

PAUL CAREY 1308 FACTORY PL #108 LA 90013 name@PLAYVIDE0.076

Joseph Dunham 2027 Ave 35 Los Angeles, CA 90065

Ayumi Chisoku 943 Broadway #205 LA CA 90012

JESSICA GELAY ~~854 W. 56th St.~~ 2505 W 6th St. L.A. 90057

Sulma Barrera 854 W. 56th St. LA, CA 90037 sulmaluv77@yahoo.com

Shannon Simons 2018 Hillhurst Ave L.A. CA 90027

Eric Maximal 1212 1/2 Ridgely Dr LA, CA 90030

~~1212 1/2 Ridgely Dr~~ 4005 Main St #205 LA 90031

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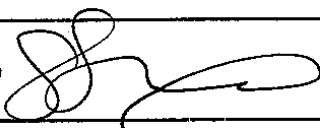



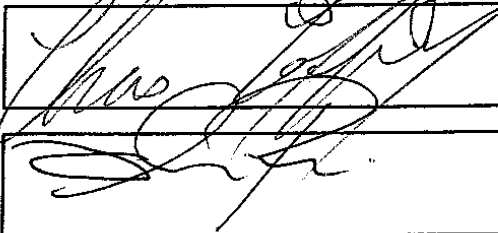
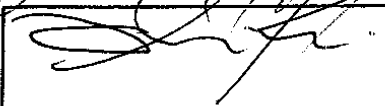
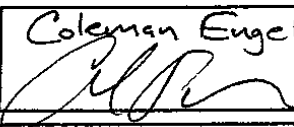

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Address (live, work, or email)

Brenda Johnson 	941 Venezia Ave Venice CA 90291
Raymond G. Meier 	411 South Main St. SUITE 309 Los Angeles, CA 90013
SERGIO SHIMABUKURO 	621 S SPRING ST #1101 LA 90014
TAMIA SWOLGER 	533 S. LOS ANGELES ST LA 90013
tree lockie 	331 Charleston way l.a. 90068
Susan Dougherty 	13358 Finar St. Valley Glen, Ca 91401
	4150 W A DOUCE * MIDR CA 90292
	PRIMEX2000@hotmail.com Montebello Park CA 91754
Coleman Engellauer 	108 W. 2nd Street, # 910 Los Angeles, CA 90012
Monica Orizco 	10746 Francis Pl #115 Los Angeles CA 90037

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JAMES Keegan James Keegan 622 S. Wall St Los Angeles, CA 90014

Christi Moore WOLFFRAU@AOL.COM

Michael Chylinski mchylinski@fastmail.fm

Noé Padilla noe00@yahoo.com

Dan Medel dmedel@mac.com

Chris Pennington CM 5303 Russell Avenue
HOLLYWOOD, CA 90027

Cynthia Thompson 3130 Pasadena Ave
LA, CA. 90031

Johanna Frabeta 13223 Bromwich St. chepelohd282@msn.com
Arleta CA 91331

Juan Rodriguez 539 W 89th St
Los Angeles, CA 90044

Kris Aboguelo 1125 S. Ferris St
E.L.A. 90022

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MARGARET CUTRONA	400 S. BURNSIDE AVE. 9C LOS ANGELES, CA 90012 mcfmd@protonmail.net
Don Babcock Ja Babcock	3625 Monica St Apt #3 LA, CA 90027
David Conway DWK	558 Westminster Ave Venice, CA 90251
XXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXX
Barry Tudor	
VIRGINIA Etwood-AKERS	810 So. Flower St #416 Los Angeles CA 90017
Therese LOQUET	642 S. Burnside Ave Los Angeles CA 90036
Françoise Studer	3459 Carmore Ave LA CA 90016
MORGAN LIGHT	1506 Butler Ave #8 Los Angeles CA 90025
Colleen Bresnahan	5325 Radford Ave #6 N Hollywood, CA 91607

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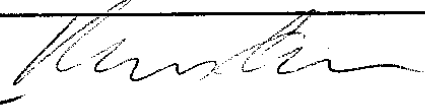
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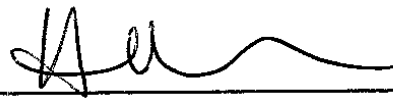
Name (print and sign)

Address (live, work, or email)

EDWARD WALKER  EWALK1065@YAHOO

RICHARD HEALY rliam2000@yahoo.com

Brendan Pollitz  bpollitz@yahoo

Anjela Graham  Anjelagram79@
hotmail.com

* PHILLIP JORDAN Phil@Haugar10B.com

RACHEL SHOLTZ 

SMITH TRIGGS sttriggs@earthlink.net

Roy Schlobohm Roy Schlobohm rschllocal@juno.com

Dennis Bettarman BHEC@TOP & HOTMAIL.COM

Charles Gonzalez Charles Gomez c_photos@claymail.com

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FRAN SCHLOBOHM	Frances Schlobohm	Schloba@juno.com
Jane Dwyer	2023 Griffin Rd	LA 90039
Vartan Khushnood	K. 13637	
Abi Sah	C. 3720	
Valerie Nuñez	VE TLSTACKS@comcast.net	
VALERIE NUÑEZ	3042 ROYAL STREET	LOS ANGELES, CA 90007
Julie Weiss	584 N. Plymouth Blvd	90044 LA, CA
Wade Whitley	2265 Westwood #181	90064

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VICTORIA KOENIG *Victoria Koenig* 910 N. OXFORD AVE.
CLAREMONT, CA 91711

Mark Kane

800 Wilshire Blvd, #21100
Los Angeles, CA 90017

JERICO WOGGON

811 Traction Ave #202C
Los Angeles CA 90013

David Shin

22016 E. Snow Creek Dr.
Walnut, CA 91789

Ryan Moore

5409 Coulton Way #316
LA, CA 90027

Tina Tsou

20866 Jollyman Ln.
Cupertino, CA 95014

Aaron Presser

20925 Peak Blossom rd
Walnut CA 91789

Eric Shawn

415 N Sky Meadow Pl.
Walnut, CA 91789

Courtney Crenshaw

20202 E. FURCO DR
Walnut, CA 91789

~~XXXXXXXXXX~~

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JONATHAN - PISCIOTTA
Jonathan - Pisciotta

6802 ALDEA AVE.
VAN NUYS CA 91406

Tia Sabami

Long Beach, CA 90802
438 Cedar Ave #6

Noé Padilla

5022 Clinton St #A
LA CA 90004

PHILIP CHUNG
Philip Chung

P.O. Box 1072
Studio City CA 91614

Andrew J. Palich

201 S. Santa Fe Ave Ste 308
L.A., CA. 90012

CLAUDIA KOTERO
Claudia Kotero

207 S. SARATOGA ST.
LA CA 90033

Stephen O. Schilling
Stephen O. Schilling

1566 Sawborn
LA CA 90022

Timothy J. Ryan
Timothy J. Ryan

1723 GRIFFITH PARK BLVD
LA CA 90026

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Address (live, work, or email)

DENNIS HOOD <i>Dennis Hood</i>	1626 N. WILCOX HOLLYWOOD CA 90028
JOSH BENSON <i>Josh Benson</i>	12904 MARCO PLACE LA, CA 90066
F AMOR <i>F Amor</i>	1547 OAK HIVE AVE 6044, LA
P De Armas <i>P De Armas</i>	818 S. Grand ave LA. CA 90017
Amy Tyssedre <i>Amy Tyssedre</i>	203 S. Arnez #A Beverly Hills, CA 90211
WILLIAM ACERDO <i>W Acerdo</i>	120 S VIGOR S #200 LA CAL 90012

CIVIC PARK

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Name (print and sign)

Address (live, work, or email)

DENIS BETTENCOURT	11000 RIVERSIDE DR NO HOLLYWOOD, CA 91602
NEUSSA PATMANA <i>M. G.</i>	411 S MAIN STREET #312 LA, CA 90013
<i>Kevin Rolly</i>	1617 E. 7TH ST. #8 L.A. CA 90021
<i>Cameron Church</i>	1617 E 7th St #8 LA 90021
BRAD REYES <i>B. R.</i>	308 E. 7th #703 LA, CA 90015
CATHARINE STEBBINS	P.O. BOX 6217 ALTADENA CA 91003
Forest Howell	10500 Arnwood Road, LakeView Terrace CA 91342
BIANCA MENDOZA <i>Bianca Mendy</i>	<i>biancabandiercot@hellokitty.com</i>
<i>Amelia Flanagan</i> <i>Amelia Flanagan</i>	<i>Kaupili03@AOL.com</i>
<i>Gary Long</i>	121 E 6th ST #112 L.A. CA.

Please return to: lacivicpark.org, 108 W. 2nd St., # 1001, Los Angeles, CA 90012

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Address (live, work, or email)

ROBERT MORGAN
~~XXXXXXXXXXXXXXXXXXXX~~ *Robert W. Morgan*
ROBERTMORGANS@HOTMAIL.COM

LINDA EWING
Linda Ewing
~~XXXXXXXXXXXXXXXXXXXX~~ *Linda Ewing*
9200 Old Stage Rd
Troy, MI 48063

Tracey Kieft
Tracey Kieft
11413 Francis Pl
LA CA 90066

Jonathan Matz
Jonathan Matz
615 N. McCadden Pl.
LA CA 90004

RINKO Hutchins
Rinko Hutchins
5140 Hartwick St
LA CA 90041

Ed Rosenthal
Ed Rosenthal
CB Richard Ellis
355 So. Grand Ave - L.A. CA 90071

MARK McLAUGHLIN
Mark McLaughlin
211 N. DETROIT #5
LA CA 90046

JEFFREY BAKER
Jeffrey Baker
JB@GQ.COM

Kiba J. Erickson
Kiba J. Erickson
VIDAUIER@YAHOO.COM

FREDA SHAW
Freda Shaw
1015 1/2 Riverside Dr
Toluca Lake CA 91602

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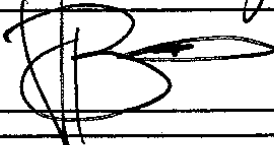
Name (print and sign)

Address (live, work, or email)

Karin Howard, 3541 Lande St. 90039 fr. H

Elaine Kao eikao@earthlink.net

Lyn Bradford Lyn Bradford

VINCENT BARRIOS  VINCENT.BARRIOS@LATSOLS.COM

NAGE CAUCHOLA 22 1/2 Dudley Ave. Venice, CA 90294

James Kyson Lee jameskysonlee@hotmail.com

DANUTA TOMZYNSKI brainski@sbcglobal.net

Yusef L EPPERSON 11213 VANNESS
INGLEWOOD CA 90303

Cl Williamson 2948 1/2 Hyperion Ave
Los Angeles, CA 90029

RAMIREZ Brian 725 S. SPRING ST #30
LA CA 90014

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Name (print and sign)

Address (live, work, or email)

Michael Rababy *Michael Rababy* 1109 Wooster St. LA 90035

Michelle Berc *Michelle Berc* Po Box 5831 91401
SANTA MONICA CA

Sacha Riviere *Sacha Riviere* 4706 Halbrechts Ave
Sherman Oaks Ca 91403

Raj W Jain *Raj W Jain* Po Box 1703
Hollywood CA 90028

Adam Wagner *Adam Wagner* 1489 N. Main St. 90001

Doug Reid *Doug Reid*

Stacie Meyer *Stacie Meyer* 2111 Bonsall Ave LA 90007

Lisa Karadjian *Lisa Karadjian* 124 Park Place Venice 90291

Erik Glen *Erik Glen* 2503 N. Valla Dr. Manhattan Beach 90266

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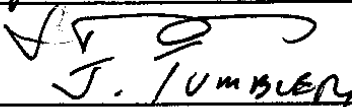
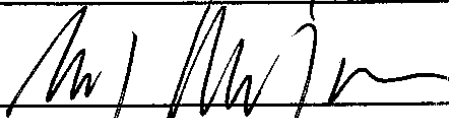
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Address (live, work, or email)

Minh Pham 	blue metro 10@hotmail.com
Greg Kay	gregokay@yahoo.com
Dan Lorme	dlorme05@mckenna.edu
David Friedman DAVID FRIEDMAN	friedmanonline@earthlink.net
Robert R Nugent	thelodoc@gmail.com
Joan Schumacher JOAN SCHUMACHER	139 N Sycamore LA 90036
 J. Tumbler	400 S. Main LA 90013
	400 S. MAIN ST. LA CA 90013
Brian Williams BRIAN WILLIAMS	7616 HOLLYWOOD BLVD. #408 LOS ANGELES, CA 90046

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Name (print and sign)

Address (live, work, or email)

Emmeric Konrad ^{cell} 7255 Spring St.

LA Caltrans #8

MATT ASTON 323 587 5513

Brian Boyack 818 346 5480

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Faith C. Oswald FAITH C. OSWALD	1130 S. Flower St # 315 live LA CA 90015 chickenaloft@comcast.net
Annemarie Herrera A. Herrera	3480 Barham Blvd #309 LA CA 90068
Karl Wild	1746 Hightown Ave L.A. CA 90062
EMMA NIELSEN E. Nielsen	408 Spring Street CA 90013
ANDREW NIELSEN A. Nielsen	408 S Spring Street LA CA 90013
Tom Clancy T. Clancy	10610 PINEYON AVE TUCUMCA, CA 91042
Sharyl Holtzman	90046 sharylholtzman@aol.com
Dominic Griffin	470 MUSEUM DR LACA 90065 jimjous@aol.com
Rhonda Nelson	2461 SM BLVD Santa Monica CA 90404
ENRIQUE GALVEZ	2505 W 6th St #407 LA, CA 90057

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Christy Zuchel
CHRISTY ZUCHEL
714 S. LOS ANGELES ST. UNIT 401
LOS ANGELES, CA 90014
CHRISTY ZUCHEL
CHRISTY ZUCHEL

Maggie McCain
2777 77
1837 N. WILTON PL. Apt 2
LA, CA 90028

MDEL HIRSTEN
1837 N. WILTON BL. Apt #2
LA CA 90028

Orlando Godoy
Orlando Godoy
2815 Bellevue Ave.
mobile-sleepy@yahoo.com CA 90026

JILL LINSON
312 W. 5TH ST. #509
LA, CA 90013
Jill Linson
JILLINSON@yahoo.com

MICHAEL NEUFELD
312 W. 5TH ST. #509
LA, CA 90013
Michael Neufeld
MIKE@absentmusic.com

SEAN ROCKABRAND
818 S GRAND AVE. #407
SEAN@ROCKABRAND.COM LA. CA. 90017

Michael Blaze
516 S Main St
L.A. 90013
Michael Blaze
Arts4DT@yahoo.com

Kevin Johnson
520 S Main St
LA. 90013
Kevin Johnson
Arts4DT@yahoo.com

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Address (live, work, or email)

Jessica Benvenuto
Jessica Benvenuto Topanga, CA 90290

MANU GARGI
Manu Gargi LOS ANGELES, CA 90014
mgargi@hotmail.com

Kalpa Dave
Kalpa Dave LOS Angeles CA 90014
dkalpa@hotmail.com

Russell Brown
Russell Brown jrbrownca@aol.com

A.J. Pike 201 S. Santa Fe Ave Ste 308 C.A. CA 90012

MARIA SCHICKER 1740 Lucretia Ave
LA CA 90024

Danny A. Rockwell
Danny A. Rockwell LA city youth project.
code enforcement

ERICKA A. CHAPMAN 1165 E. Hyde Park Blvd.
CA. 90302

Jonathan C. Schall 303 S. Hewitt St.
CA CA 90013

Wendy Wu Wilson 1001 E. 1st St #7
LA, 90012

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Address (live, work, or email)

Susan Chang
500 Zee 1707 a
earthlink.net

Spencer Y. Kook
4676 Glenhurst Dr.
LA, CA 90067

Jamie Kook
same as above

AUSTIN | GARDNER
Lynn Gardner
15301 Ventura Blvd Bldg E
Sherman Oaks, CA 91303

SERGIO SHIMABUKURO
621 S SPRING ST #1101
LA 90014 SERGIO@DOWNTOWN213.COM

Jasmyne Duncan
jasmonian@stxglobal.net

MICHAEL DUBOS
MICHAEL.DUBOS@ATT.NET

Fabrizio Masioni
fmasioni@jetmail.com

Tony Shipley
stinkypants@comcast.net

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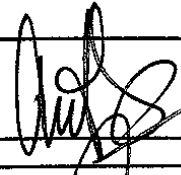
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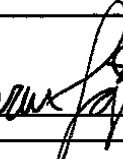
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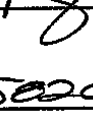
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Antonia Frey  2961 Reynier Ave LA CA 90039

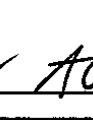
DONOVAN LOPEZ  5820 BENNYST. APT #304 LACA 90042

DERIAN LOPEZ  5000 BENNER ST. APT #304 90042 CA.CA

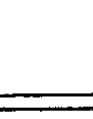
Michael Dobbie  721 5th Mariposa 90005

TD Allis. 3517 Glenhurst, Glendale Ca.

Adrienne Crew 319 Kellam Ave #4 LA, 90026

 1411 BURLINGTON AVE CA 90006 LA

Uzelle Cruz PU. BOX 871412 LACA 90009.

Justin Cabebe  411 S. Main St Suite 312 Los Angeles CA, 90013

EJ JULIAN 411 S MAIN ST. ST 312 LOS ANGELES, CA 90013

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NAVA BEN-ISAAK	navabonisaac@aol.com
ART HARYTOONIAN	cardsplanetart@aol.com
JENNIFER MOSELEY	msxtrems@hotmail.com
Jamie Sobieski	sumosobie@yahoo.com *mailing list
josh j watson Josh J. Watson	joshjwatson@hotmail.com
ISABEL AVILA 2123 Hathaway Ave. Alhambra, CA 91803	izzyaquila@yahoo.com
Vic Chao	Vicregister@yahoo.com
Marilynn Hendrie	Mothernature42@hotmail.com
MEAGAN LARK ~~~~~	LOVEDROME3@HOTMAIL.COM

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Zanwil Sperber *Z Sperber* 19764 Grand View Dr
Topanga, CA 90290

Merilee Sperber PO Box 192
Topanga, CA 90290

R. Baker Littlebecker Dykes Ln

Cynthia Moultrie 1008 ^{#212} W 2nd St LA, CA 90012

Ruby Champion 11171 E. Monitor LA 90089

Robbie Dezen 4329 Wilkinton Ave, Studio City CA 91604

Michael Kowal 10913 Fruitland, #310 Studio City, CA 91604

JOHN OLIVY *JO Olivy* 536 W. Juarez St #107 *Leunike* 91506

Ellen Vukovic 13547 Ventura Blvd Ste 333
Sherman Oaks CA 91423

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Address (live, work, or email)

SHAWN THYNE SHAUNTHYNE@YAHOO.COM

Daniel W. MEINS *DWmeins* 1164 NO. MENTOR AVE
PASADENA, CA 91104

Debbie Coombs *Debbie* whrince@yahoo.com

brandon spray *[Signature]* thesprayway@yahoo.com

Nestor F Valenzuela *NF* Nestorrocksawesome
@hotmail.com

Leah Parrent *[Signature]* leahparrent@sculptrix.com

CHRISTIE SCOTT *[Signature]* polychrome@ldusalley.org

BOB NOONAN LITTLE PANTS@VERIZON.NET

KATHLEEN NOONAN KATHLEEN-NOONAN@COUNTRYWIDE.COM

Rhett Dunlap *[Signature]* Rhett@Reby.Net

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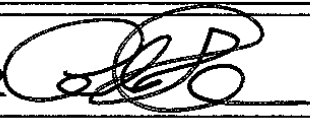
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Address (live, work, or email)

MIRIAM NEGRI	DESIGNARCHITECT@CS.COM
Ozzy Blount	yagami_san@hotmail.com
Enci (E-)	etphoto@earthlink.net
Steph Box	stephen@thirdagecreative.net
DEANA ANAIS	DEANAANIS@yahoo
Paris Carvey	paris carvey @ yahoo
CONRAD STARR 	728 1/4 S. MAUSFIELD AVE. L.A. 90034
Ann Jeannette Walters	annjeannette@hotmail.com
BEN LEPPLEY	Techtonix@hotmail.com
Beckey RICHARDS	beckala_2000@yahoo.com

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Address (live, work, or email)

ANDREW TAYLOR

andrewjtaylor@prodigy.net

ALEXANDER MADRID

amadrid@earthlink.net

Marking Gold

makeupkohl@aol.com

ERIK GLEN

ERIKGLEN@YAHOO.COM

ADAM WAGNER

ADAM@NEWCREATIVES.COM

Jim Tucker

jamesmtucker@hotmail.com

Maritza Dominguez

STREITZNGE@aol.com

A. GABRIEL NAVARRO *of H. Navarro*

STREITZNGE@aol.com

Professor Longhorn

LA

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CYNTHIA MARTINEZ <i>[Signature]</i>	BURBANK, CA 91504
Yvonne Westbrook <i>[Signature]</i>	Los Angeles 90068-1923
Anjanette Caron <i>[Signature]</i>	Alhambra, CA 91803
<i>[Signature]</i>	PASADENA CA 91103
JESSICA WOOD <i>[Signature]</i>	MARVISTA, CA 90006
Alvaro El Varo la <i>[Signature]</i>	1001 E. 2 nd St. #8 90012
Ashli S. McKeivion <i>[Signature]</i>	asmck esbcglobal.net
NOELY HALLMAYER <i>[Signature]</i>	REDONDO, CA 90277
Danny Kim <i>[Signature]</i>	dooyun@yahoo.com
Asnon Lavoy <i>[Signature]</i>	ALBOMB@HOTMAIL.CA.

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ERIN QUILL *Erin Quill* erin_quill@hotmail.com

RACO A *RACO A*

Stanley Stanley.patt@Comcast.net

Day Dot Day.Dot@earthlink.net

MATT ASTON *2401 S. SANTA FE
LA 90051*

Matt Chesse 1852 Lakeshore Ave LA Ca 90026

DAMON CHESSE 333 N UNION AVE LA CA. 90026

KATHY CALLEGOS 131 No AVENUE 50, LA, CA 90042

Alex Avila 524 N. Ave 50 L.A. Ca. 90042

Catherine Chan 108 W. 2nd St LA CA 90012

CIVIC PARK.

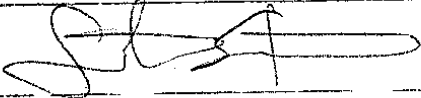
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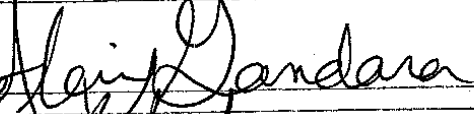
Name (print and sign)

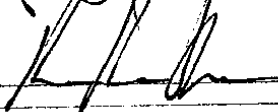
Address (live work or email)

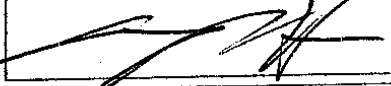
Sumiko Braun  18102 Galtman Ave
Carson, CA 90746

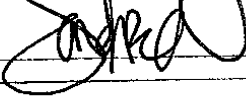
Victoria Yang  723 Arcadia Ave #C
Arcadia, CA 91507

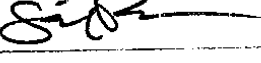
Jelene Johnson  4529 Redwood Ave #1
RDR CA 90232

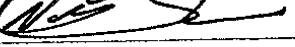
Alexis Gandara  617 E 5th St Apt 404
LA CA 90013

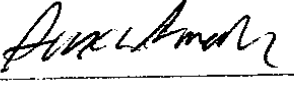
Roger Ramsay  869 E 5th St
LA 90013

 Craig Havens 642 Anadol St
LA 90012

Sandra Julien  210 N. Rampart St
LA, CA 90026

Genevieve Rodan  P.O. Box 41803
LA, 90047

Nathan Amundson  2505 W. 6th St #1203
LA CA 90057

Isaac Amundson  2505 W 6th St #1204
LA Angeles CA 90057

Please return to: lacivicpark.org, 108 W 2nd St # 309 Los Angeles CA 90012

Letter 21: Citizen Letter 12, M.J. Higgins

Comment No. Response

- 21-1 Commenter M. J. Higgins indicates her opposition to the proposed project and provides specific comments related to traffic, air quality, parking, noise, public safety, land use, and alternatives. The commenter has included a 13-page petition of signatures opposed to the proposed MTD due to its effect on the M.J. Higgins gallery and other nearby structures. A 38-page petition in support of a civic park at the Old Caltrans Site is also included. This comment letter was submitted by several others, and is herein referred to as ‘form letter 1’.
- 21-2 The commenter correctly indicates that traffic conditions at the 2nd/Main Streets and 1st/Main Streets intersections would deteriorate as a result of the proposed project. While the existing level of service (LOS) at these intersections currently operates at A, Table 3.11-7 indicates that even without the proposed project, the 2nd/Main Streets and 1st/Main Streets intersections are projected to operate at LOS C and B respectively. The proposed project would be constructed and operated in conformance with applicable standards in order to meet fire and safety needs and would not include any design features that would prohibit emergency vehicles from accessing 2nd Street. Refer to response to comment 8-4 for additional discussion of the traffic analysis, change in traffic conditions, emergency responders, and events and media at the proposed PHF.
- 21-3 The commenter indicates significant air quality impacts during construction, even with mitigation. As shown in Table 3.2-5, the project would exceed daily construction emission thresholds established by the South Coast Air Quality Management District (SCAQMD), even after implementation of the recommended mitigation measures. Refer to response to comment 8-8 for additional details regarding the EIR air quality analysis.
- 21-4 The commenter expresses concern regarding the loss of on-street parking. One of the objectives of the proposed project is to provide sufficient parking to accommodate the operational needs of the LAPD and visitors to the police headquarters facility, as well as the general public visiting the Civic Center. New parking areas would also be required to replace 281 public parking spaces that would be permanently removed as a result of the project. New parking facilities would be constructed at the Parker Center Site (300 subterranean public parking spaces), Old Caltrans Site (365 subterranean police parking spaces), and 2nd and Main Streets Site (800 police parking spaces and 140 public parking spaces). Refer to response to comment 8-5 for additional details regarding parking to be provided as part of the proposed project.

The EIR parking analysis has been revised to reflect a change in parking spaces at the proposed PHF and Main Street Parking Facility.

- 21-5 The commenter indicates that noise mitigation during construction is not adequately addressed in the draft EIR, particularly with respect to adjacent residents in the Higgins Building. Impacts related to noise and vibration are evaluated in detail in Chapter 3.10, Noise and Vibration. Refer to response to comment 8-6 for additional detail regarding construction noise and for discussion of changes to the designation of sensitive receptors to include Higgins Building residents.
- 21-6 The commenter states that the helipad will have an impact on the residents of the Higgins Building. Safety and noise impacts associated with helipad activity at the new PHF are evaluated in Sections 3.7.3 and 3.10.3 of the draft EIR, respectively. A qualitative noise analysis was undertaken to specifically evaluate the helicopter-related noise impacts at the Higgins Building. Based on this analysis, it was determined that noise levels would fall within acceptable limits at the Higgins Building and that no significant operational noise impacts would occur. A detailed impact analysis is provided in Section 3.10.3 of the draft EIR. Refer to response to comment 8-3 for additional detail regarding safety and noise analysis conducted with respect to helicopter take-off and landing at the proposed PHF.
- 21-7 The commenter provides comments on the need for a public park at the Old Caltrans Site. The Los Angeles Civic Center Shared Facilities and Enhancement Plan, which proposes open space at the Old Caltrans Site, is described on page 3.9-7 of the draft EIR. As discussed in Section 3.9-3, the proposed project does not comply with the recommendation to use the existing Parker Center Site as the location for future LAPD facilities, and the Old Caltrans Site as a civic square (LACCA 1997, p.32, 35). The proposed project would not reuse the Parker Center Site for the police headquarters; however, the project would place police facilities within the “10-minute diamond” Civic Center area consistent with the overall goals of the plan. Intended to be used as a guide, the plan does not affect or supersede the Central City Community Plan which governs land use development in the Civic Center and conforms to the General Plan. As such, land use consistency impacts at the Old Caltrans Site would be less than significant. Refer to response to comment 8-10 for discussion about the Los Angeles Civic Center Shared Facilities and Enhancement Plan, which proposed a park at the Old Caltrans Site, and previous City Council motions which identified the site to be used as open space.
- 21-8 The commenter questions the effect of the proposed project on the emerging arts and cultural center, particularly St. Vibiana’s Cathedral. The northern end of Gallery Row encompasses a portion of the 2nd and Main Streets Site that fronts onto Main Street. Because the Main Street Parking Facility, which includes parking and MTD

uses, would not conform with the gallery presence that the City is seeking to enhance along Gallery Row, retail space was provided as part of the proposed project, which could serve as future art gallery space. As discussed in the EIR, land use compatibility impacts resulting from the proposed project would be less than significant. Refer to response to comment 3-1 for additional detail regarding the effect of the proposed project on Gallery Row.

21-9

The commenter raises the issue of other alternatives not evaluated in the draft EIR. As stated in Chapter 5 of the EIR, CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. The range of alternatives selected and the evaluation provided in the EIR is consistent with Section 15126.6 of the CEQA Guidelines. No additional alternatives need to be explored as part of the Final EIR. Refer to response to comment 7-1 for additional information about the selection of alternatives.

From: "Dale Youngman for Digital Design Decor,Inc." <dale@dddecor.com>
To: <lisa.ochsner@lacity.org>
Date: 12/28/2005 3:45:00 PM
Subject: SAVE THE PARK NOW!

Please consider this letter as support for the park proposal

↓ 22-1

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>
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Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are either missing or need emphasizing from the E.I.R..

1. Traffic will come to a standstill. Traffic congestion associated the project will have “significant unavoidable adverse impact.” There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a “D” and at 1st and Main to a “C.” That cannot be mitigated. For comparison purposes, both intersections are now rated “A” even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to “substantial pollution concentrations.” Air pollution associated with construction of the project will have “significant unavoidable adverse impact.” Air pollution during construction – even with recommended mitigation measures – is nearly 40% higher that is considered acceptable. The EIR acknowledges “sensitive receptors” (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project “shifts” pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

22-1

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered “noise sensitive receptors” even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana’s and the Higgins Building – eye-to-eye and just 250 feet from people’s

homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

6. Breaks trust. The disregard the EIR shows for downtown residents – in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park – sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then, it wants to ignore that people live here

Here's some of what the Draft Environmental Impact Report has ignored:

1. Plans for a park. The pre-existing plan for a park for the site is not mentioned at all. The plan is dismissed, like nearby residents, on a technicality. A park will be a breath of fresh air that connects and reinvigorates the Civic Center, Historic Core, Little Tokyo and Bunker Hill. Perhaps most importantly, it will give the people of Los Angeles a place in the Civic Center to call their own – and to experience the city, its history and institutions in a brand new way.

22-1

2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center – and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station – or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order – but that doesn't mean they need to be on the city's front lawn.

3. There are alternatives. In addition to the alternatives discussed in the report – both of which are environmentally superior to the old Caltrans site – there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

Please consider the alternatives. Our City, it's citizens and residents and their futures deserve a park.

_____ sign & date

Letter 22: Citizen Letter 13, Dale Youngman

Comment No. Response

22-1 Commenter Dale Youngman provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

Dear Department of Public Works,

Lisa Ochsner - Letter to City re: Downtown Park

From: "James Panozzo" <james@lawrenceasher.com>
To: <lisa.ochsner@lacity.org>
Date: 12/28/2005 4:18 PM
Subject: Letter to City re: Downtown Park

Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are either missing or need emphasizing from the E.I.R..

1. Traffic will come to a standstill. Traffic congestion associated the project will have “significant unavoidable adverse impact.” There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a “D” and at 1st and Main to a “C.” That cannot be mitigated. For comparison purposes, both intersections are now rated “A” even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to “substantial pollution concentrations.” Air pollution associated with construction of the project will have “significant unavoidable adverse impact.” Air pollution during construction – even with recommended mitigation measures – is nearly 40% higher that is considered acceptable. The EIR acknowledges “sensitive receptors” (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project “shifts” pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

23-1

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered “noise sensitive receptors” even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana’s and the Higgins Building – eye-to-eye and just 250 feet from people’s

homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

6. Breaks trust. The disregard the EIR shows for downtown residents – in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park – sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then, it wants to ignore that people live here

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23-1

2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center – and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station – or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order – but that doesn't mean they need to be on the city's front lawn.

3. There are alternatives. In addition to the alternatives discussed in the report – both of which are environmentally superior to the old Caltrans site – there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

Please consider the alternatives. Our City, it's citizens and residents and their futures deserve a park.

_____ sign & date

Letter 23: Citizen Letter 14, James Panozzo

Comment No. Response

23-1 Commenter James Panozzo provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

Lisa Ochsner - Proposed Police HQ Development

From: Jared Hungerford <jchungerford@yahoo.com>
To: <lisa.ochsner@lacity.org>
Date: 12/28/2005 11:09 AM
Subject: Proposed Police HQ Development

Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are either missing or need emphasizing from the E.I.R..

1. Traffic will come to a standstill. Traffic congestion associated the project will have "significant unavoidable adverse impact." There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a "D" and at 1st and Main to a "C." That cannot be mitigated. For comparison purposes, both intersections are now rated "A" even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to "substantial pollution concentrations." Air pollution associated with construction of the project will have "significant unavoidable adverse impact." Air pollution during construction – even with recommended mitigation measures – is nearly 40% higher that is considered acceptable. The EIR acknowledges "sensitive receptors" (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project "shifts" pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

24-1

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered "noise sensitive receptors" even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana's and the Higgins Building – eye-to-eye and just 250 feet from people's

homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

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Here's some of what the Draft Environmental Impact Report has ignored:

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24-1

2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center – and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station – or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order – but that doesn't mean they need to be on the city's front lawn.

3. There are alternatives. In addition to the alternatives discussed in the report – both of which are environmentally superior to the old Caltrans site – there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

Please consider the alternatives. Our City, it's citizens and residents and their futures deserve a park.

_____ sign & date

Letter 24: Citizen Letter 15, Jared Hungerford

Comment No. Response

24-1 Commenter Jared Hungerford provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

Lisa Ochsner - civic park

From: <Higginsjch@aol.com>
To: <lisa.ochsner@lacity.org>
Date: 12/29/2005 10:51 PM
Subject: civic park

Ms. Ochsner; There is something the environmental impact report did not include and that is the kind of atmosphere we want to create in this city. I know it is something that can't be measured, but for some say it doesn't count, but we can feel it. What kind of people do we want to attract to our city? The best, people that are thoughtful, creative, and passionate. A park, a large open green space at the foot of city hall is the kind of message we want to send to the world. Also the park would be at the head of gallery row, art in the park Ms. Ochsner, how awesome would that be. Please, please consider the legacy we want to create. Years from now the extra time and expense will be well worth whatever inconvenience now experienced. Thank you for your consideration.

25-1

sincerely, Jon Higgins
244 S Main St
Los Angeles

Letter 25: Citizen Letter 16, Jon Higgins

Comment No. Response

25-1 Commenter Jon Higgins writes in opposition to the proposed siting of the PHF at the Old Caltrans Site, stating instead preference for a park at that location. Refer to response to comment 8-10 for a discussion about the adopted land use plans and former proposals for this site. No significant environmental issues are raised in this comment letter and no further response is required.

Lisa Ochsner - Proposed police garage project on Main Street between 2nd and 3rd

From: "F. J. O'Neil" <fjoneil@earthlink.net>
To: <lisa.ochsner@lacity.org>
Date: 12/29/2005 6:01 PM
Subject: Proposed police garage project on Main Street between 2nd and 3rd
CC: <mayor@lacity.org>, <perry@council.lacity.org>, <mjhigginsgallery@sbcglobal.net>

Dear Ms Oshner,

I wish to speak against the proposed police garage facility on Main Street next to the new art center in the St. Vibiana building. It appears that the project requires demolishing the 1986 building that houses the M. J. Higgins Gallery at 244 So. Main St. That would destroy the historic building where Gallery Row began and which is now an anchor for the fast-developing art community between Little Tokyo and the Civic Center.

26-1

It seems to me a cultural disgrace to demolish a site so important to the development of downtown living. The art district is an essential attraction to those who are making downtown a viable and alive residence community.

Furthermore, plans were approved some time ago for a renewal of the area that includes a park and other amenities conducive to an expanded arts and residence district; and studies have clearly demonstrated that there are at least two other excellent sites for the police garage facility.

26-2

For both cultural and commercial reasons the project would appear to suffer from very bad vision. Please help to cause a review and a re-think of the whole destructive plan.

F. J. O'Neil
11432 Erwin St,
No, Hollywood,
CA 91606

Letter 26: Citizen Letter 17, F.J. O’Neil

Comment No. Response

26-1 Commenter F. J. O’Neil writes in opposition to the siting of the MTD at the 2nd and Main Streets Site. The commenter is opposed to the loss of the M. J. Higgins Gallery that would result from the proposed MTD structure, and the effect that this could have on Gallery Row. Impacts to Gallery Row are evaluated in the EIR and are discussed in response to comments 3-1 and 8-13.

26-2 The commenter also cites plans for a park and other amenities at the Old Caltrans Site, and questions whether the PHF could be sited at an alternative location. Refer to response to comment 8-10 for a discussion about the Los Angeles Civic Center Shared Facilities and Enhancement Plan and former actions which proposed a park at the Old Caltrans Site. As indicated in comment 7-1, two alternate scenarios were evaluated in the draft EIR which avoid construction at the Old Caltrans Site and the 2nd and Main Streets Site. Refer to response to comment 8-16 for a discussion about the alternatives selection and evaluation process.

Lisa Ochsner - MJ Higgins Gallery

From: "JohnDavid Whalen" <m007038@onebox.com>
To: <lisa.ochsner@lacity.org>
Date: 12/29/2005 10:11 PM
Subject: MJ Higgins Gallery

Lisa Ochsner,

This letter is in support of the MJ Higgins Gallery. I believe the rejuvenation of downtown is a multifaceted and very complex process. As new residential neighborhoods arise, the need for safety and the protection of the public is very important, however, the cultural existence is also a vital reason the public will want to move back downtown. I am in full support of this gallery as part of that artistic culture that needs to exist especially in a city such as Los Angeles. If possible, I urge you to reconsider the location of the LAPD parking garage to a more suitable location that is less of a draw. Surely, the use of eminent domain can be better utilized.

27-1

Thank you for your consideration of this,

JohnDavid Whalen
Mobile: 949.637.8347
Email: m007038@onebox.com
Fax: 866.855.2305

Letter 27: Citizen Letter 18, John David Whalen

Comment No. Response

27-1 Commenter John David Whalen writes in opposition to the siting of the proposed MTD at the 2nd and Main Streets Site. The commenter is opposed to the loss of the M. J. Higgins Gallery that would result from the proposed MTD structure, and the effect that this could have on Gallery Row. Impacts to Gallery Row are evaluated in the EIR and are also discussed in response to comments 3-1 and 8-13. No significant environmental issues are raised in this comment letter and no further response is required.

Lisa Ochsner - Letter for hearing on Police Headquarters site

From: "john oligny" <j_oligny@hotmail.com>
To: <lisa.ochsner@lacity.org>
Date: 12/29/2005 12:07 PM
Subject: Letter for hearing on Police Headquarters site

Dear Ms. Ochsner:

Attached is a letter regarding reasonable objections to the proposed new location for Police Headquarters for the City of Los Angeles. I thank you for including it in the upcoming hearing.

Sincerely,

John Oligny

Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are either missing or need emphasizing from the E.I.R..

1. Traffic will come to a standstill. Traffic congestion associated the project will have "significant unavoidable adverse impact." There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a "D" and at 1st and Main to a "C." That cannot be mitigated. For comparison purposes, both intersections are now rated "A" even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to "substantial pollution concentrations." Air pollution associated with construction of the project will have "significant unavoidable adverse impact." Air pollution during construction – even with recommended mitigation measures – is nearly 40% higher that is considered acceptable. The EIR acknowledges "sensitive receptors" (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project "shifts" pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

28-1

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered "noise sensitive receptors" even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana's and the Higgins Building – eye-to-eye and just 250 feet from people's

homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

6. Breaks trust. The disregard the EIR shows for downtown residents – in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park – sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then, it wants to ignore that people live here

Here's some of what the Draft Environmental Impact Report has ignored:

1. Plans for a park. The pre-existing plan for a park for the site is not mentioned at all. The plan is dismissed, like nearby residents, on a technicality. A park will be a breath of fresh air that connects and reinvigorates the Civic Center, Historic Core, Little Tokyo and Bunker Hill. Perhaps most importantly, it will give the people of Los Angeles a place in the Civic Center to call their own – and to experience the city, its history and institutions in a brand new way.

2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center – and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station – or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order – but that doesn't mean they need to be on the city's front lawn.

3. There are alternatives. In addition to the alternatives discussed in the report – both of which are environmentally superior to the old Caltrans site – there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

Please consider the alternatives. Our City, it's citizens and residents and their futures deserve a park.

_____ sign & date

Letter 28: Citizen Letter 19, John Oligny

Comment No. Response

28-1 Commenter John Oligny provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

From: "Martin J Waterman" <mjwat@sbcglobal.net>
To: <lisa.ochsner@lacity.org>
Date: 12/30/2005 10:06:26 PM
Subject: Emailing: Police center development letter_to_City

Your files are attached and ready to send with this message.

Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are either missing or need emphasizing from the E.I.R..

1. Traffic will come to a standstill. Traffic congestion associated the project will have "significant unavoidable adverse impact." There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a "D" and at 1st and Main to a "C." That cannot be mitigated. For comparison purposes, both intersections are now rated "A" even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to "substantial pollution concentrations." Air pollution associated with construction of the project will have "significant unavoidable adverse impact." Air pollution during construction – even with recommended mitigation measures – is nearly 40% higher that is considered acceptable. The EIR acknowledges "sensitive receptors" (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project "shifts" pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered "noise sensitive receptors" even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana's and the Higgins Building – eye-to-eye and just 250 feet from people's

29-1

homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

6. Breaks trust. The disregard the EIR shows for downtown residents – in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park – sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then, it wants to ignore that people live here

Here's some of what the Draft Environmental Impact Report has ignored:

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2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center – and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station – or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order – but that doesn't mean they need to be on the city's front lawn.

3. There are alternatives. In addition to the alternatives discussed in the report – both of which are environmentally superior to the old Caltrans site – there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

Please consider the alternatives. Our City, it's citizens and residents and their futures deserve a park.

_____ sign & date

Letter 29: Citizen Letter 20, Martin Waterman

Comment No. Response

29-1 Commenter Martin Waterman provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

Lisa Ochsner - Comments on the PHF draft EIR

From: Jorge <loft811@gmail.com>
To: Lisa Ochsner <Lisa.Ochsner@lacity.org>
Date: 12/30/2005 1:07 PM
Subject: Comments on the PHF draft EIR

I believe the report has found sufficient environmental concerns to require the PHF be built at Alternative 3 (Old PHF.)

My name is Jorge Montijo and I live at the Higgins Lofts, less than 50 ft. from the proposed PHF location. I am an audio professional, working with sound for over 10 years. My comments will regard only the Noise and Vibration (3.10) specifics of the draft EIR. It seems inconceivable that the summary for this reports states that there would be less than significant impacts from the proposed construction. The report contradicts this finding clearly stating that expected noise levels will be more than the criteria for significance established by LAMC and the Noise Element.

I want to adamantly object and challenge the statement that *"Based on the commercial zoning, the nearby residences identified above {Higgins Building} are not considered noise-sensitive receivers "* (3.10-2) The zoning of C4 is from its previous office use and does not reflect the reality that 135 families who now live there all of whom will be impacted by this project. Regardless of zoning, the law has set standards to regulate noise as it crosses property lines and this project will definitely create a noise violation. The St. George Hotel, however, is being considered a noise sensitive receptor. Their situation is almost identical to the Higgins in terms of proximity to the proposed construction site, so I will argue for the residents of the St. George Hotel since the Higgins will face the same or similar damaging effects of this proposed construction.

"In accordance with the provisions of the LAMC, a noise level increase of 5 dBA over the existing ambient noise level at an adjacent property line is considered a noise violation " (3.10-8)

Table 3.10-7 indicates that the expected noise levels associated with this construction as referenced to the closest residential zone are "clearly unacceptable" and in reference to a commercial zone normally unacceptable.

A description of what constitutes significant impact is provided:

"A project would have a significant impact on noise if it would create one or more of the following conditions

- *Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use*
- *Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use "(3.10-12)*

The report also states that *"However, for purposes of this noise assessment, a conservative noise level of 89 dBA Leq was used to quantify impacts. For purposes of this noise assessment, a conservative ambient noise level of 64 dBA Leq was used as the ambient noise level for the project area "* (3.10-13) This is loud, very loud. The noise mitigation measures will not lower this level significantly and the length of the construction with this loudness makes it clearly unacceptable to build so close to residents and businesses.

The report continues:

"Based on this ambient noise level, the proposed project would exceed the ambient noise level by 5 dBA or more within 500 feet of a construction site and by 10 dBA within 280 feet of a construction site as follows

Noise levels within 50 feet of construction activity may exceed 89 dBA Leq, which would exceed the ambient noise level by as much as 25 dBA Construction activities for the Main Street Parking Facility and MID would last approximately 14 months, more than one day or 10 days in a three month period as indicated in the significance criteria. However, construction activities would be short-term and

sporadic as construction events would vary between operating equipment, work breaks, and idle time. Given there are no outdoor uses associated with the St. George Hotel and construction activities would occur during normal daytime hours when occupants are not likely to be present, no significant noise disturbances to this nearby noise-sensitive receptor are anticipated "(3.10-14) This is false and a self-serving assumption. Many residents of St. George Hotel are disabled, retired, and/or veterans (it is a subsidized single occupancy housing facility) and most do not work or leave the area. These residents will be exposed to physically and/or psychologically damaging noise levels. Property owners at the Higgins Lofts (135 residences of families with children and widows and retirees) will also be exposed.

↑
30-1

Finally, as a sound professional I consider that the suggested impact of the noise mitigation measures (Noise-A, Noise-B, Noise-C, Noise-D, Noise-E) is not correct and that in the physical locations where the constructions will take place they will not significantly mitigate noise impact. Therefore the conclusion that with the mitigating measures noise would cause less than significant impact is incorrect. This construction will result in very significant and damaging noise impacts upon many who surround the sites.

↑
30-2

This draft EIR blatantly misrepresents its own findings in terms of the impact on businesses, residents and property owners surrounding the proposed construction sites. Specifically, it contradicts itself on the finding of significant impacts to noise sensitive receptors near the sites made by noise and vibration due to construction activities lasting two (2) to three (3) years well over legally acceptable levels and then dismisses these findings with nothing more than poor excuses (stating the assumption that residents don't reside in their homes during construction as a fact) and inadequate mitigation measures. This is unacceptable and a failure as a report of environmental impact since there is an obvious bias in the preparation of the document in favor of constructing the PHF.

↑
30-3

Letter 30: Citizen Letter 21, Jorge Montijo

<u>Comment No.</u>	<u>Response</u>
30-1	<p>Commenter Jorge Montijo discusses the noise impact analysis completed as part of the draft EIR. The commenter states that there are certain deficiencies in the analysis with respect to the non-designation of Higgins Building residents as sensitive receptors, the significance criteria and assumptions for noise impacts, and the effectiveness of the proposed mitigation measures.</p> <p>Impacts related to noise and vibration are evaluated in detail in Chapter 3.10, Noise and Vibration. The EIR analysis for noise impacts was undertaken in accordance with all relevant City standards. The significance thresholds, described in Section 3.10.3 of the draft EIR, were applied to determine if construction and operational impacts would be significant and if mitigation measures would be required. The noise analysis has been revised in the Final EIR to include commercially-designated residential uses as noise-sensitive receptors.</p>
30-2	<p>The commenter questions the effectiveness of the proposed mitigation measures. Refer to response to comments 3-2 and 8-2 regarding changes to the noise analysis, impact conclusions, and mitigation. Additional design features have been incorporated into the project, which would limit construction access areas and provide a construction liaison for public concerns. This change is noted in Chapter 3 of this Final EIR.</p>
30-3	<p>The draft EIR for the Police Headquarters Facility Plan Project was prepared in accordance with the CEQA Statutes and Guidelines. The EIR impact analysis is consistent with CEQA Guidelines Section 15126, Consideration and Discussion of Environmental Impacts.</p>

Lisa Ochsner - L.A.P.D. Headquarters

From: "Richard Currier" <rwcurrier@yahoo.com>
To: <lisa.ochsner@lacity.org>
Date: 12/30/2005 2:25 PM
Subject: L.A.P.D. Headquarters

Dear Department of Public Works,

I am writing to express my opposition to the proposed Police Headquarters Development.

1. Traffic will come to a standstill. Traffic congestion associated the project will have "significant unavoidable adverse impact." There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a "D" and at 1st and Main to a "C." That cannot be mitigated. For comparison purposes, both intersections are now rated "A" even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to "substantial pollution concentrations." Air pollution associated with construction of the project will have "significant unavoidable adverse impact." Air pollution during construction – even with recommended mitigation measures -- is nearly 40% higher that is considered acceptable. The EIR acknowledges "sensitive receptors" (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project "shifts" pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered "noise sensitive receptors" even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

5. Helicopters overhead. On a daily basis, police helicopters will be taking off and landing on the roof of the headquarters. That will be in a narrow space surrounded by City Hall, the Caltrans Building, the Los Angeles Times, St. Vibiana's and the Higgins Building – eye-to-eye and just 250 feet from people's homes. No mitigation measures are being taken. There is no guarantee that the flight path won't be directly over any of these buildings.

6. Breaks trust. The disregard the EIR shows for downtown residents – in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park – sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then, it wants to ignore that people live here

Here's some of what the Draft Environmental Impact Report has ignored:

1. Plans for a park. The pre-existing plan for a park for the site is not mentioned at all. The plan is dismissed, like nearby residents, on a technicality. A park will be a breath of fresh air that connects and reinvigorates the Civic Center, Historic Core, Little Tokyo and Bunker Hill. Perhaps most importantly, it will give the people of Los Angeles a place in the Civic Center to call their own – and to experience the city, its history and institutions in a brand new way.

2. Cultural disconnect. The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center – and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St. Vibiana's by police operations and a gas station – or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order – but that doesn't mean they need to be on the city's front lawn.

3. There are alternatives. In addition to the alternatives discussed in the report – both of which are environmentally superior to the old Caltrans site – there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown – and making a welcoming space for its citizens and visitors in the city's center.

Richard W Currier / December 30th, 2005

Letter 31: Citizen Letter 22, Richard Currier

Comment No. Response

31-1 Commenter Richard Currier provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

From: STAR HIGGINS <starhiggins@verizon.net>
To: <lisa.ochsner@lacity.org>
Date: 1/1/2006 6:37:44 PM
Subject: LA Civic Park

Hello,

Truly I appreciate you taking a moment to read and consider this e-mail.

I urge you to leave plans for a city park on the block just south of City Hall. I know this has been in the city plans for a number of years for the purpose of bettering our great city. I also ask that you leave Gallery Row intact. Which includes the building @ 244 S. Main St. With the resources at your command I trust you will find a better location for the necessary police facilities.

Our city needs to support the community that lives and works in the downtown area and I know that you will make the best choices for the existing community and for the future inhabitants.

32-1

Thank you for
considering these most important plans,

Star Higgins

CC: <mayor@lacity.org>, <laponline@earthlink.net>, <perry@council.lacity.org>

Letter 32: Citizen Letter 23, Star Higgins

Comment No. Response

32-1 Commenter Star Higgins opposes use of the Old Caltrans and the 2nd and Main Streets Sites for the PHF and MTD structures, respectively. Commenter Higgins indicates support for a park at the Old Caltrans Site instead. Refer to response to comment 8-10 for discussion about the adopted land use policies and former actions for this site. As indicated in comment 7-1, two alternate scenarios were evaluated in the draft EIR which avoid construction at the Old Caltrans Site and the 2nd and Main Streets Site. Refer to response to comment 8-16 for a discussion about the alternatives selection and evaluation process.

From: Steve Weston <sdw7@cornell.edu>
To: Lisa Ochsner <Lisa.Ochsner@lacity.org>
Date: 1/1/2006 4:00:09 PM
Subject: Re: POLICE HEADQUARTERS FACILITY PLAN EIR

Dear Ms. Ochsner,

Re: Police Headquarters Facility Plan EIR

The draft EIR contains a major factual error: the Higgins building, located at 2nd and Main, is considered by the EIR not to contain any noise-sensitive receptors. In fact, the building contains 135 condominium units, the vast majority of which are families' homes

33-1

Over 100 families are therefore most vulnerable to the planned construction project. The current EIR notes that there are no noise mitigation measures planned to protect these families during construction of the police headquarters, nor once the facilities are open.

Furthermore, the draft EIR envisions substantial impacts on air quality in the immediate area, which will negatively impact the health of residents.

33-2

Given that the Higgins building is directly across the street from the proposed headquarters site, the EIR must be revised to reflect the reality that families will be adversely affected by noise and air pollution for years to come.

The draft EIR already states that the 1st and Alameda site would be environmentally superior. If the EIR is revised to reflect the reality of a substantial residential population immediately across the street from the proposed site, surely the argument in favor of the alternative site will become even stronger.

33-3

Thank you,

Stephen D. Weston
108 W. 2nd St., #903
Los Angeles, CA 90012
213.447.0495

Letter 33: Citizen Letter 24, Steve Weston

<u>Comment No.</u>	<u>Response</u>
33-1	Commenter Steve Weston comments on the City's designation of sensitive noise receptors in the draft EIR. Specifically, the commenter is requesting that the Higgins Building be included as a sensitive noise receptor and that mitigation measures should be applied to these nearby uses and analyzed as such in Chapter 3.10, Noise and Vibration. Refer to response to comment 8-2 for discussion of the inclusion of the Higgins Building residents as sensitive receptors and response to comment 8-6 for the application of mitigation measures for the proposed PHF.
33-2	The commenter provides comments on the air quality analysis provided in the draft EIR. The analysis provided in Section 3.2, Air Quality, evaluates the short- and long-term impacts associated with the development of the proposed project. As stated in Chapter 3.2, Air Quality, construction emissions would be significant for NO _x and VOC. Refer to response to comment 8-8 for discussion about the long-term air quality impacts.
33-3	The commenter correctly indicates that the draft EIR concludes that the 1 st and Alameda Site (Alternative 2) is the environmentally superior alternative. This conclusion is discussed in Section 5.4 of the draft EIR. No significant environmental issues are raised in this comment and no further response is required.

From: Jethro M. Rothe-Kushel 03 <Jethro.M.Rothe-Kushel.03@Alum.Dartmouth.ORG>
To: <lisa.ochsner@lacity.org>
Date: 1/4/2006 10:47:04 AM
Subject: Save the Park

Dear Department of Public works,

I am writing to express my opposition to the proposed Police Headquarters Development. The following is a list of the points that are missing/need emphasizing from the EIR.

1. Traffic will come to a standstill. Traffic congestion associated with the project will have "significant unavoidable adverse impact." There will be an estimated 19,000 extra vehicle trips per day generated by the headquarters. The evening rush hour will reduce the quality of traffic flow at 2nd and Main to a "D" and at 1st and Main to a "C." That cannot be mitigated. For comparison purposes, both intersections are now rated "A" even at peak hours. The EIR does not anticipate the impact of special events on traffic, or how emergency vehicles which now use 2nd Street as a key route, will get through. Or what will happen when there is police news and a swarm of media trucks descends on the site.

2. Neighbors will be exposed to "substantial pollution concentrations." Air pollution associated with construction of the project will have "significant unavoidable adverse impact." Air pollution during construction - even with recommended mitigation measures -- is nearly 40% higher than is considered acceptable. The EIR acknowledges "sensitive receptors" (includes children, the elderly and ill) at the Higgins Building, the St. George and on the south lawn of City Hall. The report skirts the issue of long term increases in air pollution in the immediate vicinity. Even though the project "shifts" pollution into a compact, highly-concentrated work and residential area, the report finds there is no significant long-term impact on regional air quality.

3. No public parking in the immediate area. Most street parking on 2nd between Spring and Main and on Main between 1st and 2nd will go away. The surface lots on Main between 2nd and 3rd will go away. In all, the current 281 parking public spaces in the vicinity will be permanently removed. The 300-space garage at 1st and Temple will serve those who have business with the LAPD and in Little Tokyo. The eventual 140-space garage on Los Angeles Street will be public, but is destined to serve library patrons and users of the gymnasium to be built above it. Where will everyone else park?

4. No noise mitigation for the three-year construction of the main HQ. The 135 families, including infants and children, living in the Higgins Building just across the street from the main construction site are not considered "noise sensitive receptors" even though the building is recognized as residential by city, county and state agencies. Also not taken into account are the thousands of office workers surrounding the project. The only construction noise mitigation planned is for the garage and motor pool on Main Street.

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6. Breaks trust. The disregard the EIR shows for downtown residents - in ignoring the impact it will have on them and in not addressing the pre-existing plans for a park - sends a powerful negative message. The city would like to have it both ways. It wants people to move downtown, into mixed-use settings so that the city will have new life at its core. Then it wants to ignore that people live here.

34-1

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2. Cultural disconnect The EIR does not acknowledge how the St. Vibiana's block is developing into an arts and cultural center - and would continue to be redeveloped. LA needs cultural connections. It doesn't need to box-in historic St Vibiana's by police operations and a gas station - or tear down the 1896 building where Gallery Row was founded. Police facilities are a critically important cornerstone of civic order - but that doesn't mean they need to be on the city's front lawn.

3 There are alternatives. In addition to the alternatives discussed in the report - both of which are environmentally superior to the old Caltrans site - there are other options the city can explore. It has been quick to dismiss those options because its priorities have not also included respecting the community that is being built downtown -- and making a welcoming space for its citizens and visitors in the city's center.

Please consider the alternatives. Our City, it's citizens and residents and their futures deserve a park

Best regards,

Jethro Rothe-Kushel



34-1

Letter 34: Citizen Letter 25, Jethro M. Rothe-Kushel

Comment No. Response

34-1 Commenter Jethro M. Rothe-Kushel provides form letter 1 in opposition to the proposed project. Refer to response to comments 21-2 through 21-9 for a response to the issues raised in this letter.

PUBLIC HEARING - PROPOSED POLICE
HEADQUARTERS FACILITY PLAN

ORIGINAL

Held on: Thursday, December 1, 2005

Reported by: Gaye Limon, CSR #7416

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1 Public hearing for the proposed Police
2 Headquarters Facility Plan, reported by Gaye Limon, a
3 Certified Shorthand Reporter for the State of California,
4 with principal office in the County of Orange, commencing at
5 6:49 P.M., Thursday, December 1, 2005, in the Los Angeles
6 City Hall, Room 350, Los Angeles, California.

7
8 SPEAKERS:

- 9 Lisa Ochsner, Environmental Supervisor
10 Gary Lee Moore, City Engineer
11 Jose Palacios, DMJM
12 Eric Wilson, EDAW, Senior Associate

13 PUBLIC SPEAKERS:

- 14 Bill Watanabe Coleman Engellenner
15 Edward Takahashi Pedro Galindo
16 Joel Bloom Jorge Montijo
17 Tom Kame Kjell Hagen
18 Shannon Patterson Greg Morris
19 John Agnew Joan Springhetti
20 William Mitchell Jerome Brenot
21 Martha Higgins Shawn Chou
22 Cheryl McDonald Nelson Lee
23 Karie Miller Nic Oha Kim
24 Martin J. Waterman Lapchin Fan
25 Eric Kurimura

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Thursday, December 1, 2005

Los Angeles, California

6:49 P.M.

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SPEAKER LISA OCHSNER: Hello, we'd like to get started this evening so if everyone can please take a seat. Can everyone please take a seat. We'd like to get started.

Thank you. We have the city engineer with us tonight, Mr. Gary Lee Moore. He would like to say a few words.

SPEAKER GARY LEE MOORE: First, I'd like to welcome everybody here and getting through the Christmas tree lighting. I know there was a long line at the entrance to the security. Staff has told me that just about everybody's here. So we are going to go ahead and get started.

I want to thank you for coming to the first official meeting on the police headquarters facility. I know there's been 20 unofficial meetings but tonight's the first what we call the "official meeting" to talk about the Environmental Impact Report for this facility.

Lisa will be our host here all evening and she'll coordinate what we will go through.

Obviously, this is a very big project for the

1 City of Los Angeles, and we greatly, greatly value -- I know
2 the Mayor does and I know council woman Jan Perry does value
3 all of your comments here this evening, and we look forward
4 to hearing from you.

5 We want to deliver the best possible facilities
6 for the residents of Los Angeles, and I appreciate your
7 taking the time to be here tonight.

8 With that, Lisa, I'll turn it back over to you.

9 SPEAKER LISA OCHSNER: Thank you. Good evening. My
10 name is Lisa Ochsner. I am an environmental supervisor with
11 the City's Bureau of Engineering, Environmental Management
12 Group. Tonight we have staff here from the Proposition Q
13 bond program including Sam Tanaka, the program manager who is
14 overseeing this project. We also have representatives from
15 LAPD, the design consultant DMJM, and our environmental
16 consultant EDAW.

17 The purpose of the meeting is to review your
18 comments on the draft Environmental Impact Report.

19 As a public agency undertaking a project, the
20 City is subject to the California Environmental Quality Act,
21 also commonly known as CEQA. And under CEQA, we prepared an
22 Environment Impact Report or EIR which you will hear quite a
23 bit this evening.

24 As I said, the purpose of this meeting is to
25 receive comments on the draft EIR. I would like to point out

1 that staff will not respond to comments at this hearing. All
2 comments will be recorded by a court reporter and will be
3 responded to in writing as part of the final EIR.

4 For those of you that would like to speak
5 tonight, I would like to remind you to fill out speaker cards
6 and turn them in at the back desk over here, and each speaker
7 will be limited to approximately three minutes.

8 And with the court reporter here, I ask that you
9 speak out loud and clearly so we can record all of your
10 comments this evening.

11 Just to give you a brief overview of what we'll
12 be discussing tonight, I will be presenting an overview of
13 the CEQA process. We'll then have a presentation of the
14 project by DMJM. The results of the EIR will be presented by
15 EDAW, and we will then open up the hearing to public comments
16 and then we will have our closing remarks.

17 This is the steps that are involved in the CEQA
18 process. Back in February of this year, we prepared what's
19 called an initial study checklist to determine if the project
20 would have significant environmental effects. And from that
21 initial study checklist, we determined that the project has
22 the potential to cause one or more significant impacts.

23 So we then prepared what's called a notice of
24 preparation, and we distributed that for a period of 30 days
25 to solicit comments on the scope and content of the EIR.

1 From February to October, the City prepared the
2 draft Environment Impact Report with the assistance of our
3 environmental consultant EDAW. It was then released on
4 November 7 for public review which closes on January 2, 2006.

5 During the public review period, we are holding
6 this public hearing. And once the comment period closes, we
7 will then prepare the final Environment Impact Report, which
8 will include response to comments on the draft EIR and
9 mitigation monitoring program.

10 When the final EIR is completed, the
11 decision-making process will start, which will include
12 consideration and certification of the final EIR by the city
13 council, and we expect that to occur sometime in the spring
14 of 2006.

15 I'd like to just discuss in depth a little more
16 about the final EIR process.

17 As I just mentioned, the final EIR will include
18 responses to all comments received on the draft EIR including
19 comments that we receive this evening. It will also include
20 clarifications and revisions to the draft EIR, the mitigation
21 monitoring and recording program, which basically outlines
22 all of the mitigation measures identified in the draft EIR to
23 ensure that they are implemented.

24 We will then publish the final EIR, and it will
25 be posted on the city's web site and will also be sent to the

1 nearest local libraries for review.

2 Once the final EIR is completed, it will then be
3 considered by the Board of Public Works. It may then be
4 referred to one or more city council committees; and,
5 ultimately, it will be considered and certified by the city
6 council.

7 Now, when the city council considers the EIR,
8 they will consider the document along with other information.
9 And if they decide to approve the project, with significant
10 unavoidable impacts, the city council would need to adopt
11 what's called a statement of overriding considerations.
12 Basically, this slide summarizes what that means, which --
13 and I'll read it to you.

14 "CEQA requires the decision-maker, in this case
15 the city council, to balance the benefits of the project
16 against its unavoidable adverse risks in determining whether
17 to approve the project. If the benefits of the project
18 outweigh the unavoidable adverse environmental impacts, those
19 adverse impacts may be considered acceptable."

20 So that's just a summary of the CEQA process.

21 And now I would like to hand it over to DMJM, the
22 design consultants, to give a presentation of the project.

23 SPEAKER JOSE PALACIOS: Good evening. My name is Jose
24 Palacios. Before I begin, would like to acknowledge my
25 partner Dana Taylor from DMJM Design and my colleagues John

1 Freedman from John Freedman and Alex Kim who are responsible
2 for the design of the Main Street garage, and Li Wen from
3 Studio 010 and also responsible for the design of the
4 existing parking garage.

5 First, let's talk about the components of the
6 project. We are orienting you here with this light. City
7 Hall is right here. This will be the new headquarters
8 building. The Main Street parking garage and motor transport
9 division. The side configuration is about this L shape.
10 This portion of the site is for the Little Tokyo Service
11 Center. It's been set aside for future development.

12 We have the Aiso Street parking garage on the
13 corner of First Street and Aiso Street and the -- once the
14 headquarters facilities is completed, we will be vacating
15 Parker Center.

16 The future -- what happens to Parker Center is
17 not part of this project at this time.

18 Next slide.

19 A little bit about the headquarters facility.
20 What are the design parameters there were given to us were a
21 500,000 square foot building, basically turned out to be an
22 11-story building, is consistent with the master plan needed
23 to have about 40,000 gross square feet for typical floor.
24 Every floor had to be about that big to be an efficient
25 building, 11- to 1200 cars.

1 Some of the key components were auditorium, cafe,
2 helipad, green space, and police memorial.

3 In addition to that, the design needed to be
4 efficient, classical, sustainable, cost effective.

5 As you know, there's a lot of security measures
6 that will need to be implemented in this building, most
7 important being a 75-foot setback from any street and any
8 vehicle entering the site.

9 The site analysis. Some of the issues that we're
10 considering the urban planning of this project. As you know,
11 there's an existing effort to try to replan First Street with
12 a project restore. Obviously, Grand Avenue project is trying
13 to work on the mall, the park, here on the north end of City
14 Hall.

15 St. Vibiana's on this site, historic L.A. Times,
16 and now the new Caltrans building. Obviously very important
17 site responding to that most north/south access, I'm sorry,
18 of City Hall.

19 The site we determined that it was important to
20 create a permeable site to allow the future connection to
21 some of the things that are going to be happening down First
22 Street and then the City Hall Mall.

23 This is the site, again taking in consideration
24 the 75-foot setback on all sides and the Second Street side
25 and working with the community in various workshops. We

1 developed almost a one-acre open green space for public use.
2 And the building permeates in a diagonal fashion through the
3 site from the Second Street in creating also a secondary
4 entrance, as you know, from Main Street garage where a lot of
5 employees from LAPD are going to be entering the building
6 this way.

7 Some of the pieces that we were able to take out
8 of the envelope, of the security envelope, if you will, were
9 the auditorium and the cafe, which is under this roof, under
10 the memorial court where the police memorial garden will be
11 located. Such we can create a pedestrian and urban edge on
12 Main Street. This auditorium will also be available for
13 public use, and other city agencies will be able to use the
14 auditorium when scheduled.

15 Locating a large city civic court in the First
16 Street side of the building, responding to that north/south
17 access that we talked about of City Hall.

18 Next slide.

19 This is the view looking at it from First Street
20 from the south lawn of City Hall. The auditorium here, the
21 large civic court, and the main entrance into the building.

22 The view from Second Street into the one-acre
23 open green space and the south and east side of the building.

24 This is a view looking down Spring Street again
25 from City Hall creating this pedestrian green open space with

1 areas to sit and meander through and lots of trees that
2 correspond to the open space that you see right in front of
3 this building, the lawn area on Spring Street.

4 One of the things that we were able to do with
5 the setbacks is open up the views onto City Hall. This is a
6 view as you would be driving up Main Street. This is the
7 existing building that obviously now is demolished.

8 Next slide, please.

9 And this is what it will look like once we build
10 the LAPD headquarters. It will obviously open up the view up
11 to City Hall.

12 Similarly looking west on Second Street, Second
13 Street being here, the existing Caltrans building here.

14 Opening up the views onto the historic L.A. Times
15 Building; and its width corresponds to the width of the open
16 green space, public green space, that we have allocated on
17 Second Street.

18 Next slide, please.

19 An image of the building at dusk, thought it
20 would be important to have a well-lit building, transparent
21 and translucent at the same time and very welcoming facade as
22 well as a Second Street view.

23 In urban planning of this building, we tried to
24 have no back and front to the building. The building is
25 planned on all its edges. It has no back and front,

1 discernible back and front.

2 Motor transport division, the Main Street parking
3 garage. I am going to -- in the interest of brevity, I am
4 going to keep on going with the presentation. The office of
5 John Freedman and Alex Kim is responsible for this design.
6 The design parameters are a five-story parking structure,
7 which will include a 5,000 square foot office component. It
8 has refueling stations, maintenance and service bays, car
9 wash. It will set to include a 20 setback to preserve the
10 views on St. Vibiana's, the best street edge and retail,
11 2400-square-foot retail component at the edge of Main Street.

12 This site plan was developed with a lot of
13 community input and went through various variations. This is
14 the last of those variations which locates the motor
15 transport division intact well inside the building away from
16 any visible -- any visibility from the street.

17 Initially, we had planned with those components
18 to be in the street edge. So with the community input, we
19 decided to put that in the back. And we also located the
20 2400-square-foot retail component right at the street edge so
21 that we can activate that street edge and located some
22 landscape in all of the areas that we could afford to put
23 landscape within that 20-foot setback.

24 This is what the overall massing of the building
25 looks like, and the bulk and mass of the building is set back

1 20 feet from the property line from the sidewalk. And then
2 to create that street edge a lintel or a canopy was created
3 here that laces in the retail component.

4 Some of the views in the screening that was
5 developed on the facade is really important for LAPD to
6 minimize the side lines into the parking structures of that
7 accomplishes that while permitting adequate ventilation.

8 This is a view of the pedestrian on the sidewalk
9 and, obviously, the retail space is shown without any of the
10 retail components on the inside; but the idea it is very
11 transparent and try to have the retail being the animator of
12 the sidewalk.

13 Next project, the Aiso Street parking. Design
14 parameters: Two-level, below-grade public parking,
15 approximately 300 spaces. The access point had to be on
16 Judge John Aiso Street, the public plaza -- developed a
17 public plaza and have a future opportunity for kiosk-type
18 retail on top of the plaza.

19 This is the plan.

20 One thing that I should note the plan
21 incorporates some of the trees that are planned as part of
22 the First Street development. So we've incorporated, we've
23 been working with the project restorer and others that the
24 MTA is planning to have the trees all the way onto Alameda,
25 even beyond.

1 The plaza is the composition of different
2 textures, landscape, bamboo and trees and canopies and
3 hardscape.

4 The main entrance into the garage in and out of
5 John Aiso on the right and behind.

6 This is an oblique view, a conceptual view,
7 again, to the entrance to the parking garage is off of the
8 main plaza.

9 This is a view as you would look at it from a
10 pedestrian level. Interesting composition of seating areas,
11 canopies creating the shape with the trees and the bamboo.

12 This is what the potential kiosk, retail kiosks,
13 might look as they sit on the plaza. The idea, again, is
14 that they be transparent and try to keep the retail, again,
15 to the plaza.

16 SPEAKER ERIC WILSON: As Lisa mentioned, the first step
17 in the CEQA process is preparation of the initial study. For
18 this project, the initial study is included in the appendix
19 to the EIR. If you haven't seen a copy, it is the first
20 Appendix A, of the draft EIR; and all of these issue areas
21 you see here on the slide were evaluated in that initial
22 study.

23 And the first category of impacts are the first
24 six that you see here: The agricultural, biological
25 resources, mineral, population and housing, public services,

1 and recreation. These categories were identified in the
2 initial study as resulting in no impact. The rationale for
3 those decisions are described in the initial study which is
4 included as an appendix.

5 The rest of these issues you see in white here
6 are all carried forward for detailed analysis in the EIR.
7 They each have their own chapter which describes the existing
8 conditions, the impacts, and the mitigation measures
9 necessary for each of those categories.

10 So within the EIR, the first category of impacts
11 are those that would be less than significant under the CEQA
12 terminology. What that means is that the threshold of the
13 impacts would not exceed the thresholds of significance that
14 were established for the document.

15 The next category are lessons and anything after
16 mitigation meaning that, obviously, mitigation were required
17 to reduce those impacts below the threshold of significance.

18 Now, the last category of impacts, Lisa mentioned
19 that earlier when she was talking about statement of
20 overriding considerations. These are those impacts that are
21 identified in the EIR as having significant impact meaning
22 there's either no feasible mitigation measures or that the
23 mitigation measures would not reduce those impacts below the
24 threshold of significance.

25 So I would like to talk a little bit more detail

1 about the impacts requiring mitigation.

2 For archeological resources, another technical
3 report was prepared that looked at the potential for bury
4 archeological resources at the various project sites, and it
5 was identified there was a potential to encounter buried
6 resources. Now, the mitigation measures that were identified
7 were to provide a qualified archeological monitor during
8 construction and that would reduce impacts to the lesser
9 levels.

10 For historic, we did an historic evaluation of
11 all the buildings that would be potentially affected by the
12 project, and one building that would potentially be affected
13 is Parker Center. You heard here that the building would be
14 vacated as a result of the project and the potential for
15 deterioration to occur would exist. We've devised mitigation
16 measures that would provide a maintenance plan, and the
17 maintenance plan would be required to adhere to the secretary
18 of interior scenes. That would be a performance standard for
19 that mitigation measure.

20 And, finally, appealing to archeological
21 resources. As with archeological resources, there's a
22 potential for buried paleontological fossil resources
23 underneath some of the sites. We identified measures not
24 only to sample but to monitor and have reporting requirements
25 as well.

1 So now I am going to talk about the three
2 significant unavoidable impacts that I mentioned on that
3 first slide.

4 First is air quality. And for the air quality,
5 we actually prepared air quality modeling for both the
6 construction impacts as well as the operational impacts. We
7 take the operational characteristics and the construction
8 characteristics, plug them into air quality models to
9 determine if those emissions will exceed significant
10 standards. Those significant standards are established by
11 the South Coast Air Quality Management District.

12 For operation of the project, it is determined
13 that the impacts would not be significant; however, for
14 construction, we identified that even with mitigation
15 measures, there would be two criteria of pollutants that
16 would be significant. The first is what you see there is
17 VOC, that's volatile organic compounds, and that's from
18 architectural coatings and paint when it is applied to
19 buildings. The second is NOx, nitrogen oxides. And those
20 emissions come from grading equipment. When you are moving a
21 lot of earth and using diesel construction equipment, NOx
22 emissions are generated.

23 If go to the next slide.

24 We identified a number of mitigation measures to
25 address those construction activities. For example, having

1 requirements for no VOC coatings and different performance
2 standards for the construction equipment. However, as I
3 mentioned, because of the size of the construction project,
4 these would still be significant impacts.

5 The next category I notice of vibration. I would
6 like to make a distinction that the noise impacts during
7 construction and operation are evaluated. Similar to air, we
8 plug in the operational characteristics of the project. We
9 take ambient noise measurements and we determine if the
10 project would result in any significant impacts. From a
11 noise standpoint, we identify measures to make sure those
12 impacts were not significant. However, from a vibration
13 standpoint, because of the proximity of the Second and Main
14 Street construction activities to the St. George Hotel, we
15 identified we could not get below the noise thresholds for
16 vibrations. That would be another significant impact.

17 You will see on the next slide we call them noise
18 related mitigation measures that were identified in the
19 Environmental Impact Report.

20 For traffic and parking, Cochlin & Associates
21 prepared a traffic study for this project; and, as a result
22 of that study, it was determined that the project would
23 result in operational significant impacts, however, not
24 during construction. And, specifically, the significant
25 impacts that were identified were at two of the 43

1 intersections. As part of the analysis, we evaluated the
2 number of intersections in the study area, and of the 43 that
3 were studied, there were two that were identified that would
4 result in a significant impact during the evening peak, not
5 the morning, but the evening peak hour, and those are Main
6 Street and First and Main Street and Second. And just to
7 point out there were no feasible mitigation measures for
8 those sites, meaning there was not physical room for
9 improvement to mitigate those impacts.

10 Another component of the CEQA process is the
11 evaluation of the alternatives. And in the EIR, we evaluated
12 three alternatives, the three shown here. CEQA requires you
13 to look at the no project alternative, which is essentially
14 what would happen in the event the project were not
15 constructed.

16 The second, we looked at constructing a new PHF,
17 a new police headquarters facility, at an off-site location,
18 and I'll show you that in a moment.

19 And third, constructing a new headquarters
20 facility at the existing site.

21 So here's a map, and this map is provided in the
22 EIR. This is a map of the Alternative 2, which you can see
23 the no construction would occur at the old Caltrans site and
24 at the Second and Main Street site rather than the new PHF
25 would be constructed at the First and Alameda site. And

1 where you see the LADBWR, that's where the MTA building would
2 be.

3 And for Alternative 3, everything would occur at
4 the existing Parker Center site. However, during the
5 construction of that facility, Parker Center would be
6 demolished and there would be a new facility constructed.
7 There would be off-site impacts because the employees would
8 be relocated and the facilities would be relocated off site.

9 SPEAKER LISA OCHSNER: Thank you, Eric. We would now
10 like to open up the hearing to public comments. Again, I
11 would like to remind you for those who would like to speak,
12 make sure you turned in your speaker card. We will limit
13 each speaker to approximately three minutes. Once again, we
14 are here to receive your comments on the draft EIR. We will
15 not be responding to any comments. Those comments will be
16 responded to in writing as part of the final EIR.

17 For those of you that do not wish to speak
18 tonight, feel free to fill out a comment card, and we have a
19 box in the back where you can drop that off. We are also
20 accepting written comment letters on the draft EIR; and,
21 again, just to remind you, written comment letters are due on
22 January 2, 2006.

23 So what we'll do is we'll call out each speaker.
24 If you can, please come to the podium when your name is
25 called out.

1 MR. ROBERT LOMELIN: I will be calling three names at a
2 time, as I call you, to the podium to speak.

3 Mr. Bill Watanabe, number one; Mr. Edward
4 Takahashi, number two; and Mr. Joel Bloom would be number
5 three.

6 So Mr. Watanabe, come to the podium.

7 SPEAKER BILL WATANABE: Bill Watanabe, director of the
8 Little Tokyo Service Center. We provide social services,
9 housing community, academic development, and have been for
10 the last 25 years.

11 Generally like to express our support for the
12 project and urge the City to move as expeditiously as
13 possible. I would like to comments on three parts of it.
14 Public parking is one, and we are happy to see that the plan
15 does call for 440 units of public parking. A lot of the
16 parking that's currently available in Little Tokyo, around
17 Little Tokyo, is being built over with a lot of the housing
18 that's so marketable at this time. So parking rates
19 inevitably will go up. As parking rates will go up, it will
20 be a detriment to people to come downtown.

21 The other phase is we would appreciate, of
22 course, the opportunity to have the air rights over the
23 public parking at Los Angeles Street for the Little Tokyo
24 recreation center and sports and community center. This will
25 be a facility that will provide sports for youth and young

35-1

1 people. It's a place where we are planning to put in
2 tournament space for martial arts that will bring people to
3 downtown, to Little Tokyo, and bring literally thousands of
4 people to be able to see sports.

5 And, also, we're planning a fitness center and a
6 theater arts center and a computer center, all of these
7 things in that space.

8 And, finally, we would like to express our
9 opposition to Alternative 2 to consider the First and Alameda
10 site, not so much in terms of an inimical thing, but more
11 when Parker Center was built 50 years ago, it took quite a
12 bit of chunk of Little Tokyo back then. That whole block was
13 a part of Little Tokyo. And for the City to now take First
14 and Alameda for another Parker Center is to lose what I think
15 would be an opportunity to build something much more positive
16 in that space. So we would urge that the City move ahead
17 with its current plans.

18 SPEAKER EDWARD TAKAHASHI: Good evening. My name is
19 Edward Takahashi. Even though I live in Monterey Park, my
20 roots are here in downtown Los Angeles. 1931, my father came
21 to the United States as a missionary with the Shingo
22 Buddhists, and for 50 years he served here until 1981.

23 I looked at Little Tokyo as really my home. Even
24 though I lived in the west side at Jefferson and Crenshaw
25 area, this is still Little Tokyo and this is still my home.

35-1

36-1

1 I'd like to speak in support of the relocation of
2 the Los Angeles Police Department's headquarters. This
3 relocation project also includes Little Tokyo recreation and
4 community center. The community at large here is an urban
5 area that lacks facility for school-age kids and senior
6 citizens for a place for after-school activities as well as
7 fellowship. We're surrounded here by concrete sidewalks and
8 asphalt paved parking lots. That's not the type of
9 environment for school or for gathering. This community
10 center will provide such a conducive, safe for that type of
11 activity.

12 In addition during the day, the community center
13 will provide badly needed parking for this area. We are
14 already seeing a big major parking lot become a residential
15 and commercial project. We have another one that's going to
16 be soon gobbled up with the same type of residential and
17 commercial project.

18 As an effect on this community, we don't see any
19 negative risks. All we see is benefits that will help the
20 community, the kids, and the senior citizen and the public in
21 all.

22 So we strongly advise the City to proceed with
23 the relocation for the police headquarters. Thank you.

24 SPEAKER JOEL BLOOM: My name is Joel Bloom. I'm with
25 Little Tokyo Community Council in the downtown Los Angeles

36-1

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1 neighborhood council as well as the metro east side advisory
2 community which basically deals with the First and Alameda
3 site as part of the goal line.

4 I would like to support the EIR. I would just
5 request that you mention the St. George, that you do remember
6 the people in this building when it comes to noise mitigation
7 and being able to work with them.

8 And I do hope that we can work with the air
9 rights to the parking facility because for 20 years or
10 probably over 20 years Little Tokyo and the Japanese
11 communities need a recreation center.

12 As the alternative number two, the First and
13 Alameda site, I just -- it baffles me that that would seem
14 environmentally acceptable with the Nishi Honganji on the
15 eastern edge, with the metro gold line station coming on the
16 western edge, with the Japanese-American National Museum, the
17 Geffen Temporary Contemporary, the Go For Broke Memorial on
18 one side of Alameda, and on the south side we have 300
19 condominiums that are going to be -- people will be moving
20 into those this spring. They've broken ground for another
21 100 condominiums. I just don't see that as a proper
22 location.

23 I realize we all live in the city and we live
24 downtown and it's a trade off. We get the downtown but we
25 get, unfortunately, where we are, you know, city buildings

37-1

1 and whatnot.

2 So the building and everything looks great to me.
3 I am not an architect. I grew up in Chicago. I know a
4 little about architect; but I just think, you know, our best
5 bet is to try to go forward and try to work with everybody,
6 especially remember during construction and after the
7 building is open that you do have many people, many families
8 living in the buildings. Thank you very much.

9 MR. ROBERT LOMELIN: Next Tom Kame, Shannon Patterson,
10 and Mr. John Agnew.

11 SPEAKER TOM KAME: My name is Tom Kame. I am the
12 chairman of the Little Tokyo Community Council. I echo the
13 expression of the three previous speakers. I would like to
14 read a letter that was written by Little Tokyo Community
15 Council in support of the plans in the EIR report.

16 "On November 28, 2005, meeting the Little Tokyo
17 Community Council. The council unanimously approved the
18 proposed police headquarters facility plan and the draft
19 Environmental Impact Report.

20 "The Little Tokyo community recommends approval
21 of the draft EIR for the construction of the new Parker
22 Center police headquarters with underground parking for LAPD
23 on the old Caltrans site and off-site parking structure for
24 the new PHF and replacement facility for the LAPD transport
25 division at the Second and Main Street site and underground

37-1

38-1

1 public parking structure and above-grade public plaza at the
2 Parker Center site. As a future related project, two-story
3 60,000 gross square feet recreation center will be
4 constructed at the Second and Main Street site. The Little
5 Tokyo Community Council recommends approval of this project
6 for the ongoing plan to upgrade the police facilities and the
7 construction of much needed and critical parking in Little
8 Tokyo and Arts District that will support and revitalize the
9 economy of the area.

10 "We thank you for your consideration and for the
11 opportunity to express the Little Tokyo Community Council
12 recommendation for approval." Thank you.

13 SPEAKER SHANNON PATTERSON: Hello. My name is Shannon
14 Patterson. And as a resident of 108 West Second Street, the
15 Higgins Building, I would like to go on record as opposing
16 this plan. I would like to go over a few points.

17 In the EIR, the Higgins Building was represented
18 as a commercial space and not a residential space, and I
19 think that that should be considered. Also, there's 135
20 families, children, dogs in that building. They will be
21 adversely affected by this project.

22 The parking along Second and Main, which I
23 understand is not allowed to be parking on the street,
24 there's police facilities there, would be very detrimental.

25 The noise vibration, especially in a building of

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1 our type, is just unbelievable. I actually was at Sixth and
2 Ninth Street towers, next to the Barkley Building project,
3 and let me say the vibration from construction really travels
4 through the type of materials our building's made of and
5 would be very, very disruptive.

39-3

6 The chemical hazards of the motor pool is the
7 concern to everybody who lives about the issue and what kind
8 of things go on in a car wash.

39-4

9 The First and Alameda site was actually my
10 understanding recommended as a better location and had, I
11 think, quote, "significant less environmental impact than the
12 current site that they're considering."

39-5

13 The EIR does not mention that the site was
14 originally slated to become a public park, which I think a
15 lot of people would enjoy more than a police station across
16 from their residence.

39-6

17 I certainly understand Little Tokyo community
18 opposing the police department at their location. I guess I
19 feel the same way. I would like to see if there can be a
20 compromise. That's all I have to say. Thank you.

21 SPEAKER JOHN AGNEW: Hello. My name is John Agnew, one
22 of those pesky noise receptors that lives in the Higgins
23 Building directly across the street. I think you are going
24 to hear again from the people who live a lot closer to these
25 facilities in the St. George Hotel that the EIR seems to make

40-1

1 no mention of the fact that there are -- was mentioned 135
2 families and businesses and dogs and kids. There's a very
3 vibrant community life that has built up in the Higgins
4 Building and, for that matter, in the Higgins Gallery that
5 would be demolished if this project moves forward, and I
6 don't see an adequate reckoning of these things in the EIR
7 report.

40-1

8 You know, we have to question common sense of
9 helicopters flying overhead and land very close, probably 250
10 feet away from where all those people live. And then the
11 other consideration would be having gas tankers come and
12 refuel and operate a car wash; and, I mean, I would think
13 there are common sense reasons why people do not generally
14 situate Pep Boys right next to an apartment building or a
15 Chevron gas station right next to a housing complex.

40-2

16 So those are things that we would like you to
17 take a look at again.

40-3

18 Air pollution is obviously concerned given some
19 of the operation, traffic is -- I think the EIR gives traffic
20 a "D" for that intersection, Second and Main, given some
21 fairly conservative estimates.

40-4

22 As someone who lives and works in the building
23 around the neighborhood on a daily basis, I can see the
24 negative traffic and can only question how much worse it will
25 get.

1 Incidentally, at night or during the day when
2 fire trucks or emergency responders come through that
3 intersection, I also have to question what's going to happen
4 to those emergency trucks that shoot through the Second
5 Street tunnel on the way to some kind of emergency when these
6 facilities are developed.

40-4

7 Finally, I think the other key thing that is not
8 really being addressed is we've always looked at this site
9 right in front of City Hall and next to the Caltrans building
10 and L.A. Times Building and Higgins Building as the key site
11 for the City of Los Angeles. While it's obviously there
12 needs to be a new Parker Center built somewhere, somehow,
13 this specific site is a key site for the City, in my
14 definition, does not exist anywhere else.

40-5

15 It is really the core of this center and it seems
16 like this facility could probably be built at another
17 location and not sacrifice that for the residents of Los
18 Angeles. Thank you.

19 MR. ROBERT LOMELIN: Next three speakers Mr. William
20 Mitchell, Ms. Martha Higgins, and Cheryl McDonald.

21 SPEAKER WILLIAM MITCHELL: Good evening. I'm William
22 Mitchell, formerly of downtown. Still a resident of Los
23 Angeles.

24 I come before you tonight to speak vehemently in
25 opposition to this development. I feel that I recognize the

41-1

1 necessity for a police department headquarters, but I don't
2 feel this location as an irreplaceable location for it. And
3 I, too, would like to address the matter of the M.J. Higgins
4 Gallery which would be destroyed and which would deprive the
5 arts community and the public of a valuable resource. This
6 was not mentioned in this environmental impact and I think
7 that needs to be recognized.

41-1

8 As the previous gentleman spoke, there are many
9 places that we can put a police headquarters, but there's no
10 other place that the M.J. Higgins Gallery, as it exists
11 today, can be placed nor is there really any consideration
12 for the residents of that area who would be affected
13 negatively by the presence of a police department there.

14 Put it -- make this police department designed to
15 be four stories taller or something but consider an
16 alternative solution to this parking and viewing location.

41-2

17 That's basically all I have to say. Just let's
18 consider some other options. Thank you.

19 SPEAKER MARTHA HIGGINS: Hello. My name is Martha
20 Higgins. I have M.J. Higgins Gallery. Obviously, we would
21 be horribly affected by this.

22 Since Little Tokyo residents and business owners
23 oppose it also so vehemently, I feel why can we not put it
24 where Parker Center is now? That spot seems to suit the
25 business that they need to conduct. It's close to everything

42-1

1 they need to be close to. The cost in relocating the staff
2 in the interim to me in the long run is a small price to pay
3 for what it is going to save.

42-1

4 As I said, in Little Tokyo it doesn't belong
5 there, and it certainly doesn't belong where they're
6 proposing to put it.

7 The civic park that was planned for that site,
8 the old Caltrans site, is an opportunity that will be lost
9 forever. It will never be replaced. The city needs a park
10 for the residents. There's no green space. Grand Avenue
11 park I am not seeing it. I don't see that that can be a
12 venue for art fairs, music, public gatherings of all sorts.
13 So I would like to encourage them to look at using the Parker
14 Center site. It's already there. That's what it is used
15 for. And it should stay there. Thank you.

42-2

16 SPEAKER CHERYL McDONALD: My name is Cheryl McDonald.
17 I'm a member of lacivicpark.org and I'm a resident of the
18 Higgins Building.

19 I know there will be a number of speakers
20 speaking to the general issue of this not being the
21 appropriate place to put the LAPD headquarters; and, in
22 particular, I want to make a couple of points. Specifically,
23 first of all, that we at the Higgins Building are indeed
24 sensitive receptors. We are sensitive receptors with respect
25 to the toxic emissions that are going to come from the

43-1

1 construction. We are sensitive receptors to the disruption,
2 the noise, and vibration from the construction. People who
3 live on the north side of our building have been experiencing
4 the agony of weeks of the demolition of Caltrans, the old
5 Caltrans building as it is; and I cannot imagine what the
6 next two or three years is going to be like with respect to
7 the construction of the headquarters building.

43-1

8 I understand that in the EIR process there are
9 probably some very specific definitions of what constitutes a
10 sensitive receptor having to do with whether the zoning of a
11 particular building. Okay. Fine. I think it's time to
12 revisit those standards and recognize the reality that if you
13 are going to go ahead and zone a building to be both
14 commercial and residential, you then have to follow through
15 and recognize the implications for the residential portion of
16 that building which happens to be most of us.

43-2

17 One other point I want to make with respect to
18 the motor transport division, which is particularly galling.
19 Earlier speaker has noted that with the building of the
20 headquarters division, we are going to lose parking along
21 Second Street on the north side. We're also going to lose
22 parking on Main Street. With the building of the motor
23 transport division, we are losing I don't know how many open
24 space parking spaces on Main Street, very specifically.
25 They're going to be replaced by, as I understand, 140 plus or

43-3

1 minus publicly available parking spaces at some time. We
2 still don't know when the Little Tokyo recreational facility
3 is going to be built. I'm not even sure that the funding is
4 together for that. And the public parking doesn't come in
5 until that gets done. So that's off in the blue sky.

6 Meanwhile, what public parking is being built in
7 connection with this project is over yonder at John Aiso and
8 First Street. So, essentially, available public parking to
9 the area of around Second and Main Street is being sucked out
10 and moved three, four blocks down the road.

11 Now, that's going to have some significant
12 implications for the proposed retail site from what's already
13 there for the proposed retail in this unusual space that's
14 being planned along the front of the motor transport
15 division.

16 What I fear, among other things, is that what we
17 are creating is a dead space, another one of those unusable,
18 open areas with which nobody can do anything realistic and
19 that it becomes a boarded up magnet for crime and blithe that
20 we have created as a city in some of the other places around
21 town and, essentially, taking what is a growing and vibrant
22 area and turning it into a mess. Please don't do that.

23 Thank you.

24 MR. ROBERT LOMELIN: Next three speakers: Ms. Karie
25 Miller, Mr. Martin Waterman, and Eric Kurimura.

43-3

1 SPEAKER KARIE MILLER: I'll let him speak first.

2 Hi. I'm Karie Miller, and I represent the
3 homeowners association of the Higgins Building. I currently
4 am the president, and I'm here to say that families do live
5 there.

6 And I just want to read aloud -- I want to read
7 aloud the -- how the EIR defines noise sensitive. "Noise
8 sensitive receptors are generally considered humans engaged
9 in activities or utilizing land that may be subject to the
10 stress of significant interference from noise. Activities
11 usually associated with sensitive receptors include, but are
12 not limited to, talking, reading, and sleeping. Land use is
13 often associated with sensitive receptors include residential
14 dwellings, et cetera."

15 And I'm wondering, do you hear us? Do you hear
16 us? Do you hear him? I know that I hear the construction
17 that's going on right now. I know that he hears it in the
18 middle of the day. I know that we were going to continue to
19 hear it for the next three years.

20 We are opposed to the development that is going
21 right now across from our building, and I have to say that in
22 support of the homeowners, we are for the third option of the
23 new police headquarters, not the one that is going on right
24 now. Thank you.

25 SPEAKER MARTIN WATERMAN: My name is Martin Waterman.

44-1

1 And it seems to me that if the City of Los Angeles is trying
2 to revitalize the downtown and encourage people to come
3 downtown for recreation and that type of thing that a huge
4 new police facility and a huge new parking structure is not
5 the way to do it. Why not use Parker Center? Because that
6 area is already there. And you've got this opportunity to
7 build parks, to build a recreation facility here that's going
8 to draw people downtown. A huge new police building is not
9 going to. Thank you.

45-1

10 SPEAKER ERIC KURIMURA: Good evening. My name is Eric
11 Kurimura. I'm a temple board member at the Nishi Honganji
12 Buddhist Temple, and I am also part of the board on the
13 Little Tokyo Community Council.

14 As Tom Kame said earlier that Little Tokyo
15 Community Council supports the EIR as it's been written.

16 And also speaking from the Nishi Honganji
17 standpoint, we would like not to have considered the First
18 and Alameda site as a possible site for the police station,
19 and I think people have to understand the history of Nishi
20 Honganji in Little Tokyo.

46-1

21 Nishi Honganji Buddhist Temple has been a part of
22 the downtown community for over 100 years. We're celebrating
23 our 100-year anniversary this year.

24 Our original location was actually where the
25 current Parker Center is today. We did move for -- a number

1 of businesses and residents of Little Tokyo were forced to
2 evacuate the Parker Center site after World War II. Our
3 previous location was on First and Central Street, which is
4 the current home of the Japanese-American National Museum.

5 Back in the early '60s, the City suggested to the
6 temple that our temple was going to be condemned and that
7 First Street was going to be widened between Central and
8 what -- where Judge John Aiso Street is today. Our temple
9 board decided that it was in the best interest to move so
10 that we can expand our operations and better serve the
11 community.

12 In 1969, we moved to our present location which
13 is on the corner of Vignes and First Street, and it is just
14 east of the Mangrove property.

15 At this facility, we were able to establish a
16 growing membership. We were able to create a multi-purpose
17 facility. We've just completed a memorial chapel for our
18 members, and over 20 years ago, we established the Nishi day
19 care center which has serviced the community.

20 A couple years ago, the City wanted to build a
21 police station and a jail and a number of other government
22 facilities on the Mangrove property; and I appreciate the
23 downtown community, the Little Tokyo Community Council and
24 other people that supported Nishi Honganji and keeping the
25 jail and police station away from Nishi Honganji.

46-1

1 Unfortunately, there is a lot of growth and a lot
2 of change in downtown Los Angeles. The temple is not
3 completely happy with the fact that a light rail is going to
4 be running in front of the temple. The temple is not
5 completely happy that there's going to be an emergency
6 operation center and a fire station built right next to the
7 temple; but we at the temple felt that we need to work with
8 the community, you know, and even though we're going to be
9 hurt a little bit, we thought for the betterment of the
10 community that we would have to deal with some of these
11 places that had to be constructed.

12 But the Mangrove site as it is now, it is
13 important to keep it some type of mixed use,
14 residential/commercial facility, because it's going to help
15 reconnect Little Tokyo and the Buddhist temple, and it is
16 also going to be the light rail station that's closest to
17 downtown. And this is going to be a major urban hub for the
18 city of Los Angeles.

19 So thank you for your time.

20 The Higgins group, I understand your concerns and
21 the same concerns we raised two years ago.

22 MR. ROBERT LOMELIN: Next three speakers: Mr. Coleman
23 Engellenver, Mr. Pedro Galindo, and Mr. Jorge Montijo.

24 SPEAKER COLEMAN ENGELLENVER: My name is Coleman
25 Engellenver. I'm a resident of the Higgins Building.

46-1

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1 My main concern with this proposed development is
2 that it's wasting what I see to be a major opportunity for
3 the future planning of the City of Los Angeles. The proposed
4 site for the actual LAPD headquarters, if it were to become a
5 public park, could create two links between the planned Grand
6 Avenue development, one as a retail center along Second
7 Street that could be used to connect the Higgins Building,
8 development of the parking lot between Broadway and Spring
9 alongside of it, and then the proposed -- we would say the
10 development of the homes down that way. And then second link
11 along the Grand Avenue park that could link from the park
12 that ends on Spring Street, connects with the small public
13 plaza just south of City Hall, and then could link along that
14 way. It is a great connector, not only for Grand Avenue area
15 to historic core but then it connects along into Little Tokyo
16 creating two links that I think along with the residential
17 development plan, residential hotel development plan, along
18 for the auto place creates a continuous neighborhood that can
19 be used both from a retail standpoint along Second and a
20 civic space along the Grand Avenue park and the proposed or,
21 hopefully, not DOA city park at the site. Thank you.

22 SPEAKER PEDRO GALINDO: Pedro Galindo, and I'm a -- I
23 live at the Higgins Building on the corner of Second and Main
24 Street. And I've lived in downtown for almost two years and
25 I've enjoyed it very much. And I know that many of my fellow

47-1

48-1

1 residents would prefer a park; but, speaking as a board
2 member, which I am along with Karie, I would just like to --
3 I don't necessarily oppose the plans of the police
4 headquarters, but I'm very disappointed with the fact we
5 weren't even considered in the Environmental Impact Report.
6 Since we are 135 residential units, this was a
7 disappointment.

8 I ask that the City please consider -- give us
9 proper consideration especially with regards to noise from a
10 helicopter pad, increasing traffic, and loss of street
11 parking. Again, I think we deserve proper consideration.

12 As a downtown resident, I feel especially
13 disappointed with the planned motor pool as it will destroy
14 an integral part of the gallery row and its important role in
15 injecting some culture into our downtown. I think it's a
16 shame that the City would be unwilling to protect and nurture
17 this important part of the city. Thanks.

18 MR. ROBERT LOMELIN: Next three speakers: Mr. Kjell
19 Hagen, Joan Springhetti, and Mr. Jerome Brenot.

20 SPEAKER JORGE MONTIJO: All right. I'll just take a
21 couple seconds. I want to do a quick demonstration to show
22 you guys what we are going to go through when this proposed
23 project, if it does go through, when it does go through, this
24 is what we are going to hear.

25

48-1

48-2

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(Brief Pause.)

SPEAKER JORGE MONTIJO: Ah, technical difficulties.
Can somebody else go ahead and speak?

SPEAKER KJELL HAGEN: My name is Kjell Hagen,
co-founder of gallery row and Gallery Row Organization,
Downtown Los Angeles Neighborhood Council representing arts,
aesthetic culture and education, and I'm also on the Arts
Aesthetic Culture Standing Committee.

I'd like to talk for a moment about civic
planning and the lack of it in this decision to put the
police station here. The decision to put the police station
seemed to be a spur of the moment like when they lost the
other space.

This is city planning. This was a report that
was done from February of 1997. It's the Los Angeles Civic
Center Shared Facilities and Enhancement Plan. It's prepared
under the direction of Los Angeles Civic Center Authority,
February, 1997. Melendrez Associates, Johnson Fain and
Pereira Associates, RAW International, Public Works Design,
and Landmark Partners. This was a plan that cost
multi-million dollars. It was to plan out what was going to
go around City Hall. I would like to read one of the
passages regarding where the police station is now proposed.

"The civic square. To the south in the new town

49-1

1 quarter, often referred to as the historic quarter, a new
2 civic square should replicate the graciousness of the
3 original Spanish plaza. The civic square would serve as a
4 meeting place for the public realm and private sector where
5 City Hall can share a backdrop with common space along with
6 businesses, the press, and branches of government and culture
7 and religious institutions. It is a place for bringing
8 people of the city together. It is a park for everyday life,
9 a gathering place for extraordinary events, and a symbol of
10 civic life in all its diversity and complexity." This is a
11 plan.

12 MR. ROBERT LOMELIN: You have two minutes.

13 SPEAKER JORGE MONTIJO: Okay. Sorry about the
14 technical difficulties.

15 In this report where we are not considered noise
16 sensitive receptors that we are saying we are listening every
17 day about 64 decibels or so of noise. It says, "The proposed
18 building of the construction while in construction will raise
19 the level to about 89 decibels." Now I am going to do that.
20 It depends on where you are sitting in the room, but I will
21 do that just slightly behind the projector. I'll adjust the
22 levels from about 64 with just regular traffic to 89 in
23 construction. This is what 135 families will feel and this
24 is what people in the St. George Hotel will also feel. These
25 people, mitigation measures -- I am a professional sound

49-1

50-1

1 engineer. Mitigation measures will not do anything to
2 significantly reduce the impact of this noise for these
3 people. This is really what they are going to feel. The
4 fact that the finding -- the EIR finds it will is just proof
5 that there's a bias in this EIR. And it's really
6 unacceptable.

7

8 (TAPE PLAYED.)

9

10 SPEAKER JORGE MONTIJO: Kind of sounds like this every
11 day in our house inside the Higgins Building.

12

13 (TAPE PLAYED.)

14

15 SPEAKER JORGE MONTIJO: Welcome to three years.

16 A VOICE IN THE AUDIENCE: 4:00 A.M.

17 SPEAKER JORGE MONTIJO: I mean -- I didn't hear you.

18 A VOICE IN THE AUDIENCE: That's my alarm clock.

19 SPEAKER JORGE MONTIJO: Again, that's less than
20 significant impact when mitigating. Put a plywood board on
21 that and that's -- you know, you won't hear.

22 SPEAKER JOAN SPRINGHETTI: Good evening. I wanted to
23 ask that the EIR do a better job of representing the plans
24 for a civic park that existed for the old Caltrans site. The
25 one sentence, as close as it comes in the report, is a

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1 sentence that says, "Among the things people have objected to
2 are the compatibility of the proposed project with the 1997
3 Los Angeles Civic Center Shared Facilities and Enhancement
4 Plan." And I think it deserves the word park to appear
5 somewhere in here.

51-1

6 I also am concerned about the discussion of how
7 Parker Center will be handled. That seems to be very soft,
8 the discussion, what will happen here. If I am understanding
9 it properly, this would be in perpetuity a mothballed
10 building. I understand the LAPD does not want any non-police
11 use on that site. And if that's the case, I guess this just
12 becomes a forever taxpayer burden to keep the building
13 intact. So I'm concerned about that.

51-2

14 And in terms of having things downtown that make
15 it a wonderful place to live and visit, when we're all done
16 with our discussions here and decisions about where the
17 police headquarters should go, I hope that this isn't about
18 just winning the war. I hope it's about winning the peace.
19 Thank you.

20 SPEAKER JEROME BRENOT: Hi. My name is Jerome Brenot.
21 I actually live downtown. And I was wondering if the people
22 who are turning our project in this actually also doing where
23 I live and where we live. I don't feel that way.

52-1

24 Just -- I came, you know, like, two years ago
25 downtown like a lot of us because we have the promise that

1 Los Angeles found a city and, obviously, it's not the case.

2 When this is done, it's going to be done for
3 what: 50 years? It's an unique opportunity, unique
4 opportunity to change the heart of your city, of our city.

5 Consider this: A park where it is.

6 I don't feel like it's a crime of community. We
7 at the Higgins Building actually spend a lot of time in
8 Little Tokyo. We love it the way it is. We understand your
9 concerns. You have to understand ours.

10 I think the best way to go which is leave it
11 where it is right now because that's -- might change the life
12 of servicemen for a little bit. I understand that, too. But
13 this is going to change the heart of your city, of our city
14 for the next 50 years. Thank you.

15 MR. ROBERT LOMELIN: Next three speakers: Shawn Chou,
16 Nelson Lee, and Nic Cha Kim. I hope I said it right.

17 SPEAKER SHAWN CHOU: Hi. My name is Shawn Chou, last
18 name C-h-o-u, of Vida Law Group. I am an immigration lawyer.
19 I work in a firm in San Gabriel. My firm is named after my
20 mom's business, Vida Enterprise, which is located at 249
21 South Los Angeles Street, and we own the parking lot behind
22 it. It's connected so it's -- we connect it. We own a piece
23 of property, two properties that connect both sides of the
24 street.

25 Basically, I'm here to oppose the parking

52-1

53-1

1 structure that's going to be located at the Main Street. And
2 to be honest, I wasn't even going to come to this meeting
3 today. It seems to me that for the last couple of times I've
4 been attending these meetings I feel powerless. I felt
5 powerless. And I was told that all the comments were going
6 to be noted, and I didn't know that that meant that the
7 written comment was going to be noted at the very end of the
8 big tome of report, and I don't think the verbal ones were
9 noted at all.

53-1

10 And, you know, I am up here to make a record for
11 the city, but since I have no other ways to voice my concern,
12 here I am.

13 First of all, I can't believe that, you know, we
14 citizens have to read this tome to protect your jobs, our --
15 where we live, and they can't even get some of the facts
16 correct.

53-2

17 For the record, on page 2-12, our building on 249
18 South Los Angeles Street is a five-story building, not a
19 two-story building.

20 And, secondly, I'm very suspicious, highly
21 suspicious, of this recreation center proposal that's hidden
22 in this report. When our family was first contacted by the
23 City, we were told that only our parking lot would be
24 required for the parking structure. But as this process
25 evolved, this project seems to be organic. It seems to grow.

53-3

1 Inside this report on page 2-11, it mentioned
2 something about public parking, designed and constructed to
3 accommodate future recreation center on top of this parking
4 structure.

5 At previous hearing, I heard something about
6 deals, but any in any case, it is a mysterious project that
7 has been lumped in together with this police headquarters
8 project, and we feel that the EIR is deficient in addressing
9 this additional recreational program; and, therefore, we
10 believe that this -- the City -- we are against the City
11 taking away our property. It is not necessary for us to lose
12 our business over a parking structure and the recreation
13 program.

14 Also, I would like to know one thing about this
15 historical significant evaluation in this report. In 1800,
16 Chinatown business were relocated because Union Station was
17 going to be built there. In 1950, the Little Tokyo business
18 were relocated because of the Parker Center. And I refuse to
19 let our business to be relocated as part of the history.

20 I have more to say but my time is up. I plan to
21 submit a written -- writing to oppose this project.

22 SPEAKER NELSON LEE: Good evening. My name is Nelson
23 Lee and I also live at the Higgins Building. I think my
24 fellow neighbors have been incredibly eloquent with what they
25 voiced their concerns with the EIR.

53-3

1 I would like to go on record saying that I
2 would -- I am definitely opposed to the current -- the
3 project as it is proposed. I think, if anything, Alternative
4 3 is the best solution.

5 And speaking of neighbors, I would like to
6 comment that we definitely as a community at the Higgins
7 Building consider the Little Tokyo community as our
8 neighbors, and we are very sincere sympathy to what you guys
9 had to go through. I think you guys are kind of seeing what
10 we have to go through and kind of mirrors what's happened in
11 history. It's a little sad it has to repeat this way, but
12 one theme that I saw that was really important in this entire
13 commenting period is preservation. Everyone seems to be here
14 because they want to preserve their lifestyle, how things
15 are, and I definitely commend the Little Tokyo community for
16 doing so. I think you guys have had a lot of great
17 compassion and I really respect that; and I can speak for
18 myself if you -- you know, I definitely respect taking care
19 of the community, economic growth, urban growth here
20 downtown.

21 I definitely respect having a place for the
22 children and I really support that. In return, I ask for
23 your support to understand where we are coming from. So
24 that's it.

25 SPEAKER NIC CHA KIM: Hi. Nic Cha Kim. I'm a member

54-1

1 of Gallery Row Organization, and I own an art gallery in
2 downtown on Spring and Fifth.

3 I'm here to say I oppose this EIR and, after
4 looking at alternatives B and C, I think there needs to be an
5 option D here.

6 There's another thing missing from this EIR. A
7 large portion of the art and culture community is going
8 around there. Maybe you haven't heard of but we've been
9 around. In the last year-and-a-half, gallery row has risen
10 from three to 17 art galleries. That's not small potatoes.
11 There's definite movement. Definite people have their eyes
12 on what's going on out here.

13 For the first time for a long time, people are
14 really taking a look at what downtown has to offer
15 culturally.

16 This project, it would destroy maybe not
17 technically a landmark but definitely one of the best,
18 Higgins Gallery. I really love that place and I would hate
19 to see it go.

20 With all due respect to Little Tokyo, I have to
21 oppose this.

22 Another thing, please, next Thursday you'll see
23 what I am talking about from 12:00 to 9:00. Please come to
24 the downtown art walk. This is one of the things that is
25 happening around here. Every second Thursday from 12:00 to

55-1

55-2

1 9:00, 17 art galleries and four museums are open free to the
2 public. Come on down. Download a map at www.downtownla.com.
3 You'll see the people that are coming and looking at downtown
4 as a cultural destination.

5 Gallery row is more than just this place of art
6 and culture. It's a connector of sorts. We try to -- it
7 does a really good job of having, you know, interests
8 everywhere. Right now L.A. Art Core and the MOCA, the Geffen
9 Contemporary, they participated in the downtown art walk.
10 Their doors are open for free.

11 We hope to go further south and west. We would
12 like to see this art grow. Thank you.

13 MR. ROBERT LOMELIN: The last speaker card is Lapchih
14 Fan. I hope I said that one right.

15 SPEAKER LAPCHIH FAN: Hi. Lapchih Fan. I am also a
16 resident of the Higgins Building and a real estate developer.

17 I just wanted to focus my comments on the urban
18 planning and land use portion.

19 In the presentation, we saw that there was listed
20 as no impact or little or significant impact to both land use
21 and planning section as well as the population and housing
22 section. That in my opinion is very wrong.

23 Focusing on the Main Street corridor, we have
24 St. Viviana's, which was also funded by state and city funds
25 and is now an operating asset to the city.

55-2

56-1

1 On the south of that, you'd have M.J. Higgins,
2 you have the Linda Lea Theater that is being revised --
3 revitalized.

4 On Third and Main you have the new residential
5 towers that are being planned adjacent to the Old Gang
6 District. That whole corridor is supposed to be a connection
7 to City Hall, the rest of the art historic core and the
8 burgeoning gallery row, and in putting that parking structure
9 which is now a five-story massing in the middle of that will
10 really disrupt the flow.

11 The other thing is, as an alternative, I think
12 that the original presentation that DMJM had presented was a
13 one-story structure with most of the parking underground. I
14 mean, if we were able to do an underground parking and motor
15 pool and be able to preserve that open space for the future
16 galleries and the retail and the open space for the
17 recreation center, that would be ideal in trying to work as a
18 solution for both the parking as well as preserving the
19 current needs of the residents and the neighborhood. Thanks.

20 SPEAKER LISA OCHSNER: This concludes the public
21 hearing for this evening. Thank you for your participation
22 in this process. My contact information is listed here for
23 submitting written comments to me either by mail or e-mail.
24 We also have extra copies of the Notice of Availability in
25 the back to remind you of the EIR process, the review period,

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1 where the document is available for viewing. Thank you.

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(Whereupon, at 8:12 P.M., the meeting

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adjourned.)

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1 CERTIFICATE

2 OF

3 CERTIFIED SHORTHAND REPORTER

4
5 The undersigned certified shorthand reporter
6 of the state of California does hereby certify:

7 That the foregoing deposition was taken
8 before me at the time and place therein set forth, at
9 which time the witness was duly sworn by me;

10 That the testimony of the witness and all
11 objections made at the time of the deposition were
12 recorded stenographically by me and thereafter
13 transcribed, said transcript being a true copy of my
14 shorthand notes thereof.

15 In witness whereof, I have subscribed my name
16 this date December 14, 2005.

17 
18 _____

19 Certificate Number 7416

<p style="text-align: center;">A</p> <p>able 10:7,13 11:4 22:4 24:7 36:15,16 50:14,15</p> <p>above-grade 26:1</p> <p>academic 21:9</p> <p>acceptable 7:19 24:14</p> <p>accepting 20:20</p> <p>access 9:17 10:17 13:15</p> <p>accommodate 46:3</p> <p>accomplishes 13:7</p> <p>acknowledge 7:24</p> <p>Act 4:20</p> <p>activate 12:21</p> <p>activities 17:25 18:14 23:6 34:9,10</p> <p>activity 23:11</p> <p>actual 38:4</p> <p>addition 9:3 23:12</p> <p>additional 46:9</p> <p>address 17:25 30:3</p> <p>addressed 29:8</p> <p>addressing 46:8</p> <p>adequate 13:7 28:6</p> <p>adhere 16:17</p> <p>adjacent 50:5</p> <p>adjourned 51:4</p> <p>adjust 41:21</p> <p>adopt 7:10</p> <p>adverse 7:16,18,19</p> <p>adversely 26:21</p> <p>advise 23:22</p> <p>advisory 24:1</p> <p>aesthetic 40:8,9</p> <p>afford 12:22</p> <p>after-school 23:6</p> <p>agencies 10:13</p> <p>agency 4:19</p> <p>Agnew 2:19 25:10 27:21 27:21</p> <p>ago 22:11 36:18,20 37:21 43:24</p> <p>agony 32:4</p> <p>agricultural 14:24</p> <p>Ah 40:3</p> <p>ahead 3:17 22:16 32:13 40:4</p> <p>air 17:4,4,5,8,11 18:7</p>	<p>21:22 24:8 28:18</p> <p>Aiso 8:12,13 13:13,16 14:5 33:7 36:8</p> <p>Alameda 13:24 19:25 22:9,14 24:2,13,18 27:9 35:18</p> <p>alarm 42:18</p> <p>Alex 8:1 12:5</p> <p>allocated 11:16</p> <p>allow 9:20</p> <p>allowed 26:23</p> <p>alongside 38:9</p> <p>aloud 34:6,7</p> <p>alternative 19:13,22 20:3 22:9 24:12 30:16 47:3 50:11</p> <p>alternatives 19:11,12 48:4</p> <p>ambient 18:9</p> <p>analysis 9:9 15:6 19:1</p> <p>Angeles 2:5,6 3:2 4:1,6 21:23 22:20 23:2,25 29:11,18,23 35:1 37:2 37:18 38:3 40:7,16,18 43:3 44:1,21 45:18</p> <p>animator 13:11</p> <p>anniversary 35:23</p> <p>apartment 28:14</p> <p>appealing 16:20</p> <p>appear 43:4</p> <p>appendix 14:18,20 15:4</p> <p>applied 17:18</p> <p>appreciate 4:6 21:21 36:22</p> <p>appropriate 31:21</p> <p>approval 25:20 26:5,12</p> <p>approve 7:9,17</p> <p>approved 25:17</p> <p>approximately 5:7 13:15 20:13</p> <p>archeological 16:2,4,7,20 16:21</p> <p>architect 25:3,4</p> <p>architectural 17:18</p> <p>area 11:3 19:2 22:25 23:5,13 26:9 30:12 33:9 33:22 35:6 38:14</p> <p>areas 11:1 12:22 14:10</p>	<p>14:20 33:18</p> <p>art 31:12 48:1,7,10,24 49:1,5,8,9,12 50:7</p> <p>arts 22:2,6 26:8 30:5 40:7,8</p> <p>aside 8:11</p> <p>asphalt 23:8</p> <p>asset 49:25</p> <p>assistance 6:2</p> <p>Associate 2:12</p> <p>associated 34:11,13</p> <p>Associates 18:20 40:19 40:20</p> <p>association 34:3</p> <p>attending 45:4</p> <p>AUDIENCE 42:16,18</p> <p>auditorium 9:1 10:9,12 10:14,20</p> <p>Authority 40:18</p> <p>auto 38:18</p> <p>Availability 50:24</p> <p>available 10:12 21:16 33:1,8 51:1</p> <p>Avenue 9:12 31:10 38:6 38:11,14,20</p> <p>A.M 42:16</p> <hr/> <p style="text-align: center;">B</p> <p>B 48:4</p> <p>back 4:8 5:6,18 11:24,25 12:1,19,25 20:19 22:12 36:5 50:25</p> <p>backdrop 41:5</p> <p>badly 23:13</p> <p>baffles 24:13</p> <p>balance 7:15</p> <p>bamboo 14:2,11</p> <p>Barkley 27:2</p> <p>basically 6:21 7:12 8:21 24:2 30:17 44:25</p> <p>basis 28:23</p> <p>bays 12:8</p> <p>believe 45:13 46:10</p> <p>belong 31:4,5</p> <p>below-grade 13:14</p> <p>benefits 7:15,17 23:19</p> <p>best 4:5 12:10 25:4 36:9 44:10 47:4 48:17</p>	<p>bet 25:5</p> <p>better 27:10 36:10 42:23</p> <p>betterment 37:9</p> <p>beyond 13:25</p> <p>bias 42:5</p> <p>big 3:25 8:24 23:14 45:8</p> <p>Bill 2:14 21:3,7,7</p> <p>biological 14:24</p> <p>bit 4:23 8:19 15:25 22:12 37:9 44:12</p> <p>blithe 33:19</p> <p>block 22:12</p> <p>blocks 33:10</p> <p>Bloom 2:16 21:4 23:24 23:24</p> <p>blue 33:5</p> <p>board 7:3 35:11,12 36:9 39:1 42:20</p> <p>boarded 33:19</p> <p>bond 4:13</p> <p>box 20:19</p> <p>Boys 28:14</p> <p>branches 41:6</p> <p>Brenot 2:20 39:19 43:20 43:20</p> <p>brevity 12:3</p> <p>brief 5:11 40:1</p> <p>bring 22:2,3</p> <p>bringing 41:7</p> <p>Broadway 38:8</p> <p>Broke 24:17</p> <p>broken 24:20</p> <p>Buddhist 35:12,21 37:15</p> <p>Buddhists 22:22</p> <p>build 11:9 22:15 35:7,7 36:20</p> <p>building 8:8,21,22,25 9:6 9:16 10:2,5,16,21,23 11:3,7,13,15,19,20,23 11:24,24 12:15,24,25 16:12,13 20:1 24:6 25:2 25:7 26:15,17,20,25 27:2,23 28:4,14,22 29:9 29:10,10 31:18,23 32:3 32:5,7,11,13,16,19,22 34:3,21 35:8 37:25 38:7 38:23 41:18 42:11 43:10,12 44:7 45:17,18</p>
---	---	---	---

45:19 46:23 47:7 49:16 buildings 16:11 17:19 24:25 25:8 building's 27:4 built 21:17 22:11 28:3 29:12,16 33:3,6 37:6 46:17 bulk 12:25 burden 43:12 Bureau 4:11 burgeoning 50:8 buried 16:5,22 bury 16:3 business 30:22,25 44:20 46:12,16,17,19 businesses 28:2 36:1 41:6	35:5,25 36:2,19 37:6 38:6 40:17,18 43:3,7 45:21 46:3,18 50:17 Central 36:3,7 CEQA 4:21,21 5:13,17 7:14,20 14:17 15:11 19:10,12 certainly 27:17 31:5 certification 6:12 certified 2:3 7:5 cetera 34:14 Cha 44:16 47:25,25 chairman 25:12 change 37:2 44:4,11,13 chapel 36:17 chapter 15:7 characteristics 17:7,8 18:8 checklist 5:19,21 chemical 27:6 Cheryl 2:22 29:20 31:16 31:16 Chevron 28:15 Chicago 25:3 children 26:20 47:22 Chinatown 46:16 Chou 2:21 44:15,17,17 Christmas 3:14 chunk 22:12 citizen 23:20 citizens 23:6 45:14 city 2:6,10 3:10 4:1,20 6:1,12 7:4,5,7,10,15 8:6 9:13,18,22 10:13,15,17 10:20,25 11:5,11 21:12 22:13,16 23:22 24:23 24:25 29:9,11,13 31:9 33:20 35:1 36:5,20 37:18 38:3,13,21 39:8 39:16,17 40:15,23 41:5 41:8 44:1,4,4,13,13 45:11,23 46:10,10 49:24,25 50:7 city's 4:11 6:25 civic 10:15,21 31:7 38:20 40:10,16,18,25 41:2,3 41:10 42:24 43:3 clarifications 6:20	classical 9:4 clearly 5:9 clock 42:18 close 28:9 30:25 31:1 42:25 closer 27:24 closes 6:4,6 closest 37:16 closing 5:16 Coast 17:11 coatings 17:18 18:1 Cochlin 18:20 Coleman 2:14 37:22,24 37:24 colleagues 7:25 come 17:20 20:24 21:6 21:20 28:11 29:2,24 31:25 33:4 35:2 45:2 48:23 49:2 comes 24:6 42:25 coming 3:18 24:15 47:23 49:3 commencing 2:4 commend 47:15 comment 6:6 20:18,20,21 45:7 47:6 commenting 47:13 comments 4:3,18,25 5:1 5:2,10,15,25 6:8,18,19 20:10,14,15,15 21:13 45:5 49:17 50:23 commercial 23:15,17 26:18 32:14 Committee 40:9 committees 7:4 common 28:8,13 41:5 commonly 4:21 communities 24:11 community 9:25 12:13 12:18 21:9,24 23:4,4,9 23:12,18,20,25 24:2 25:12,14,17,20 26:5,11 27:17 28:3 30:5 35:13 35:15,22 36:11,19,23 36:23 37:8,10 44:6 47:6 47:7,15,19 48:7 compassion 47:17 compatibility 43:2	completed 6:10 7:2 8:14 36:17 completely 37:3,5 complex 28:15 complexity 41:10 component 12:7,11,20 13:3 19:10 components 8:5 9:1 12:17 13:10 composition 14:1,10 compounds 17:17 compromise 27:20 computer 22:6 conceptual 14:6 concern 27:7 38:1 45:11 concerned 28:18 43:6,13 concerns 37:20,21 44:9 46:25 concludes 50:20 concrete 23:7 condemned 36:6 conditions 15:8 condominiums 24:19,21 conductive 23:10 conduct 30:25 configuration 8:9 connect 38:7 44:22,23 connected 44:22 connection 9:20 33:7 50:6 connector 38:14 49:6 connects 38:12,15 conservative 28:21 consider 7:8 22:9 30:15 30:18 39:8 44:5 47:7 consideration 6:12 9:23 26:10 28:11 30:11 39:9 39:11 considerations 7:11 15:20 considered 7:3,5,19 26:19 34:8 35:17 39:5 41:15 considering 9:10 27:12 considers 7:7 consistent 8:22 constitutes 32:9 constructed 19:15,25
C			
C 48:4 cafe 9:1 10:9 California 2:3,6 3:2 4:20 call 3:21 18:17 20:23 21:2,15 called 5:19,23 7:11 20:25 calling 21:1 Caltrans 9:16 11:13 19:23 25:23 29:9 31:8 32:4,5 42:24 canopies 14:2,11 canopy 13:2 car 12:8 27:8 28:12 card 20:12,18 49:13 cards 5:5 care 36:19 47:18 carried 15:6 cars 8:25 case 7:14 43:11 44:1 46:6 categories 15:1,9 category 14:23 15:10,15 15:18 18:5 cause 5:22 celebrating 35:22 center 8:11,15,16 16:13 20:4,5 21:8,24,24 22:5 22:6,6,11,14 23:4,10,12 24:11 25:22 26:2,3 29:12,15 30:24 31:14			

20:6 26:4 37:11 46:2 constructing 19:16,19 construction 16:8 17:6,7 17:14,21,25 18:2,3,7,14 18:24 19:23 20:5 25:6 25:21 26:7 27:3 32:1,2 32:7 34:16 41:18,18,23 consultant 4:15,16 6:3 consultants 7:22 contact 50:22 contacted 45:22 Contemporary 24:17 49:9 content 5:25 continue 34:18 continuous 38:18 coordinate 3:24 copies 50:24 copy 14:19 core 29:15 38:15 49:8 50:7 corner 8:13 36:13 38:23 correct 45:16 correspond 11:2 corresponds 11:15 corridor 49:23 50:6 cost 9:4 31:1 40:21 council 4:2 6:13 7:4,6,7 7:10,15 23:25 24:1 25:12,15,17,17 26:5,11 35:13,15 36:23 40:7 County 2:4 couple 31:22 36:20 39:21 45:3 course 21:22 court 5:2,8 10:10,15,21 co-founder 40:6 create 9:20 10:11 13:2 36:16 38:5 created 13:2 33:20 creates 38:18 creating 10:3,25 14:11 33:17 38:16 Crenshaw 22:24 crime 33:19 44:6 criteria 17:15 critical 26:7 CSR 1:23	cultural 49:4 culturally 48:15 culture 39:15 40:8,9 41:6 48:7 49:6 current 22:17 27:12 35:25 36:4 47:2 50:19 currently 21:16 34:3 C-h-o-u 44:18 <hr/> D D 28:20 48:5 daily 28:23 Dana 7:25 day 23:12 29:1 34:18 36:18 41:17 42:11 days 5:24 dead 33:17 deal 37:10 deals 24:2 46:6 December 1:21 2:5 3:1 decibels 41:17,19 decide 7:9 decided 12:19 36:9 decision 40:11,12 decisions 15:3 43:16 decision-maker 7:14 decision-making 6:11 deficient 46:8 defines 34:7 definite 48:11,11 definitely 47:2,6,15,18 47:21 48:17 definition 29:14 definitions 32:9 deliver 4:5 demolished 11:7 20:6 28:5 demolition 32:4 demonstration 39:21 department 27:18 30:1 30:13,14 Department's 23:2 depends 41:20 deprive 30:4 depth 6:15 described 15:3 describes 15:7 deserve 39:11	deserves 43:4 design 4:15 7:22,25 8:2,3 8:20 9:3 12:5,6 13:13 40:20 designed 30:14 46:2 desk 5:6 destination 49:4 destroy 39:13 48:16 destroyed 30:4 detail 15:25 detailed 15:6 deterioration 16:15 determine 5:19 17:9 18:9 determined 5:21 9:19 17:12 18:22 determining 7:16 detriment 21:20 detrimental 26:24 developed 10:1 12:12 13:5,16 29:6 developer 49:16 development 8:11 13:22 21:9 29:25 34:20 38:1,6 38:8,10,17,17 devised 16:15 diagonal 10:2 diesel 17:21 different 14:1 18:1 difficulties 40:3 41:14 direction 40:18 directly 27:23 director 21:7 disappointed 39:4,13 disappointment 39:7 discernible 12:1 discuss 6:15 discussing 5:12 discussion 43:6,8 discussions 43:16 disrupt 50:10 disruption 32:1 disruptive 27:5 distinction 18:6 distributed 5:24 District 17:11 26:8 50:6 diversity 41:10 division 8:9 12:2,15 25:25 32:18,20,23	33:15 DMJM 2:11 4:15 5:14 7:21,25 50:12 DOA 38:21 document 7:8 15:14 51:1 dogs 26:20 28:2 doing 43:22 47:16 dollars 40:22 doors 49:10 Download 49:2 downtown 21:20 22:3,20 23:25 24:24,24 29:22 35:2,3,8,22 36:23 37:2 37:17 38:24 39:12,15 40:7 43:14,21,25 47:20 48:2,14,24 49:3,9 draft 4:18,25 6:2,8,18,20 6:22 14:20 20:14,20 25:18,21 draw 35:8 driving 11:6 drop 20:19 due 20:21 48:20 dusk 11:19 dwellings 34:14 <hr/> E earlier 15:19 32:19 35:14 early 36:5 earth 17:21 east 10:23 24:1 36:14 eastern 24:15 echo 25:12 economic 47:19 economy 26:9 EDAW 2:12 4:16 5:15 6:3 edge 10:11 12:10,11,18 12:20,21 13:2 24:15,16 edges 11:25 education 40:8 Edward 2:15 21:3 22:18 22:19 effect 23:18 effective 9:4 effects 5:20 efficient 8:24 9:4 effort 9:11
--	---	--	--

EIR 4:22,25 5:3,14,25
 6:8,10,12,16,17,18,20
 6:22,24 7:2,7 14:19,20
 15:6,10,21 19:11,22
 20:14,16,20 24:4 25:15
 25:21 26:17 27:13,25
 28:6,19 32:8 34:7 35:15
 42:4,5,23 46:8,25 48:3
 48:6 50:25
either 15:22 50:23
eloquent 46:24
emergency 29:2,4,5 37:5
emissions 17:9,20,22
 31:25
employees 10:5 20:7
encounter 16:5
encourage 31:13 35:2
ends 38:12
engaged 34:8
Engellenner 2:14
Engellenver 37:23,24,25
engineer 2:10 3:10 42:1
Engineering 4:11
Enhancement 40:17 43:3
enjoy 27:15
enjoyed 38:25
ensure 6:23
entering 9:8 10:5
Enterprise 44:20
entire 47:12
entrance 3:15 10:4,21
 14:4,7
envelope 10:8,8
environment 4:22 6:2,7
 23:9
environmental 2:9 3:22
 4:10,11,15,18,20 5:20
 6:3 7:18 18:19 25:19
 27:11 30:6 39:5
environmentally 24:14
equipment 17:20,21 18:2
Eric 2:12,25 14:16 20:9
 33:25 35:10,10
especially 25:6 26:25
 39:9,12
essentially 19:13 33:8,21
establish 36:15
established 15:14 17:10

36:18
estate 49:16
estimates 28:21
et 34:14
evacuate 36:2
evaluated 14:21 18:7
 19:1,11
evaluation 16:10 19:11
 46:15
evening 3:8,23 4:3,9,23
 5:10 6:19 7:23 19:4,5
 22:18 29:21 35:10
 42:22 46:22 50:21
event 19:14
events 41:9
everybody 3:14 25:5
 27:7
everybody's 3:16
everyday 41:8
evolved 45:25
example 17:25
exceed 15:13 17:9
exist 16:15 29:14
existed 42:24
existing 8:4 9:11 11:7,13
 15:7 19:20 20:4
exists 30:10
expand 36:10
expect 6:13
expeditiously 21:12
experiencing 32:3
express 21:11 22:8 26:11
expression 25:13
extra 50:24
extraordinary 41:9
eyes 48:11
e-mail 50:23

F

facade 11:21 13:5
facilities 4:5 8:14 20:8
 26:6,24 27:25 29:6
 36:22 40:17 43:3
facility 1:10 2:2 3:19,22
 8:19 19:17,20 20:5,6
 21:25 23:5 24:9 25:18
 25:24 29:16 33:2 35:4,7
 36:15,17 37:14

fact 28:1 37:3 39:4 42:4
facts 45:15
Fain 40:19
fairly 28:21
fairs 31:12
families 25:7 26:20 28:2
 34:4 41:23
family 45:22
Fan 2:24 49:14,15,15
fashion 10:2
father 22:20
fear 33:16
feasible 15:22 19:7
February 5:18 6:1 40:16
 40:19
feel 20:18 27:19 29:25
 30:2,23 39:12 41:23,24
 42:3 43:23 44:6 45:4
 46:8
feet 8:23 13:1 26:3 28:10
fellow 38:25 46:24
fellowship 23:7
felt 37:7 45:4
Fifth 48:2
fill 5:5 20:18
final 5:3 6:7,10,12,16,17
 6:24 7:2 20:16
finally 16:20 22:8 29:7
finding 42:4
finds 42:4
Fine 32:11
fire 29:2 37:6
firm 44:19,19
first 3:13,18,20 8:5,13
 9:11,21 10:15,19 13:22
 14:16,19,23,23 15:10
 17:3,4,16 19:6,25 22:9
 22:13 24:2,12 27:9
 31:23 33:8 34:1 35:17
 36:3,7,13 45:13,22
 48:13
fitness 22:5
five-story 12:6 45:18
 50:9
floor 8:23,24
flow 50:10
flying 28:9
focus 49:17

Focusing 49:23
follow 32:14
foot 8:21 12:7
forced 36:1
forever 31:9 43:12
formerly 29:22
forward 4:3 15:6 25:5
 28:5
fossil 16:22
found 44:1
four 30:15 33:10 49:1
free 20:18 49:1,10
Freedman 8:1,1 12:5
front 11:2,24,25 12:1
 29:9 33:14 37:4
funded 49:24
funding 33:3
funds 49:24
further 49:11
future 8:11,16 9:20
 13:17 26:2 38:3 46:3
 50:15

G

Gabriel 44:19
Galindo 2:15 37:23
 38:22,22
galleries 48:10 49:1
 50:16
gallery 28:4 30:4,10,20
 39:14 40:6,6 48:1,1,9
 48:18 49:5 50:8
galling 32:18
Gang 50:5
garage 8:2,4,8,12 10:4
 12:3 14:4,7
garden 10:10
Gary 2:10 3:11,13
gas 28:11,15
gathering 23:9 41:9
gatherings 31:12
Gaye 1:23 2:2
Geffen 24:17 49:8
general 31:20
generally 21:11 28:13
 34:8
generated 17:22
gentleman 30:8

George 18:14 24:5 27:25
41:24
getting 3:14
give 5:11 7:22 39:8
given 8:20 28:18,20
gives 28:19
go 3:17,24 17:23 21:19
21:19 24:17 25:5 26:15
26:16 27:8 32:13 39:22
39:23,23 40:4,23 43:17
44:10 47:1,9,10 48:19
49:11
goal 24:3
gobbled 23:16
going 3:17 9:21 10:5 12:3
12:4,4 17:1 23:15 24:19
27:23 29:3 31:3,25 32:6
32:13,20,21,25 33:3,11
34:17,18,20,23 35:7,9
36:6,7 37:3,5,8,14,16
37:17 39:22,24 40:22
41:19 42:3 44:2,13 45:1
45:2,5,7 46:17 48:7,12
gold 24:15
good 4:9 7:23 22:18
29:21 35:10 42:22
46:22 49:7
government 36:21 41:6
graciousness 41:2
grading 17:20
Grand 9:12 31:10 38:5
38:11,14,20
great 25:2 38:14 47:16
greatly 4:1,1
green 9:2 10:1,23,25
11:16,16 31:10
Greg 2:18
grew 25:3
gross 8:23 26:3
ground 24:20
group 4:12 37:20 44:18
grow 45:25 49:12
growing 33:21 36:16
growth 37:1 47:19,19
guess 27:18 43:11
guys 39:22 47:8,9,16

H

Hagen 2:17 39:19 40:5,5
Hall 2:6 8:7 9:14,18,22
10:17,20,25 11:5,11
29:9 38:13 40:23 41:5
50:7
hand 7:21
handled 43:7
happen 19:14 29:3 43:8
happened 47:10
happening 9:21 48:25
happens 8:16 32:16
happy 21:14 37:3,5
hardscape 14:3
hate 48:18
hazards 27:6
headquarters 1:10 2:2
3:19 8:7,14,19 11:10
19:17,19 23:2,23 25:18
25:22 30:1,9 31:21 32:7
32:20 34:23 38:4 39:4
43:17 46:7
hear 4:22 27:24 34:15,15
34:16,16,19 39:24
42:17,21
heard 16:13 46:5 48:8
hearing 1:9 2:1 4:4 5:1
5:15 6:6 20:10 46:5
50:21
hears 34:17
heart 44:4,13
Held 1:21
helicopter 39:10
helicopters 28:9
helipad 9:2
Hello 3:7 26:13 27:21
30:19
help 23:19 37:14
Hi 34:2 43:20 44:17
47:25 49:15
hidden 45:21
Higgins 2:21 26:15,17
27:22 28:3,4 29:10,20
30:3,10,19,20,20 31:18
31:23 34:3 37:20,25
38:7,23 42:11 44:7
46:23 47:6 48:18 49:16
50:1
highly 45:20

historic 9:15 11:14 16:10
16:10 38:15 41:1 50:7
historical 46:15
history 35:19 46:19
47:11
holding 6:5
home 22:23,25 36:4
homeowners 34:3,22
homes 38:10
honest 45:2
Honganji 24:14 35:11,16
35:20,21 36:24,25
hope 24:8 43:17,18 44:16
49:11,14
hopefully 38:21
horribly 30:21
host 3:23
hotel 18:14 27:25 38:17
41:24
hour 19:5
house 42:11
housing 14:25 21:9,17
28:15 49:21
hub 37:17
huge 35:3,4,8
humans 34:8
hurt 37:9

I

idea 13:10 14:13
ideal 50:17
identified 6:22 15:1,21
16:5,6,23 17:14,24
18:15,18,25 19:3
identify 18:11
II 36:2
image 11:19
imagine 32:5
immigration 44:18
impact 3:22 4:18,22 6:2
6:7 15:2,21 18:16,19
19:4 25:19 27:11 30:6
39:5 42:2,20 49:20,20
impacts 5:22 7:10,18,19
14:23 15:8,10,13,17,18
15:20,23 16:1,8 17:2,6
17:6,13 18:4,6,10,12,23
18:25 19:9 20:7

implemented 6:23 9:6
implications 32:15 33:12
important 9:7,16,19
11:20 13:5 37:13 39:14
39:17 47:12
improvement 19:9
Incidentally 29:1
include 6:8,11,17,19 12:7
12:9 34:11,13
included 14:18 15:4
includes 23:3
including 4:13 6:18
incorporated 13:22
incorporates 13:21
increasing 39:10
incredibly 46:24
inevitably 21:19
information 7:8 50:22
inimical 22:10
initial 5:19,21 14:17,18
14:21 15:2,3
Initially 12:17
injecting 39:15
input 12:13,18
inside 12:15 13:10 42:11
46:1

institutions 41:7
intact 12:15 43:13
integral 39:14
interest 12:3 36:9
Interesting 14:10
interests 49:7
interference 34:10
interim 31:2
interior 16:18
International 40:20
intersection 28:20 29:3
intersections 19:1,2
involved 5:17
irreplaceable 30:2
issue 14:20 27:7 31:20
issues 9:9 15:5

J

J 2:24
jail 36:21,25
Jan 4:2
January 6:4 20:22

<p>Japanese 24:10 Japanese-American 24:16 36:4 Jefferson 22:24 Jerome 2:20 39:19 43:20 43:20 Joan 2:19 39:19 42:22 job 42:23 49:7 jobs 45:14 Joel 2:16 21:4 23:24,24 John 2:19 7:25 8:1 12:5 13:16 14:5 25:10 27:21 27:21 33:7 36:8 Johnson 40:19 Jorge 2:16 37:23 39:20 40:3 41:13 42:10,15,17 42:19 Jose 2:11 7:23,23 Judge 13:16 36:8</p>	<p style="text-align: center;">L</p> <p>L 8:9 laces 13:3 lacivicpark.org 31:17 lack 40:11 lacks 23:5 LADBWR 20:1 land 28:9 34:9,12 49:18 49:20 landmark 40:21 48:17 landscape 12:22,23 14:2 Lapchih 49:13,15,15 Lapchin 2:24 LAPD 4:15 10:5 11:10 13:5 25:22,24 31:21 38:4 43:10 large 10:15,21 23:4 48:7 Law 44:18 lawn 10:20 11:3 lawyer 44:18 Lea 50:2 leave 44:10 Lee 2:10,22 3:11,13 44:16 46:22,23 lesser 16:8 lessons 15:15 letter 25:14 letters 20:20,21 let's 8:5 30:17 level 14:10 41:19 levels 16:9 41:22 Li 8:2 libraries 7:1 life 28:3 41:8,10 44:11 lifestyle 47:14 light 8:6 37:3,16 lighting 3:15 limit 20:12 limited 5:7 34:12 Limon 1:23 2:2 Linda 50:2 line 3:15 13:1 24:3,15 lines 13:6 link 38:10,11,13 links 38:5,16 lintel 13:2 Lisa 2:9 3:7,23 4:8,9,10</p>	<p>14:16 15:18 20:9 50:20 listed 49:19 50:22 listening 41:16 literally 22:3 little 6:15 8:10,19 15:25 21:8,16,17,23 22:3,12 22:13,23,25 23:3,25 24:10 25:4,12,14,16,20 26:4,7,11 27:17 30:22 31:4 33:2 35:13,14,20 36:1,23 37:9,15 38:15 44:8,12 46:17 47:7,11 47:15 48:20 49:20 live 22:19 24:23,23 27:24 28:10 32:3 34:4 38:23 43:15,21,23,23 45:15 46:23 lived 22:24 38:24 lives 27:7,22 28:22 living 25:8 local 7:1 located 10:11 12:19,21 44:20 45:1 locates 12:14 Locating 10:15 location 19:17 24:22 27:10,18 29:17 30:2,2 30:16 35:24 36:3,12 LOMELIN 21:1 25:9 29:19 33:24 37:22 39:18 41:12 44:15 49:13 long 3:15 31:2 48:13 look 4:3 11:9 14:9,13 19:13 28:17 31:13 48:14 looked 16:3 19:16 22:23 29:8 looking 10:19,24 11:12 48:4 49:3 looks 12:25 25:2 Los 2:5,6 3:2 4:1,6 21:23 22:20 23:2,25 29:11,17 29:22 35:1 37:2,18 38:3 40:7,16,18 43:3 44:1,21 45:18 lose 22:14 32:20,21 46:11 losing 32:23</p>	<p>loss 39:10 lost 31:8 40:13 lot 9:5 10:4 12:12 17:21 21:15,17 23:14 27:15 27:24 37:1,1 38:8 43:25 44:7,21 45:23 47:16 lots 11:1 23:8 loud 5:9 love 44:8 48:18 lumped 46:7 L.A 9:15 11:14 29:10 49:8</p> <p style="text-align: center;">M</p> <p>magnet 33:19 mail 50:23 main 8:2,8 10:4,12,21 11:6 12:2,11 14:4,8 18:13 19:5,6,24 25:25 26:4,22 28:20 32:22,24 33:9 38:1,23 45:1 49:23 50:4 maintenance 12:8 16:16 16:17 major 23:14 37:17 38:2 mall 9:13,22 Management 4:11 17:11 manager 4:13 Mangrove 36:14,22 37:12 map 19:21,21,22 49:2 marketable 21:18 Martha 2:21 29:20 30:19 30:19 martial 22:2 Martin 2:24 33:25 34:25 34:25 mass 12:25 massing 12:24 50:9 master 8:22 materials 27:4 matter 28:4 30:3 Mayor 4:2 McDonald 2:22 29:20 31:16,16 mean 28:12 42:17 50:14 meander 11:1 meaning 15:16,21 19:8</p>
<p style="text-align: center;">K</p> <p>Kame 2:17 25:9,11,11 35:14 Karie 2:23 33:24 34:1,2 39:2 keep 12:4 14:14 37:13 43:12 keeping 36:24 key 9:1 29:7,10,13 kids 23:5,20 28:2 Kim 2:23 8:1 12:5 44:16 47:25,25 kind 27:7 29:5 42:10 47:9,10 kiosk 14:12 kiosks 14:12 kiosk-type 13:17 Kjell 2:17 39:18 40:5,5 know 3:15,19 4:1,2 9:5 9:10 10:4 24:25 25:3,4 28:8 31:19 32:23 33:2 34:16,17,18 37:8 38:25 42:21 43:24 45:6,10,13 46:14 47:18 49:7 known 4:21 Kurimura 2:25 33:25 35:10,11</p>			

means 7:12 15:12
meant 45:6
measure 16:19
measurements 18:9
measures 6:22 9:5 15:8
 15:22,23 16:6,16,23
 17:15,24 18:11,18 19:7
 41:25 42:1
meeting 3:19,21 4:17,24
 25:16 41:4 45:2 51:3
meetings 3:20 45:4
Melendrez 40:19
member 31:17 35:11
 39:2 47:25
members 36:18
membership 36:16
memorial 9:2 10:10,10
 24:17 36:17
mention 24:5 27:13 28:1
mentioned 6:17 14:16
 15:18 17:2 18:3 28:1
 30:6 46:1
mess 33:22
metro 24:1,15
middle 34:18 50:9
Miller 2:23 33:25 34:1,2
mineral 14:25
minimize 13:6
minus 33:1
minutes 5:7 20:13 41:12
mirrors 47:10
missing 48:6
missionary 22:21
Mitchell 2:20 29:20,21
 29:22
mitigate 19:9
mitigating 42:20
mitigation 6:9,20,22 15:8
 15:16,16,22,23 16:1,6
 16:15,19 17:14,24
 18:18 19:7 24:6 41:25
 42:1
mixed 37:13
MOCA 49:8
modeling 17:5
models 17:8
moment 19:18 40:10,13
mom's 44:20

monitor 16:7,24
monitoring 6:9,21
Monterey 22:19
Montijo 2:16 37:23
 39:20 40:3 41:13 42:10
 42:15,17,19
Moore 2:10 3:11,13
morning 19:5
Morris 2:18
mothballed 43:9
motor 8:8 12:2,14 27:6
 32:18,22 33:14 39:13
 50:14
move 21:12 22:16 35:25
 36:9
moved 33:10 36:12
movement 48:11
moves 28:5
moving 17:20 24:19
MTA 13:24 20:1
multi-million 40:22
multi-purpose 36:16
Museum 24:16 36:4
museums 49:1
music 31:12
mysterious 46:6
M.J 30:3,10,20 50:1

N

name 4:10 7:23 20:24
 22:18 23:24 25:11
 26:13 27:21 30:19
 31:16 34:25 35:10
 37:24 40:5 43:20 44:17
 44:18 46:22
named 44:19
names 21:1
National 24:16 36:4
nearest 7:1
necessarily 39:3
necessary 15:9 46:11
necessity 30:1
need 7:10 9:6 24:11
 30:25 31:1 37:7
needed 8:22 9:3 23:13
 26:7
needs 29:12 30:7 31:9
 48:4 50:19

negative 23:19 28:24
negatively 30:13
neighborhood 24:1
 28:23 38:18 40:7 50:19
neighbors 46:24 47:5,8
Nelson 2:22 44:16 46:22
 46:22
never 31:9
new 8:7 9:16 19:16,17,19
 19:24 20:6 25:21,24
 29:12 34:23 35:4,4,8
 40:25 41:1 50:4
Nic 2:23 44:16 47:25,25
night 29:1
Ninth 27:2
Nishi 24:14 35:11,16,19
 35:21 36:18,24,25
nitrogen 17:19
noise 18:6,9,11,15,17
 24:6 26:25 27:22 32:2
 34:7,7,10 39:9 41:15,17
 42:2
non-police 43:10
north 9:13 32:3,21
north/south 9:17 10:16
note 13:20
noted 32:19 45:6,7,9
notice 5:23 18:5 50:24
November 6:4 25:16
NOx 17:19,21
number 17:24 19:2 21:3
 21:4,4 24:12 31:19
 35:25 36:21
nurture 39:16

O

objected 43:1
oblique 14:6
obviously 3:25 9:12,16
 11:7,10 13:9 15:16
 28:18 29:11 30:20 44:1
occur 6:13 16:15 19:23
 20:3
Ochsner 2:9 3:7 4:9,10
 20:9 50:20
October 6:1
offer 48:14
office 2:4 12:4,7
official 3:19,21
off-site 19:17 20:7 25:23
Oha 2:23
Okay 32:11 41:13
old 19:23 25:23 31:8 32:4
 42:24 50:5
once 6:6 7:2 8:13 11:9
 20:13
ones 45:8
one-acre 10:1,22
one-story 50:13
ongoing 26:6
open 5:15 10:1,23,25
 11:2,5,10,15 20:10 25:7
 32:23 33:18 49:1,10
 50:15,16
Opening 11:14
operate 28:12
operating 49:25
operation 17:12 18:7
 28:19 37:6
operational 17:6,7 18:8
 18:23
operations 36:10
opinion 49:22
opportunity 13:17 21:22
 22:15 26:11 31:8 35:6
 38:2 44:3,4
oppose 30:23 39:3 44:25
 46:21 48:3,21
opposed 34:20 47:2
opposing 26:15 27:18
opposition 22:9 29:25
option 34:22 48:5
options 30:18
Orange 2:4
organic 17:17 45:25
Organization 40:6 48:1
orienting 8:6
original 35:24 41:3 50:12
originally 27:14
outlines 6:21
outweigh 7:18
overall 12:24
overhead 28:9
overriding 7:11 15:20
overseeing 4:14
overview 5:11,12

owners 30:22	peak 19:4,5	please 3:8,9 11:8,18	press 41:6
oxides 17:19	pedestrian 10:11,25 13:8	20:24 33:22 39:8 48:22	previous 25:13 30:8 36:3
ooo 3:5	14:10	48:23	46:5
P	Pedro 2:15 37:23 38:22	plug 17:8 18:8	price 31:2
pad 39:10	38:22	plus 32:25	principal 2:4
page 45:17 46:1	people 21:20 22:1,2,4	plywood 42:20	private 41:4
paint 17:18	24:6,19 25:7 27:15,24	podium 20:24 21:2,6	probably 24:10 28:9
Palacios 2:11 7:23,24	28:10,13 32:2 35:2,8,19	point 4:25 13:15 19:7	29:16 32:9
paleontological 16:22	36:24 41:8,24,25 42:3	32:17	proceed 23:22
parameters 8:20 12:6	43:1,21 48:11,13 49:3	points 26:16 31:22	process 5:13,18 6:11,16
13:14	Pep 28:14	police 1:9 2:1 3:19 9:2	7:20 14:17 19:10 32:8
park 9:13 22:19 27:14	Pereira 40:20	10:10 19:17 23:2,23	45:24 50:22,25
31:7,9,11 38:5,11,11,20	performance 16:18 18:1	25:18,22 26:6,24 27:15	professional 41:25
38:21 39:1 41:8 42:24	period 5:24 6:5,6 47:13	27:18 30:1,9,13,14	program 4:13,13 6:9,21
43:4 44:5	50:25	34:23 35:4,8,18 36:21	46:9,13
Parker 8:15,16 16:13	permeable 9:20	36:25 39:3 40:12,12,24	project 3:25 4:14,19 5:14
20:4,5 22:11,14 25:21	permeates 10:2	43:17 46:7	5:19,21 7:9,15,17,17,22
26:2 29:12 30:24 31:13	permitting 13:7	pollutants 17:15	8:6,17 9:10,12,12 13:13
35:5,25 36:2 43:7 46:18	perpetuity 43:9	pool 27:6 39:13 50:15	13:23 14:18 16:4,12,14
parking 8:4,8,12 12:2,6	Perry 4:2	population 14:25 49:21	17:12 18:3,8,10,21,22
13:6,13,14 14:7 18:20	pesky 27:22	portion 8:10 32:15 48:7	19:13,14 21:12 23:3,15
21:14,15,16,18,19,23	phase 21:21	49:18	23:17 26:2,5,21 27:2
23:8,13,14 24:9 25:22	PHF 19:16,24 25:24	positive 22:15	28:5 33:7 39:23 43:2,22
25:23 26:1,7,22,23	physical 19:8	possible 4:5 21:13 35:18	45:25 46:6,8,21 47:3
30:16 32:20,22,24 33:1	piece 44:22	posted 6:25	48:16
33:4,6,8 35:4 38:8	pieces 10:7	potatoes 48:10	projector 41:21
39:11 44:21,25 45:23	place 22:1 23:6 30:10	potential 5:22 14:12 16:3	promise 43:25
45:24 46:2,3,12 50:8,13	31:21 38:18 41:4,7,9	16:5,14,22	proof 42:4
50:14,18	43:15 47:21 48:18 49:5	potentially 16:11,12	proper 24:21 39:9,11
parks 35:7	placed 30:11	powerless 45:4,5	properly 43:9
part 5:3 8:17 13:21 19:1	places 30:9 33:20 37:11	prefer 39:1	properties 44:23
20:16 22:13 24:3 35:12	plan 1:10 2:2 8:22 12:12	preparation 5:24 14:17	property 13:1 36:14,22
35:21 39:14,17 46:19	13:19,20 16:16,17	prepare 6:7	44:23 46:11
participated 49:9	21:14 25:18 26:6,16	prepared 4:21 5:18,23	proposal 45:21
participation 50:21	38:17,17 40:17,21,22	6:1 16:3 17:5 18:21	proposed 1:9 2:1 25:18
particular 31:22 32:11	41:11 43:4 46:20	40:17	33:12,13 38:1,3,9,20
particularly 32:18	planned 11:25 12:17	presence 30:13	39:22 40:24 41:17 43:2
partner 7:25	13:21 31:7 33:14 38:5	present 36:12	47:3
Partners 40:21	39:13 50:5	presentation 5:13 7:22	proposing 31:6
parts 21:13	planning 9:10 11:23	12:4 49:19 50:12	Proposition 4:12
passages 40:24	13:24 22:1,5 38:3 40:11	presented 5:14 50:12	protect 39:16 45:14
Patterson 2:18 25:9	40:15 49:18,21	presenting 5:12	provide 16:7,16 21:8,25
26:13,14	plans 22:17 25:15 39:3	preservation 47:13	23:10,13
Pause 40:1	42:23	preserve 12:9 47:14	provided 19:21
paved 23:8	PLAYED 42:8,13	50:15	proximity 18:13
pay 31:2	plaza 13:16,17,18 14:1,8	preserving 50:18	public 1:9 2:1,13 4:19
peace 43:18	14:13,15 26:1 38:13	president 34:4	5:15 6:4,5,6 7:3 10:1,13
	41:3		11:16 13:14,16,17

14:25 20:10 21:14,15 21:23 23:20 26:1,1 27:14 30:5 31:12 33:4,6 33:8 38:5,12 40:20 41:4 46:2 49:2 50:20	32:1 34:8,11,13 41:16 reckoning 28:6 recognize 29:25 32:12,15 recognized 30:7 recommendation 26:12 recommended 27:10 recommends 25:20 26:5 reconnect 37:15 record 5:9 26:15 45:10 45:17 47:1 recorded 5:2 recording 6:21 recreation 15:1 21:24 23:3 24:11 26:3 35:3,7 45:21 46:3,12 50:17 recreational 33:2 46:9 reduce 15:17,23 16:8 42:2 referred 7:4 41:1 refuel 28:12 refueling 12:8 refuse 46:18 regarding 40:24 regards 39:9 regular 41:22 related 18:18 26:2 released 6:3 religious 41:7 relocated 20:8,8 46:16 46:18,19 relocating 31:1 relocation 23:1,3,23 remarks 5:16 remember 24:5 25:6 remind 5:5 20:11,21 50:25 repeat 47:11 replaced 31:9 32:25 replacement 25:24 replan 9:11 replicate 41:2 report 3:22 4:18,22 6:2,7 16:3 18:19 25:15,19 28:7 39:5 40:15 41:15 42:25 45:8,22 46:1,15 reported 1:23 2:2 reporter 2:3 5:2,8 reporting 16:24	represent 34:2 representatives 4:14 represented 26:17 representing 40:7 42:23 request 24:5 required 15:16 16:17 45:24 requirements 16:24 18:1 requires 7:14 19:12 requiring 16:1 residence 27:16 resident 26:14 29:22 31:17 37:25 39:12 49:16 residential 23:14,16 26:18 32:14,15 34:13 38:16,17 39:6 50:4 residential/commercial 37:14 residents 4:6 29:17 30:12 30:22 31:10 36:1 39:1 50:19 resource 30:5 resources 14:25 16:2,4,6 16:21,21,22 respect 31:24 32:6,17 47:17,18,21 48:20 respond 5:1 responded 5:3 20:16 responders 29:2 responding 9:17 10:16 20:15 response 6:8 responses 6:18 responsible 8:1,3 12:5 rest 15:5 50:7 restore 9:12 restorer 13:23 result 16:14 18:10,21,23 19:4 resulting 15:2 results 5:14 retail 12:10,11,20 13:3,9 13:10,11,18 14:12,14 33:12,13 38:6,19 50:16 return 47:22 review 4:17 6:4,5 7:1 50:25	revised 50:2 revisions 6:20 revisit 32:12 revitalize 26:8 35:2 revitalized 50:3 right 8:7 11:2 12:20 14:5 28:14,15 29:9 34:17,21 34:23 37:6 39:20 44:11 44:16 49:8,14 rights 21:22 24:9 risen 48:9 risks 7:16 23:19 road 33:10 ROBERT 21:1 25:9 29:19 33:24 37:22 39:18 41:12 44:15 49:13 role 39:14 roof 10:9 room 2:6 19:8 41:20 roots 22:20 row 39:14 40:6,6 48:1,9 49:5 50:8 run 31:2 running 37:4
Q			S
qualified 16:7 quality 4:20 17:4,4,5,8 17:11 quarter 41:1,1 question 28:8,24 29:3 quick 39:21 quite 4:22 22:11 quote 27:11			sacrifice 29:17 sad 47:11 safe 23:10 Sam 4:13 sample 16:24 San 44:19 save 31:3 saw 47:12 49:19 saying 41:16 47:1 says 41:17 43:1 scenes 16:18 scheduled 10:14 school 23:9 school-age 23:5 scope 5:25 screening 13:4 seat 3:8,9 seating 14:10 second 9:24 10:3,22 11:12,12,17,22 17:19 18:13 19:6,16,24 25:25
R			
rail 37:3,16 raise 41:18 raised 37:21 rates 21:18,19 rationale 15:2 RAW 40:20 read 7:13 25:14 34:6,6 40:23 45:14 reading 34:12 real 49:16 realistic 33:18 reality 32:12 realize 24:23 really 13:5 22:23 27:3 29:8,15 30:11 42:3,5 47:12,17,22 48:14,18 49:7 50:10 realm 41:4 reasons 28:13 receive 4:25 6:19 20:14 received 6:18 receptor 32:10 receptors 27:22 31:24,24			

26:4,14,22 28:20 29:4 32:21 33:9 38:6,10,19 38:23 48:25 secondary 10:3 secondly 45:20 seconds 39:21 secretary 16:17 section 49:21,22 sector 41:4 security 3:16 9:5 10:8 see 11:2 14:21,24 15:5 17:16 18:17 19:22 20:1 21:14 22:4 23:18,19 24:21 27:19 28:6,23 31:11 38:2 48:19,22 49:3,12 seeing 23:14 31:11 47:9 seen 14:19 senior 2:12 23:5,20 sense 28:8,13 sensitive 31:24,24 32:1 32:10 34:7,8,11,13 41:16 sent 6:25 sentence 42:25 43:1 serve 36:10 41:3 served 22:22 service 8:10 12:8 21:8 serviced 36:19 servicemen 44:12 services 14:25 21:8 set 8:11 12:9,25 setback 9:7,24 12:9,23 setbacks 11:5 shame 39:16 Shannon 2:18 25:9 26:13 26:13 shape 8:9 14:11 share 41:5 Shared 40:17 43:3 Shawn 2:21 44:15,17,17 she'll 3:23 Shingo 22:21 shoot 29:4 Shorthand 2:3 show 19:18 39:21 shown 13:9 19:12 side 8:9 9:24 10:16,23	13:6 22:24 24:1,18,18 32:3,21 sides 9:24 44:23 sidewalk 13:1,8,12 sidewalks 23:7 significance 15:13,17,24 significant 5:20,22 7:9 15:11,21 17:2,9,10,13 17:16 18:4,10,12,16,23 18:24 19:4 27:11 33:11 34:10 42:20 46:15 49:20 significantly 42:2 Similar 18:7 Similarly 11:12 sincere 47:8 sit 11:1 14:13 site 6:25 8:10 9:8,9,15,17 9:19,20,23 10:3 12:12 19:20,23,24,25 20:4,8 22:10 24:3,13 25:23,25 26:2,4 27:9,12,13 29:8 29:10,13,13 31:7,8,14 33:12 35:18,18 36:2 37:12 38:4,21 42:24 43:11 sites 16:4,23 19:8 sitting 41:20 situate 28:14 six 14:24 Sixth 27:1 size 18:3 sky 33:5 slated 27:14 sleeping 34:12 slide 7:12 8:18 10:18 11:8,18 14:21 17:3,23 18:17 slightly 41:21 small 31:2 38:12 48:10 social 21:8 soft 43:7 solicit 5:25 solution 30:16 47:4 50:18 somebody 40:4 soon 23:16 sorry 9:17 41:13	sorts 31:12 49:6 sound 41:25 sounds 42:10 south 10:20,23 17:11 24:18 38:13 40:25 44:21 45:18 49:11 50:1 space 9:2 10:1,23,25 11:2 11:16,16 13:9 22:2,7,16 26:18,18 31:10 32:24 33:13,17 38:20 40:14 41:5 50:15,16 spaces 13:15 32:24 33:1 Spanish 41:3 speak 5:4,9 20:11,17 21:2 23:1 29:24 34:1 40:4 47:17 speaker 3:7,13 4:9 5:5,6 7:23 14:16 20:9,12,13 20:23 21:7 22:18 23:24 25:11 26:13 27:21 29:21 30:19 31:16 32:19 34:1,25 35:10 37:24 38:22 39:20 40:3 40:5 41:13 42:10,15,17 42:19,22 43:20 44:17 46:22 47:25 49:13,15 50:20 speakers 2:8,13 25:13 29:19 31:19 33:24 37:22 39:18 44:15 speaking 31:20 35:16 39:1 47:5 specific 29:13 32:9 specifically 18:24 31:22 32:24 spend 44:7 spoke 30:8 sports 21:24,25 22:4 spot 30:24 spring 6:13 10:24 11:3 24:20 38:8,12 48:2 Springhetti 2:19 39:19 42:22 spur 40:13 square 8:21,23 12:7 26:3 40:25 41:2,3 St 9:15 12:10 18:14 24:5 27:25 41:24 49:24	staff 3:16 4:12 5:1 31:1 standard 16:18 standards 17:10,10 18:2 32:12 Standing 40:9 standpoint 18:11,13 35:17 38:19 start 6:11 started 3:7,9,17 state 2:3 49:24 statement 7:11 15:19 States 22:21 station 24:15 27:15 28:15 35:18 36:21,25 37:6,16 40:12,12,24 46:16 stations 12:8 stay 31:15 step 14:16 steps 5:17 stories 30:15 street 8:2,8,12,13,13 9:7 9:11,22,24 10:3,4,12,16 10:19,22,24 11:3,6,12 11:13,17,22 12:2,10,11 12:16,18,20,21 13:2,13 13:16,22 18:14 19:6,6 19:24 21:23 25:25 26:4 26:14,23 27:2,23 29:5 32:21,22,24 33:8,9 36:3 36:7,8,13 38:7,12,24 39:10 44:21,24 45:1,18 49:23 stress 34:10 strongly 23:22 structure 12:6 25:23 26:1 35:4 45:1,24 46:4 46:12 50:8,13 structures 13:6 studied 19:3 Studio 8:3 study 5:19,21 14:17,18 14:22 15:2,3 18:21,22 19:2 subject 4:20 34:9 submit 46:21 submitting 50:23 sucked 33:9 suggested 36:5
---	---	---	---

suit 30:24
 summarizes 7:12
 summary 7:20
 supervisor 2:9 4:10
 support 21:11 23:1 24:4
 25:15 26:8 34:22 47:22
 47:23
 supported 36:24
 supports 35:15
 supposed 50:6
 sure 18:11 20:12 33:3
 surrounded 23:7
 suspicious 45:20,21
 sustainable 9:4
 symbol 41:9
 sympathy 47:8

T

Takahashi 2:15 21:4
 22:18,19
take 3:8,9 10:7 17:7 18:9
 22:13 28:17 39:20
talk 3:21 8:5 15:25 17:1
 40:10
talked 10:17
talking 15:19 34:12
 48:23
taller 30:15
Tanaka 4:13
tankers 28:11
TAPE 42:8,13
taxpayer 43:12
Taylor 7:25
technical 16:2 40:3 41:14
technically 48:17
temple 35:11,12,21 36:6
 36:6,8 37:2,4,7,7,15
Temporary 24:17
terminology 15:12
terms 22:10 43:14
textures 14:2
thank 3:10,18 4:9 20:9
 23:23 25:8 26:10,12
 27:20 29:18 30:18
 31:15 33:23 34:24 35:9
 37:19 38:21 43:19
 44:14 49:12 50:21 51:1
Thanks 39:17 50:19

theater 22:6 50:2
theme 47:12
thing 13:20 22:10 29:7
 35:3 46:14 48:6,22
 50:11
things 9:21 11:4 22:7
 27:8 28:6,16 33:16 43:1
 43:14 47:14 48:24
think 22:14 25:4 26:19
 27:11,14,23 28:12,19
 29:7 30:6 32:11 35:19
 38:16 39:11,15 43:4
 44:10 45:8 46:23 47:3,9
 47:16 48:4 50:11
third 19:19 34:22 50:4
thought 11:19 37:9
thousands 22:3
three 5:7 17:1 19:12,12
 20:13 21:1,5,13 25:13
 29:19 32:6 33:10,24
 34:19 37:22 39:18
 42:15 44:15 48:10
threshold 15:12,17,24
thresholds 15:13 18:15
Thursday 1:21 2:5 3:1
 48:22,25
time 4:7 8:17 11:21 21:2
 21:18 32:11 33:1 37:19
 44:7 46:20 48:13,13
times 9:15 11:14 29:10
 45:3
today 30:11 35:25 36:8
 45:3
Tokyo 8:10 21:8,16,17
 21:23 22:3,12,13,23,25
 23:3,25 24:10 25:12,14
 25:16,20 26:5,8,11
 27:17 30:22 31:4 33:2
 35:13,14,20 36:1,23
 37:15 38:15 44:8 46:17
 47:7,15 48:20
told 3:16 45:5,23
Tom 2:17 25:9,11,11
 35:14
tome 45:8,14
tonight 3:11 4:7,12 5:5
 5:12 20:18 29:24
tonight's 3:20

top 13:18 46:3
tournament 22:2
towers 27:2 50:5
town 33:21 40:25
toxic 31:25
trade 24:24
traffic 18:20,21 28:19,19
 28:24 39:10 41:22
translucent 11:21
transparent 11:20 13:11
 14:14
transport 8:8 12:2,15
 25:24 32:18,23 33:14
travels 27:3
tree 3:14
trees 11:1 13:21,24 14:2
 14:11
tried 11:23
trucks 29:2,4
try 9:11 13:11 14:14 25:5
 25:5 49:6
trying 9:12 35:1 50:17
tunnel 29:5
turn 4:8 5:6
turned 8:21 20:12
turning 33:22 43:22
two 17:15 18:25 19:3
 21:4 24:12 32:6 37:21
 38:5,16,24 41:12 43:24
 44:23
Two-level 13:14
two-story 26:2 45:19
type 23:8,10,16 27:1,4
 35:3 37:13
typical 8:23

U

ultimately 7:5
unacceptable 42:6
unanimously 25:17
unavoidable 7:10,16,18
 17:2
unbelievable 27:1
underground 25:22,25
 50:13,14
underneath 16:23
understand 26:23 27:17
 32:8,25 35:19 37:20

43:10 44:8,9,12 47:23
understanding 27:10
 43:8
undertaking 4:19
unfortunately 24:25 37:1
Union 46:16
unique 44:3,3
United 22:21
units 21:15 39:6
unofficial 3:20
unusable 33:17
unusual 33:13
unwilling 39:16
upgrade 26:6
urban 9:10 10:11 11:23
 23:4 37:17 47:19 49:17
urge 21:12 22:16
use 10:1,13,13 34:12 35:5
 37:13 43:11 49:18,20
usually 34:11
utilizing 34:9

V

vacated 16:14
vacating 8:14
valuable 30:5
value 4:1,2
variations 12:13,14
various 9:25 12:13 16:4
vehemently 29:24 30:23
vehicle 9:8
ventilation 13:7
venue 31:12
verbal 45:8
Vibiana's 9:15 12:10
vibrant 28:3 33:21
vibration 18:5,12 26:25
 27:3 32:2
vibrations 18:16
Vida 44:18,20
view 10:19,22,24 11:6,10
 11:22 13:8 14:6,6,9
viewing 30:16 51:1
views 11:5,14 12:10 13:4
Vignes 36:13
visibility 12:16
visible 12:16
visit 43:15

<p>Viviana's 49:24 VOC 17:17 18:1 voice 42:16,18 45:11 voiced 46:25 volatile 17:17</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>walk 48:24 49:9 want 3:18 4:5 31:22 32:17 34:6,6 39:21 43:10 47:14 wanted 36:20 42:22 49:17 war 36:2 43:18 wash 12:9 27:8 28:12 wasn't 45:2 wasting 38:2 Watanabe 2:14 21:3,6,7 21:7 Waterman 2:24 33:25 34:25,25 way 10:6 13:24 27:19 29:5 35:5 38:10,14 43:23 44:8,10 47:11 ways 45:11 web 6:25 weeks 32:4 welcome 3:13 42:15 welcoming 11:21 well-lit 11:20 Wen 8:2 went 12:13 weren't 39:5 west 11:12 22:24 26:14 49:11 western 24:16 we'll 5:11,13 20:23,23 we're 9:9 22:5 23:7 32:21 35:22 37:8 43:15 we've 13:22,22 16:15 29:8 36:17 48:8 whatnot 25:1 white 15:5 widened 36:7 width 11:15,15 William 2:20 29:19,21 29:21 Wilson 2:12 14:16</p>	<p>winning 43:18,18 wish 20:17 woman 4:2 wonderful 43:15 wondering 34:15 43:21 word 43:4 words 3:12 work 9:13 24:7,8 25:5 37:7 44:19 50:17 working 9:25 13:23 works 7:3 28:22 40:20 workshops 9:25 World 36:2 worse 28:24 writing 5:3 20:16 46:21 written 20:20,21 25:14 35:15 45:7 46:21 50:23 wrong 49:22 www.downtownla.com 49:2</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>year 5:18 35:23 years 21:10 22:11,22 24:9,10 32:6 34:19 35:22 36:18,20 37:21 38:24 42:15 43:24 44:3 44:14 year-and-a-half 48:9 yonder 33:7 young 21:25 youth 21:25</p> <hr/> <p style="text-align: center;">Z</p> <hr/> <p>zone 32:13 zoning 32:10</p> <hr/> <p style="text-align: center;">#</p> <hr/> <p>#7416 1:23</p> <hr/> <p style="text-align: center;">0</p> <hr/> <p>010 8:3</p> <hr/> <p style="text-align: center;">1</p> <hr/> <p>1 1:21 2:5 3:1 100 24:21 35:22 100-year 35:23 108 26:14 11 8:25</p>	<p>11-story 8:22 12:00 48:23,25 1200 8:25 135 26:19 28:1 39:6 41:23 140 32:25 17 48:10 49:1 1800 46:15 1931 22:20 1950 46:17 1969 36:12 1981 22:22 1997 40:16,19 43:2</p> <hr/> <p style="text-align: center;">2</p> <hr/> <p>2 6:4 19:22 20:22 22:9 2-11 46:1 2-12 45:17 20 3:20 12:9 13:1 24:9,10 36:18 20-foot 12:23 2005 1:21 2:5 3:1 25:16 2006 6:4,14 20:22 2400-square-foot 12:11 12:20 249 44:20 45:17 25 21:10 250 28:9 28 25:16</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>3 20:3 47:4 30 5:24 300 13:15 24:18 350 2:6</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4:00 42:16 40,000 8:23 43 18:25 19:2 440 21:15</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>5,000 12:7 50 22:11,22 44:3,14 500,000 8:21</p> <hr/> <p style="text-align: center;">6</p> <hr/> <p>6:49 2:5 3:3</p>	<p>60s 36:5 60,000 26:3 64 41:17,22</p> <hr/> <p style="text-align: center;">7</p> <hr/> <p>7 6:4 75-foot 9:7,24</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>8:12 51:3 89 41:19,22</p> <hr/> <p style="text-align: center;">9</p> <hr/> <p>9:00 48:23 49:1</p>
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Speaker 35: Bill WatanabeComment No. Response

35-1 Speaker Bill Watanabe, representing the Little Tokyo Service Center (see also Letter 5), expressed support for the proposed project, noting the need for parking, and expressed support for the planned Little Tokyo Recreation Center. As stated under response to comment 7-1, the recreation center is not a component of the Police Headquarters Facility Plan; rather, it is a future related project that is under a separate City agreement with the Little Tokyo Service Center. Speaker Watanabe also expressed opposition to Alternative 2, which would place the new PHF at the 1st and Alameda Streets Site. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 36: Edward TakahashiComment No. Response

36-1 Speaker Edward Takahashi expressed support for the proposed project, noting the need for parking and the planned community center. As stated under response to comment 7-1, the recreation center is not a component of the Police Headquarters Facility Plan; rather, it is a future related project that is under a separate City agreement with the Little Tokyo Service Center. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 37: Joel BloomComment No. Response

37-1 Speaker Joel Bloom, representing the Little Tokyo Community Council, expressed support for the proposed project and requested that noise mitigation measures for residents of the St. George Hotel be carried out. As noted throughout Chapter 3.10, Noise and Vibration, the St. George Hotel was listed in the draft EIR as a sensitive receptor. Impact NOISE-1 (page 3.10-14) concludes that mitigation measures NOISE-A through NOISE-E would reduce construction noise impacts for the St. George Hotel to less than significant. Vibration impacts at this location, however, would remain significant during construction due to the proximity of the construction activities. A Mitigation Monitoring and Reporting Plan has been prepared as part of the Final EIR which will ensure implementation of the identified mitigation measures. Speaker Bloom expressed support for the planned recreation center. Speaker Bloom expressed opposition to Alternative 2, PHF at 1st and Alameda Streets Site, because of the existing cultural facilities near the site. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 38: Tom Kame

Comment No. Response

38-1 Speaker Tom Kame read a letter from the Little Tokyo Community Council. This letter was also provided in writing and is included earlier in this chapter as Letter 4. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 39: Shannon Patterson

Comment No. Response

39-1 Speaker Shannon Patterson comments on the City’s designation of sensitive noise receptors in the draft EIR, requesting that the Higgins Building be included as a sensitive noise receptor. Refer to response to comment 8-2 regarding changes to designated sensitive receptors. As requested, all commercially-designated residential uses have been re-evaluated in the Final EIR as sensitive receptors.

39-2 The speaker commented on the loss of accessible public parking as a result of the proposed project. As described in Section 3.11-4 (TRANS-3) and in conjunction with the response to comments 7-1 and 8-5, the proposed project would provide 440 parking spaces for public use. The project would replace all of the permanently lost spaces and would add an additional 159 public parking spaces. The replacement parking would be provided within ¼ mile of the permanently lost spaces, which is considered to be a reasonable walking distance.

39-3 The speaker opposes the project on the basis of construction noise and vibration impacts. Refer to response to comment 3-3 regarding construction impacts.

39-4 The speaker states that the EIR does not evaluate the new hazards and hazardous materials that would be introduced into the project area, specifically with respect to the MTD. Refer to response to comment 8-9 regarding hazards and the MTD.

39-5 The speaker correctly notes that Alternative 2, PHF at 1st and Alameda Streets Site, was concluded by the draft EIR to be environmentally preferred.

39-6 Speaker Shannon Patterson stated that the proposed project is not consistent with the goals of the Los Angeles Civic Center Shared Facilities and Enhancement Plan. As noted in Comment 8-10, the proposed project does not comply with one recommendation of this plan; however, the plan does not identify definitive locations for differing government functions, nor does it affect or supersede the Central City Community Plan which governs land use development in the Civic Center and

conforms to the General Plan. As such, land use consistency impacts at the Old Caltrans Site would be less than significant.

Speaker 40: John Agnew

Comment No. Response

40-1 Speaker John Agnew commented on the City’s designation of sensitive noise receptors in the draft EIR, requesting that the Higgins Building be included as a sensitive noise receptor. Refer to response to comment 8-2 regarding changes to designated sensitive receptors.

40-2 Speaker Agnew raises the question of helicopter safety in the vicinity of residential structures. Refer to response to comment 8-3.

40-3 The speaker stated that the EIR does not evaluate the new hazards and hazardous materials that would be introduced into the project area, specifically with respect to the MTD. Refer to response to comment 8-9 regarding hazards and the MTD.

40-4 Speaker Agnew discussed the projected worsening air pollution and traffic that would result from the proposed project. Section 3.11.6 of the draft EIR concludes that the project would create significant unavoidable traffic impacts at the Main/1st Streets and Main/2nd Streets intersections. As indicated in Section 3.2.4 of the draft EIR, the proposed project would result in significant unavoidable adverse impacts to air quality by violating the SQAQMD standards for VOC and NO_x and contributing to regional nonattainment of these pollutants during construction. This impact would affect adjacent sensitive receptors, as described under impact AIR-5. Implementation of AIR-A would reduce PM₁₀ emissions below the threshold of significance. Implementation of mitigation measure AIR-A would substantially reduce NO_x and VOC emissions but would not be able to reduce emission levels below a level of significance. Thus, the proposed project would result in an unavoidable significant adverse short-term impact to air quality which would cease upon completion of construction activities of the proposed project.

The speaker also commented on the potential effect of fire trucks or emergency responders traveling through the nearby 2nd Street tunnel. As indicated in Figure 3.11-1, the traffic analysis considered a range of intersections, including those in the vicinity of the tunnel. As shown in Table 3.11-7, the proposed project would result in a significant impact at only the Main/1st Streets and Main/2nd Streets intersections. Other intersections, including those in the vicinity of the 2nd Street tunnel, would not be significantly affected by the proposed project.

40-5 The speaker also expressed his opinion regarding the importance of the Old Caltrans Site as a key location for the city. Two alternatives are evaluated in the EIR, which would avoid construction at the Old Caltrans Site and 2nd and Main Streets Site.

Speaker 41: William Mitchell

Comment No. Response

41-1 Speaker William Mitchell expressed his opposition to the selection of the Old Caltrans site for the PHF. The speaker opposes the proposed project because of the effect it would have on Gallery Row, particularly the M.J. Higgins Gallery. Refer to response to comments 3-1 and 8-13.

41-2 The speaker comments on the range of alternatives discussed in the draft EIR. As noted in response to comment 7-1, the range of alternatives selected and the evaluation provided in the EIR is consistent with Section 15126.6 of the CEQA Guidelines.

Speaker 42: Martha Higgins

Comment No. Response

42-1 Speaker Martha Higgins, owner of MJ Higgins Gallery, expressed support for keeping the PHF at Parker Center. This option was evaluated in Section 5.3.4 of the draft EIR as Alternative 3.

42-2 Speaker Higgins also stated preference for a public park at the Old Caltrans Site. The suggestion to develop this location for a public park is discussed under comment 8-10, which responds to questions about the Los Angeles Civic Center Shared Facilities and Enhancement Plan.

Speaker 43: Cheryl McDonald

Comment No. Response

43-1 Speaker Cheryl McDonald comments on the City's designation of sensitive noise receptors in the draft EIR, requesting that the Higgins Building be included as a sensitive noise receptor. As discussed in response to comment 8-2, the EIR analysis has been revised to address this concern.

43-2 The speaker commented on the loss of accessible public parking as a result of the proposed project. As described in Section 3.11-4 (TRANS-3) and in response to comments 7-1 and 8-5, the proposed project would provide 440 parking spaces for public use. The project would replace all of the permanently lost spaces and would

add an additional 159 public parking spaces. The replacement parking would be provided within ¼ mile of the permanently lost spaces, which is considered to be a reasonable walking distance. Furthermore, as stated under response to comment 7-1, the recreation center is not a component of the Police Headquarters Facility Plan; rather, it is a future related project that is under a separate City agreement with the Little Tokyo Service Center.

43-3 The speaker also comments that the retail frontage along the Main Street side of the MTD will lack adequate parking and thus has potential to become dead space. Comment 3-1 responds to this issue, indicating that because the parking and MTD uses would not conform with the gallery presence that the City is seeking to enhance along Gallery Row, retail space was provided as part of the proposed project, which could serve as future art gallery space.

Speaker 44: Karie Miller

Comment No. Response

44-1 Speaker Karie Miller comments on the City's designation of sensitive noise receptors in the draft EIR, requesting that the Higgins Building be included as a sensitive noise receptor. Refer to response to comment 8-2 regarding the designation of sensitive receptors. As requested, all commercially-designated residential uses have been re-evaluated in the Final EIR as sensitive receptors.

Speaker 45: Martin Waterman

Comment No. Response

45-1 Speaker Martin Waterman expressed support for Alternative 3, PHF at Parker Center as a means to revitalize the downtown area. The draft EIR evaluated this alternative in Section 5.3.4, which concluded that Alternative 2, PHF at 1st and Alameda Streets Site would be the environmentally superior alternative. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 46: Eric Kurimura

Comment No. Response

46-1 Speaker Eric Kurimura spoke against Alternative 2, PHF at 1st and Alameda Site, providing a history of Nishi Hongwanji Buddhist Temple located adjacent to this site. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 47: Coleman Engellenver

Comment No. Response

47-1 Speaker Coleman Engellenver stated preference for a public park at the Old Caltrans Site. The suggestion to develop this location for a public park is discussed under comment 8-10, which responds to questions about the Los Angeles Civic Center Shared Facilities and Enhancement Plan.

Speaker 48: Pedro Galindo

Comment No. Response

48-1 Speaker Pedro Galindo comments on the City’s designation of sensitive noise receptors in the draft EIR, requesting that the Higgins Building be included as a sensitive noise receptor. Refer to response to comment 8-2 regarding sensitive receptors. As requested, all commercially-designated residential uses have been re-evaluated in the Final EIR as sensitive receptors.

48-2 The speaker also opposes the proposed project because of the effect it would have on Gallery Row and the emerging art culture in downtown Los Angeles. Refer to response to comments 3-1 and 8-13 regarding Gallery Row and land use issues.

Speaker 49: Kjell Hagen

Comment No. Response

49-1 Speaker Kjell Hagen stated that the proposed project is not consistent with the goals of the Los Angeles Civic Center Shared Facilities and Enhancement Plan. As noted in Comment 8-10, the proposed project does not comply with one recommendation of this plan; however, the plan does not identify definitive locations for differing government functions, nor does it affect or supersede the Central City Community Plan which governs land use development in the Civic Center and conforms to the General Plan. As such, land use consistency impacts at the Old Caltrans Site would be less than significant.

Speaker 50: Jorge Montijo

Comment No. Response

50-1 Speaker Jorge Montijo, resident of the Higgins Building adjacent to the Old Caltrans Site, performed a noise experiment to demonstrate anticipated noise levels during construction. As indicated in response to comments 3-2 and 8-2, the noise analysis has been revised to include the Higgins Building as a sensitive noise receptor. The

EIR analysis has been revised to address this concern. In addition, the discussion of cumulative noise impacts has been expanded in Section 4.3.10 of the EIR.

Speaker 51: Joan Springhetti

Comment No. Response

51-1 Speaker Joan Springhetti stated that the proposed project is not consistent with the goals of the Los Angeles Civic Center Shared Facilities and Enhancement Plan. As noted in response to comment 8-10, the proposed project does not comply with one recommendation of this plan; however, the plan does not identify definitive locations for differing government functions, nor does it affect or supersede the Central City Community Plan which governs land use development in the Civic Center and conforms to the General Plan. As such, land use consistency impacts at the Old Caltrans Site would be less than significant.

51-2 Speaker Springhetti also expressed concern regarding the decommissioning of Parker Center and its abandonment in perpetuity. Refer to response to comments 8-14 and 9-4 for discussions about maintenance of Parker Center and the future use of the Parker Center Site.

Speaker 52: Jerome Brenot

Comment No. Response

52-1 Speaker Jerome Brenot stated preference for a public park at the Old Caltrans Site. The suggestion to develop this location for a public park is discussed under response to comment 8-10, which responds to questions about the Los Angeles Civic Center Shared Facilities and Enhancement Plan. Speaker Brenot also expressed support for Alternative 3, which would place the new PHF at Parker Center. This alternative was evaluated in the Chapter 5 of the draft EIR.

Speaker 53: Shawn Chou

Comment No. Response

53-1 Speaker Shawn Chou of Vida Law Group spoke regarding the business at 249 South Los Angeles Street, a property which would be acquired for the MTD and Main Street Parking Facility under the proposed project. Speaker Chou opposes the proposed project and expressed frustration regarding whether any notice has been taken of previous comments offered at other meetings for the proposed project. As indicated by this chapter, all verbal comments received during the public meeting for the draft EIR are being addressed as part of the Final EIR. Refer to response to

comment 3-1 regarding impacts associated with property acquisition at the 2nd and Main Streets Site.

53-2 Speaker Chou points out that the structure at 249 South Los Angeles Street is five stories in height, not two stories as indicated in the draft EIR. This change is noted and has been revised in Chapter 3 of this Final EIR.

53-3 Speaker Chou expressed concern about the proposed recreation center. As stated under response to comment 7-1, the recreation center is not a component of the Police Headquarters Facility Plan; rather, it is a future related project that is under a separate City agreement with the Little Tokyo Service Center. However, the recreation center is dependent on the completion of the Main Street Parking Facility and has therefore, been evaluated in the EIR.

Speaker 54: Nelson Lee

Comment No. Response

54-1 Speaker Nelson Lee spoke in opposition to the proposed project and expressed support for Alternative 3. No significant environmental issues are raised by this speaker and no further response is required.

Speaker 55: Nic Cha Kim

Comment No. Response

55-1 The speaker comments on the range of alternatives discussed in the draft EIR. As noted in response to comment 7-1, the range of alternatives selected and the evaluation provided in the EIR is consistent with Section 15126.6 of the CEQA Guidelines. No additional alternatives need to be explored as part of the Final EIR.

55-2 Speaker Kim opposes the proposed project because of the effect it would have on Gallery Row and the emerging art culture in downtown Los Angeles. Refer to response to comments 3-1 and 8-13.

Speaker 56: Lapchih Fan

Comment No. Response

56-1 Speaker Lapchih Fan disagrees with the impact conclusions for the land use and planning, and population and housing sections of the draft EIR. Refer to response to comment 9-3 for a discussion about surrounding structures and their cultural significance. Land use impacts are evaluated in Chapter 3.9 Land Use and Planning, and discussed in response to comments 3-1, 7-2, and 8-10.

56-2 Speaker Fan comments on an earlier version of the MTD plans, in which one level was above-grade and the rest of the structure was below-grade. The plans for the proposed project have been under design for some time. Refer to Chapter 3 regarding changes to the description of the MTD, and to response to comment 7-1 regarding the reasonable range of alternatives required to be analyzed under CEQA.

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3 CLARIFICATIONS AND MODIFICATIONS

The following clarifications and modifications are intended to update the draft EIR in response to the comments received during the public review period and as a result of updated project information. These changes, in addition to the draft EIR, constitute the Final EIR, to be presented to the Los Angeles City Council for certification and approval.

The changes to the draft EIR are listed by chapter or section, page number, and the comment that brought about the change, if applicable. Corrections are shown as ~~striketrough~~ and additions are shown in **bold** text. Please refer to Chapter 2, Response to Comments, for referenced comment letters and corresponding comments.

Executive Summary

<u>Page</u>	<u>Clarification/Revision</u>
ES-2	The new PHF would be built on the block bounded by 1 st Street, Main Street, 2 nd Street, and Spring Street (Old Caltrans Site). A new office building would be constructed in the central portion of the site with a minimum floor plate of 40,000 gross ft ² and 75-foot minimum setbacks from the adjoining sidewalks. The office building would contain 11 stories and would stand approximately 162 feet tall (ground elevation to top of parapet). The PHF would also include a 350-seat auditorium, café, memorial garden, and additional retail space. Landscaping would also be installed throughout the site around the perimeter of the office building and in the plaza area. Subterranean parking would be constructed and would consist of four two levels with approximately 700 365 parking spaces. As an option, up to 140 parking spaces may be shifted to the Main Street Parking Facility discussed below which would eliminate one level of underground parking at the PHF. The public entrance to the PHF would be from 1 st Street through a landscaped plaza. The personnel entrance would be from 2 nd Street near Main Street.
ES-3	A new off-site parking facility for the PHF would be constructed on parcels south of 2 nd Street, between Los Angeles Street and Main Street (2 nd and Main Streets Site). This new parking facility would be used instead of the existing police parking at the “tinker toy” parking facility located southwest of Temple and Judge John Aiso Streets and would also provide some public parking. The parking facility would contain approximately 640 parking spaces, including 500 up to 800 parking spaces for police use (six four levels above grade with access from Main Street) and 140 parking spaces for public parking use (two levels below grade with access from Los Angeles Street). As an option, up to 140 spaces may be shifted from the PHF underground parking to the Main Street Parking Facility which would add a fifth level of police parking on the Main Street side. Construction of the Main Street

Parking Facility would require property acquisition and demolition of existing improvements, including surface parking lots, three commercial buildings, and a small food stand.

ES-10 The following revisions have been made to Table ES-1:

<p>NOISE-1: Construction would result in a less than significant noise impact to proximate sensitive receptors. The nearest sensitive noise receptors to the project site include the Higgins Building, St. George Hotel, San Pedro Firm Building, and the East-West Players performing arts theatre (former Japanese Union Church of Los Angeles). These receptors are located approximately 20 feet and 80 feet from the 2nd and Main Street and Parker Center Sites, respectively. The Higgins Building and St. George Hotel are located approximately 50 feet and 20 feet from the Old Caltrans and 2nd and Main Streets Sites, respectively. The San Pedro Firm Building and the East-West Players are located approximately 90 feet and 130 feet, respectively, from the Parker Center Site. During construction, ambient noise levels at these sensitive receptors would increase by 18 to 25 dBA. Construction activities for the proposed project would be temporary and sporadic, based on single construction events that would occur over a 30-month period for the Old Caltrans site, 14 month period for the Main Street Parking Facility and MTD, and a 15-month period and 15 months for the Aiso Street Parking Facility. No noise-sensitive receptors were identified in the vicinity of the PHF.</p>	<p>Potentially Significant</p>	<p>NOISE-A: During all site preparation, grading, and construction at each of the project sites, the construction contractor shall stockpile materials and stage vehicle areas away from noise-sensitive receivers adjacent to the project sites to the extent feasible. NOISE-B: All construction equipment used at each project site shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment shall be properly maintained to eliminate unnecessary additional noise due to worn or improperly maintained parts. NOISE-C: Hydraulic hammer attachments used in pavement and structure demolition at all project sites shall be equipped with a silencing package. NOISE-D: Plywood fencing (approximately ¾ inch or greater plywood thickness) of a minimum 8 feet in height shall be used along the perimeter of construction sites for each project site to minimize noise to nearby noise-sensitive receivers. This perimeter fencing shall not have perforations or gaps, and shall be provided in addition to required security fencing.</p>	<p>Less than Significant</p>
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Chapter 2 Project Description

<u>Page</u>	<u>Clarification/Revision</u>
2-7	Figure 2-3 has been revised to reflect the change in parking spaces provided at the Old Caltrans and 2 nd and Main Streets Sites. Refer to the end of this section for the updated figure.
2-8	Parking for police use only would be provided below grade but not beneath the office building. The subterranean parking would consist of two four levels with approximately 700 365 parking spaces. As an option, up to 140 parking spaces may be shifted to the Main Street Parking Facility discussed below which would eliminate one level of underground parking at the PHF. Ingress and egress to the underground parking would occur from Main Street with additional egress from Spring Street. Additional off-site parking would be provided south of

- 2nd and Main Streets as discussed below under “Main Street Parking Facility.” Loading docks and other support services for the PHF such as utility vaults, emergency generators, and mechanical equipment would be located below grade and would not be visible to the public. Truck access to the PHF would only occur from Main Street.
- 2-8/2-9 To bring affected roadways up to current standards, street dedications and widenings would be required for the PHF. A 6-foot dedication and widening and construction of a 10-foot sidewalk on 2nd Street from Main Street to Spring Street would be required. The dedication would be provided as part of the project and the PHF would be designed to accommodate future widening along 2nd Street, which is part of a larger proposal from Little Tokyo to Hill Street that would be implemented separately. In addition, a 12-foot **future** dedication on Spring Street, ~~a 5-foot dedication on Main Street, and possibly a 2-foot dedication on 1st Street~~ would be ~~required and~~ implemented as part of the project.
- 2-11 The following paragraph has been added at the end of Section 2.3.1:
- Proposed locations for the media at the new PHF have been identified as follows: 12 spaces for vans (18-feet by 7-foot vehicles) along the east side of Main Street, between 1st and 2nd Streets, and 6 spaces for LAPD mobile units (32-feet by 12-foot vehicles) along the north side of 2nd Street, between Spring and Main Streets. Special events at the new PHF would occur in the memorial garden along the Main Street side or in the plaza along the 1st Street side.**
- 2-11 A new off-site parking facility for the PHF would be constructed on parcels south of 2nd Street, between Los Angeles Street and Main Street (see Figure 2-3, Project Components). This new **six-story** parking facility would be used instead of the existing police parking at the “tinker toy” parking facility located southwest of Temple and Judge John Aiso Streets and would also provide some public parking. The parking facility would contain approximately ~~640~~ **940** parking spaces total. Of these, ~~500~~ **800** spaces would be provided for police use on ~~four~~ **six** above-grade levels on the Main Street side of the structure. The remaining 140 spaces would be provided for public parking use on two below-grade levels on the Los Angeles Street side. The police parking and public parking would be physically separated by a barrier wall. Primary ingress and egress to the police parking would be from Main Street and emergency egress would be from Werdin Place. Ingress and egress for the public parking would be from Los Angeles Street. ~~As an option, up to 140 spaces may be shifted from the PHF underground parking to the Main Street Parking Facility which would add a fifth level of police parking on the Main Street side.~~
- 2-12 Construction of the Main Street Parking Facility would require property acquisition and demolition of existing improvements, which consist of surface parking lots, a one-story commercial building used as an art gallery (244 South Main Street), a small food stand (240

½ South Main Street), a ~~two-~~ **five-story** commercial building (249 South Los Angeles Street), and a one-story commercial building (245 South Los Angeles Street). In addition, the northern portion of the alley identified as Werdin Place, which bisects these parcels, would need to be vacated. In support of project approval and as part of a former proposal known as the Cathedral Place Project, some of the affected parcels have been acquired by the City while most are still proposed for acquisition. As identified in Table 2-1, Property Acquisitions, these parcels would provide needed space for the Main Street Parking Facility and the MTD facility further discussed below. Table 2-1 indicates the existing uses that would be displaced as a result of the proposed project and the land status for each parcel. Displaced businesses would be subject to relocation assistance as required by law.

In accordance with street dedication requirements, a 5-foot **future** dedication would be provided on Main Street and a 2-foot dedication would be provided on Los Angeles Street. No on-street parking, as currently exists on the east side of Main Street, would remain along the frontage of the proposed Main Street Parking **Facility** and MTD. An existing pedestrian crosswalk located mid-block on Main Street, between 2nd and 3rd Streets, may be relocated approximately 50 feet to the north or may be entirely eliminated in order to be consistent with the new access driveways for the Main Street Parking Facility and MTD.

2-14 Street dedication requirements for the Aiso Street Parking Facility include a 17-foot dedication on Judge John Aiso Street and a 2-foot dedication on 1st Street. In consultation with the Los Angeles Department of Transportation (LADOT), these ~~street dedication~~ requirements would be **have been** waived as ~~Judge John Aiso Street is~~ **these streets are** not expected to operate at full capacity as currently designated **and would meet mobility and traffic circulation needs**, ~~which is a Class II Major Highway.~~

2-20 The following paragraphs have been added to the end of Section 2.3.8:

Construction access to the project site, including all entry and exit ways, would be limited to streets away from nearby noise-sensitive receptors to the extent feasible as follows: at the Old Caltrans Site, construction access would be limited to Main, 1st, or Spring Streets; at the 2nd and Main Streets Site, construction access would be limited to mid-block areas along Main or Los Angeles Streets; and at the Parker Center Site, construction access would be limited to Judge John Aiso Street, closest to Temple Street.

A construction relations person would be designated to serve as a liaison with the surrounding community, including property owners, businesses, and residents, to respond to any concerns or questions regarding construction noise. The liaison's contact information would be prominently displayed at each construction area within the project site.

2-20

TABLE 2-2 PROJECT DESCRIPTION SUMMARY

Project Component	Location	Details
PHF	Old Caltrans Site	500,000 ft ² replacement police headquarters facility 560 to 700-365-space subterranean parking
Main Street Parking Facility	2 nd and Main Streets Site	640 to 780-980-space parking facility (500 to 640 800 police parking spaces and 140 public parking spaces) and future recreation center
MTD	2 nd and Main Streets Site	28,000 ft ² replacement facility with retail space up to 3,000 ft ²
Aiso Street Parking Facility	Parker Center Site	300-space public parking facility with at-grade public plaza and 25-space parking lot (LAPD/MTD use)
Open Space	Old Caltrans Site	New 1-acre landscaped area

2-21 Figure 2-7 was inadvertently excluded from the Draft EIR. The revised figure is included in this Final EIR section. Refer to the end of this section for the inclusion of this figure.

Section 3.4 Historic Architectural Resources

Page Clarification/Revision

- The five-story, four-bay Art Deco-style retail warehouse located at ~~245~~ **249** South Los Angeles Street was built in 1910. The building has a steel reinforced concrete structure. The front and rear elevations are reinforced concrete that has been coated by a stucco-like finish, while the concrete on the side elevations is painted.
- 3.4-19 The integrity of the setting of historical resources adjacent to the 2nd and Main Streets Site has already been compromised by the demolition of the former buildings on the site and the construction of the existing parking lots. Former improvements that have been demolished ranged from low-scale commercial buildings to moderate-scale commercial and mixed-use development. The scale of the new Main Street Parking Facility and replacement MTD would not exceed ~~five~~ **six** stories in height, ~~and~~ **The top floor would be a parking deck on the roof of the 5th floor. Essentially, the parking structure would not exceed five stories in height because the 6th floor would be an open parking deck. The five-story height** would be in keeping with the height of the former development on the site. A future recreation center would add two additional stories above the underground public parking portion of the Main Street Parking Facility. Because the integrity of the project site has already been compromised and the new construction would not be substantial in height, the proposed project would have no indirect impacts on adjacent historical resources. These resources would not be materially impacted by isolation from or alteration of the character of their historic setting, nor would they be adversely affected by the introduction of visual elements that would be out of character with the properties or would alter their settings.

Section 3.10 Noise and VibrationPage Clarification/Revision

3.10-2 The following new subsection has been added to Section 3.10.1, Environmental Setting:

Several rating scales (or noise “metrics”) exist to analyze adverse effects of noise on a community. These scales include the equivalent noise level (L_{eq}), the community noise equivalent level (CNEL), and the day-night average sound level (DNL or L_{dn}). Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq} , meaning the equivalent noise level for that period of time. The period of time averaging may be specified; $L_{eq(3)}$ would be a 3-hour average. When no period is specified, a 1-hour average is assumed. It is important to understand that noise of short duration, that is, times substantially less than the averaging period, is averaged into ambient noise during the period of interest. Thus, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a 1-hour period.

To evaluate community noise impacts, a descriptor was developed that accounts for human sensitivity to nighttime noise. The descriptor is called the DNL (Day/Night Average Sound Level), which represents the 24-hour average sound level with a penalty for noise occurring at night. The DNL computation divides the 24-hour day into two periods: daytime (7:00 a.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.). The nighttime sound levels are assigned a 10 dBA penalty prior to averaging with daytime hourly sound levels. CNEL is similar to DNL except that it separates a 24-hour day into three periods: daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.). The evening nighttime sound levels are assigned a 10 dBA penalty prior to averaging with daytime hourly sound levels.

3.10-2 Sensitive receivers identified near the project site are shown in Figure 3.10-1. Several sensitive uses are located in or adjacent to the project area, including: the New Otani Hotel southeast of 1st and Los Angeles Streets; **Far East Building on the north side of 1st Street between Judge John Aiso Street and Central Avenue; San Pedro Firm Building on the east side of Judge John Aiso Street near 1st Street;** East-West Players performing arts theatre in former Japanese Union Church northeast of Judge John Aiso Street and 1st Street; the St. George hotel on the north side of 3rd Street, between Main and Werdin Place; the Little Tokyo Library, which is under construction at the southwest corner of 2nd and Los Angeles Streets; ~~and~~ the former Saint Vibiana’s Cathedral currently under renovation as a performing arts center southeast of 2nd and Main Streets; **the Higgins Building at the southwest corner of 2nd and Main Streets; and Casa Heiwa on the north side of 3rd Street east of Los Angeles Street.**

~~Although residences are also~~ Residences located in the vicinity of the project site ~~such as~~ **include** the Higgins Building (loft-style apartments) southwest of 2nd and Main Streets, apartments within commercial buildings of the Little Tokyo Historic District northwest of 1st and Judge John Aiso Streets (**Far East Building and San Pedro Firm Building**), and multifamily residential units northeast of 3rd and Los Angeles Streets (**Casa Heiwa**). **However**, these properties are zoned as commercial, not residential. **Although** there are no residential zoned properties within the vicinity of the project site, **the EIR identifies the commercially-designated residential uses as sensitive noise receptors, since the City's Adaptive Reuse Ordinance and other planning documents recognize the conversion of commercial buildings to dwelling units as residential uses.** ~~Standards contained in the LAMC and Noise Element for determining noise impacts to residences and other sensitive receivers are correlated with land use zoning classifications. Based on the commercial zoning, the nearby residences identified above are not considered noise-sensitive receivers.~~

3.10-3 Figure 3.10-1 has been revised to include additional sensitive noise receptors. The revised figure is included in this Final EIR section. Refer to the end of this section for the update figure.

3.10-14 The following changes were made to the NOISE-1 impact discussion:

- The nearest noise-sensitive receptor to the 2nd Street and Main Streets Site is the St. George Hotel located on the same block as the proposed Main Street Parking Facility and MTD, approximately less than 20 feet from potential construction areas. Noise levels within 50 feet of construction activity may exceed 89 dBA Leq, which would exceed the ambient noise level by as much as 25 dBA. Construction activities for the Main Street Parking Facility and MTD would last approximately 14 months, more than one day or 10 days in a three month period as indicated in the significance criteria. However, construction activities would be short-term and sporadic as construction events would vary between operating equipment, work breaks, and idle time. Given **the development is not zoned residential**, there are no outdoor uses associated with the St. George Hotel, and construction activities would occur during normal daytime hours when occupants are not likely to be present, no significant noise disturbances to this nearby noise-sensitive receptor are anticipated. With the implementation of mitigation measures NOISE-A, NOISE-B, NOISE-C, NOISE-D, and NOISE-E, temporary noise increases during construction would be reduced. Thus, construction of the proposed project would not result in a significant noise impact.
- The nearest noise-sensitive receptors to the Parker Center Site ~~is~~ **are** the ~~East-West Players~~ **San Pedro Firm Building and the East-West Players** performing arts theatre (former Japanese Union Church of Los Angeles), which ~~is~~ **are** located approximately 80 feet ~~and~~ **115 feet** away across Judge John Aiso Street, ~~respectively~~. ~~At this these~~

distances, noise levels from construction activities along the nearest boundary would be approximately **85 dBA and 82 dBA L_{eq} , respectively**. ~~which~~ **These noise levels** would exceed the ambient noise level **at these locations by 21 dBA and 18 dBA**. **Given the development is not zoned residential**, there are no outdoor uses associated with **either building**, ~~the East West Players theatre~~ and construction activities would occur during normal daytime hours ~~when events or performances are not likely to occur~~; no significant noise disturbances to this nearby noise-sensitive receptor are anticipated. Furthermore, construction activities would be short-term and sporadic over a 15 month period as construction events would vary between operating equipment, work breaks, and idle time. With the implementation of mitigation measures NOISE-A, NOISE-B, NOISE-C, NOISE-D, and NOISE-E, temporary noise increases during construction would be reduced. Thus, construction of the proposed project would not result in a significant noise impact.

- **The nearest noise-sensitive receptors to the Old Caltrans Site is the Higgins Building, which is located approximately 65 feet away across 2nd Street. At this distance, noise levels from construction activities along the nearest boundary would be approximately 87 dBA L_{eq} , which would exceed the ambient noise level by 23 dBA. Construction activities would occur during normal daytime hours when most occupants are not likely to be present or resting; consequently, no significant noise disturbances to this nearby noise-sensitive receptor are anticipated. Furthermore, construction activities would be short-term and sporadic over a 15 month period as construction events would vary between operating equipment, work breaks, and idle time. With the implementation of mitigation measures NOISE-A, NOISE-B, NOISE-C, NOISE-D, and NOISE-E, temporary noise increases during construction would be reduced. Thus, construction of the proposed project would not result in a significant noise impact.**

3.10-20 The following new subsection has been added to the end of the NOISE-2 impact discussion:

Parking for police vehicles would be provided at the new PHF and at the Main Street Parking Facility. No dispatching of emergency vehicles would occur at these facilities since the new PHF would primarily serve as office space for police headquarter functions. Therefore, noise from emergency vehicle warning devices is not anticipated. The City also recognizes that sirens on emergency vehicles are essential for public welfare and, as provided in the municipal code (Section 11101.j.3), has exempted warning devices on emergency vehicles from noise restrictions on the use of sound amplifying equipment.

Section 3.11 Traffic and Parking

<u>Page</u>	<u>Clarification/Revision</u>
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3.11-11/26	“Cesar Chavez Avenue” was incorrectly spelled in Table 3.11-1 and Table 3.11-5. The spelling has been corrected in the Final EIR.
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3.11-28	The following paragraph has been added at the end of the “Planned Transportation Improvements” section:
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LADOT is currently preparing plans that would reconfigure Second Street between Hill Street and Alameda Street to provide left-turn lanes and shared through/right-turn lanes. In addition, several blocks of Second Street in this area would be widened.

The existing contra-flow bus-only lane on Spring Street between Ninth Street and First Street will be replaced with concurrent flow peak period bus-only lanes on Main Street (northbound between Ninth Street and First Street) and Spring Street (southbound between Arcadia Street and Ninth Street). The existing bus-only lane on Spring Street between First Street and Cesar E. Chavez Avenue will remain. The right-most lane of each street segment with concurrent flow peak period bus-only lanes would be limited to buses only from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except for right-turning vehicles. The analysis of affected study intersections assumes that one-half of the right-turning vehicles would turn right on red.

3.11-28	The following paragraph has been revised in the “Project Traffic Generation” subsection:
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Trip generation rates for government office complexes and recreation centers found in *Trip Generation, 7th Edition* were used to develop trip generation estimates for the new trips that would be generated and existing trips that would be shifted by the PHF, including its parking and the future recreation center. **The proposed auditorium and café in the PHF are considered as ancillary uses for the purpose of estimating trips and would be included in the trips estimated using the "Government Office Complex" trip rates.** In addition, empirically derived rates for public parking structures in similar downtown settings were used to estimate trip generation associated with the 300-space public parking structure (Aiso Street Parking Facility). **No trips were generated specifically for the proposed and 140 public parking spaces at the Main Street Parking Facility, and ~~an~~ or for the ground-level retail on that site, because trips were estimated separately for the proposed recreation center and because the Main Street Parking Facility is currently occupied by, among other uses, approximately 260 public parking spaces.** New driveway counts at the existing MTD facility were used to project the future trip generation at the proposed MTD. The results are summarized in Table 3.11-6. Taking into account the proximity to the

extensive bus and rail transit service in the area and after discussions with LADOT staff, a 20 percent reduction was taken to account for a portion of the project employees who would utilize modes of transportation other than a personal vehicle to arrive at the proposed project site. As shown in Table 3.11-6, it is projected that the project would generate approximately ~~3,370~~ **3,340** net new daily trips, including approximately 215 during the morning peak hour and 345 during the evening peak hour.

3.11-29 The following paragraph has been revised in the “Project Traffic Assignment” subsection:

The distribution pattern was used to assign the project-generated traffic to the local and regional street system. The existing project-related trips, as estimated in Table 3.11-6, were assigned to and subtracted from the projected cumulative turning movements at the intersections based on their current parking locations, and the total future trips as estimated in Table 3.11-6 were assigned to and added to the cumulative turning movements. **The assignment took into account the planned changes in the physical and operational characteristics of the surrounding street system.** Refer to Appendix H for an illustration in the technical report of the assignment of the proposed project-generated peak hour traffic volumes at each of the 43 analyzed intersections during the weekday morning and afternoon peak hours.

3.11-30 Table 3.11-6, Trip Generation Rates and Estimates, has been revised.

TABLE 3.11-6. TRIP GENERATION RATES AND ESTIMATES

Land Use	ITE [1] Code	Units	Trip Generation Rates						
			Daily Rate	AM Peak Hour		PM Peak Hour		% Out	
			Rate	Rate	% In	% Out	Rate	% In	% Out
Project Land Uses									
Government Office Complex [2]	733	per employee	7.75	0.61	89%	11%	0.79	31%	69%
Public Parking Structure	[3]	per stall	3.98	0.32	85%	15%	0.37	20%	80%
Specialty Retail	814	per 1,000 ft ²	44.32	6.84	48%	52%	2.71	56%	44%
			127.15	11.52	52%			61%	39%
Restaurant	932 933	per 1,000 ft ²	716	43.87	60%	48% 40%	10.92 26.15	51%	49%
Manufacturing	140	per 1,000 ft ²	3.82	0.73	77%	23%	0.74	36%	64%
Recreation Center [9]	495	per 1,000 ft ²	22.88	1.62	61%	39%	1.64	29%	71%
Estimated Trip Generation									
			Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips			
				Total	In	Out	Total	In	Out
Proposed Project									
Police Headquarters Facility (PHF)	733	2,400 employees	18,600	1,464	1,303	161	1,896	588	1,308
Motor Transport Division (MTD)	[5]		449	92	48	44	48	27	21
Recreation Center		60,000 ft ²	1,373	97	59	38	98	28	70
Subtotal			20,422	1,653	1,410	243	2,042	643	1,400
Transit Credit									
Government Office Complex and Recreation Center (20%)			(4,084)	(331)	(282)	(49)	(408)	(129)	(280)
Subtotal			16,338	1,322	1,128	194	1,634	514	1,120
Public Parking Structure		300 stalls	1,195	96	82	14	111	22	89
Total Proposed Project Trip Estimates			17,533	1,418	1,210	209	1,745	536	1,208
Existing Land Use to Be Relocated									
Police Headquarters Facility (PHF)		2,138 employees	16,570	1,304	1,161	143	1,689	524	1,165
Government Office Complex	[4]		400	82	43	39	43	24	19
La Costena Mexican Restaurant	[6]								
Food Stand (240 1/2 South Main Street)		500 125 ft²	64 90	6	3	3	5 3	3 2	2 1
MJ Higgins Gallery	[7]								
Art Gallery (244 South Main Street)		25,000 4,000 ft²	0	0	0	0	10	5	5
Blackjack Liquidator	[6][8]								
Retail Clothing/Electronics (245 South Los Angeles St.)		7,300 ft ²	324	50	24	26	0	0	0

3 Clarifications and Modifications

Land Use	ITE [1] Code	Units	Trip Generation Rates						
			Daily Rate	AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out
Vida Enterprise Corp. Garment Manufacturing (249 South Los Angeles St.)	[6][8]	52,800 ft ²	202	39	30	9	0	0	0
Subtotal			17,560 17,585	1,481	1,261	220	1,747	556	1,191
Transit Credit									
Government Office Complex (20%)			(3,394)	(277)	(241)	(36)	(346)	(110)	(237)
Total Existing Land Use Trip Estimate			14,166	1,204	1,020	184	1,401	446	955
Net Project Trip Estimate			3,367					90	
Total Proposed Project minus Existing Land Uses			3,342	214	190	25	344 346	91 91	254 255

Notes:

- [1] Source: Institute of Transportation Engineers (ITE), Trip Generation, Seventh Edition, 2003.
- [2] ~~Daily fire station trips estimated to be 3.00 trips per employee.~~ **As ancillary components, the PHF would include a 9,487 s.f. auditorium and a 5,340 s.f. café. Trips were not estimated separately for these components as such facilities would be included within the "Government Office Complex" trip rates.**
- [3] Rates developed using empirical data observed from the surface public parking lots in the vicinity; daily trips estimated.
- [4] Peak hour trips (inbound and outbound) are based on traffic counts at the existing MTD driveway observed on Wednesday, March 16, 2005. Daily trips estimated based on input from Bureau of Engineering, May 2005.
- [5] Empirical trip generation a.m. and p.m. data were collected at the existing MTD and was increased by approximately 12%, equal to the increase in PHF employees.
- [6] Size of existing land use on proposed project site was provided by Lisa Ochsner, Los Angeles Bureau of Engineering in email dated ~~March 25~~ **June 21**, 2005.
- [7] Trip generation for the Art Gallery was estimated based on field observations and the hours of operation at the MJ Higgins Art Gallery.
- [8] Based on interviews with the on-site store clerks, there are no evening operations at the clothing/electronics and garment manufacturing.
- [9] **No trips related specifically to the 140 public parking spaces proposed in the Main Street Parking Facility were estimated because a higher trip estimate for the recreation center was made and trips to the approximately 260 existing public parking spaces on the project site are included in the base traffic counts.**

Source: Kaku Associates, Inc. 2005

3.11-32 The City has established threshold criteria used to determine significant traffic impacts of a proposed project within its jurisdiction.

3.11-34 The following has been added to the beginning of the Impact Analysis section:

Since the draft EIR was distributed for public review, the distribution of parking spaces proposed for the PHF and the Main Street Parking Facility has been revised. The revised project would provide a total of 1,190 parking spaces for the PHF, including 365 parking spaces at the Old Caltrans Site, 800 parking spaces at the 2nd and Main Streets Site, and 25 parking spaces for oversized vehicles at the Parker Center Site. As originally proposed, the project would provide 140 public parking spaces at the 2nd and Main Streets Site and 300 public parking spaces at the Parker Center Site. As such, the total parking supply for the revised project has been reduced by 135 spaces and 300 parking spaces have been transferred from the Old Caltrans Site to the 2nd and Main Streets Site.

A traffic and parking analysis was conducted for the revised project (see Final EIR Appendix A). The updated traffic analysis determined that under the revised project conditions, the same intersections would be significantly and unavoidably impacted as a result of the project (Main Street and 2nd Street and Main Street and 1st Street). In addition, the updated parking analysis determined that the revised project would decrease the amount of surplus parking spaces from the 690 spaces under the former project. However, the total number of parking spaces would exceed the required 535 spaces and result in a surplus of 655 spaces under the revised project. Accordingly, the findings of the traffic and parking analysis would remain the same as the draft EIR analysis. The revised traffic analysis is included in the Final EIR as Appendix A.

3.11-34 Table 3.11-7, Future Intersection Level of Service Analysis, has been revised. All numbers in bold text have been updated.

TABLE 3.11-7. FUTURE INTERSECTION LEVEL OF SERVICE ANALYSIS

	Intersection	Peak Hour	Cumulative Base (2009)		Cumulative Plus Project (2009)		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
*1	North Broadway 2nd Street	AM	0.447	A	0.439	A	-0.008	NO
		PM	0.478	A	0.510	A	0.032	NO
*2	North Broadway 1st Street	AM	0.631	B	0.648	B	0.017	NO
		PM	0.587	A	0.643	B	0.056	NO
*3	North Broadway Temple Street	AM	0.791	C	0.778	C	-0.013	NO
		PM	0.699	B	0.717	C	0.018	NO
*4	Spring Street 3rd Street	AM	0.332	A	0.330	A	-0.002	NO
		PM	0.247	A	0.224	A	-0.023	NO
*5	Spring Street 2nd Street	AM	0.517	A	0.507	A	0.010	NO
		PM	0.531	A	0.633	B	0.102	NO

3 Clarifications and Modifications

	Intersection	Peak Hour	Cumulative Base (2009)		Cumulative Plus Project (2009)		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
*6	Spring Street	AM	0.469	A	0.513	A	0.044	NO
	1st Street	PM	0.371	A	0.391	A	0.020	NO
*7	Spring Street	AM	0.551	A	0.537	A	-0.014	NO
	Temple Street	PM	0.339	A	0.332	A	-0.007	NO
*8	Main Street	AM	0.089	A	0.185	A	0.096	NO
	3rd Street	PM	0.397	A	0.443	A	0.047	NO
*9	Main Street	AM	0.332	A	0.477	A	0.145	NO
	2nd Street	PM	0.747	C	0.862	D	0.115	YES
*10	Main Street	AM	0.368	A	0.376	A	0.008	NO
	1st Street	PM	0.662	B	0.737	C	0.075	YES
11	Main Street	AM	0.342	A	0.342	A	0.000	NO
	Temple Street	PM	0.674	B	0.681	B	0.007	NO
*12	Los Angeles Street	AM	0.545	A	0.653	B	0.108	NO
	3rd Street	PM	0.483	A	0.490	A	0.007	NO
*13	Los Angeles Street	AM	0.491	A	0.568	A	0.077	NO
	2nd Street	PM	0.751	C	0.768	C	-0.017	NO
*14	Los Angeles Street	AM	0.475	A	0.505	A	0.030	NO
	1st Street	PM	0.519	A	0.515	A	-0.004	NO
*15	Los Angeles Street	AM	0.420	A	0.389	A	-0.031	NO
	Temple Street	PM	0.537	A	0.504	A	-0.033	NO
*16	Los Angeles Street	AM	0.504	A	0.503	A	-0.001	NO
	Aliso Street	PM	0.586	A	0.597	A	0.011	NO
17	Los Angeles Street	AM	0.477	A	0.478	A	0.001	NO
	Arcadia Street	PM	0.413	A	0.412	A	-0.001	NO
*18	San Pedro Street	AM	0.552	A	0.579	A	0.027	NO
	3rd Street	PM	0.365	A	0.360	A	-0.005	NO
*19	San Pedro Street	AM	0.455	A	0.433	A	-0.022	NO
	2nd Street	PM	0.632	B	0.611	B	-0.021	NO
*20	San Pedro Street	AM	0.476	A	0.451	A	-0.025	NO
	1st Street	PM	0.619	B	0.607	B	-0.012	NO
21	Judge John Aiso Street	AM	0.352	A	0.257	A	-0.095	NO
	Temple Street	PM	0.456	A	0.374	A	-0.082	NO
*22	Central Avenue	AM	0.358	A	0.359	A	0.001	NO
	2nd Street	PM	0.563	A	0.558	A	-0.005	NO
*23	Central Avenue	AM	0.441	A	0.433	A	-0.008	NO
	1st Street	PM	0.687	B	0.687	B	0.000	NO
24	Alameda Street	AM	0.698	B	0.709	C	0.011	NO
	3rd Street	PM	0.427	A	0.432	A	0.005	NO
*25	Alameda Street	AM	0.581	A	0.593	A	0.012	NO
	2nd Street	PM	0.695	B	0.699	B	0.004	NO
*26	Alameda Street	AM	0.851	D	0.866	D	0.015	NO
	1st Street	PM	0.722	C	0.705	C	-0.017	NO
*27	Alameda Street	AM	0.548	A	0.552	A	0.004	NO
	Temple Street	PM	0.526	A	0.461	A	-0.065	NO
*28	Alameda Street	AM	0.503	A	0.493	A	-0.010	NO
	Aliso Street	PM	0.506	A	0.477	A	-0.029	NO
*29	Alameda Street	AM	0.515	A	0.505	A	-0.010	NO
	Arcadia Street	PM	0.716	C	0.686	B	-0.030	NO
*30	Alameda Street	AM	0.302	A	0.293	A	-0.009	NO
	Los Angeles Street	PM	0.617	B	0.604	B	-0.013	NO
*31	Alameda Street	AM	0.780	C	0.777	C	-0.003	NO
	Cesar E. Chavez	PM	0.804	D	0.793	C	-0.011	NO
32	Hewitt Street	AM	0.585	A	0.574	A	-0.011	NO
	1st Street	PM	0.699	B	0.686	B	-0.013	NO

	Intersection	Peak Hour	Cumulative Base (2009)		Cumulative Plus Project (2009)		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
33	Hewitt Street Commercial Street		8	A	8	A		
		AM	8	A	8	A	-0.008	NO
		PM	0.069		0.061		-0.059	
34	Garey Street Temple Street		12	B	11	B		
		AM	17	C	17	C	-0.029	NO
		PM	0.190		0.161		-0.011	NO
			0.323		0.312			
35	Garey Street Commercial Street	AM	0.479	A	0.479	A	0.000	NO
		PM	0.803	D	0.768	C	-0.035	NO
*36	Vignes Street 1st Street	AM	0.953	E	0.935	E	-0.018	NO
		PM	1.116	F	1.091	F	-0.025	NO
37	Vignes Street Temple Street		9	A	9	A		
		AM	16	C	15	B	-0.006	NO
		PM	0.261		0.255		-0.026	NO
			0.483		0.457			
38	Vignes Street Commercial Street		9	A	9	A		
		AM	8	A	8	A	0.000	NO
		PM	0.212		0.212	0.000	NO	
			0.147		0.147			
39	Center St/Santa Fe Ave 1st Street		14	B	15	B		
		AM	17	C	17	C	-0.005	NO
		PM	0.257		0.252	-0.005	NO	
			0.371		0.389	0.018	NO	
40	Center Street Temple Street		14	B	14	B		
		AM	12	B	12	B	-0.025	NO
		PM	0.311		0.286	0.000	NO	
			0.390		0.390			
41	Center Street Commercial Street		11	B	11	B		
		AM	11	B	11	B	-0.024	NO
		PM	0.389		0.365	0.000	NO	
			0.377		0.377			
*42	Misson Road 1st Street	AM	1.214	F	1.209	F	-0.005	NO
		PM	0.799	C	0.798	D	-0.001	NO
*43	Mission Road Cesar E. Chavez Avenue	AM	0.931	E	0.931	E	0.000	NO
		PM	1.325	F	1.325	F	0.000	NO

Notes

* Intersection is currently operating under ATSAC system.

[a] Intersection is two-way stop controlled. The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per vehicle is reported rather than V/C ratio. The bottom rows show analysis using the CMA methodology, for the purpose of application of City of Los Angeles significance criteria. V/C ratio is reported.

Source: Kaku Associates, Inc. 2005

3.11-37 The following paragraph has been added at the end of the “Cumulative Plus Project Traffic Conditions” section:

The project trip generation estimates were not affected by the shift in location of parking described above, as they are based on the number of future employees at the

proposed PHF. While the overall project trip distribution would not be affected by these changes, the amount of project traffic on the local street system in the immediate vicinity of the Old Caltrans and 2nd and Main Streets Sites would differ slightly from what was presented in the draft EIR. The traffic analysis has been revised to reflect these parking changes (see Final EIR Appendix A).

3.11-39 The proposed project would provide approximately ~~1,225~~ **1,190** parking spaces for police and MTD use, **including approximately 365 subterranean spaces at the Old Caltrans Site, approximately 800 above-grade spaces at in the Main Street Parking Facility,** ~~including approximately 1200 spaces total beneath the PHF and at the Main Street Parking Facility,~~ and approximately ~~another~~ 25 spaces adjacent to the Aiso Street Parking Facility. In addition, the project would construct approximately 440 parking spaces for public use, including 300 spaces in the Aiso Street Parking Facility and approximately 140 public spaces within the Main Street Parking Facility. Of the 140 spaces at the Main Street Parking Facility, 100 spaces would be for the future recreation center and 40 spaces would be for the new Little Tokyo Library currently under construction. However, the parking spaces would not be solely limited to these uses and would be available for the general public and visitors to the Civic Center.

3.11-40 Table 3.11-8, Summary of Parking Requirements and Proposed Parking Supply, has been revised.

TABLE 3.11-8. SUMMARY OF PARKING REQUIREMENTS AND PROPOSED PARKING SUPPLY

Land Use	Size [A]	Parking Ratio [B]	Required Parking Spaces
Police Headquarters Facility (PHF)	500,000 ft ²	1 space per 1,000 ft ²	500
350 seats auditorium	350 seats	1 space per 10 seats	35
MTD	28,000 s.f.	Not Applicable	0
			535
Spaces Provided on PHF site[a]			700 365
Between Main and Los Angeles Streets, south of 2 nd Street			500 800
Between Temple Street and 1st Street, west of Judge John Aiso			25
Surplus (Shortage)			1,225 1,190
			690 655
BREAKDOWN OF PUBLIC PARKING			
Between Temple Street and 1st Street, west of Judge John Aiso			300
Between Main and Los Angeles Streets, south of 2 nd Street			140
			440

Notes:

a. Source: City of Los Angeles, Bureau of Engineering

b. Source: City of Los Angeles Planning and Zoning Code, Section 12.21A4, accessed at www.ci.la.ca.us April 2005

Source: Kaku Associates, Inc. 2005

Chapter 4 Impact Overview

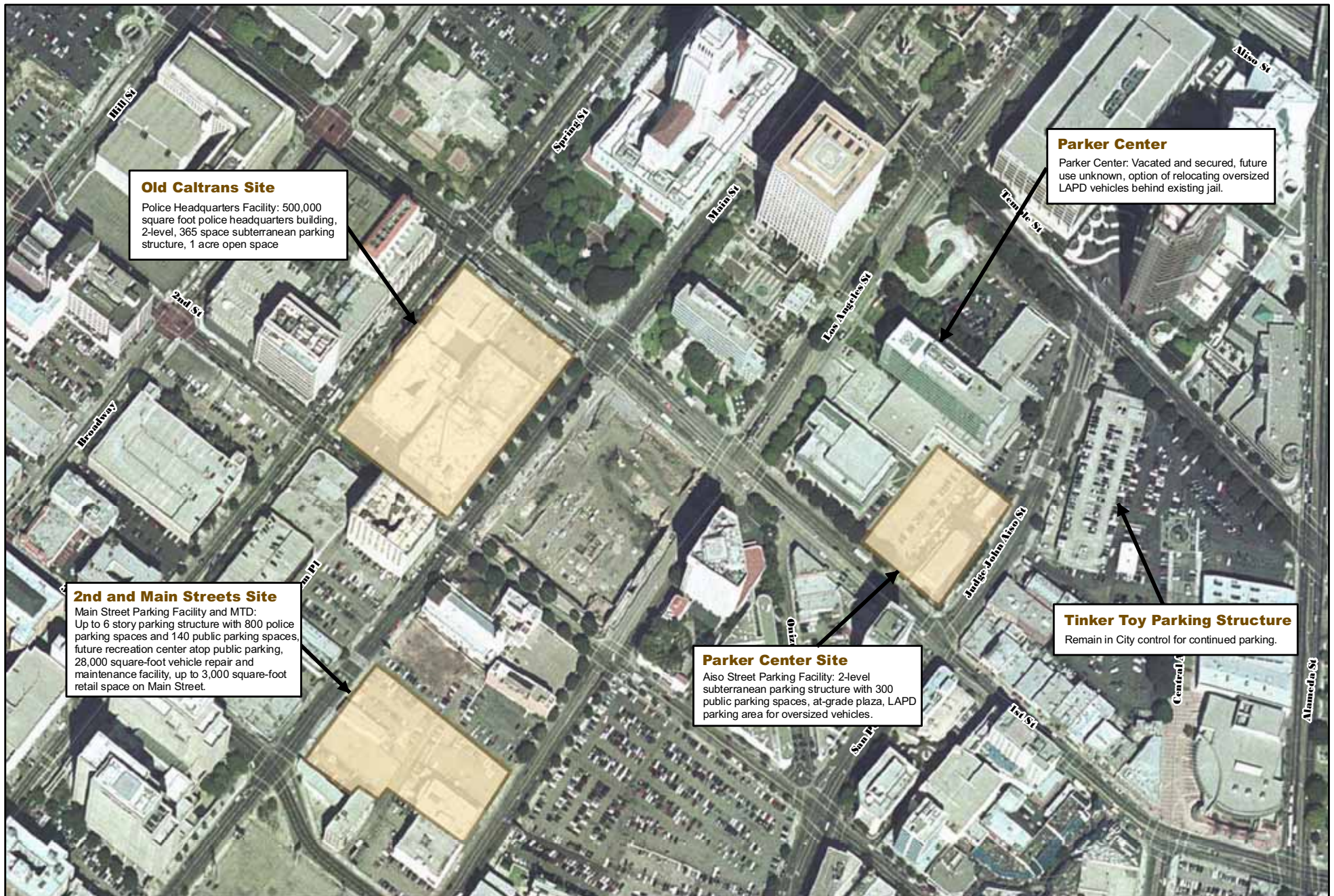
<u>Page</u>	<u>Clarification/Revision</u>
4-10	<p>Cumulative construction noise impacts would result if noise-generating activities at nearby cumulative projects occur concurrently and affect the same sensitive receptors. Given that 73 related projects would occur in the general vicinity of the project site (see Table 2-3), concurrent construction activities have the potential to contribute to the short-term noise impact generated by the project construction activities. Of the cumulative projects described in Table 2-3 of the draft EIR, there are four potentially sensitive receptors that are or will be constructed within 500 feet of the 2nd and Main Street Site and Old Caltrans Site. These include the Little Tokyo Branch Library (203 South Los Angeles Street), which was evaluated as a sensitive receptor in Chapter 3.10, Noise and Vibration, and three residential development projects. These residential projects include the Little Tokyo Block 8 Project (510 condos and 240 apartments located at 2nd and San Pedro Street), the Teramachi Project (127 senior housing units at 3rd and San Pedro Street), and the Douglas Building Project (50 condominiums at 257 South Spring Street). All of these projects are located further from the proposed project site than the sensitive noise receptors evaluated in Chapter 3.10 of the EIR and none are located within 200 feet of the proposed construction activities, with the exception of the Little Tokyo Block 8 project. The Little Tokyo Block 8 project would be subject to short-term construction noise impacts, which would not be cumulatively significant, as construction would be short-term and sporadic and would be regulated by the LAMC. Given the proposed project would comply with applicable noise requirements of the LAMC and would implement mitigation measures NOISE-A, NOISE-B, NOISE-C, NOISE-D, and NOISE-E, short-term noise impacts would be reduced. Similar measures may also be implemented for related projects causing potential noise impacts during construction. As such, the proposed project would not contribute to a significant cumulative noise impact.</p>
4-10	<p>Stationary noise sources generally include equipment, machinery, and activities and processes at facilities. Enforcement of the LAMC minimizes the exposure of noise generated at stationary noise sources. The stationary sources attributable to other land uses would be expected to comply with the City's noise regulations. Consequently, stationary noise sources of the proposed project combined with other project developments would not result in significant adverse cumulative noise impacts. Since operational noise impacts were determined to be less than significant in the EIR and none of the cumulative projects would be closer than the sensitive receptors evaluated in the EIR, no significant cumulative noise impacts to sensitive receptors would occur.</p>

Chapter 5 Project Alternatives

<u>Page</u>	<u>Clarification/Revision</u>
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5-27	<p>The majority of components to be constructed under Alternative 3 would be similar to the proposed project. The public parking facility and recreation center would not be constructed and no development would occur at the Old Caltrans and 2nd and Main Streets Sites. Instead, the PHF, PHF parking structure, and MTD would be developed at the Parker Center Site. This alternative would also require demolition of structures on the Parker Center Site, which would create higher intensity noise levels during the initial project phase. Sensitive receptors in the vicinity of the Parker Center Site, including the New Otani Hotel, the San Pedro Firm Building, Far East Building, and East West Players performing arts theatre, would be affected by short-term noise impacts resulting from demolition and construction at the site. These impacts would be mitigated by measures NOISE-A through NOISE-D. No significant vibration impacts would occur during construction due to the absence of nearby sensitive receptors in close proximity. The closest sensitive receptor to the Parker Center Site is the San Pedro Firm Building, which is approximately 90 feet from the site. As shown in Table 3.10-5, at distances of 25 feet or greater, vibration levels from construction would be below the annoyance threshold for humans.</p>
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NEW AND REVISED EIR FIGURES



Aerial from Eagle Aerial, flown September 7, 2002

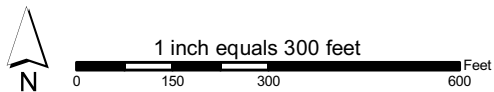
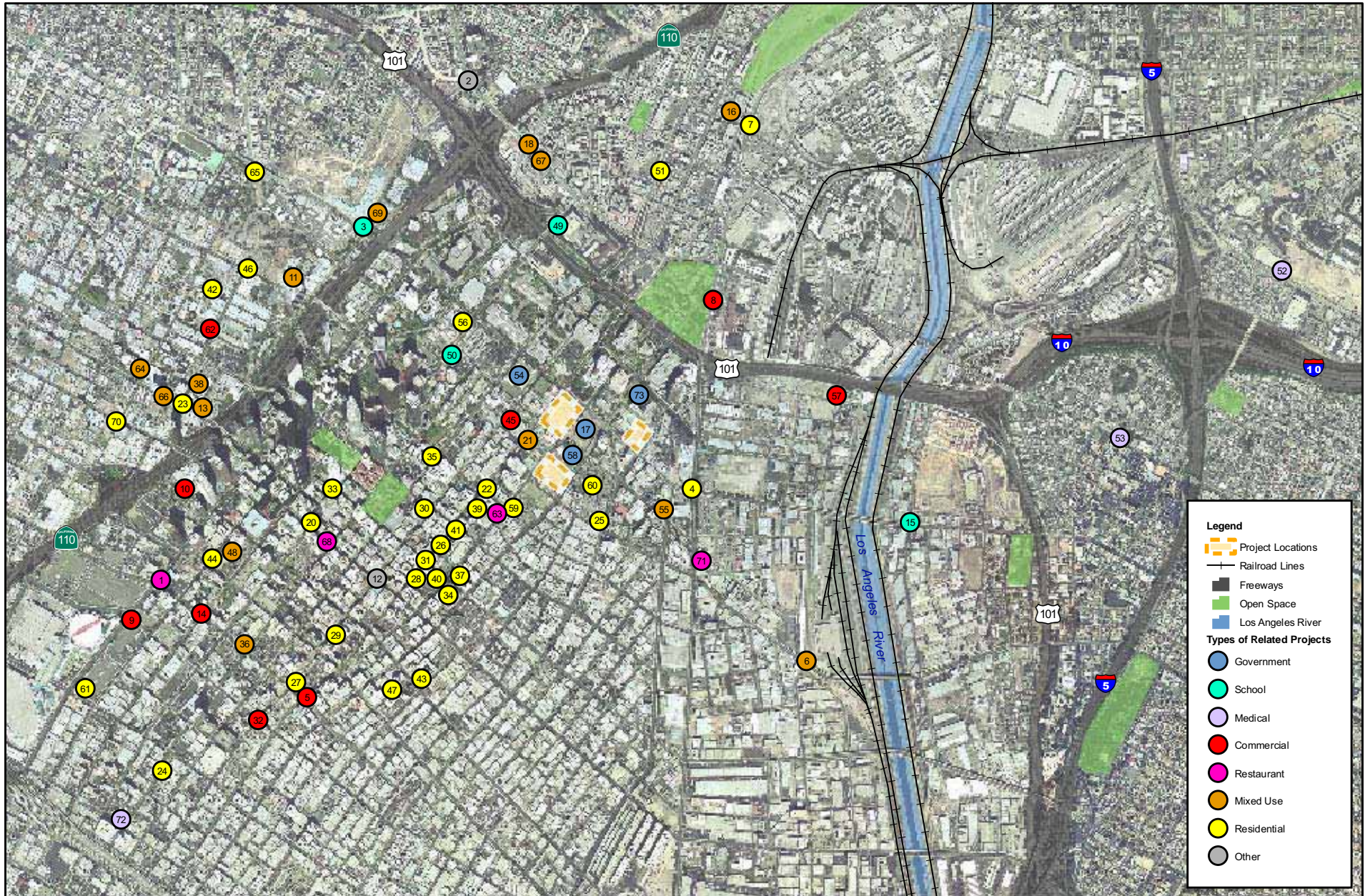
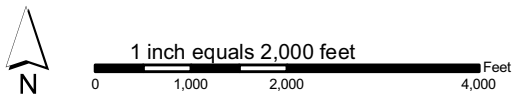


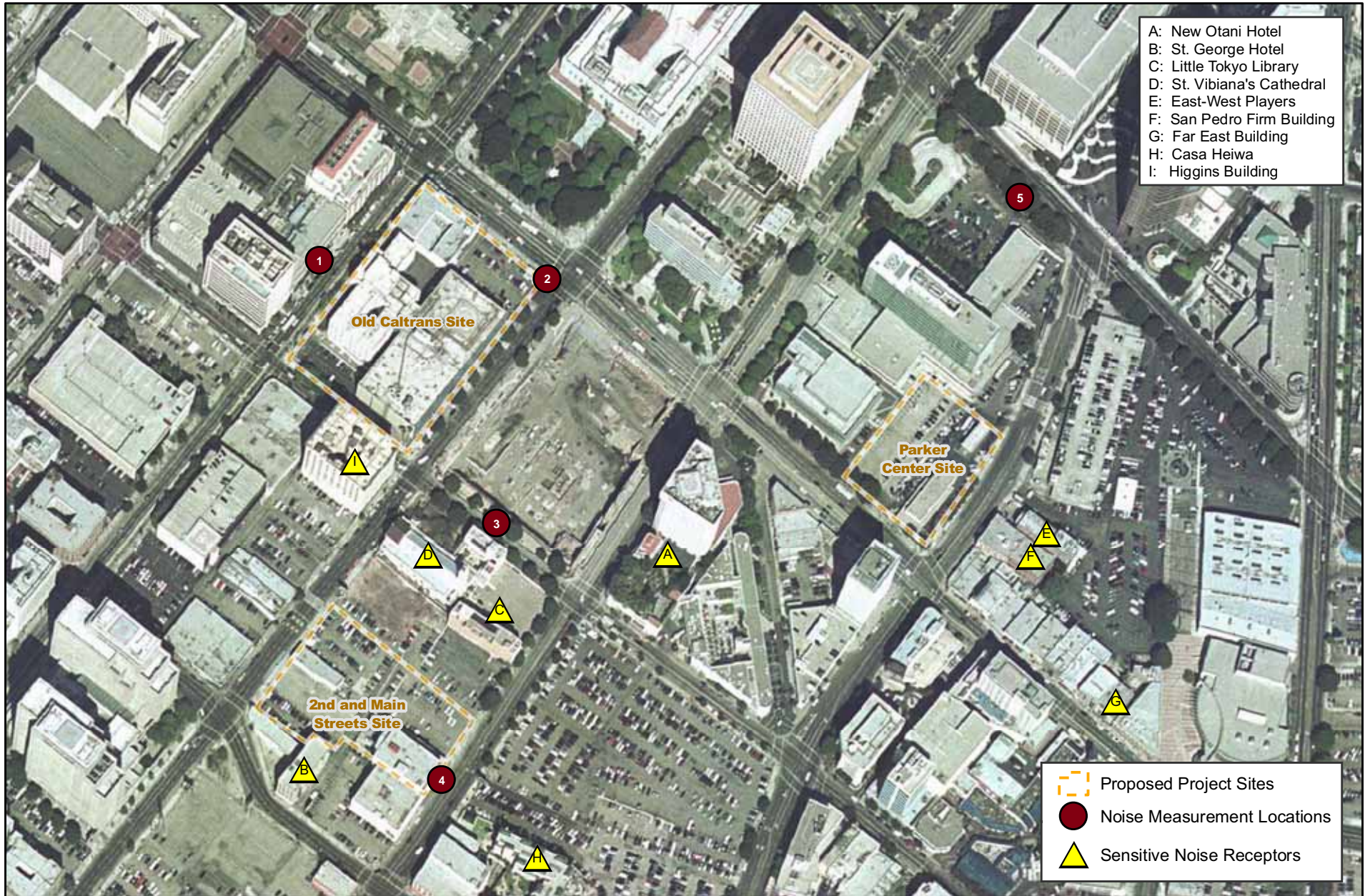
Figure 2-3
Components of the Proposed Project



Aerial from Eagle Aerial, flown September 7, 2002

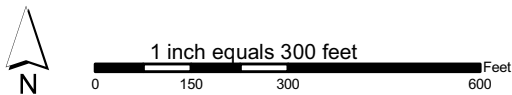
Figure 2-7
Type and Location of Related Projects





Aerial from Eagle Aerial, flown September 7, 2002

Figure 3.10-1
Sensitive Receptors and Noise Measurement Locations



4 MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code Section 21081 requires that mitigation measures identified in environmental review documents prepared in accordance with CEQA are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the pre-construction, construction, post-construction, and operational phases of the Police Headquarters Facility Plan Project.

The City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) is the agency responsible for implementation of the mitigation measures identified in the EIR. The MMRP includes the following information for each mitigation measure:

- the phase of the project during which the required mitigation measure must be implemented;
- the phase of the project during which the required mitigation measure must be monitored;
- the enforcement entity; and
- the monitoring entity.

The MMRP also includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

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TABLE 4-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Procedures ¹	Responsible Entity	Monitoring Procedures ¹	Enforcement Entity	Verification of Compliance	
					Initial/Date	Remarks
AIR QUALITY						
<p>AIR-A: Best Available Control Measures (BACMs) shall be incorporated into the project’s contract specifications to facilitate enforcement, as follows:</p> <ul style="list-style-type: none"> • At least 75% of all architectural coatings shall be No-VOC coatings. • All heavy construction equipment will be outfitted with particulate filters. • All heavy construction equipment will be powered by Puri-NOX or a NOX emission-reducing equivalent fuel. • All heavy construction equipment shall be properly tuned and maintained. • All heavy construction equipment engines will use cooled exhaust gas recirculation or will be Tier II compliant, as feasible. • All heavy construction equipment not equipped with cooled exhaust gas recirculation will be equipped with NOX catalysts, as feasible. 	<ol style="list-style-type: none"> 1. Final Plans and Specifications 2. Construction 	<ol style="list-style-type: none"> 1. BOE Project Manager 2. Construction Contractor 	<ol style="list-style-type: none"> 1. Review specifications prior to bid and award 	BOE Environmental Management Group (EMG)		
ARCHAEOLOGICAL RESOURCES						
<p>ARCH-A Ground-disturbing activities at the Old Caltrans Site and the 2nd and Main Streets Site shall be monitored by a qualified archaeologist. In the event cultural resources are discovered, work in the vicinity shall be halted immediately until the resource is assessed and treatment is determined. For the Old Caltrans Site, monitoring shall be conducted during all excavation and grading activities. For the 2nd and Main Streets Site, monitoring shall be conducted during excavation, grading, and removal of pavement. Additional</p>	<ol style="list-style-type: none"> 1. Final Plans and Specifications 2. Construction 	BOE Project Manager	<ol style="list-style-type: none"> 1. Review specifications prior to bid and award 2. Conduct as-needed site visits and review and approve 	EMG		

¹ “Final Plans and Specifications” indicates that the mitigation measure must be incorporated into the final approved design, plans, and specifications for the project. “Pre-Construction” refers to measures that are required prior to the start of construction. “Construction” refers to measures that must be implemented during all applicable aspects of project construction, including, but not limited to, site preparation, paving, material hauling, and construction of new facilities. “Post-Construction” refers to measures that must be carried out after construction activities have ceased. “Operations” includes all measures that must be implemented during routine operations of the police facilities.

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Procedures ¹	Responsible Entity	Monitoring Procedures ¹	Enforcement Entity	Verification of Compliance	
					Initial/Date	Remarks
granite pavement discovered during construction would warrant the preparation of a DPR update form.			monitoring report(s) prepared by qualified archaeologist			
HISTORIC ARCHITECTURAL RESOURCES						
HIST-A A maintenance plan for Parker Center shall be developed and implemented by a qualified historic architect or preservation professional who meets the Secretary of the Interior’s Professional Qualification Standards. The plan shall address the character-defining features of Parker Center that were detailed in the historical assessment prepared for the City’s Proposition Q and F Civic Center Public Safety Facilities Project (Gregory, Wuellner, and Hirsch 2004). The plan shall include a detailed documentation of existing contributing historic features, finishes, and materials of Parker Center and associated contributing objects, including the Young mosaic and Rosenthal sculpture group. The plan shall comply with all applicable Secretary of Interior Standards and shall include a maintenance schedule for Parker Center.	Post-Construction	BOE Project Manager	Review and approve maintenance plan prepared by qualified architectural historian	EMG		
PALEONTOLOGICAL RESOURCES						
PALEO-A During excavation at the Old Caltrans Site and the 2 nd and Main Streets Site, a qualified paleontologist(s) shall monitor excavation and earth removal from areas likely to contain paleontologic resources, including subsurface Pleistocene alluvium and underlying deposits of the marine Late Miocene Puente Formation (also known as the Modelo Formation) and marine Pliocene Fernando Formation. To avoid construction delays, the paleontological monitor(s) shall be equipped to salvage fossils as they are unearthed and to remove samples of	1. Final Plans and Specifications 2. Construction	BOE Project Manager	1. Review specifications prior to bid and award 2. Conduct as-needed site visits	EMG		

Mitigation Measure	Implementation Procedures ¹	Responsible Entity	Monitoring Procedures ¹	Enforcement Entity	Verification of Compliance	
					Initial/Date	Remarks
sediments that are likely to contain fossil remains. The paleontological monitor(s) shall be able to temporarily halt or divert construction equipment, should the salvage and removal of fossil specimens require this. The monitor shall be present for all major grading. In the event that major grading reveals the presence of fossiliferous rock unit(s) at any site, the monitor shall be on-site until all grading is completed.						
PALEO-B During excavation at the Old Caltrans Site and the 2 nd and Main Streets Site, samples of the Puente Formation and Fernando Formation shall be collected and analyzed by a qualified paleontologist for potential fossil resources. As these fossils are small and undetectable in normal excavation monitoring activities, samples shall be collected from a range of depths at the location, and a number at the discretion of the paleontologic monitor(s).	1 Final Plans and Specifications 2. Construction	BOE Project Manager	1. Review specifications prior to bid and award	EMG		
PALEO-C If paleontological resources are encountered during construction, recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small or minute fossil remains.	1 Final Plans and Specifications 2. Construction	BOE Project Manager	1. Review specifications prior to bid and award	EMG		
PALEO-D If paleontological resources are encountered during construction, recovered specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable paleontologic storage.	1 Final Plans and Specifications 2. Construction	BOE Project Manager	1. Review specifications prior to bid and award	EMG		
PALEO-E Upon completion of construction activities, a report of findings with an itemized inventory of specimens shall be prepared and submitted to the City of Los Angeles, Department of Public Works, Bureau of Engineering along with a confirmation of the specimens deposited in an accredited and permanent museum repository.	1 Final Plans and Specifications 2. Construction	BOE Project Manager	1. Review specifications prior to bid and award 2. Review and approve	EMG		

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Procedures ¹	Responsible Entity	Monitoring Procedures ¹	Enforcement Entity	Verification of Compliance	
					Initial/Date	Remarks
			monitoring report(s) prepared by qualified paleontologist			
NOISE AND VIBRATION						
NOISE-A During all site preparation, grading, and construction at the project site, the construction contractor shall stockpile materials and stage vehicle areas away from noise-sensitive receivers adjacent to the project sites to the extent feasible.	1. Final Plans and Specifications 2. Pre-Construction 3. Construction	1. BOE Project Manager 2. Construction Contractor	1. Review specifications prior to bid and award 2. Conduct as-needed site visits	EMG		
NOISE-B All construction equipment used at the project site shall be in proper operating condition and fitted with standard factory noise attenuation features. All equipment shall be properly maintained to eliminate unnecessary additional noise due to worn or improperly maintained parts.	1. Final Plans and Specifications 2. Construction	1. BOE Project Manager 2. Construction Contractor	1. Review specifications prior to bid and award	EMG		
NOISE-C Hydraulic hammer attachments used in pavement and structure demolition at the project site shall be equipped with a silencing package.	1. Final Plans and Specifications 2. Construction	1. BOE Project Manager 2. Construction Contractor	1. Review specifications prior to bid and award	EMG		
NOISE-D Plywood fencing (approximately ¾ inch or greater plywood thickness) of a minimum 8 feet in height shall be used along the perimeter of construction sites at the project site to minimize noise to nearby noise-sensitive receivers. This perimeter fencing shall not have perforations or gaps, and shall be provided in addition to required security fencing.	1. Final Plans and Specifications 2. Pre-Construction	1. BOE Project Manager 2. Construction Contractor	1. Review specifications prior to bid and award 2. Conduct as-needed site visits	EMG		

Mitigation Measure	Implementation Procedures ¹	Responsible Entity	Monitoring Procedures ¹	Enforcement Entity	Verification of Compliance	
					Initial/Date	Remarks
NOISE-E All residents of the St. George Hotel shall be notified of potential vibration impacts at least 14 days prior to beginning of construction on the MTD and Main Street Parking Facility.	1. Final Plans and Specifications 2. Pre-Construction	BOE Project Manager	1. Review specifications prior to bid and award	EMG		

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APPENDIX A

TRAFFIC AND PARKING ANALYSIS FOR REVISED PROJECT

TECHNICAL MEMORANDUM

TO: Lisa Ochsner, City of Los Angeles Bureau of Engineering

FROM: Netai Basu and Elaine Jeng

DATE: February 23, 2006

SUBJECT: Police Headquarters Facility (PHF)
Traffic Analysis of Revised Project

Ref: 1764.01

INTRODUCTION

The distribution of proposed parking supply for the Los Angeles Police Headquarters Facility as described in the *Traffic and Parking Study for the Public Headquarters Facility Plan*, Kaku Associates Inc., October 2005 (traffic study) has been modified since the draft Environmental Impact Report (DEIR) was published in November 2005. The proposed parking supply for the Police Headquarters Facility project (PHF) as described in the DEIR was distributed as follows:

- 700 parking spaces at the Old Caltrans site for Police use (with ingress and egress on Main Street and egress only on Spring Street)
- 500 parking spaces at the 2nd and Main Streets site for Police use and MTD use (with ingress and egress on Main Street)

Based on the revised project description, modifications to the distribution of the project parking supply are as follows:

- 365 parking spaces at the Old Caltrans site for Police use (with ingress and egress on Main Street and egress only on Spring Street)
- 800 parking spaces at the 2nd and Main Streets site for Police use and MTD use (with ingress and egress on Main Street)

The proposed 140-space public parking supply on the 2nd and Main Streets site and the proposed 25-space parking supply for oversized vehicles proposed for the Parker Center site remain unchanged. Figure 1 illustrates the revised locations of the project components and describes the distribution of the project parking supply.

The traffic impact and parking analysis process was repeated based on the new parking supply distribution. Specifically, the project traffic assignment, intersection level of service (LOS) analysis, and parking analysis were reassessed.

To: Ms. Lisa Ochsner
February 23, 2006
Page 2

Project traffic assignment was conducted for the revised project description utilizing the same methodology and assumptions as outlined in the traffic study. The existing conditions analysis and the analysis of future baseline conditions (including related projects and background traffic growth) presented in the traffic study are not affected by the revised parking distribution and are incorporated by reference into this memorandum.

PROJECT TRAFFIC ASSIGNMENT

In the traffic study, distribution of project traffic was based on the percentage of parking supply proposed for each project site. Of the total 1,200 parking spaces proposed for the PHF, 700 were located at the Old Caltrans site (58%) and 500 were located at the 2nd and Main Streets site (42%). The amount of project-generated traffic was assigned to each project site using this percentage split. The project would also provide a small amount of parking for oversized LAPD vehicles at the Parker Center site (25 spaces).

Using the same approach, the updated analysis assigned project-generated traffic the Old Caltrans site and the 2nd and Main Streets site using the new percentage split. The project now proposes to provide a total of 1,165 parking spaces for the PHF, including 365 parking spaces at the Old Caltrans site (31%) and 800 parking spaces at the 2nd and Main Streets site (69%). The proposed oversized vehicle parking at the Parker Center site remains unchanged.

Figure 2 updates Figure 7 in the traffic study and illustrates the revised assignment of the project-generated peak hour traffic volumes at each of the 43 analyzed intersections during the weekday morning and afternoon peak hours. Figure 3 updates Figure 8 in the traffic study and illustrates the revised projection of the cumulative plus project scenario.

INTERSECTION IMPACT ANALYSIS

Forty-three intersections in the vicinity of the project site were analyzed in the traffic study for the morning and afternoon peak hours. The same forty-three intersections were analyzed for the revised project for the cumulative plus project conditions and updated LOS worksheets are included in Attachment A.

The Critical Movement Analysis (CMA) methodology of intersection capacity calculation was used to analyze signalized intersections and the Highway Capacity Manual (HCM) methodology was used to analyze stop-controlled locations. The traffic study explains each of these evaluation methodologies in more detail. The volume to capacity (V/C) ratio and the delay in seconds calculated by each methodology correspond to the level of service (LOS) definitions listed in the traffic study.

Based on the City of Los Angeles significance criteria, two locations would be significantly impacted with development of the revised project: Main Street & Second Street and Main Street & First Street. These are two same locations identified as significantly impacted in the traffic

To: Ms. Lisa Ochsner
February 23, 2006
Page 3

study. The results of the revised intersection impact analysis are summarized in Table 1, which updates Table 8 in the traffic study.

PARKING

Parking Requirements

Since no changes were made to size of the project components and or proposed use of the project components, the parking requirements based on the City of Los Angeles Municipal Code (Code) analysis outlined in the traffic study is unchanged. Per the Code, the proposed project should provide 535 parking spaces for the PHF, the 350-seat auditorium and the Motor Transport Division (MTD) components. Table 2 summarizes the Code requirement breakdown and updates Table 10 in the traffic study.

Parking Requirements Versus Parking Supply

As previously proposed, a total of 1,225 parking spaces would have been provided for the PHF, the 350-seat auditorium and the MTD components. The revised project would slightly decrease the overall parking supply for these components to 1,190 parking spaces.

As shown in Table 2, which presents a comparison of the Code required parking spaces and the revised parking supply, the project would have a surplus of 655 spaces.

TRAFFIC AND PARKING FINDINGS

Compared to the previous project analyzed in the traffic study, the revised project would change the spatial distribution of the proposed parking supply and reduce it slightly, from 1,225 spaces to 1,190 spaces.

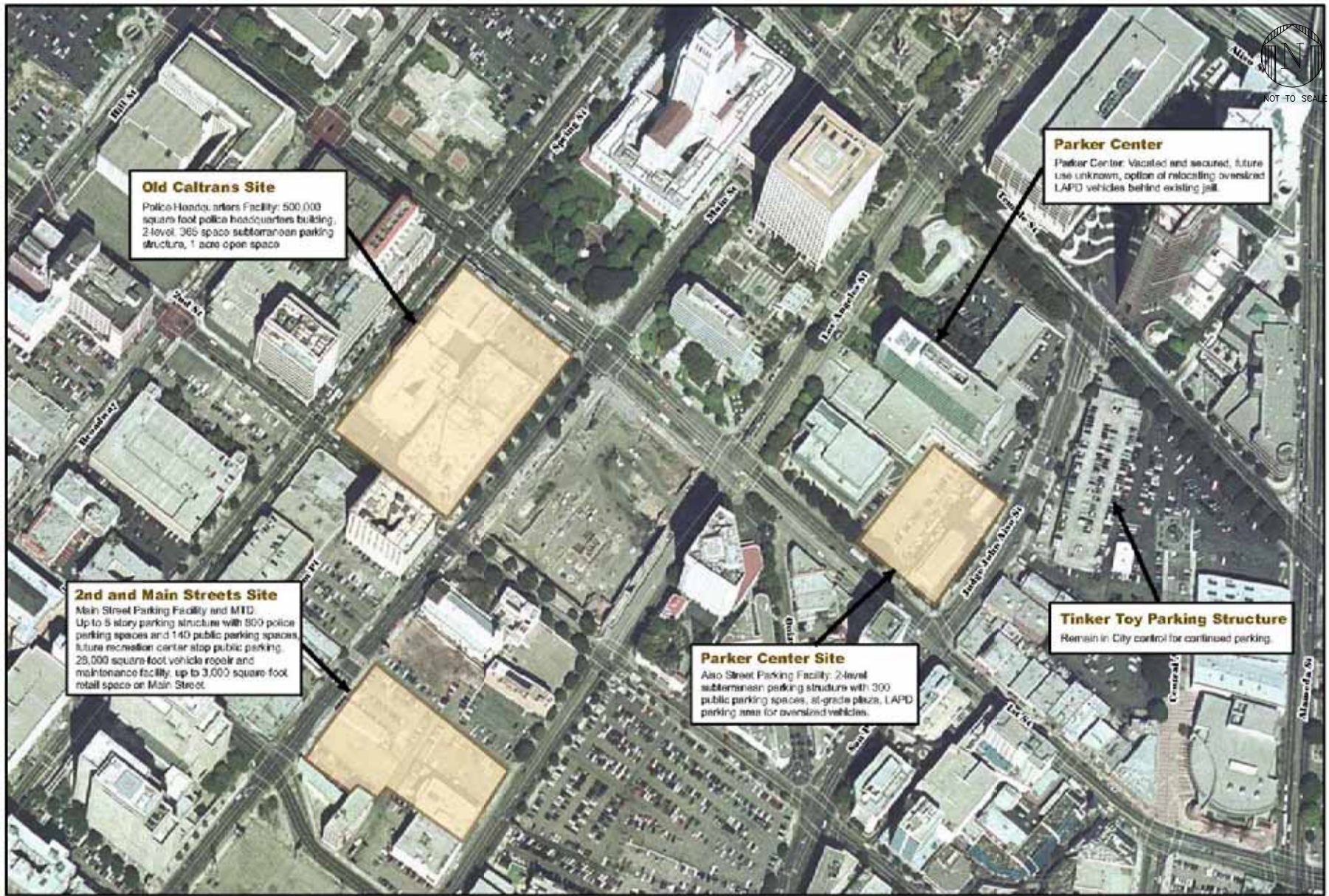
The revised project was fully evaluated by reassigning project traffic due to the changes in the proposed parking supply. The updated intersection impact analysis found that the revised project would have a significant impact at two of the 43 analyzed intersections: Main Street & Second Street and Main Street & First Street. These are two same locations projected to be significantly and unavoidably impacted in the traffic study. Therefore, the modifications to the proposed project do not change the findings of the traffic impact analysis as presented in the traffic study.

The revised project would provide 35 fewer parking spaces than would the project analyzed in the traffic study. The City of Los Angeles Municipal Code would require the revised project to provide a total of 535 parking spaces, leaving a surplus of 655 spaces. As the revised project would provide more parking than required by Code, the findings presented in the traffic study are unchanged.

To: Ms. Lisa Ochsner
February 23, 2006
Page 4

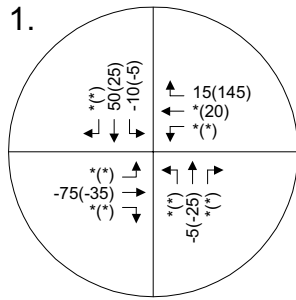
SUMMARY

- The distribution of parking supply at project sites has been modified and reduced slightly. The revised project would provide 1,190 parking spaces for the PHF, the 350-seat auditorium and the MTD components. The Old Caltrans site would provide 365 parking spaces, the 2nd and Main Streets site would provide 800 parking spaces and the Parker Center site would provide 25 spaces for oversized vehicles. In addition, 140 public parking spaces would be located at the 2nd and Main Streets site and 300 would be located at the Parker Center site.
- Future project traffic was reassigned based on the revised project description. Quantitative analysis of 43 study intersections indicated that there would be two significantly impacted locations in the future plus project conditions, based on the City's significant impact criteria: Main Street & Second Street and Main Street & First Street. No feasible mitigation measures were identified for either location. These are the same two intersections found to be significantly and unavoidably impacted in the traffic study.
- The Code parking requirement of 535 spaces for the revised project is the same as for the project analyzed in the traffic study. A comparison of the Code required and the revised parking supply shows that the project would have a surplus of 655 spaces. The previously proposed project would have provided a surplus of 690 spaces. In either case, the supply would more than satisfy the Code requirement.
- The analysis documented in this memorandum shows that the findings of the traffic study related to significant traffic and parking impacts would be unchanged with the currently proposed project.

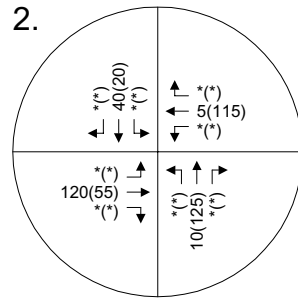


Aerial from Eagle Aerial, flown September 7, 2002

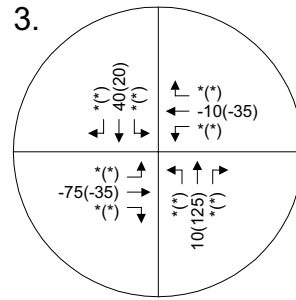
FIGURE 1
 LOCATIONS OF PROPOSED PROJECT COMPONENTS



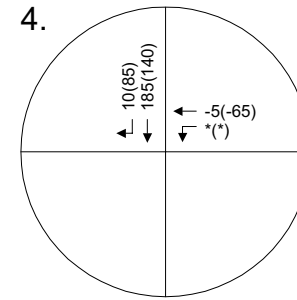
Broadway & Second St



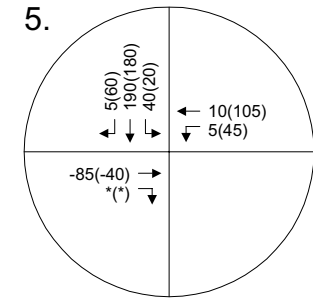
Broadway & First St



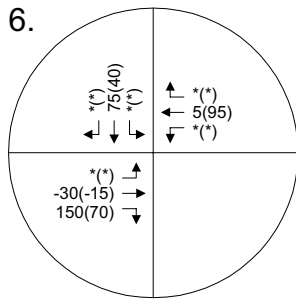
Broadway & Temple St



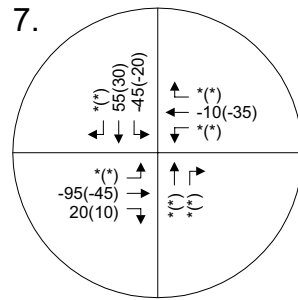
Spring Street & Third St



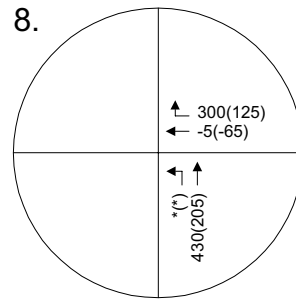
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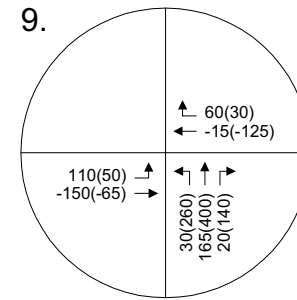
Spring Street & First Street



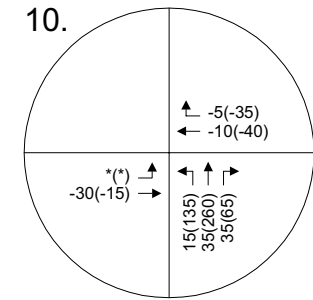
Spring Street & Temple St



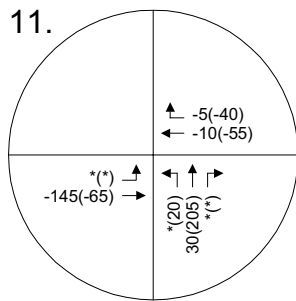
Main Street & Third St



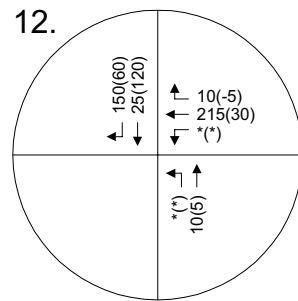
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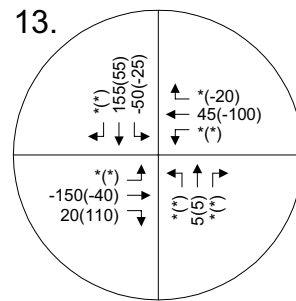
Main St & First St



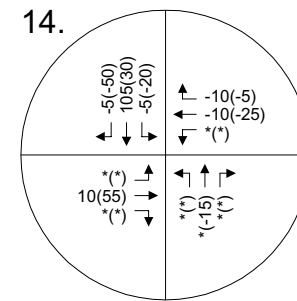
Main Street & Temple Street



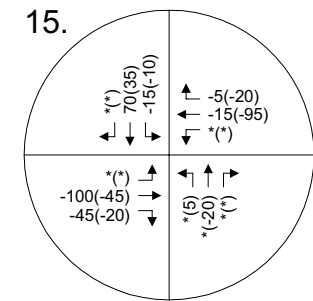
Los Angeles St & Third St



Los Angeles St & Second St



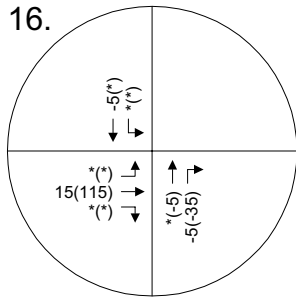
Los Angeles St & First St



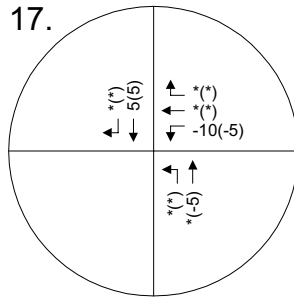
Los Angeles St & Temple St

XX(XX) - AM(PM) Peak Hour Volumes
* - Negligible Volume

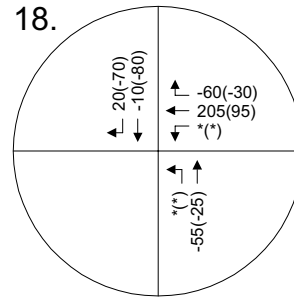
FIGURE 2
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES (PAGE 1 OF 3)



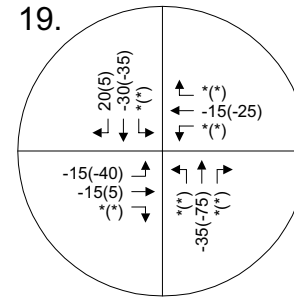
Los Angeles St & Aliso St



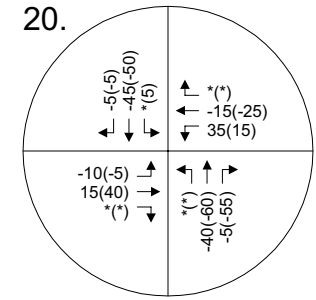
Los Angeles St & Arcadia St



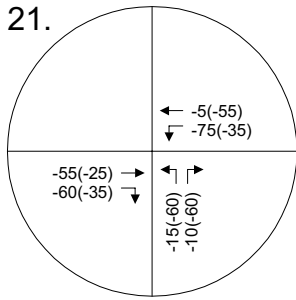
San Pedro St & Third St



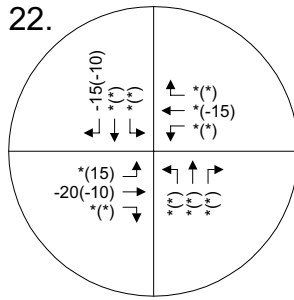
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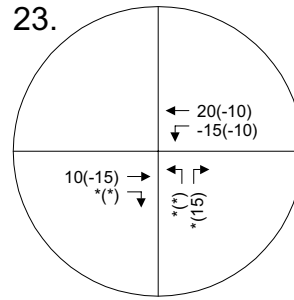
San Pedro St & First St



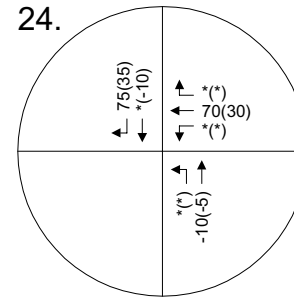
Judge John Aiso St & Temple St



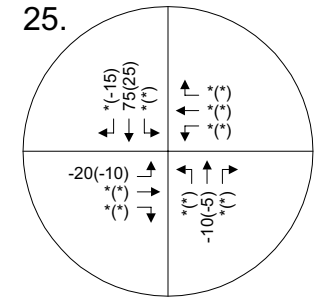
Central Ave & Second St



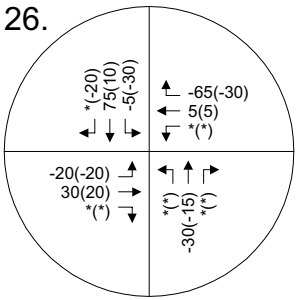
Central Ave & First St



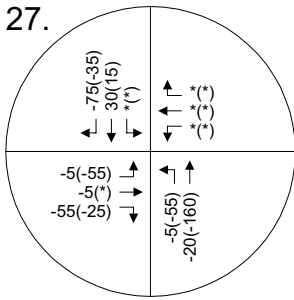
Alameda St & Third St



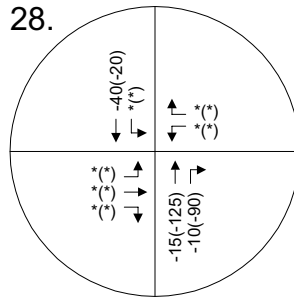
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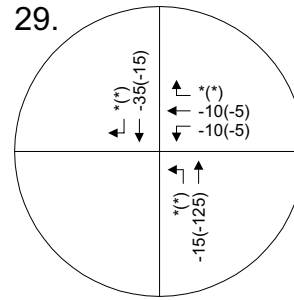
Alameda St & First St



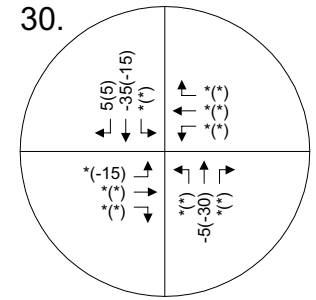
Alameda St & Temple St



Alameda St & Aliso St



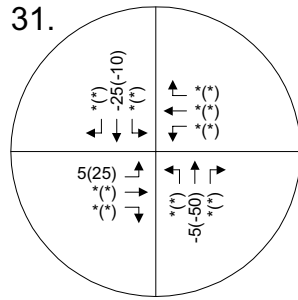
Alameda St & Arcadia St



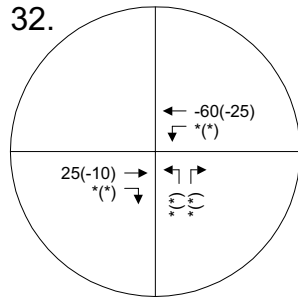
Alameda St & Los Angeles St

XX(XX) - AM(PM) Peak Hour Volumes
 * - Negligible Volume

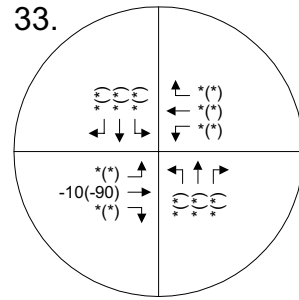
FIGURE 2
 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES (PAGE 2 OF 3)



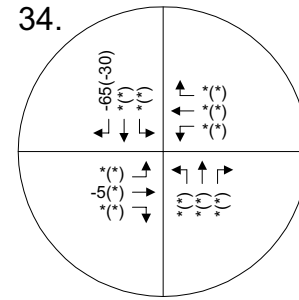
Alameda St & Cesar E. Chavez



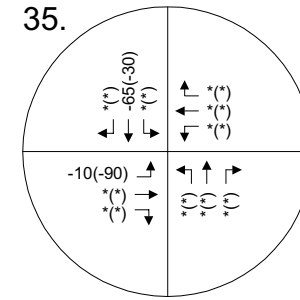
Hewitt St & First St



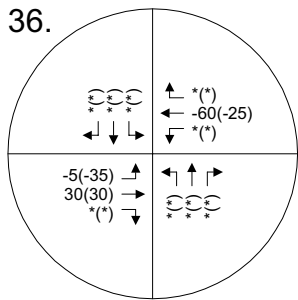
Hewitt St & Commercial St



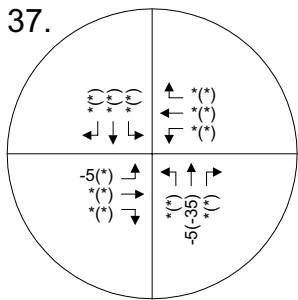
Garey St & Temple St



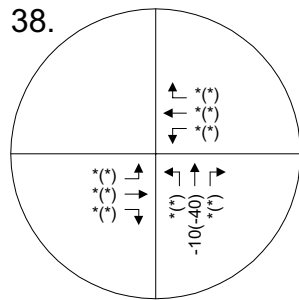
Garey St & Commercial St



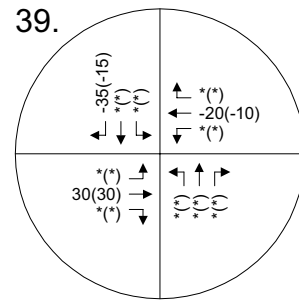
Vignes St & First St



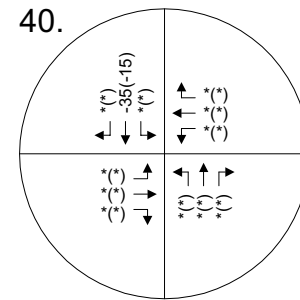
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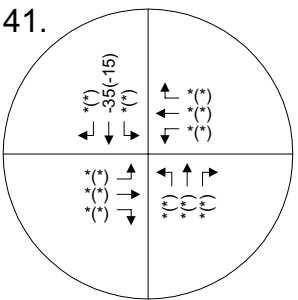
Vignes St & Commercial St



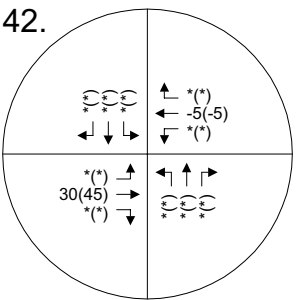
Center/Santa Fe & First St



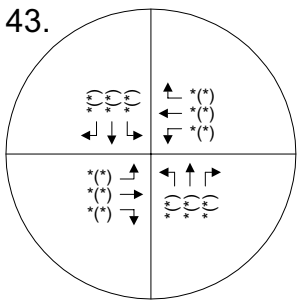
Center St & Temple St



Center St & Commercial St



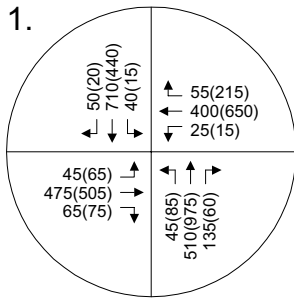
Mission St & First St



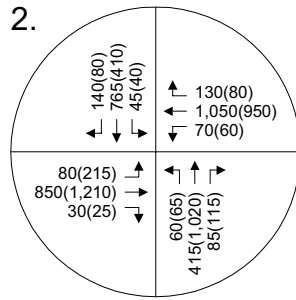
Mission St & Cesar E. Chavez

XX(XX) - AM(PM) Peak Hour Volumes
* - Negligible Volume

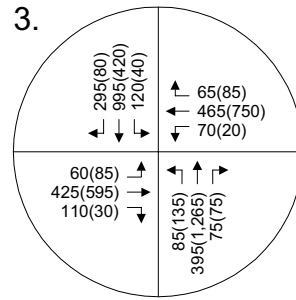
FIGURE 2
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES (PAGE 3 OF 3)



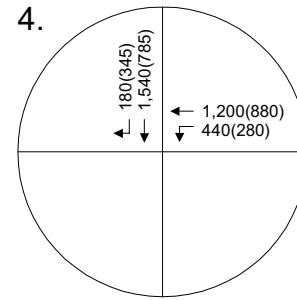
Broadway & Second St



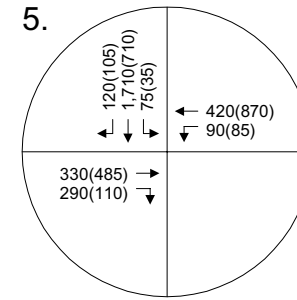
Broadway & First St



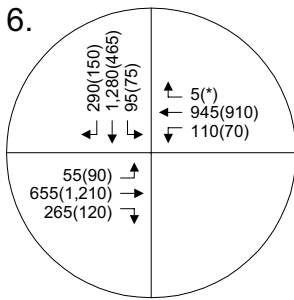
Broadway & Temple St



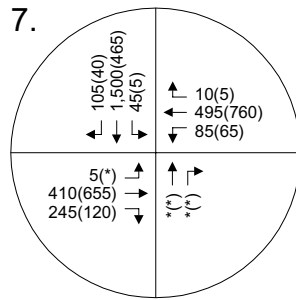
Spring Street & Third St



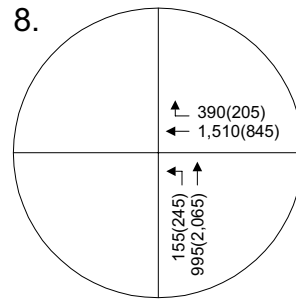
Spring Street & Second St



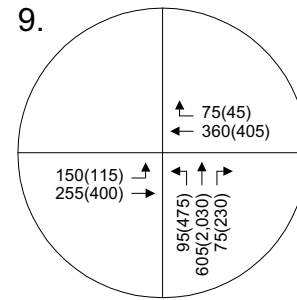
Spring Street & First Street



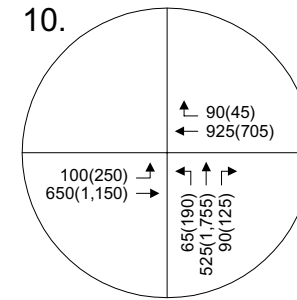
Spring Street & Temple St



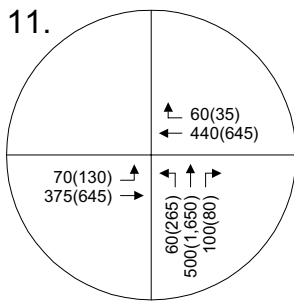
Main Street & Third St



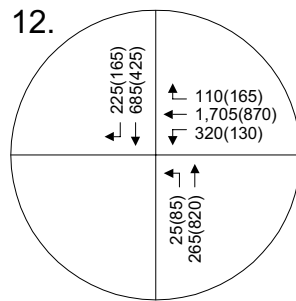
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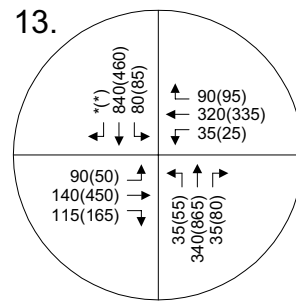
Main St & First St



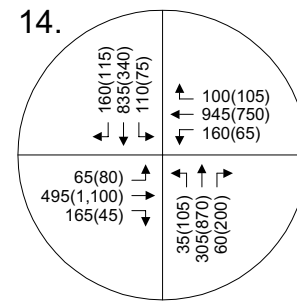
Main Street & Temple Street



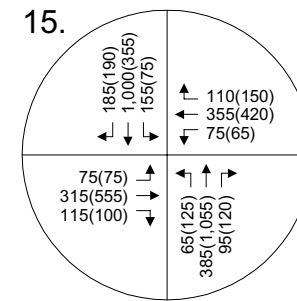
Los Angeles St & Third St



Los Angeles St & Second St



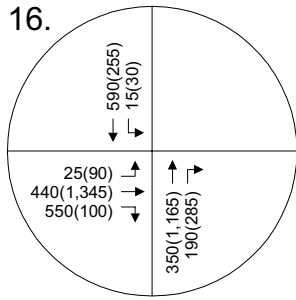
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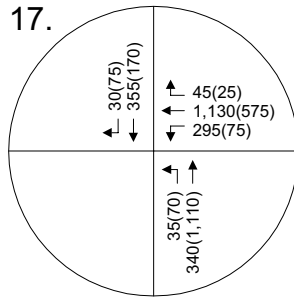
Los Angeles St & Temple St

XX(XX) - AM(PM) Peak Hour Volumes
* - Negligible Volume

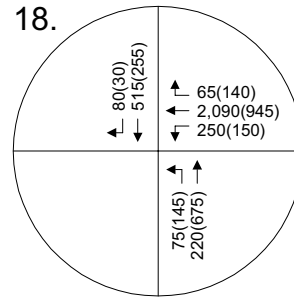
FIGURE 3
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES (PAGE 1 OF 3)



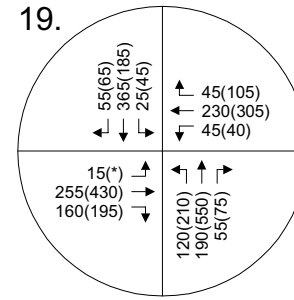
Los Angeles St & Aliso St



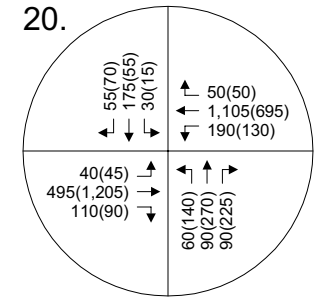
Los Angeles St & Arcadia St



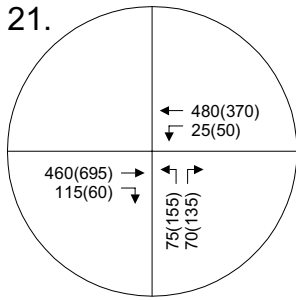
San Pedro St & Third St



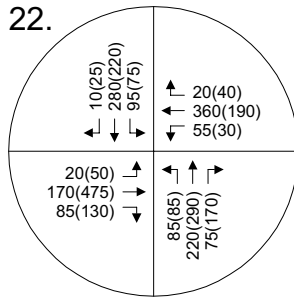
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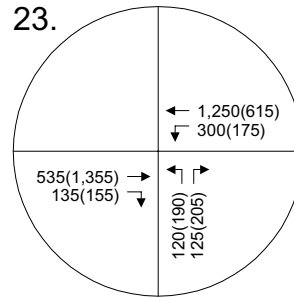
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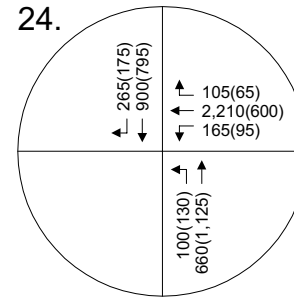
Judge John Aiso St & Temple St



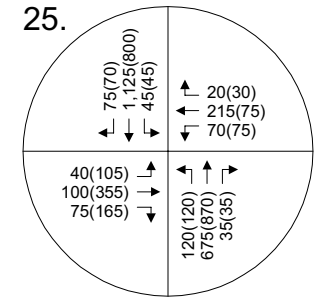
Central Ave & Second St



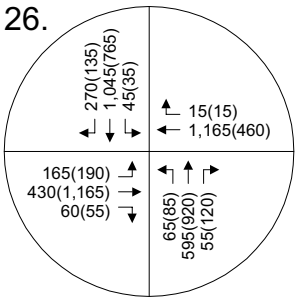
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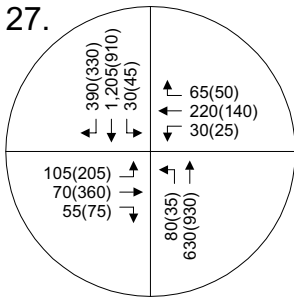
Alameda St & Third St



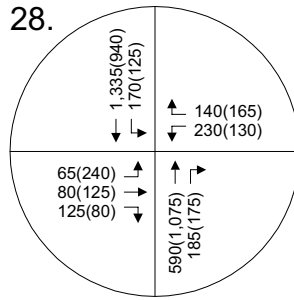
Alameda St & Second St



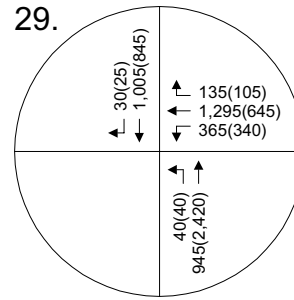
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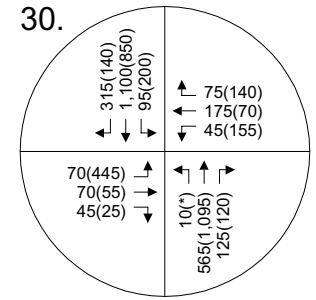
Alameda St & Temple St



Alameda St & Aliso St



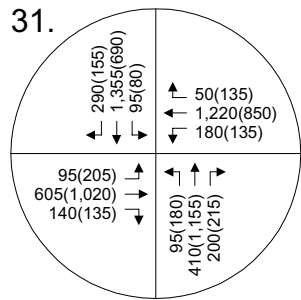
Alameda St & Arcadia St



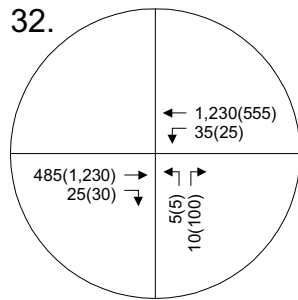
Alameda St & Los Angeles St

XX(XX) - AM(PM) Peak Hour Volumes
* - Negligible Volume

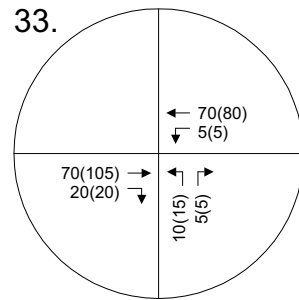
FIGURE 3
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES (PAGE 2 OF 3)



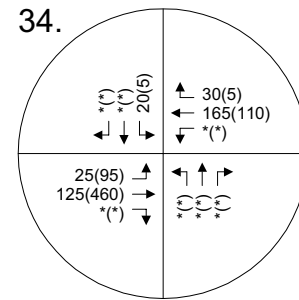
Alameda St & Cesar E. Chavez



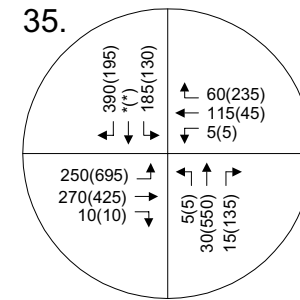
Hewitt St & First St



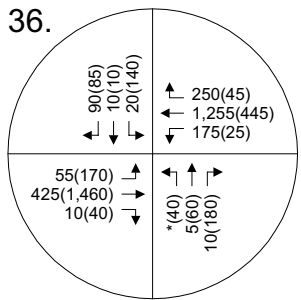
Hewitt St & Commercial St



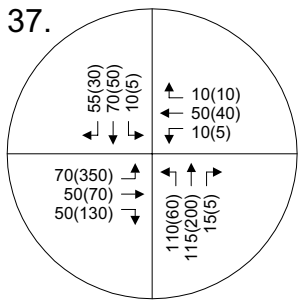
Garey St & Temple St



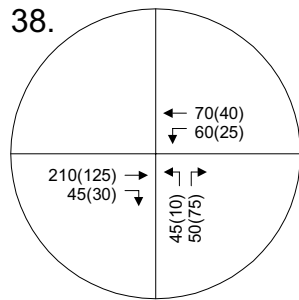
Garey St & Commercial St



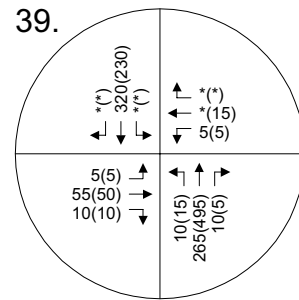
Vignes St & First St



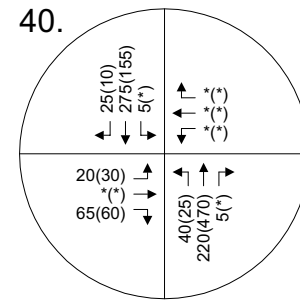
Vignes St & Temple St



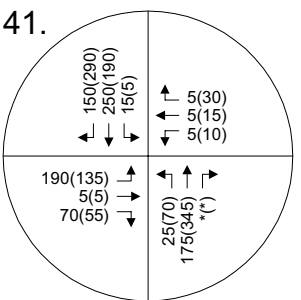
Vignes St & Commercial St



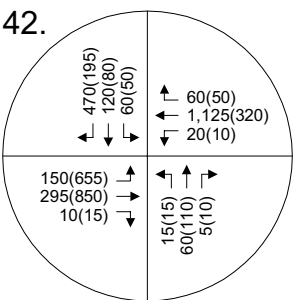
Center/Santa Fe & First St



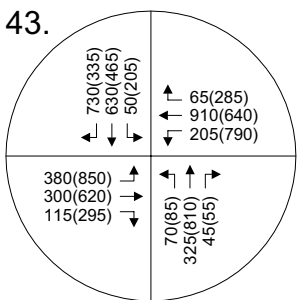
Center St & Temple St



Center St & Commercial St



Mission St & First St



Mission St & Cesar E. Chavez

XX(XX) - AM(PM) Peak Hour Volumes
* - Negligible Volume

FIGURE 3
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES (PAGE 3 OF 3)

**TABLE 1
FUTURE INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base (2009)		Cumulative Plus Project (2009)		Project Increase in V/C	Significant Impact?
		V/C or Delay	LOS	V/C or Delay	LOS		
*1 North Broadway Second Street	AM	0.447	A	0.439	A	-0.008	NO
	PM	0.478	A	0.510	A	0.032	NO
*2 North Broadway First Street	AM	0.631	B	0.648	B	0.017	NO
	PM	0.587	A	0.643	B	0.056	NO
*3 North Broadway Temple Street	AM	0.791	C	0.778	C	-0.013	NO
	PM	0.699	B	0.717	C	0.018	NO
*4 Spring Street Third Street	AM	0.332	A	0.330	A	-0.002	NO
	PM	0.247	A	0.224	A	-0.023	NO
*5 Spring Street Second Street	AM	0.517	A	0.507	A	-0.010	NO
	PM	0.531	A	0.633	B	0.102	NO
*6 Spring Street First Street	AM	0.469	A	0.513	A	0.044	NO
	PM	0.371	A	0.391	A	0.020	NO
*7 Spring Street Temple Street	AM	0.551	A	0.537	A	-0.014	NO
	PM	0.339	A	0.332	A	-0.007	NO
*8 Main Street Third Street	AM	0.089	A	0.185	A	0.096	NO
	PM	0.397	A	0.443	A	0.046	NO
*9 Main Street Second Street	AM	0.332	A	0.477	A	0.145	NO
	PM	0.747	C	0.862	D	0.115	YES
*10 Main Street First Street	AM	0.368	A	0.376	A	0.008	NO
	PM	0.662	B	0.737	C	0.075	YES
11 Main Street Temple Street	AM	0.342	A	0.342	A	0.000	NO
	PM	0.674	B	0.681	B	0.007	NO
*12 Los Angeles Street Third Street	AM	0.545	A	0.653	B	0.108	NO
	PM	0.483	A	0.490	A	0.007	NO
*13 Los Angeles Street Second Street	AM	0.491	A	0.568	A	0.077	NO
	PM	0.751	C	0.768	C	0.017	NO
*14 Los Angeles Street First Street	AM	0.475	A	0.505	A	0.030	NO
	PM	0.519	A	0.515	A	-0.004	NO
*15 Los Angeles Street Temple Street	AM	0.420	A	0.389	A	-0.031	NO
	PM	0.537	A	0.504	A	-0.033	NO
*16 Los Angeles Street Aliso Street	AM	0.504	A	0.503	A	-0.001	NO
	PM	0.586	A	0.597	A	0.011	NO
17 Los Angeles Street Arcadia Street	AM	0.477	A	0.478	A	0.001	NO
	PM	0.413	A	0.412	A	-0.001	NO

**TABLE 1
FUTURE INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base (2009)		Cumulative Plus Project (2009)		Project Increase in V/C	Significant Impact?
		V/C or Delay	LOS	V/C or Delay	LOS		
*18 San Pedro Street Third Street	AM	0.552	A	0.579	A	0.027	NO
	PM	0.365	A	0.360	A	-0.005	NO
*19 San Pedro Street Second Street	AM	0.455	A	0.433	A	-0.022	NO
	PM	0.632	B	0.611	B	-0.021	NO
*20 San Pedro Street First Street	AM	0.476	A	0.451	A	-0.025	NO
	PM	0.619	B	0.607	B	-0.012	NO
21 Judge John Aiso Street Temple Street	AM	0.352	A	0.257	A	-0.095	NO
	PM	0.456	A	0.374	A	-0.082	NO
*22 Central Avenue Second Street	AM	0.358	A	0.359	A	0.001	NO
	PM	0.563	A	0.558	A	-0.005	NO
*23 Central Avenue First Street	AM	0.441	A	0.433	A	-0.008	NO
	PM	0.687	B	0.687	B	0.000	NO
24 Alameda Street Third Street	AM	0.698	B	0.709	C	0.011	NO
	PM	0.427	A	0.432	A	0.005	NO
*25 Alameda Street Second Street	AM	0.581	A	0.593	A	0.012	NO
	PM	0.695	B	0.699	B	0.004	NO
*26 Alameda Street First Street	AM	0.851	D	0.866	D	0.015	NO
	PM	0.722	C	0.705	C	-0.017	NO
*27 Alameda Street Temple Street	AM	0.548	A	0.552	A	0.004	NO
	PM	0.526	A	0.461	A	-0.065	NO
*28 Alameda Street Aliso Street	AM	0.503	A	0.493	A	-0.010	NO
	PM	0.506	A	0.477	A	-0.029	NO
*29 Alameda Street Arcadia Street	AM	0.515	A	0.505	A	-0.010	NO
	PM	0.716	C	0.686	B	-0.030	NO
*30 Alameda Street Los Angeles Street	AM	0.302	A	0.293	A	-0.009	NO
	PM	0.617	B	0.604	B	-0.013	NO
*31 Alameda Street Cesar E. Chavez	AM	0.780	C	0.777	C	-0.003	NO
	PM	0.804	D	0.793	C	-0.011	NO
**32 Hewitt Street First Street	AM	0.585	A	0.574	A	-0.011	NO
	PM	0.699	B	0.687	B	-0.012	NO
33 Hewitt Street Commercial Street		8	A	8	A		
	AM	0.069	A	0.061	A	-0.008	NO
	PM	0.147		0.088		-0.059	NO

**TABLE 1
FUTURE INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base (2009)		Cumulative Plus Project (2009)		Project Increase in V/C	Significant Impact?
		V/C or Delay	LOS	V/C or Delay	LOS		
34 Garey Street Temple Street		12	B	11	B		
	AM	0.190	C	0.161	C	-0.029	NO
	PM	0.323		0.312		-0.011	NO
35 Garey Street Commercial Street	AM	0.479	A	0.479	A	0.000	NO
	PM	0.803	D	0.768	C	-0.035	NO
*36 Vignes Street First Street	AM	0.953	E	0.935	E	-0.018	NO
	PM	1.116	F	1.091	F	-0.025	NO
37 Vignes Street Temple Street		9	A	9	A		
	AM	0.261	C	0.255	B	-0.006	NO
	PM	0.483		0.457		-0.026	NO
38 Vignes Street Commercial Street		9	A	9	A		
	AM	0.212	A	0.212	A	0.000	NO
	PM	0.147		0.147		0.000	NO
39 Center St/Santa Fe Ave First Street		14	B	15	B		
	AM	0.257	C	0.252	C	-0.005	NO
	PM	0.371		0.389		0.018	NO
40 Center Street Temple Street		14	B	14	B		
	AM	0.311	B	0.286	B	-0.025	NO
	PM	0.390		0.390		0.000	NO
41 Center Street Commercial Street		11	B	11	B		
	AM	0.389	B	0.365	B	-0.024	NO
	PM	0.377		0.377		0.000	NO
*42 Misson Road First Street	AM	1.214	F	1.209	F	-0.005	NO
	PM	0.799	C	0.798	C	-0.001	NO
*43 Mission Road Cesar E. Chavez Avenue	AM	0.931	E	0.931	E	0.000	NO
	PM	1.325	F	1.325	F	0.000	NO

Notes:

* Intersection is currently operating under the ATSAC system.

** Intersection is currently stop-controlled and will be signalized and operate under the ATSAC system as part of the Metro Gold Line East Extension program.

[a] Intersection is two-way stop controlled. The top rows show analysis using *Highway Capacity Manual* stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection. Average intersection vehicular delay in seconds per

**TABLE 2
SUMMARY OF CODE PARKING REQUIREMENTS AND PROPOSED SUPPLY**

LAND USE	SIZE [a]	PARKING RATIO [b]	REQUIRED PARKING SPACES
GOVERNMENTAL USES			
SPACES REQUIRED			
Police Headquarters Facility (PHF)	500,000 s.f.	1 space per 1,000 s.f.	500
350-seat auditorium	350 seats	1 space per 10 seats	35
MTD	28,000 s.f.	Not Applicable	<u>0</u>
			535
SPACES PROVIDED			
on PHF site			365
Between Main and Los Angeles Streets, south of Second Street			800
Between Temple Street and First Street, west of Judge John Aiso			<u>25</u>
			1,190
Surplus (Shortage)			655
OTHER USES			
SPACES REQUIRED			
Café [c]	5,340 s.f.	none	0
Ground-level Retail [c]	3,000 s.f.	none	0
Recreation Center [d]	60,000 s.f.	1 space per 1,000 s.f.	<u>60 - 600</u>
			60 - 600
SPACES PROVIDED			
Between Temple Street and First Street, west of Judge John Aiso			300
Between Main and Los Angeles Streets, south of Second Street			<u>140</u>
			440
Surplus (Shortage)			between 380 and (160)

Notes

- a. Source: City of Los Angeles, Bureau of Engineering
- b. Source: City of Los Angeles Planning and Zoning Code, Section 12.21A4, accessed at www.ci.la.ca.us April 2005
- c. Section 12.21A4(i) exempts business and commercial buildings of less than 7,500 s.f. from the requirement to provide off-street parking in the Downtown Business District.
- d. Code indicates a rate of 10 space per thousand square feet for a gymnasium and 1 space per thousand square feet for philanthropic institutions. At this time, the actual make-up of the future recreation center is unknown and it is expected that the actual parking need will be approximately 100 spaces.

ATTACHMENT

INTERSECTION DATA SUMMARY SHEET

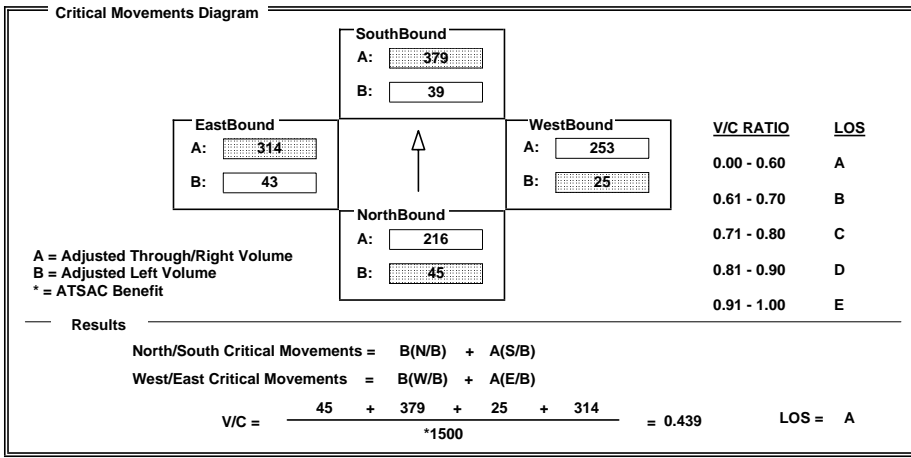
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

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	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	45	511	137	39	708	50	25	400	55	43	475	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	45	511	137	39	708	50	25	400	55	43	475	67
LANE	1 0 2 0 1 0 0	1 0 1 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0			
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INTERSECTION DATA SUMMARY SHEET

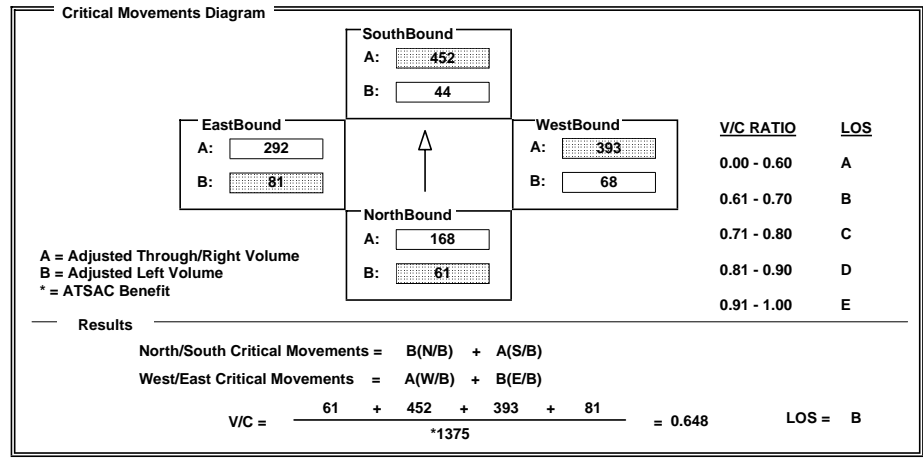
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	61	417	86	44	763	140	68	1049	131	81	849	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	61	417	86	44	763	140	68	1049	131	81	849	28
LANE	1 0 2 0 1 0 0	1 0 1 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0			
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INTERSECTION DATA SUMMARY SHEET

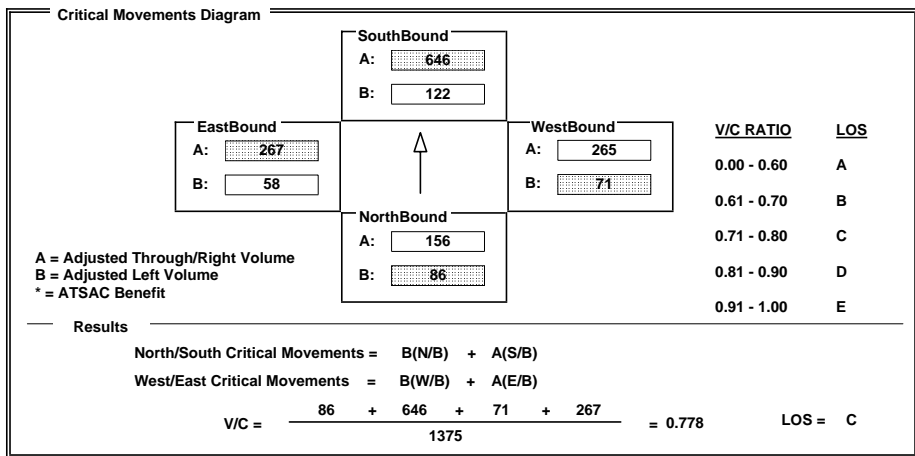
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AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	86	394	73	122	996	296	71	465	65	58	425	108
AMBIENT												
RELATED												
PROJECT												
TOTAL	86	394	73	122	996	296	71	465	65	58	425	108
LANE	1 0 2 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0			
SIGNAL	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto			



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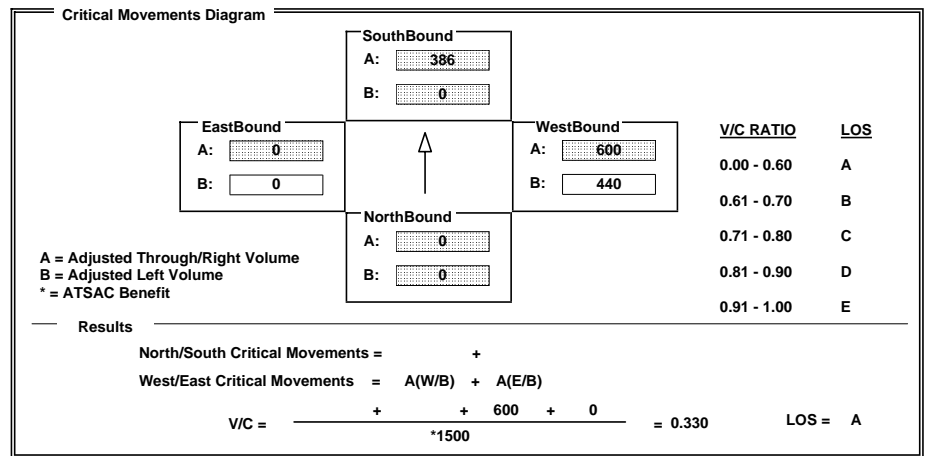
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AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	1542	89	440	1199	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	1542	89	440	1199	0	0	0	0
LANE	0 0 0 0 0 0 0	0 0 4 0 0 0 1 0	1 0 2 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0				
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INTERSECTION DATA SUMMARY SHEET

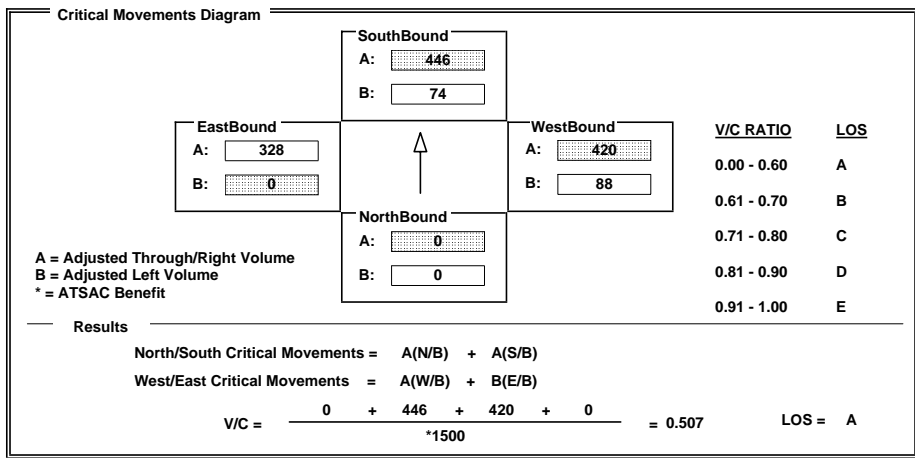
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AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	0	0	0	74	1710	61	88	420	0	0	328	290			
AMBIENT															
RELATED															
PROJECT															
TOTAL	0	0	0	74	1710	61	88	420	0	0	328	290			
LANE	0	0	0	0	1	3	0	0	1	0	1	0	0	1	0
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INTERSECTION DATA SUMMARY SHEET

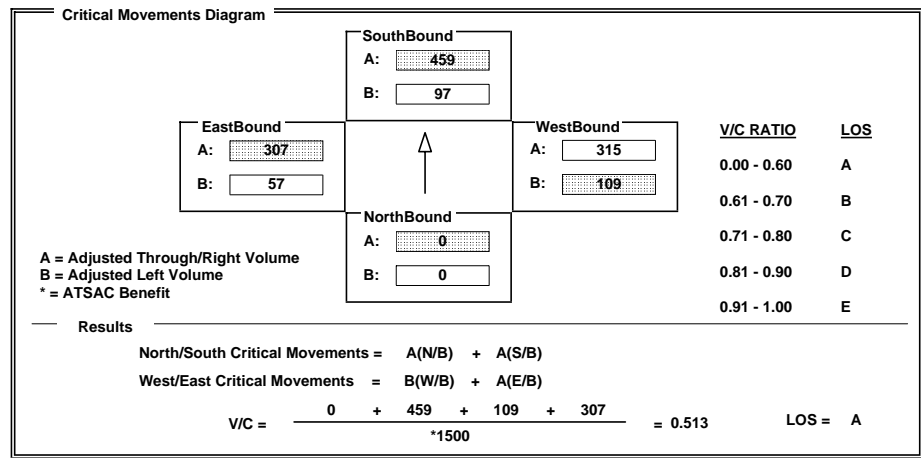
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AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	2	0	0	97	1281	146	109	946	4	57	656	264			
AMBIENT															
RELATED															
PROJECT															
TOTAL	2	0	0	97	1281	146	109	946	4	57	656	264			
LANE	0	0	0	0	1	2	0	0	1	1	0	3	0	0	0
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INTERSECTION DATA SUMMARY SHEET

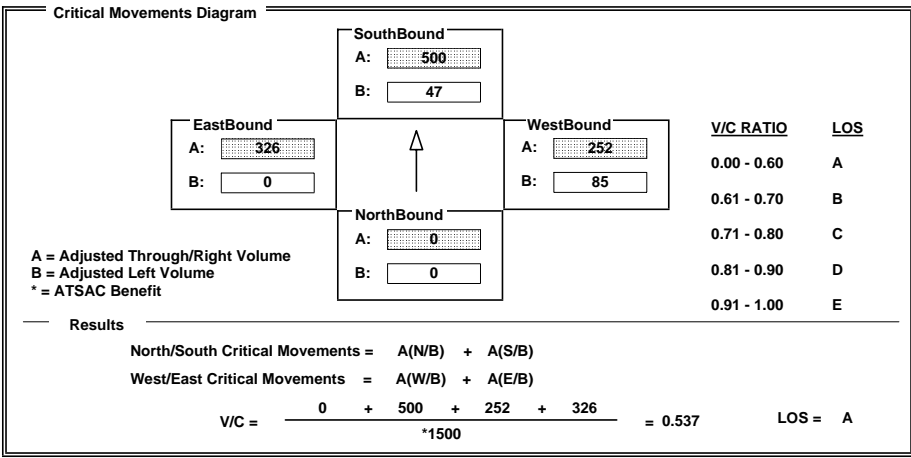
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AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	47	1501	103	85	494	9	5	408	244
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	47	1501	103	85	494	9	5	408	244
LANE	<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/>	<input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="3"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/>	<input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="0"/>	<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="0"/> <input type="text" value="0"/>								
SIGNAL	Phasing: <input type="text" value="<none>"/> RTOR: <input type="text" value="<none>"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="<none>"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>									



INTERSECTION DATA SUMMARY SHEET

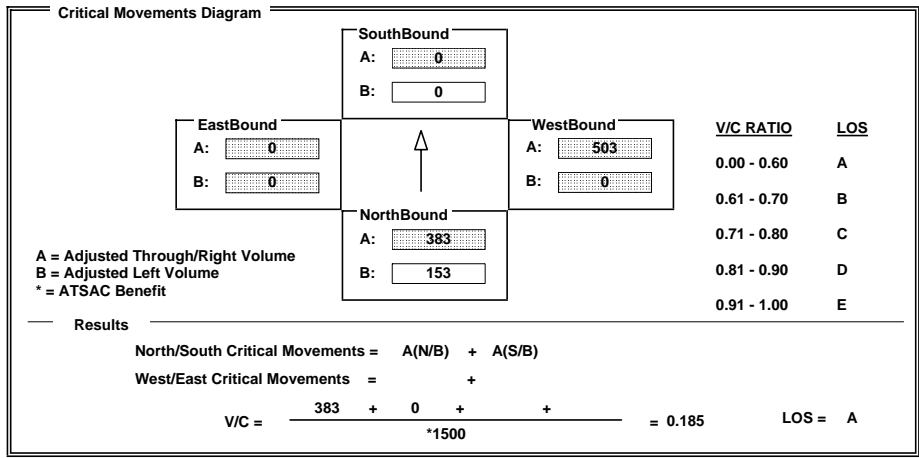
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	153	997	0	0	0	0	0	1510	392	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	153	997	0	0	0	0	0	1510	392	0	0	0
LANE	<input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="2"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/>	<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/>	<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="3"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="0"/>	<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="0"/>								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="<none>"/>	Phasing: <input type="text" value="<none>"/> RTOR: <input type="text" value="<none>"/>	Phasing: <input type="text" value="<none>"/> RTOR: <input type="text" value="<none>"/>	Phasing: <input type="text" value="<none>"/> RTOR: <input type="text" value="Auto"/>								



INTERSECTION DATA SUMMARY SHEET

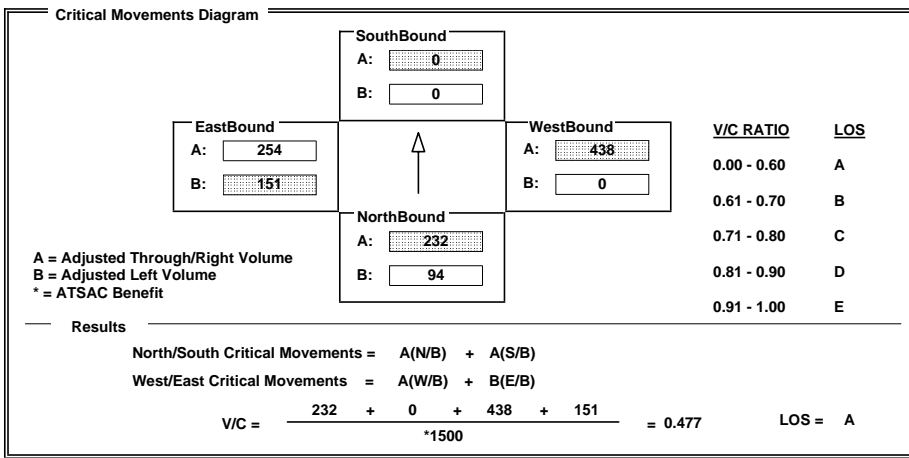
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	603	38	0	0	1	0	361	77	151	254	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	603	38	0	0	1	0	361	77	151	254	0
LANE	0 1 2 0 0 1 0	0 0 0 0 0 0 0	0 0 0 0 1 0 0	1 0 1 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				



INTERSECTION DATA SUMMARY SHEET

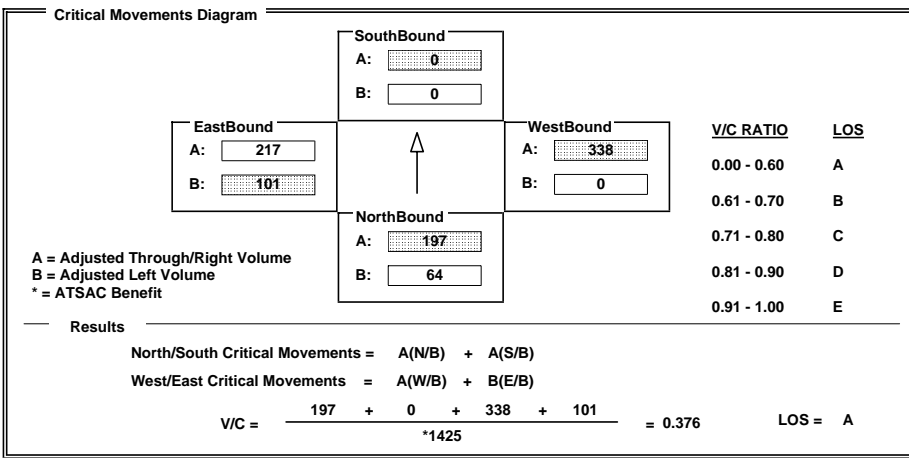
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	64	526	38	0	0	0	0	924	91	101	652	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	64	526	38	0	0	0	0	924	91	101	652	0
LANE	0 1 2 0 0 1 0	0 0 0 0 0 0 0	0 0 2 0 1 0 0	1 0 3 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				



INTERSECTION DATA SUMMARY SHEET

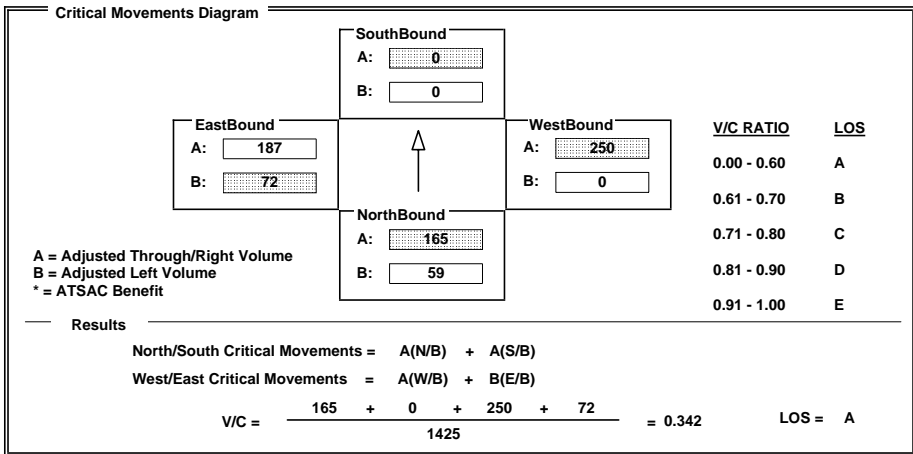
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	499	101	0	0	0	0	439	60	72	373	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	499	101	0	0	0	0	439	60	72	373	0
LANE	0 1 2 0 1 0 0	0 0 0 0 0 0 0	0 0 1 0 1 0 0	1 0 2 0 0 0 0								
SIGNAL	Phasing: Perm RTOR: Auto	Phasing: <none> RTOR: <none>	Phasing: Perm RTOR: Auto	Phasing: Prot-Fix RTOR: <none>								



INTERSECTION DATA SUMMARY SHEET

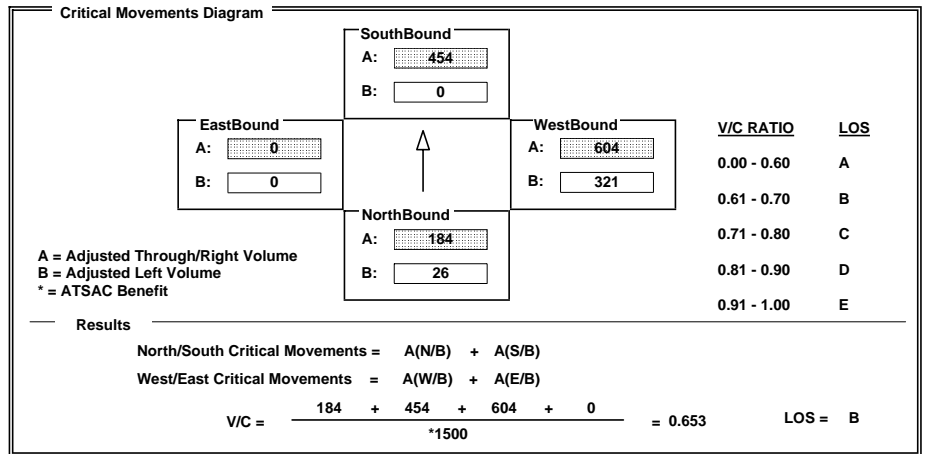
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	264	0	0	683	224	321	1704	109	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	264	0	0	683	224	321	1704	109	0	0	0
LANE	0 1 1 0 0 0 0	0 0 1 0 1 0 0	1 0 2 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm RTOR: <none>	Phasing: <none> RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: <none> RTOR: <none>								



INTERSECTION DATA SUMMARY SHEET

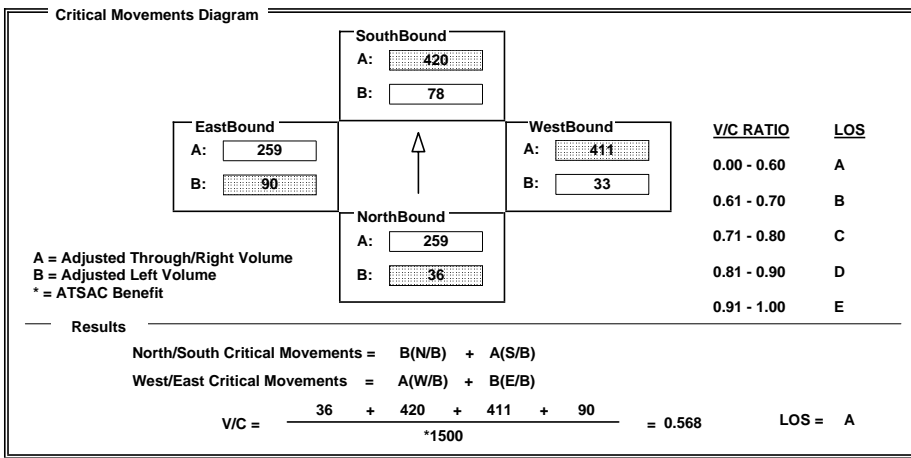
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	36	340	33	78	840	-1	33	319	92	90	142	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	36	340	33	78	840	-1	33	319	92	90	142	117
LANE	0 1 0	0 1 0	0 1 0	1 0 1	0 1 0	0 1 0	1 0 0	0 1 0	0 1 0	1 0 0	0 1 0	0 1 0
SIGNAL	Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto	



INTERSECTION DATA SUMMARY SHEET

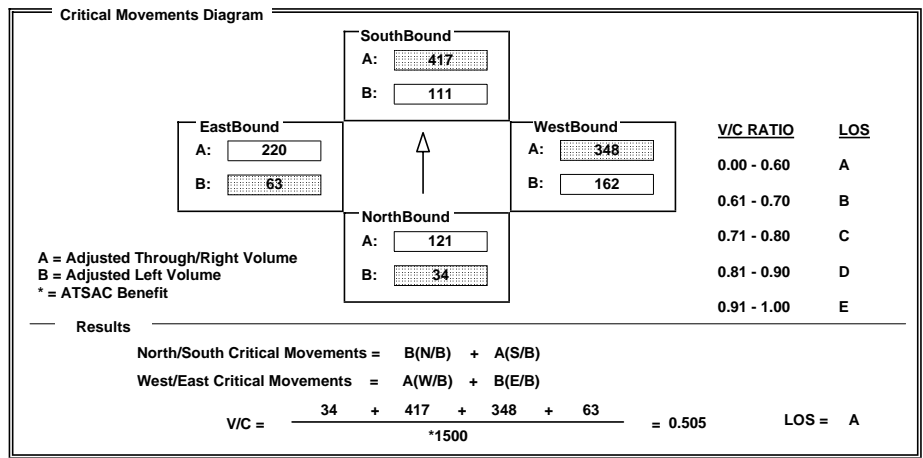
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	303	60	111	833	160	162	946	98	63	495	164
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	303	60	111	833	160	162	946	98	63	495	164
LANE	1 0 2	0 1 0	0 1 0	1 0 2	0 0 1	0 1 0	1 0 2	0 1 0	0 1 0	1 0 2	0 1 0	0 1 0
SIGNAL	Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto	



INTERSECTION DATA SUMMARY SHEET

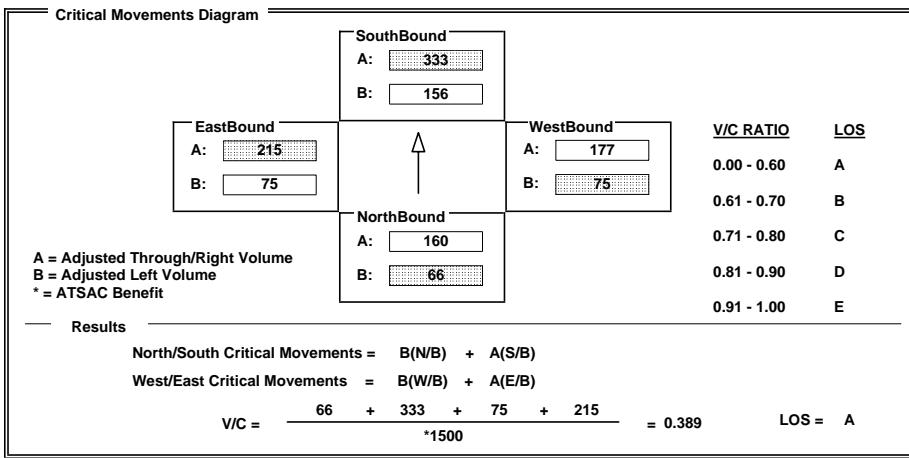
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	66	386	95	156	1000	186	75	353	112	75	313	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	66	386	95	156	1000	186	75	353	112	75	313	116
LANE	1 0 2 0 1 0 0	1 0 2 0 1 1 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0							
SIGNAL	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

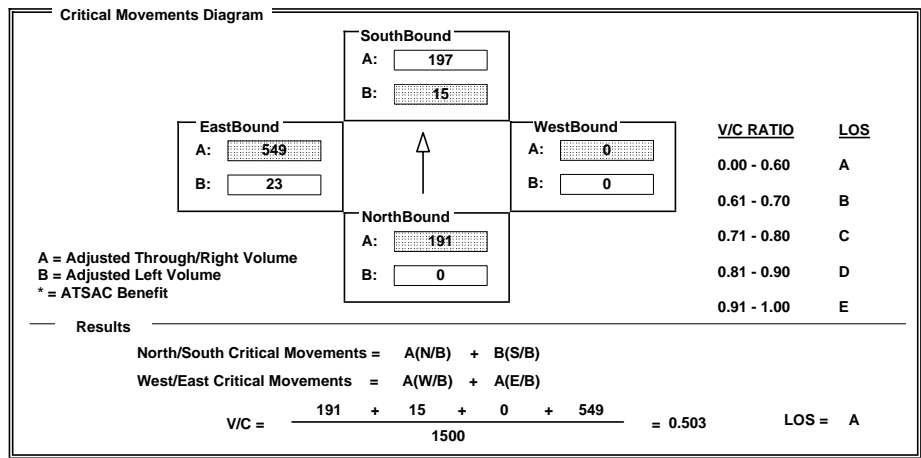
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	352	191	15	592	0	0	0	0	23	442	549
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	352	191	15	592	0	0	0	0	23	442	549
LANE	0 0 2 0 1 0 0	1 0 3 0 0 0 0	0 0 0 0 0 0 0	0 1 2 0 1 0 0	0 0 0 0 0 0 0							
SIGNAL	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>	Phasing: Perm RTOR: <none>



INTERSECTION DATA SUMMARY SHEET

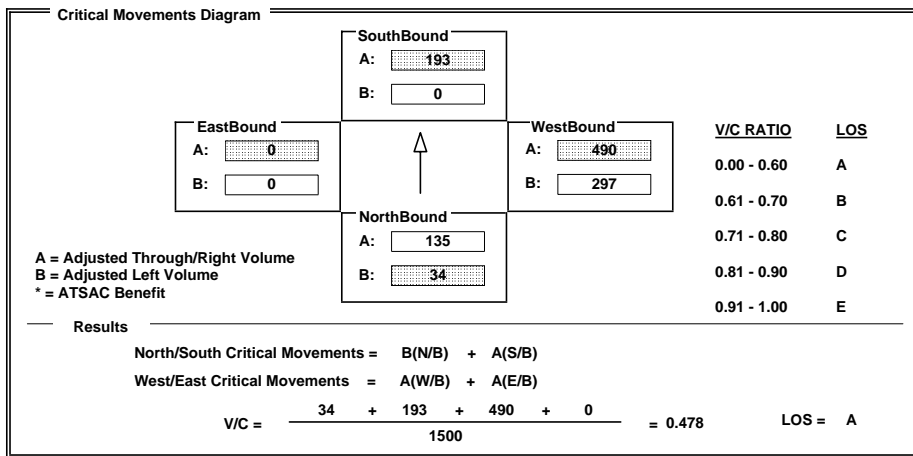
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	338	0	0	357	28	297	1129	43	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	338	0	0	357	28	297	1129	43	0	0	0
LANE	0 1 2 0 0 0 0	0 0 1 0 1 0 0	0 0 1 1 0 1 0 0	0 0 0 0 0 0 0 0	0 0 1 1 0 1 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>



INTERSECTION DATA SUMMARY SHEET

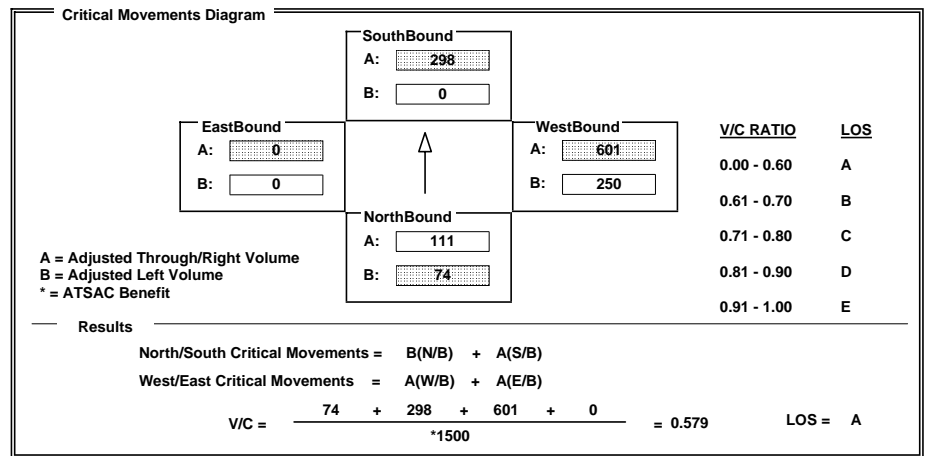
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	74	221	0	0	517	78	250	2089	63	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	74	221	0	0	517	78	250	2089	63	0	0	0
LANE	1 0 2 0 0 0 0	0 0 1 0 1 0 0	0 0 1 2 0 1 0 0	0 0 0 0 0 0 0 0	0 0 1 0 1 0 0	0 0 0 0 0 0 0 0	0 0 1 2 0 1 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>



INTERSECTION DATA SUMMARY SHEET

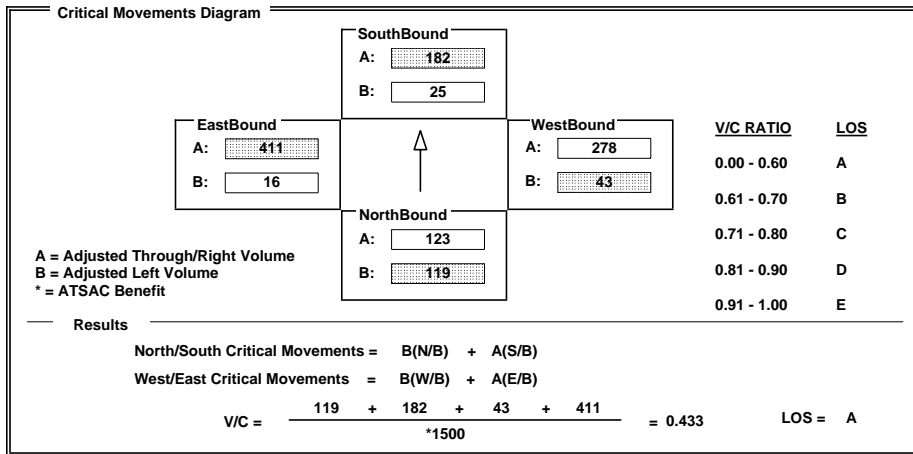
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	192	53	25	364	53	43	232	46	16	253	158
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	192	53	25	364	53	43	232	46	16	253	158
LANE	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0			
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto		



INTERSECTION DATA SUMMARY SHEET

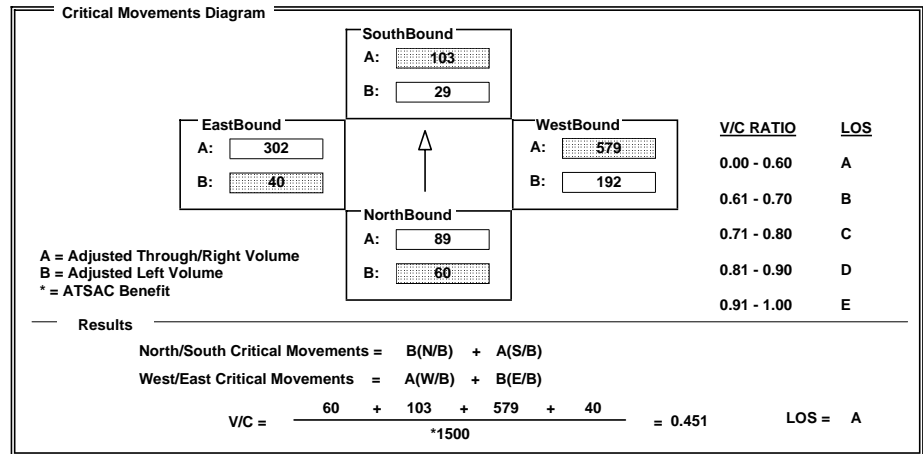
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	88	89	29	176	55	192	1105	52	40	493	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	88	89	29	176	55	192	1105	52	40	493	110
LANE	0 1 1 0 0 1 0	0 1 1 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0			
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto		



INTERSECTION DATA SUMMARY SHEET

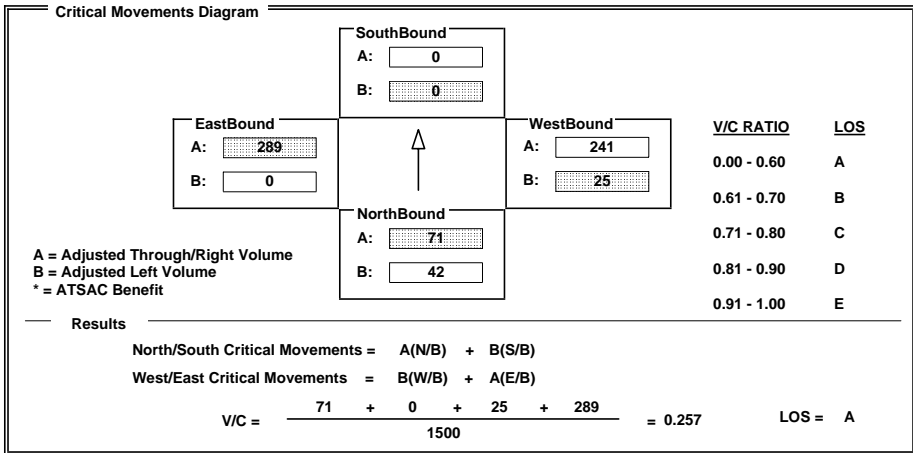
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	0	71	0	0	0	25	481	0	0	462	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	0	71	0	0	0	25	481	0	0	462	116
LANE	2	0	0	0	0	1	0	0	0	0	0	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto



INTERSECTION DATA SUMMARY SHEET

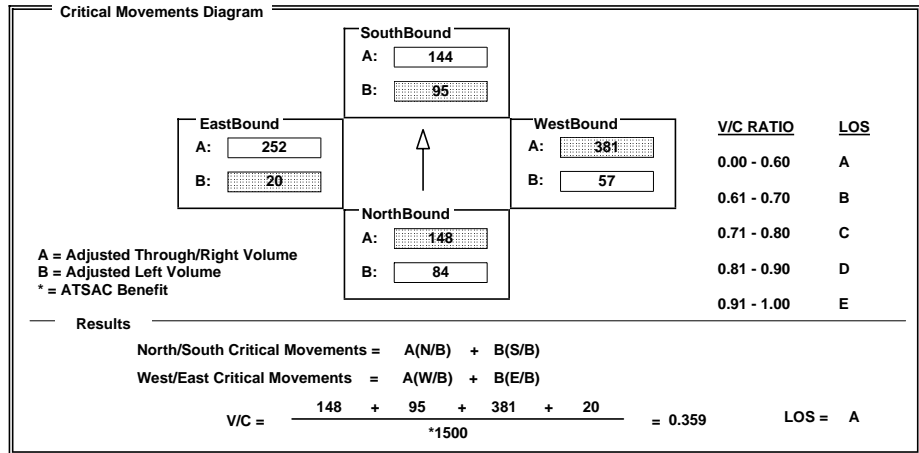
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	84	218	77	95	279	9	57	361	20	20	169	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	84	218	77	95	279	9	57	361	20	20	169	83
LANE	1	0	1	0	1	0	0	1	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto



INTERSECTION DATA SUMMARY SHEET

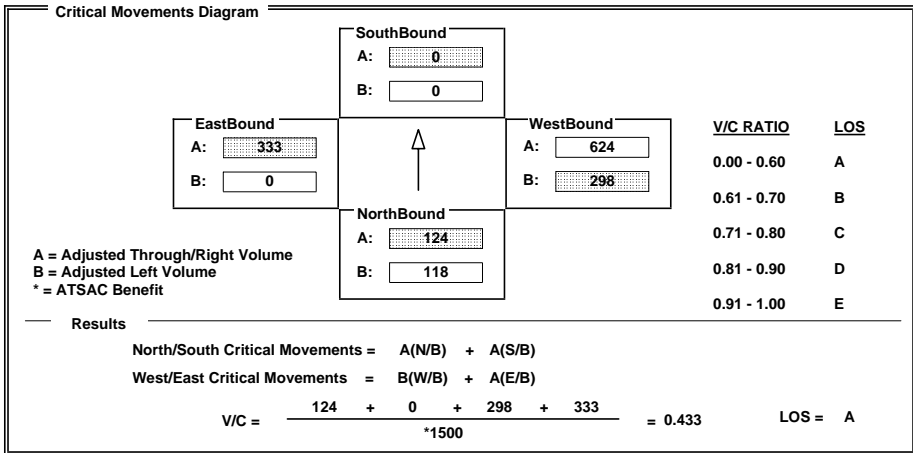
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	0	124	0	0	0	298	1248	3	0	533	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	118	0	124	0	0	0	298	1248	3	0	533	133
LANE	1 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 1 0 1 0 0								
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				



INTERSECTION DATA SUMMARY SHEET

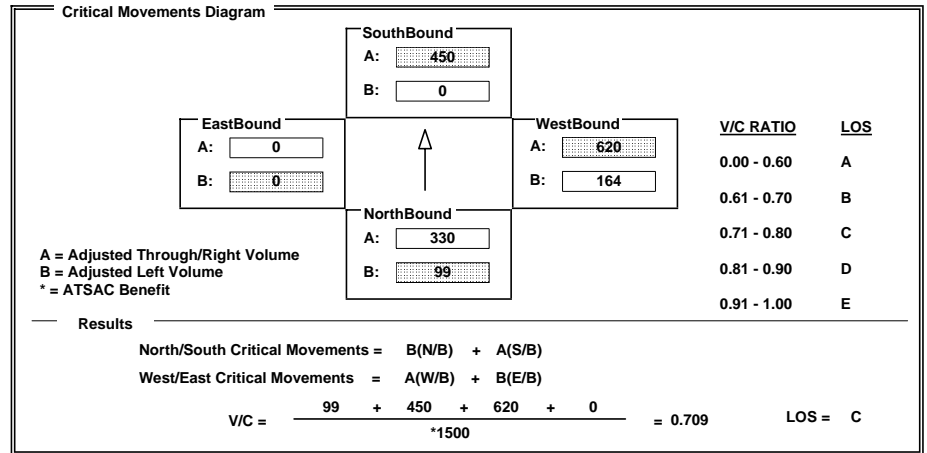
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	99	660	0	0	900	265	164	2208	107	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	660	0	0	900	265	164	2208	107	0	0	0
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 1 2 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				



INTERSECTION DATA SUMMARY SHEET

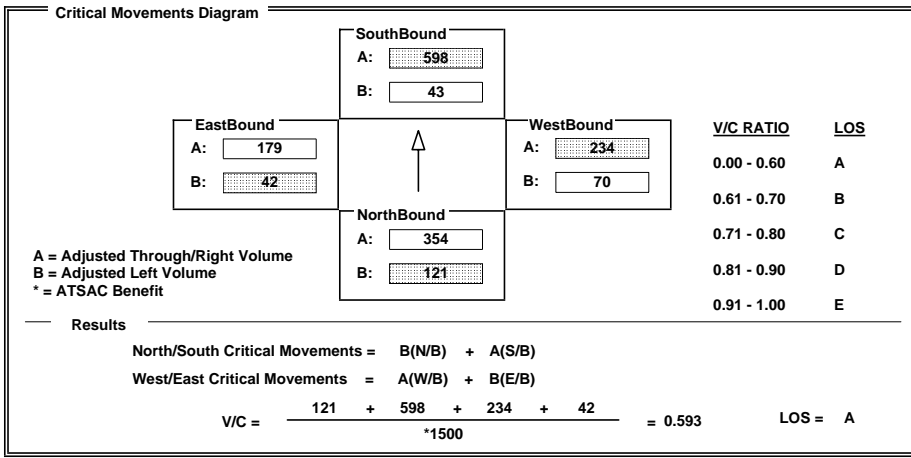
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	121	674	34	43	1123	73	70	214	20	42	102	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	121	674	34	43	1123	73	70	214	20	42	102	77
LANE	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0			
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>			



INTERSECTION DATA SUMMARY SHEET

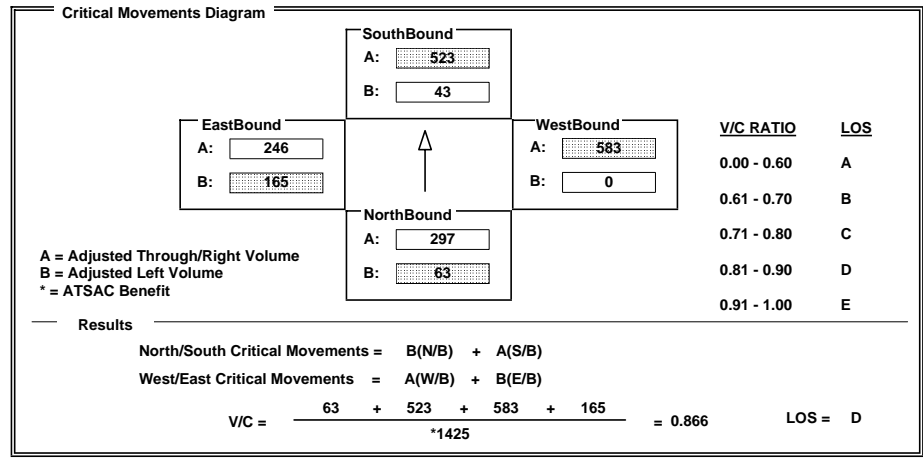
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	63	594	57	43	1045	269	1	1166	13	165	430	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	594	57	43	1045	269	1	1166	13	165	430	61
LANE	1 0 2 0 0 1 0	1 0 2 0 0 1 0	0 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0			
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>			



INTERSECTION DATA SUMMARY SHEET

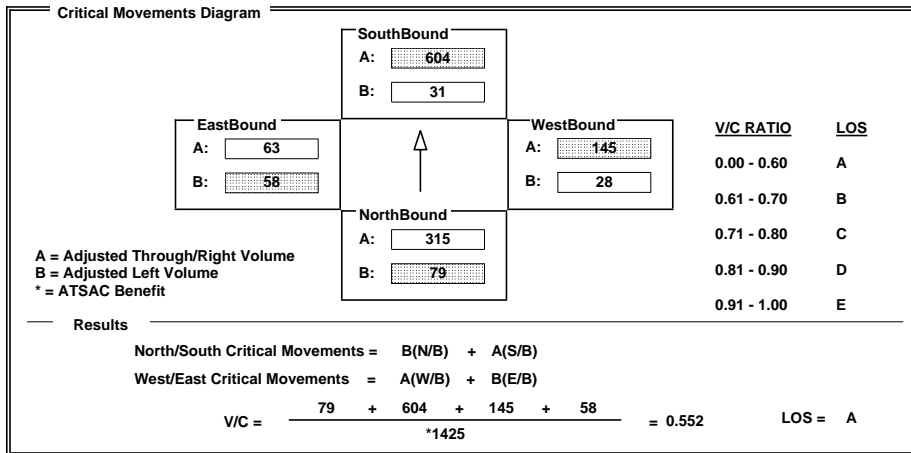
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	79	630	0	31	1207	392	28	222	67	106	70	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	79	630	0	31	1207	392	28	222	67	106	70	55
LANE	1 0 2 0 0 0 0	1 0 2 0 0 0 1 0	1 0 1 0 1 0 0	2 0 1 0 1 0 0	2 0 1 0 1 0 0	1 0 0 1 0 0 1 0	2 0 1 0 1 0 0	1 0 0 1 0 0 1 0	1 0 0 1 0 0 1 0	1 0 0 1 0 0 1 0	1 0 0 1 0 0 1 0	1 0 0 1 0 0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

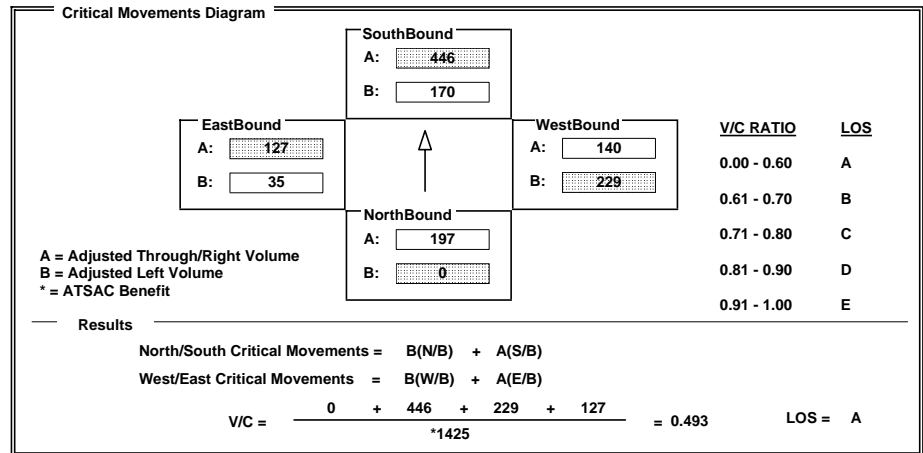
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	592	187	170	1337	0	229	0	140	64	82	127
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	592	187	170	1337	0	229	0	140	64	82	127
LANE	0 0 3 0 0 1 0	1 0 3 0 0 0 0	1 0 0 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0	2 0 1 0 0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

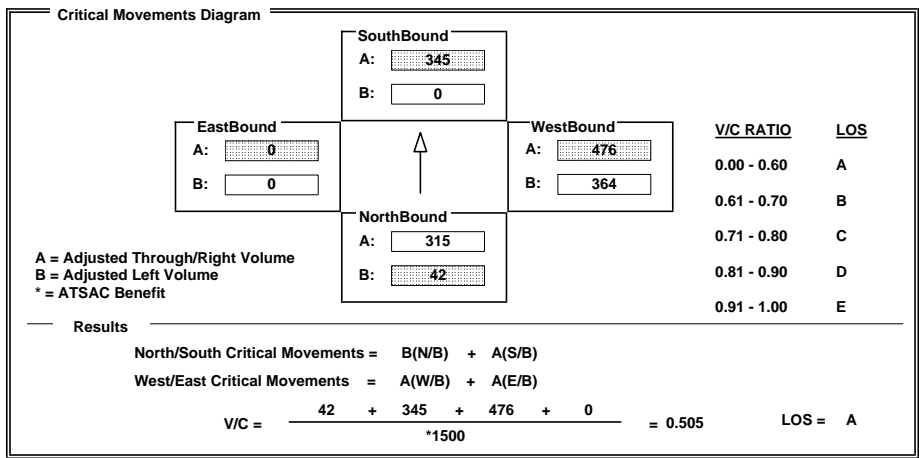
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	42	945	0	0	1005	29	364	1294	135	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	42	945	0	0	1005	29	364	1294	135	0	0	0
LANE	1 0 3	0 0 0	0 0 0	0 0 2	0 1 0	0 0 0	1 1 1	0 1 0	0 0 0	0 0 0	0 0 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>



INTERSECTION DATA SUMMARY SHEET

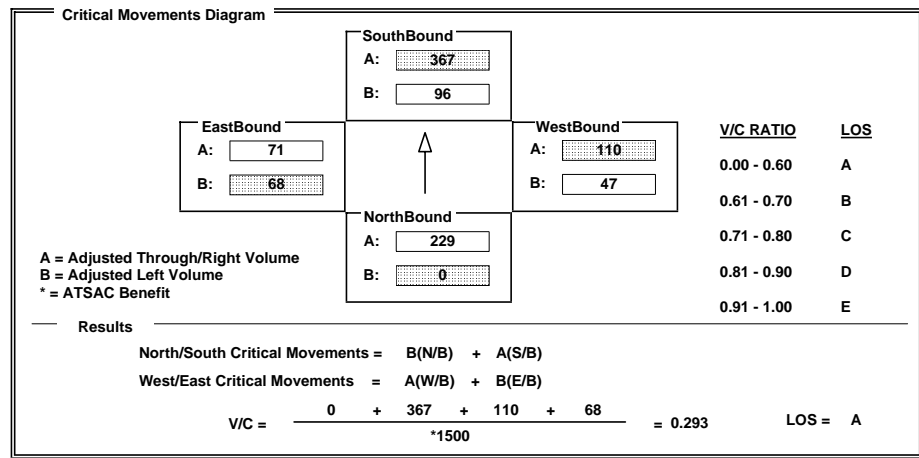
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9	563	125	96	1101	317	47	173	77	68	71	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	563	125	96	1101	317	47	173	77	68	71	43
LANE	0 0 2	0 1 0	0 1 0	1 0 2	0 1 1	0 1 0	0 1 1	0 0 1	0 1 0	1 1 0	0 0 1	0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

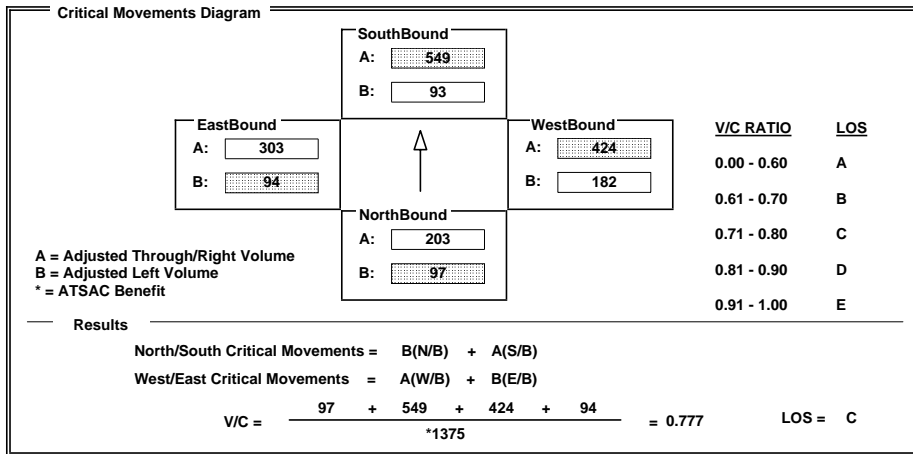
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	97	408	202	93	1357	291	182	1220	52	94	605	142
AMBIENT												
RELATED												
PROJECT												
TOTAL	97	408	202	93	1357	291	182	1220	52	94	605	142
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0
SIGNAL	Prot-Fix	Auto	Auto	Perm	Auto	Auto	Prot-Fix	Auto	Auto	Perm	OLA	OLA



INTERSECTION DATA SUMMARY SHEET

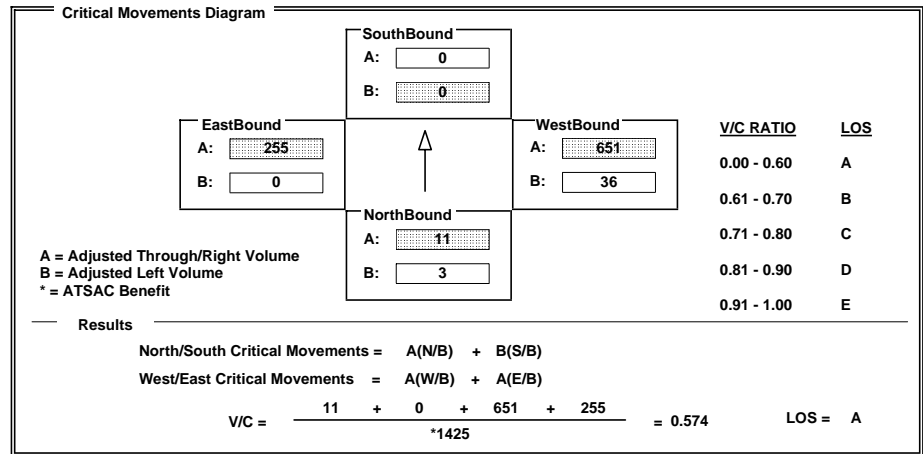
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	3	0	11	0	0	0	36	1229	0	0	485	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	3	0	11	0	0	0	36	1229	0	0	485	25
LANE	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0
SIGNAL	Perm	Auto	Auto	Perm	Auto	Auto	Split	Auto	Auto	Split	Auto	Auto



INTERSECTION DATA SUMMARY SHEET

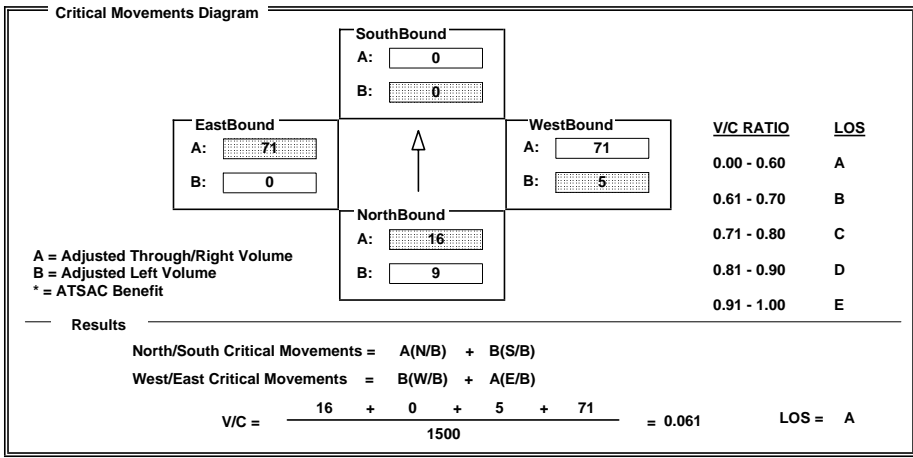
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9	0	7	0	0	0	5	71	0	0	71	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	0	7	0	0	0	5	71	0	0	71	21
LANE												
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>



INTERSECTION DATA SUMMARY SHEET

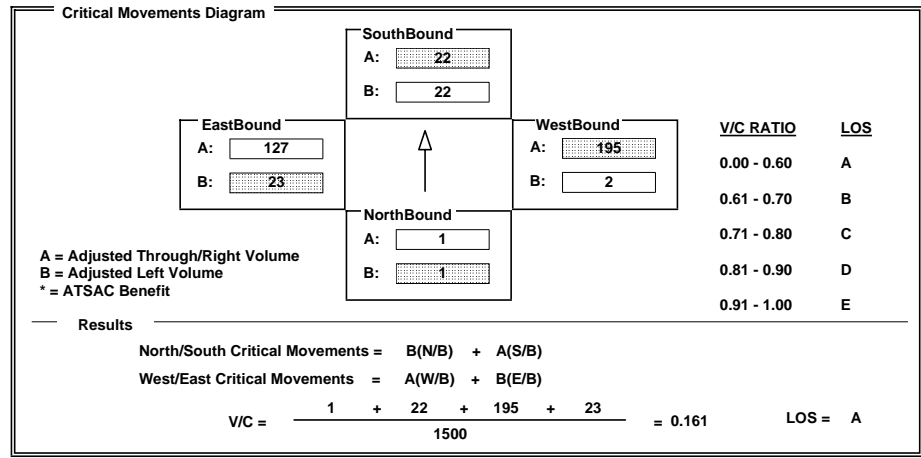
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	0	0	22	0	0	2	165	28	23	127	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	0	0	22	0	0	2	165	28	23	127	1
LANE												
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>



INTERSECTION DATA SUMMARY SHEET

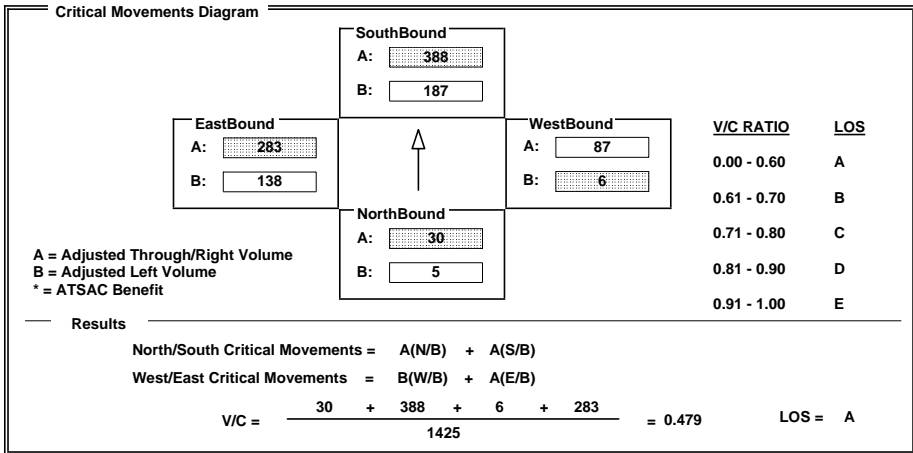
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	32	17	187	-43	388	6	116	58	251	272	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	32	17	187	-43	388	6	116	58	251	272	11
LANE	0 1 0	0 1 0	0 0 0	0 1 0	0 0 0	0 1 0	1 0 1	0 1 0	0 1 0	0 2 0	0 0 1	0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

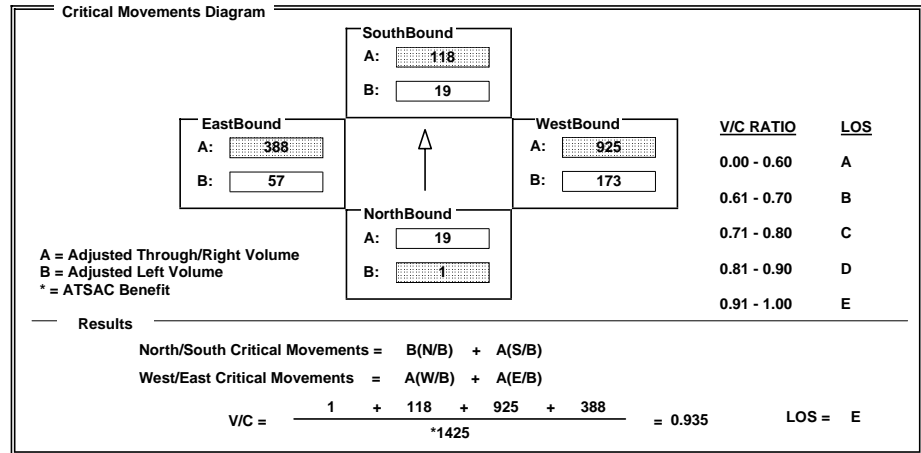
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	7	11	19	10	89	173	1256	248	57	423	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	7	11	19	10	89	173	1256	248	57	423	11
LANE	0 0 0	1 0 0	0 0 0	0 0 0	1 0 0	0 0 0	0 1 0	0 1 0	0 1 0	0 0 1	0 1 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

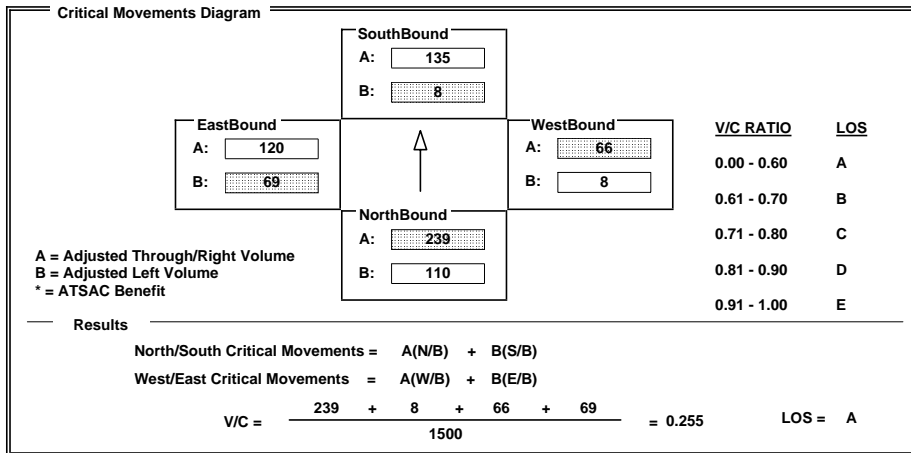
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	110	114	15	8	72	55	8	50	8	69	51	48
AMBIENT												
RELATED												
PROJECT												
TOTAL	110	114	15	8	72	55	8	50	8	69	51	48
LANE	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 1 0 0 0 1 0	0 1 0 0 0 1 0	0 1 0 0 0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

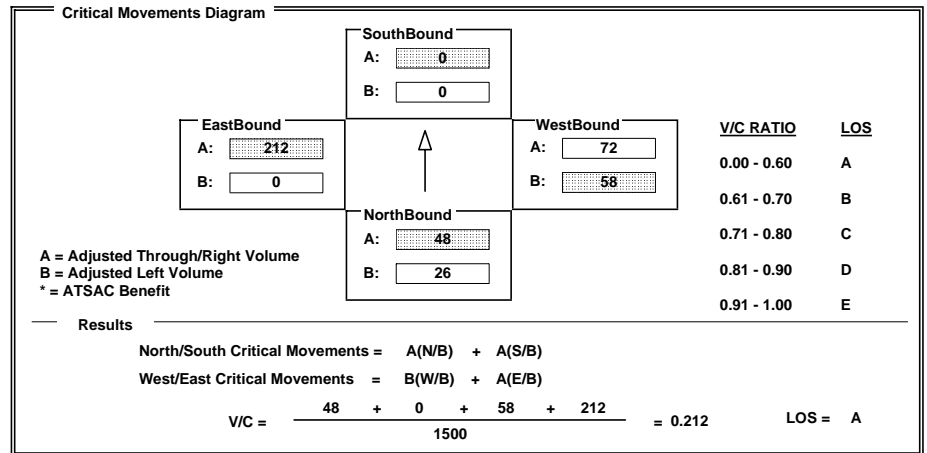
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	47	-10	48	0	0	0	58	72	0	0	212	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	47	-10	48	0	0	0	58	72	0	0	212	44
LANE	2 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 1 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 1 0 0 1 0	0 0 1 0 0 1 0	0 0 1 0 0 1 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

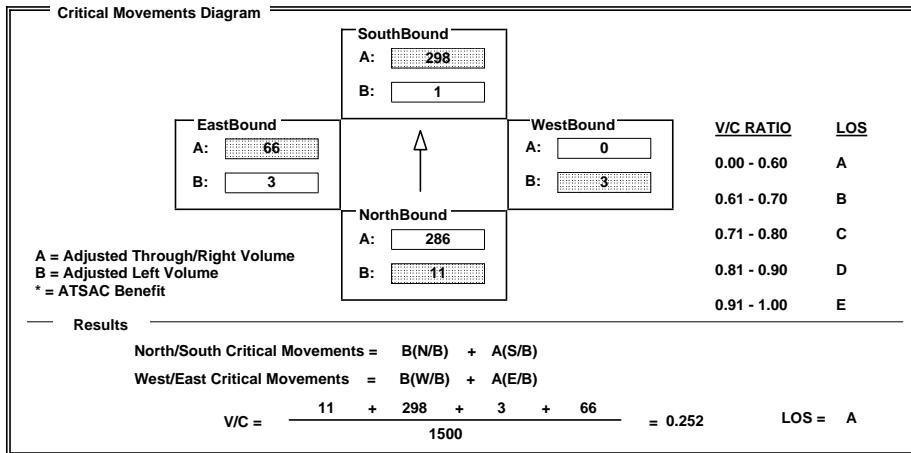
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	266	9	1	319	-22	3	-15	1	3	55	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	266	9	1	319	-22	3	-15	1	3	55	8
LANE												
	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	



INTERSECTION DATA SUMMARY SHEET

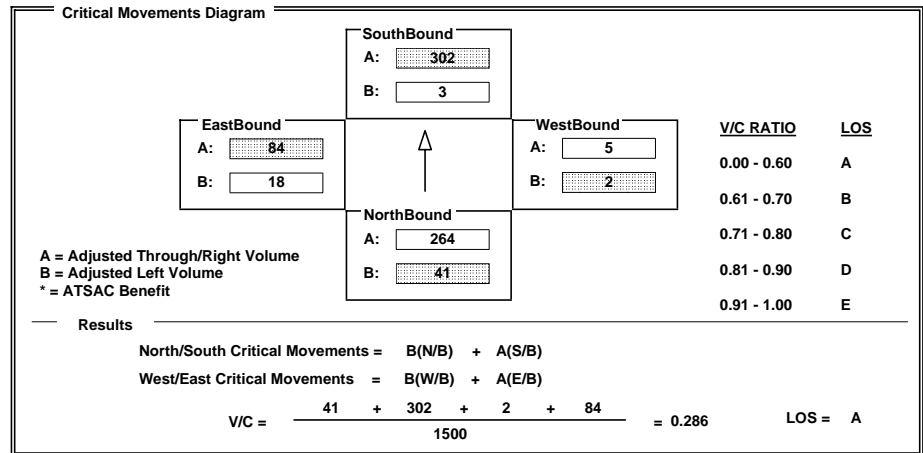
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	218	5	3	274	25	2	2	1	18	2	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	218	5	3	274	25	2	2	1	18	2	64
LANE												
	0	0	0	1	0	0	0	0	0	0	0	0
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	



INTERSECTION DATA SUMMARY SHEET

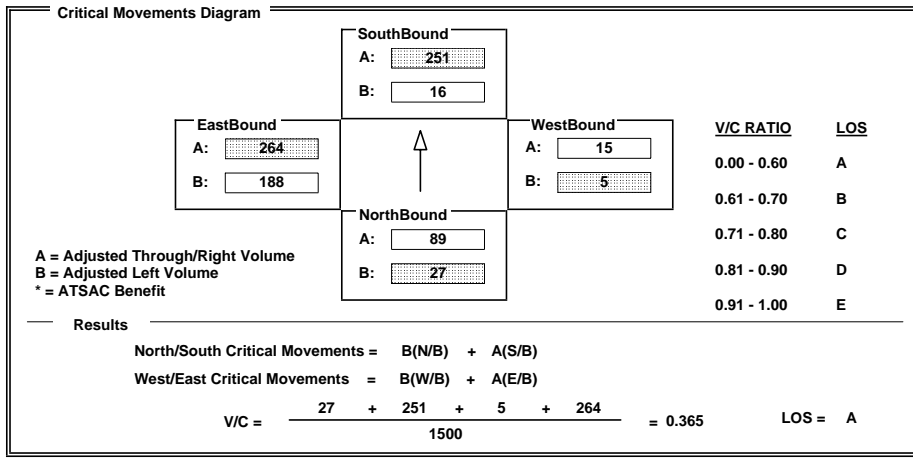
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	176	2	16	251	151	5	5	5	188	4	72
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	176	2	16	251	151	5	5	5	188	4	72
LANE	1 0 1 0 1 0 0	1 0 1 0 0 1 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

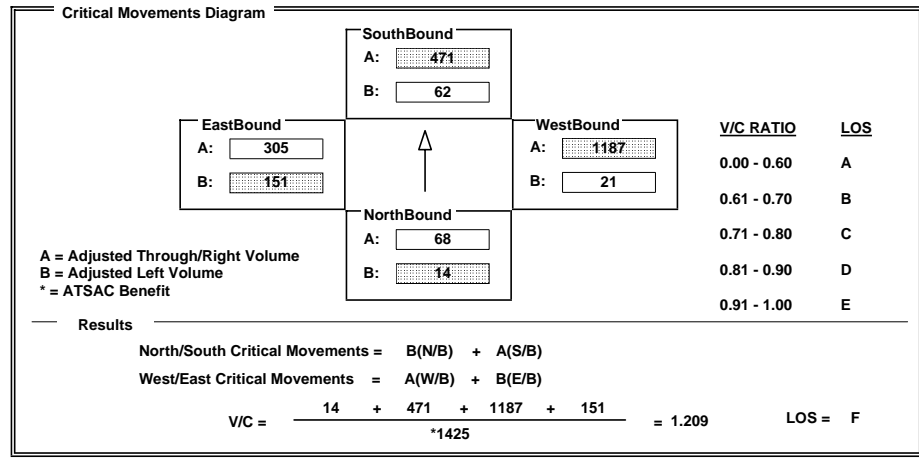
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	61	7	62	118	471	21	1127	60	151	293	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	61	7	62	118	471	21	1127	60	151	293	12
LANE	1 0 0 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0
SIGNAL	Phasing: Prot-Fix	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	71	323	43	50	632	732	205	912	67	382	301	116
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	323	43	50	632	732	205	912	67	382	301	116
LANE	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 1 0 0 1 0 0								
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto				

Critical Movements Diagram

	EastBound	SouthBound	WestBound	NorthBound	V/C RATIO	LOS
A:	266	599	490	162	0.00 - 0.60	A
B:	266	50	205	71	0.61 - 0.70	B
					0.71 - 0.80	C
					0.81 - 0.90	D
					0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)
 West/East Critical Movements = A(W/B) + A(E/B)

V/C = $\frac{71 + 599 + 490 + 266}{*1425} = 0.931$ LOS = E

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #33 Hewitt Street & Commercial Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.091
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
 Optimal Cycle: 0 Level Of Service: A

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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	1 0 1	1	0	1 0 0

Volume Module:

Base Vol:	9	0	7	0	0	0	0	71	21	5	71	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	7	0	0	0	0	71	21	5	71	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	7	0	0	0	0	71	21	5	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	7	0	0	0	0	71	21	5	71	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	0	7	0	0	0	0	71	21	5	71	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.00	0.44	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	475	0	369	0	0	0	0	783	922	704	781	0

Capacity Analysis Module:

Vol/Sat:	0.02	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.09	0.02	0.01	0.09	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	7.2	0.0	7.2	0.0	0.0	0.0	0.0	7.7	6.7	7.8	7.7	0.0
Delay 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
AdjDel/Veh:	7.2	0.0	7.2	0.0	0.0	0.0	0.0	7.7	6.7	7.8	7.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		7.2		xxxxxx				7.5			7.8	
Delay Adj:		1.00		xxxxxx				1.00			1.00	
ApprAdjDel:		7.2		xxxxxx				7.5			7.8	
LOS by Appr:		A		*				A			A	

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Garey Street & Temple Street

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.3]

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	1	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	1	0	0	22	0	0	23	127	1	2	165	28
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:	1	0	0	22	0	0	23	127	1	2	165	28
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:	1	0	0	22	0	0	23	127	1	2	165	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	0	22	0	0	23	127	1	2	165	28

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	7.1	xxxx	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	xxxx	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	356	xxxx	xxxxx	357	xxxx	xxxxx	193	xxxx	xxxxx	128	xxxx	xxxxx
Potent Cap.:	603	xxxx	xxxxx	603	xxxx	xxxxx	1392	xxxx	xxxxx	1470	xxxx	xxxxx
Move Cap.:	595	xxxx	xxxxx	594	xxxx	xxxxx	1392	xxxx	xxxxx	1470	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	0.04	xxxx	xxxx	0.02	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	595	xxxx	xxxxx	594	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	11.1	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	B	*	*	B	*	*	*	*	*	*	*	*			
ApproachDel:	11.1			11.3			xxxxxx			xxxxxx					
ApproachLOS:	B			B			*			*					

 Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #37 Vignes Street & Temple Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
 Optimal Cycle: 0 Level Of Service: A

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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1	0	0	1! 0 0

Volume Module:

Base Vol:	110	114	15	8	72	55	69	51	48	8	50	8
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:	110	114	15	8	72	55	69	51	48	8	50	8
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:	110	114	15	8	72	55	69	51	48	8	50	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	114	15	8	72	55	69	51	48	8	50	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	114	15	8	72	55	69	51	48	8	50	8

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.48	0.06	0.06	0.53	0.41	0.57	0.43	1.00	0.12	0.76	0.12
Final Sat.:	339	352	46	45	401	306	345	255	717	80	503	80

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.32	0.18	0.18	0.18	0.20	0.20	0.07	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	9.8	9.8	9.8	8.5	8.5	8.5	9.8	9.8	7.7	8.6	8.6	8.6
Delay 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
AdjDel/Veh:	9.8	9.8	9.8	8.5	8.5	8.5	9.8	9.8	7.7	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.8			8.5			9.2			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.8			8.5			9.2			8.6		
LOS by Appr:	A			A			A			A		

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Vignes Street & Commercial Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.290
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 Level Of Service: A

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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	47	-10	48	0	0	0	0	212	44	58	72	0
Growth Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	48	0	0	0	0	212	44	58	72	0
User Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	48	0	0	0	0	212	44	58	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	48	0	0	0	0	212	44	58	72	0
PCE Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	0	48	0	0	0	0	212	44	58	72	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1170	0	725	0	0	0	0	731	850	649	714	0

Capacity Analysis Module:

Vol/Sat:	0.04	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	0.29	0.05	0.09	0.10	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	8.8	0.0	7.7	0.0	0.0	0.0	0.0	9.5	7.1	8.7	8.2	0.0
Delay 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
AdjDel/Veh:	8.8	0.0	7.7	0.0	0.0	0.0	0.0	9.5	7.1	8.7	8.2	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:		8.2		xxxxxx				9.1			8.4	
Delay Adj:		1.00		xxxxxx				1.00			1.00	
ApprAdjDel:		8.2		xxxxxx				9.1			8.4	
LOS by Appr:		A		*				A			A	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Center Street/Santa Fe & First Street

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[15.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Center Street/Santa Fe & Temple Street

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[13.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	41	218	5	3	274	25	18	2	64	2	2	1
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:	41	218	5	3	274	25	18	2	64	2	2	1
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:	41	218	5	3	274	25	18	2	64	2	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	41	218	5	3	274	25	18	2	64	2	2	1

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	299	xxxx	xxxxx	223	xxxx	xxxxx	597	598	287	628	608	221
Potent Cap.:	1274	xxxx	xxxxx	1358	xxxx	xxxxx	418	419	757	398	413	824
Move Cap.:	1274	xxxx	xxxxx	1358	xxxx	xxxxx	405	404	757	354	399	824
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.08	0.01	0.01	0.00

Level Of Service Module:

Queue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	7.9	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	627	xxxxx	xxxx	421	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.0	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	13.7	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*			
ApproachDel:	xxxxxx			xxxxxx				11.6			13.7				
ApproachLOS:	*			*				B			B				

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #41 Center Street/Santa Fe & Commercial Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
 Optimal Cycle: 0 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	27	176	2	16	251	151	188	4	72	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	176	2	16	251	151	188	4	72	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	176	2	16	251	151	188	4	72	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	176	2	16	251	151	188	4	72	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	176	2	16	251	151	188	4	72	5	5	5

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	0.71	0.02	0.27	0.34	0.33	0.33
Final Sat.:	556	1194	14	584	637	725	462	10	177	193	193	193

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.03	0.39	0.21	0.41	0.41	0.41	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	9.2	9.3	9.3	8.9	11.6	8.7	11.6	11.6	11.6	8.8	8.8	8.8
Delay 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
AdjDel/Veh:	9.2	9.3	9.3	8.9	11.6	8.7	11.6	11.6	11.6	8.8	8.8	8.8
LOS by Move:	A	A	A	A	B	A	B	B	B	A	A	A
ApproachDel:	9.3			10.4			11.6			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			10.4			11.6			8.8		
LOS by Appr:	A			B			B			A		

INTERSECTION DATA SUMMARY SHEET

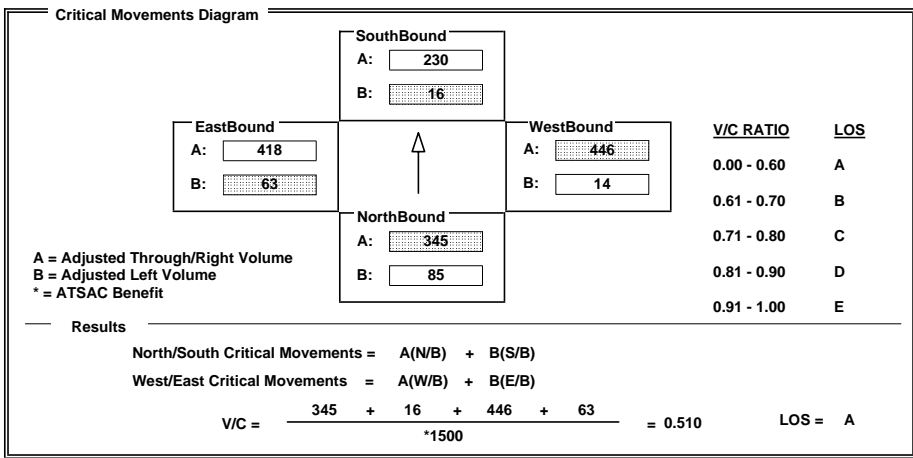
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	85	976	59	16	442	18	14	649	215	63	506	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	976	59	16	442	18	14	649	215	63	506	77
LANE	1 0 2 0 1 0 0	1 0 1 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

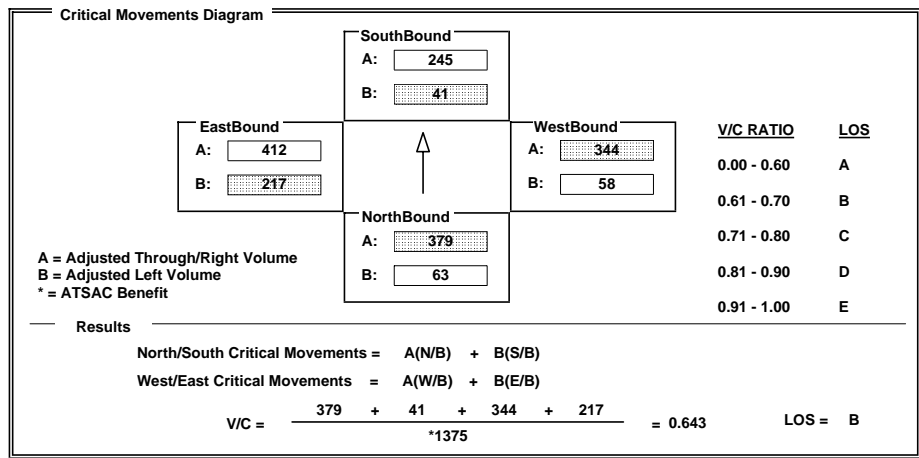
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	63	1020	117	41	411	78	58	950	82	217	1210	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	63	1020	117	41	411	78	58	950	82	217	1210	27
LANE	1 0 2 0 1 0 0	1 0 1 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto	Phasing: Prot-Var	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

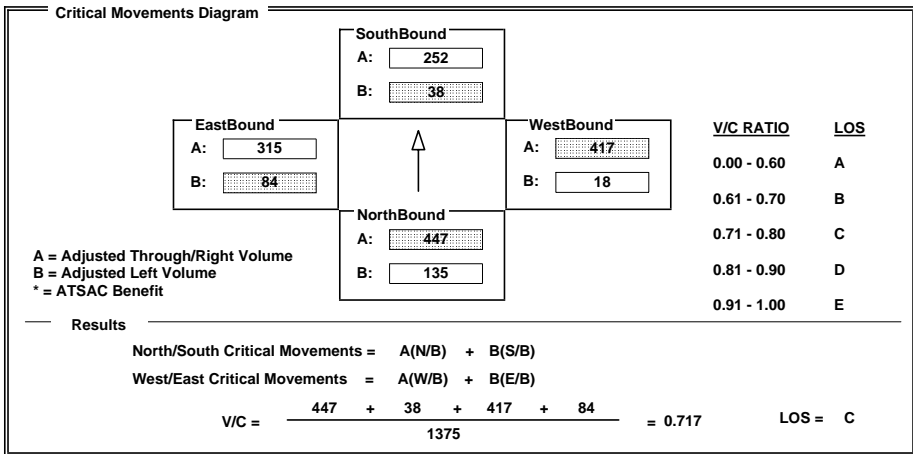
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	135	1265	77	38	422	82	18	749	85	84	597	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	135	1265	77	38	422	82	18	749	85	84	597	32
LANE	1 0 2 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
SIGNAL	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto	Phasing: Prot-Var RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

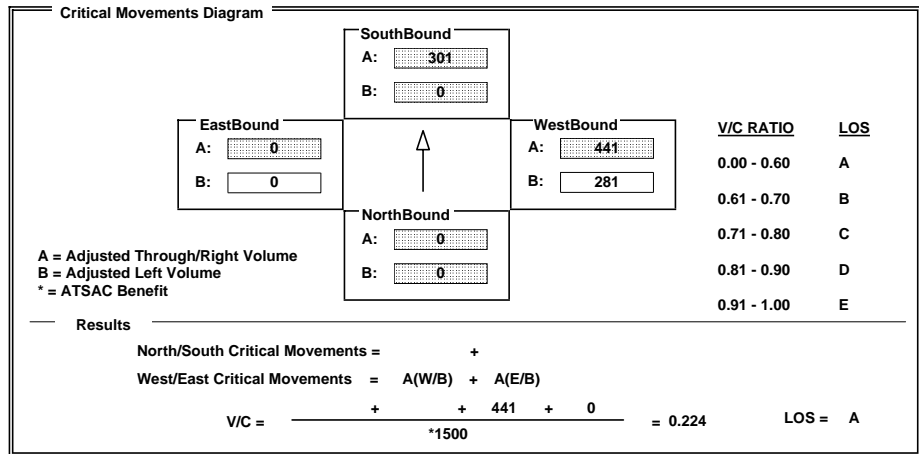
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	786	301	281	882	0	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	786	301	281	882	0	0	0	0
LANE	0 0 0 0 0 0 0	0 0 4 0 0 0 1 0	1 0 2 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
SIGNAL	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>	Phasing: <none> RTOR: <none>



INTERSECTION DATA SUMMARY SHEET

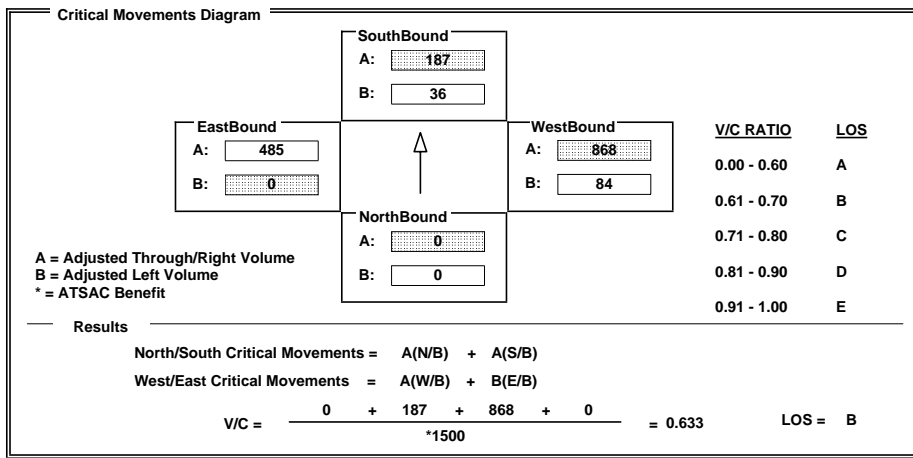
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	0	0	36	710	54	84	868	0	0	485	109	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	0	0	36	710	54	84	868	0	0	485	109	
LANE	0	0	0	0	1	3	0	0	1	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	<none>		<none>	Perm		<none>	Perm		<none>	Perm		Auto	



INTERSECTION DATA SUMMARY SHEET

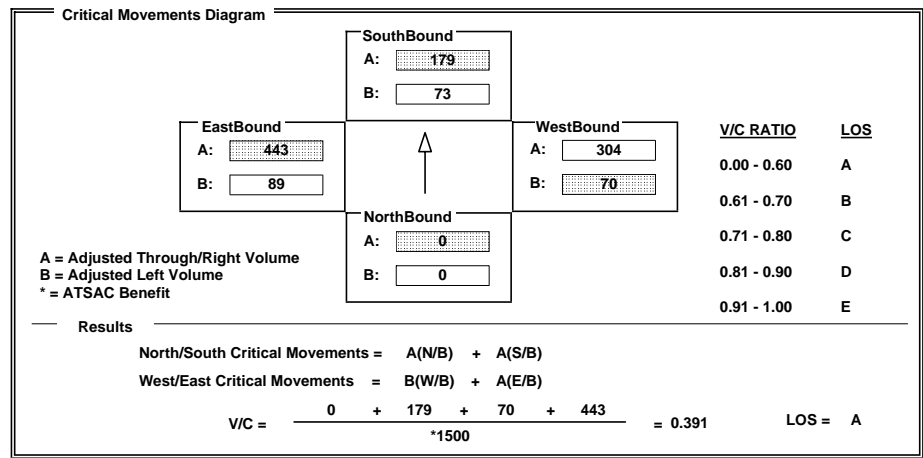
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	21	0	0	73	463	75	70	912	2	89	1210	120	
AMBIENT													
RELATED													
PROJECT													
TOTAL	21	0	0	73	463	75	70	912	2	89	1210	120	
LANE	0	0	0	0	1	2	0	0	1	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	
	<none>		<none>	Perm		<none>	Perm		<none>	Perm		Auto	



INTERSECTION DATA SUMMARY SHEET

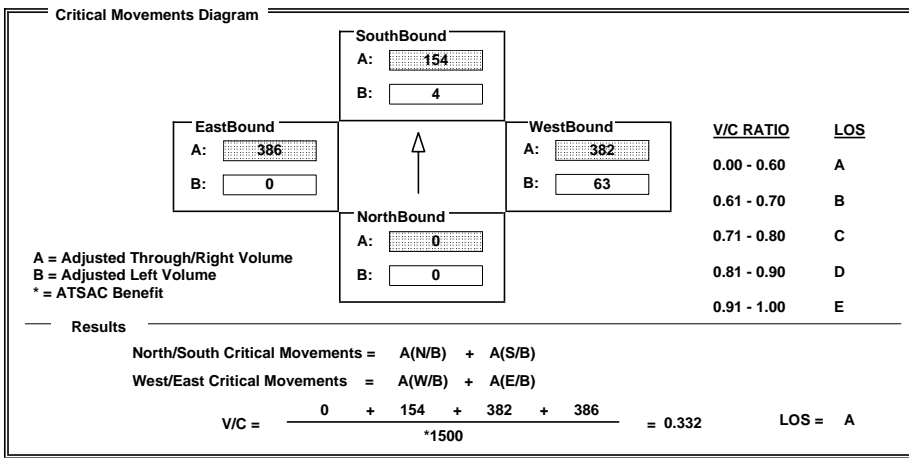
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	4	463	38	63	761	3	0	653	119
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	4	463	38	63	761	3	0	653	119
LANE	0	0	0	1	0	3	0	0	0	0	1	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	<none>		<none>	Perm		<none>	Perm		Auto	<none>		Auto



INTERSECTION DATA SUMMARY SHEET

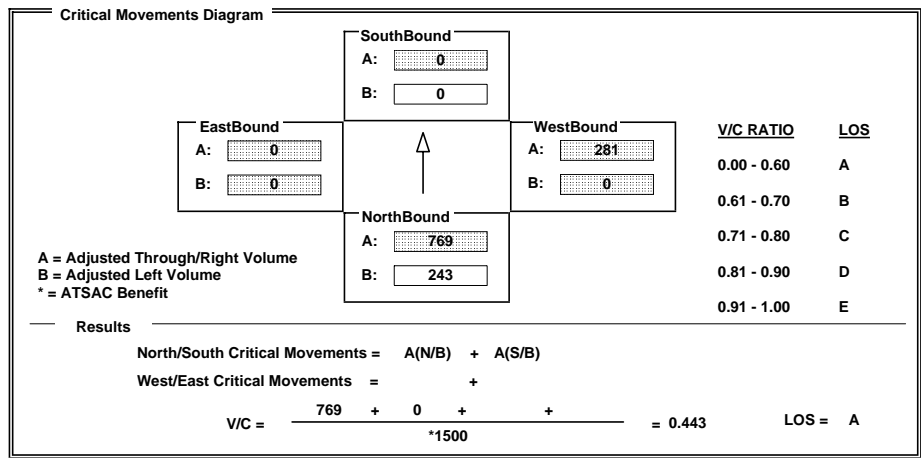
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	243	2063	0	0	0	0	0	844	206	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	243	2063	0	0	0	0	0	844	206	0	0	0
LANE	0	1	2	0	0	0	0	0	0	0	0	0
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		<none>	<none>		<none>	<none>		<none>	Auto		<none>



INTERSECTION DATA SUMMARY SHEET

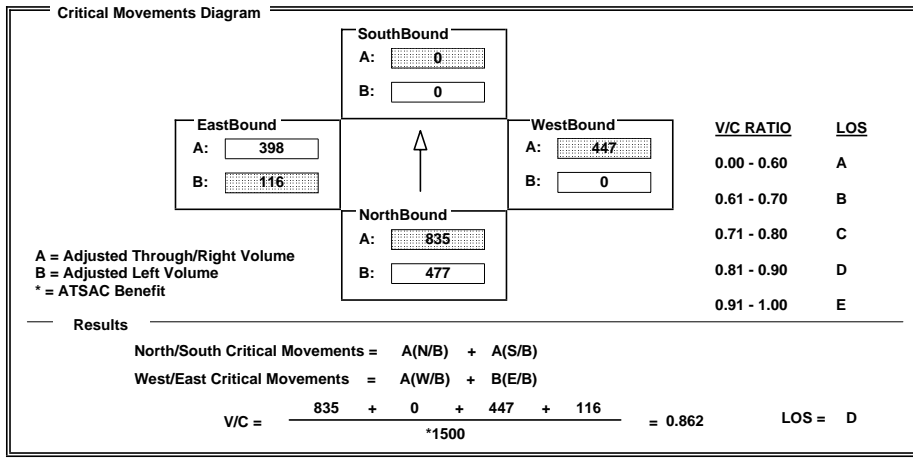
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	477	2029	114	0	0	10	0	404	43	116	398	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	477	2029	114	0	0	10	0	404	43	116	398	0
LANE	0 1 2 0 0 1 0	0 0 0 0 0 0 0	0 0 0 0 1 0 0	1 0 1 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>				



INTERSECTION DATA SUMMARY SHEET

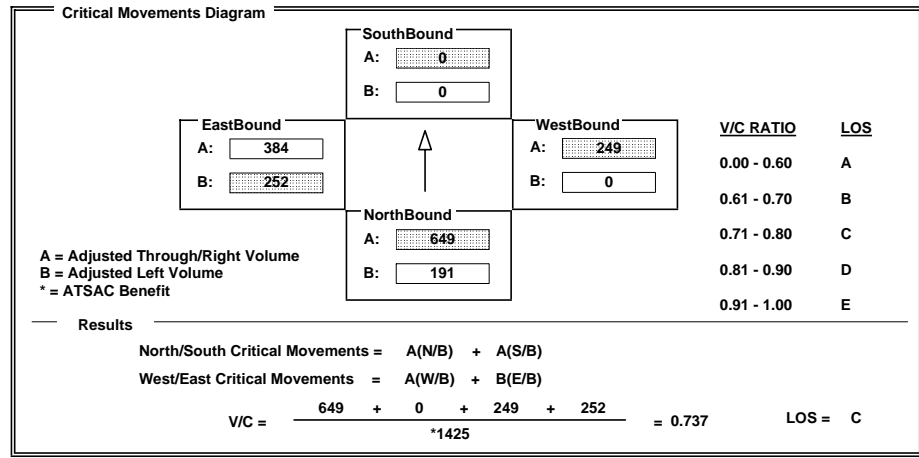
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	191	1757	14	0	0	0	0	704	43	252	1152	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	191	1757	14	0	0	0	0	704	43	252	1152	0
LANE	0 1 2 0 0 1 0	0 0 0 0 0 0 0	0 0 2 0 1 0 0	1 0 3 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto				



INTERSECTION DATA SUMMARY SHEET

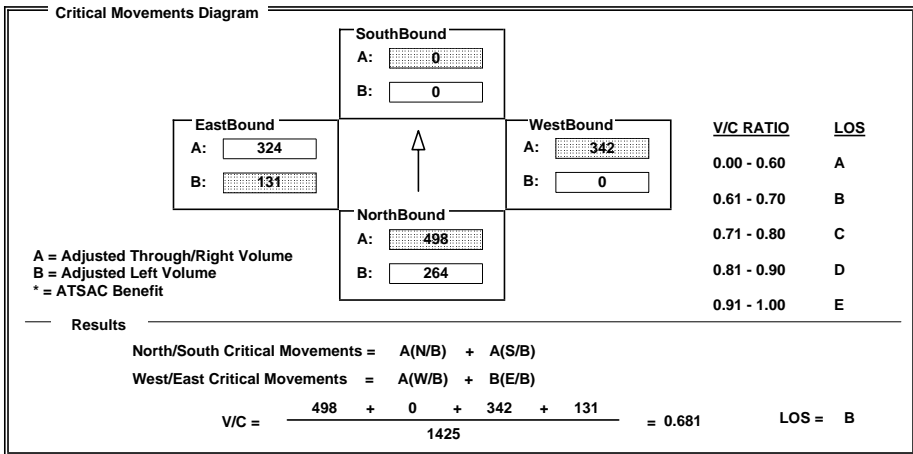
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	264	1649	78	0	0	0	0	646	37	131	647	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	264	1649	78	0	0	0	0	646	37	131	647	0
LANE	0 1 2 0 1 0 0	0 0 0 0 0 0 0	0 0 1 0 1 0 0	1 0 2 0 0 0 0								
SIGNAL	Phasing: Perm RTOR: Auto	Phasing: <none> RTOR: <none>	Phasing: Perm RTOR: Auto	Phasing: Prot-Fix RTOR: <none>								



INTERSECTION DATA SUMMARY SHEET

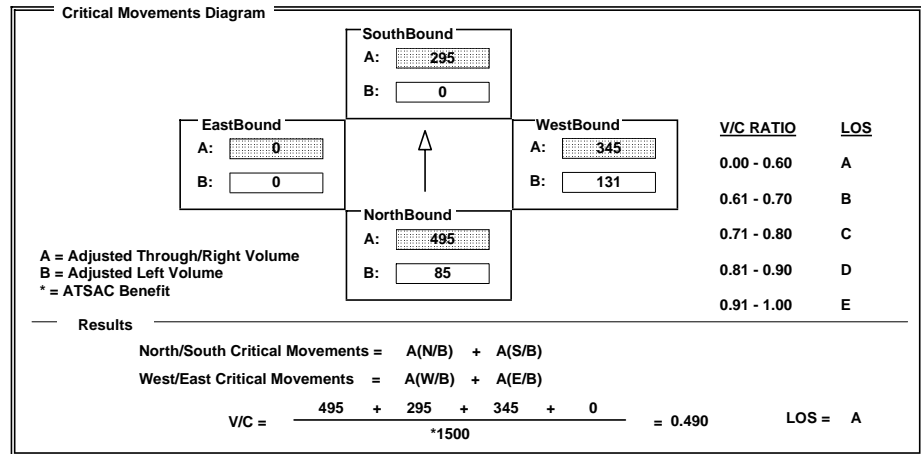
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	85	819	0	0	423	167	131	871	165	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	819	0	0	423	167	131	871	165	0	0	0
LANE	0 1 1 0 0 0 0	0 0 1 0 1 0 0	1 0 2 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm RTOR: <none>	Phasing: <none> RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: <none> RTOR: <none>								



INTERSECTION DATA SUMMARY SHEET

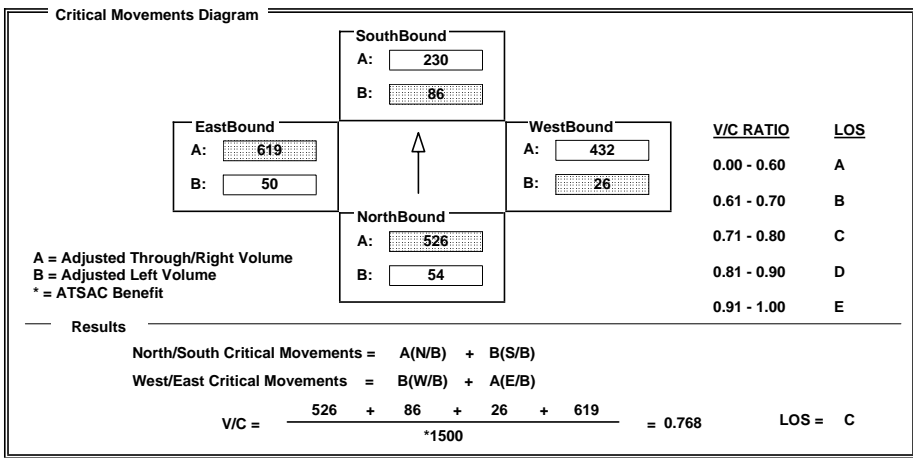
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	863	81	86	461	-2	26	335	97	50	452	167
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	863	81	86	461	-2	26	335	97	50	452	167
LANE	0 1 0	0 1 0	0 0 0	1 0 1	0 1 0	1 0 0	1 0 0	0 1 0	0 0 0	1 0 0	0 1 0	0 1 0
SIGNAL	Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto	



INTERSECTION DATA SUMMARY SHEET

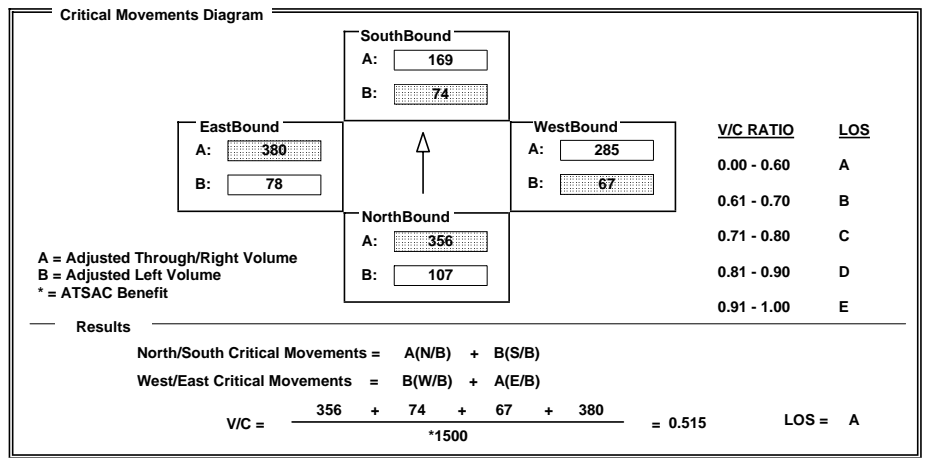
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	868	200	74	338	115	67	751	105	78	1098	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	868	200	74	338	115	67	751	105	78	1098	43
LANE	1 0 2	0 1 0	0 1 0	1 0 2	0 0 1	0 1 0	1 0 2	0 1 0	0 0 0	1 0 2	0 1 0	0 1 0
SIGNAL	Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto		Phasing: Perm		RTOR: Auto	



INTERSECTION DATA SUMMARY SHEET

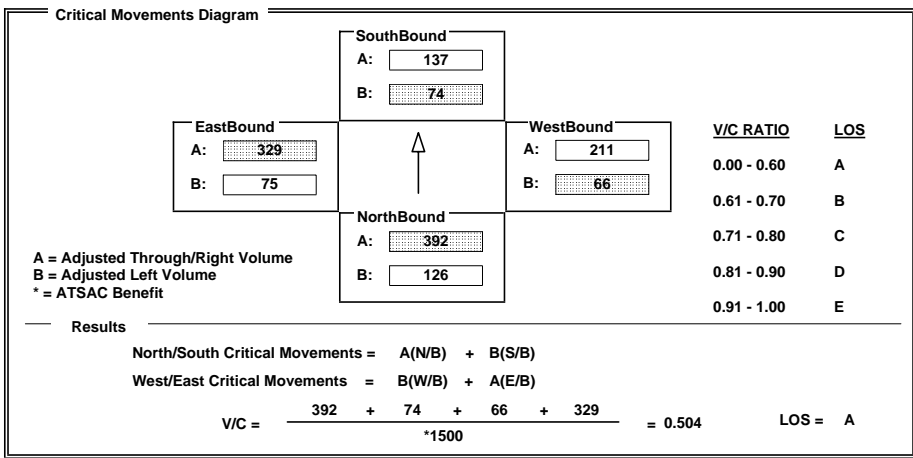
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	126	1057	119	74	357	189	66	421	152	75	557	101
AMBIENT												
RELATED												
PROJECT												
TOTAL	126	1057	119	74	357	189	66	421	152	75	557	101
LANE	1 0 2 0 1 0 0	1 0 2 0 1 1 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

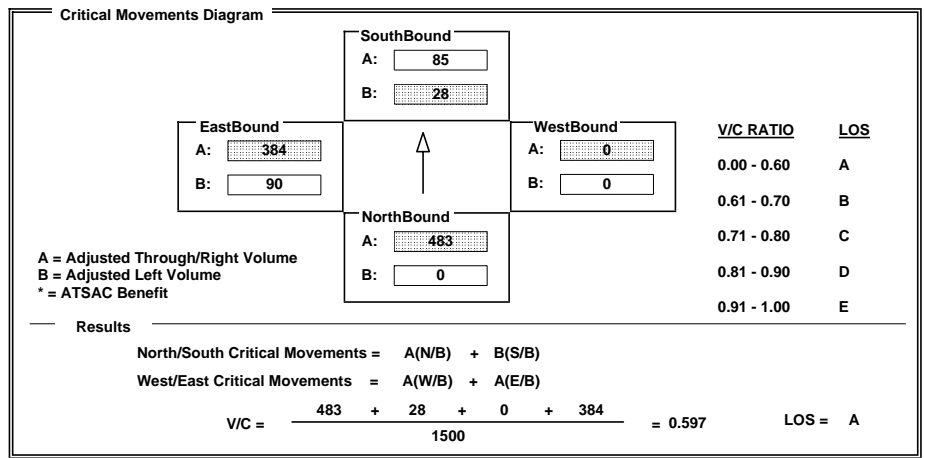
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1164	284	28	256	0	0	0	0	90	1346	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1164	284	28	256	0	0	0	0	90	1346	100
LANE	0 0 2 0 1 0 0	1 0 3 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 1 2 0 1 0 0	0 1 2 0 1 0 0	0 1 2 0 1 0 0	0 1 2 0 1 0 0	0 1 2 0 1 0 0	0 1 2 0 1 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

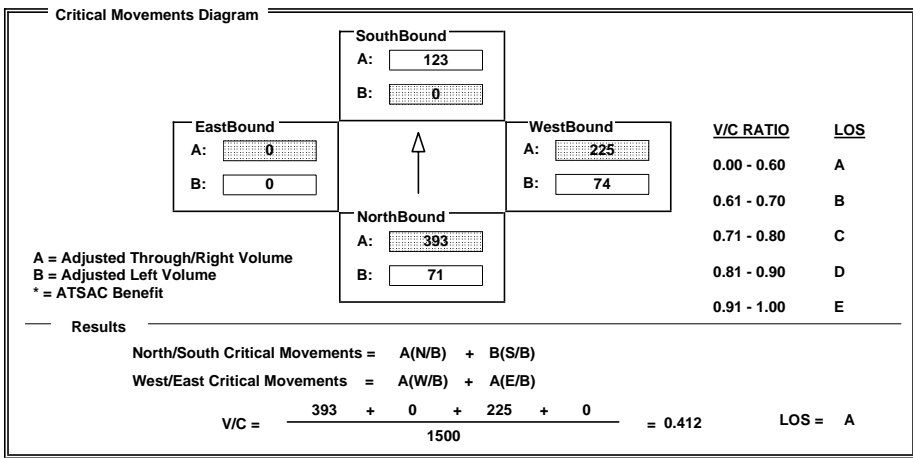
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	71	1108	0	0	172	73	74	574	26	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	71	1108	0	0	172	73	74	574	26	0	0	0
LANE	0 1 2 0 0 0 0	0 0 1 0 1 0 0	0 1 1 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				



INTERSECTION DATA SUMMARY SHEET

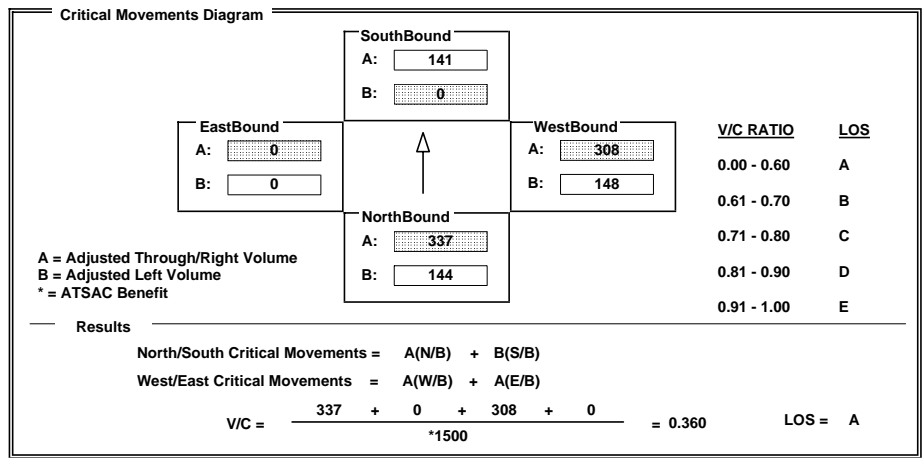
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	144	674	0	0	253	28	148	944	138	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	144	674	0	0	253	28	148	944	138	0	0	0
LANE	1 0 2 0 0 0 0	0 0 1 0 1 0 0	0 1 2 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				



INTERSECTION DATA SUMMARY SHEET

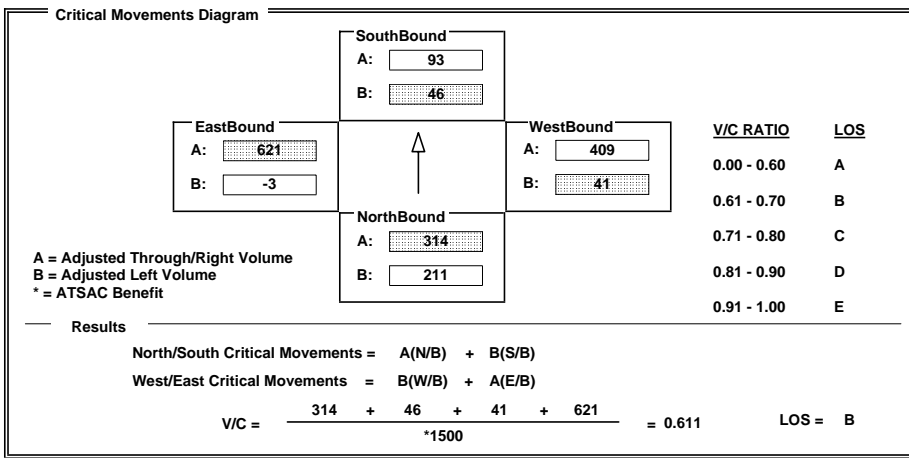
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	211	552	76	46	185	67	41	303	106	-3	428	193
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	552	76	46	185	67	41	303	106	-3	428	193
LANE	1 0 1 0 1 0 0	1 0 2 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0			
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto		



INTERSECTION DATA SUMMARY SHEET

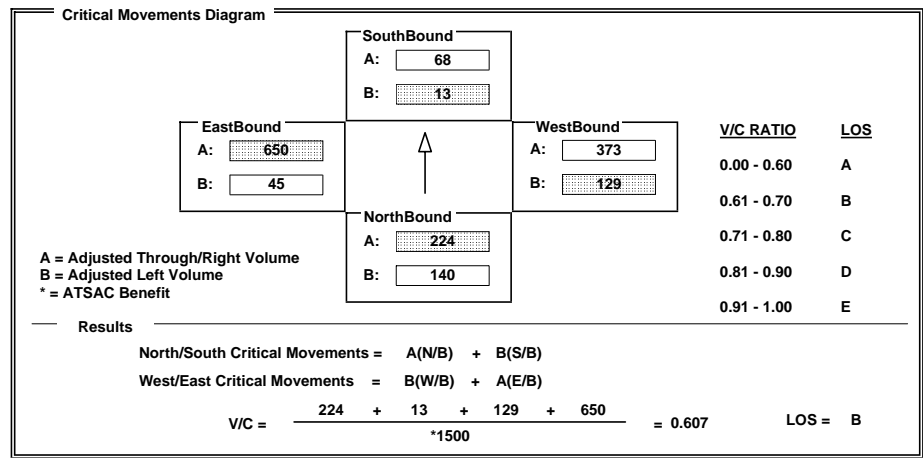
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	140	272	224	13	55	68	129	696	50	45	1207	92
AMBIENT												
RELATED												
PROJECT												
TOTAL	140	272	224	13	55	68	129	696	50	45	1207	92
LANE	0 1 1 0 0 1 0	0 1 1 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0			
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto		



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	154	0	134	0	0	0	48	368	0	0	697	61
AMBIENT												
RELATED												
PROJECT												
TOTAL	154	0	134	0	0	0	48	368	0	0	697	61
LANE	2	0	0	0	0	0	1	0	2	0	0	1
SIGNAL	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>

Critical Movements Diagram

Direction	A	B	V/C RATIO	LOS
EastBound	379	0	0.00 - 0.60	A
SouthBound	0	0	0.61 - 0.70	B
WestBound	184	48	0.71 - 0.80	C
NorthBound	134	85	0.81 - 0.90	D
			0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{134 + 0 + 48 + 379}{1500} = 0.374$ LOS = A

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	289	172	75	219	27	31	188	41	52	476	129
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	289	172	75	219	27	31	188	41	52	476	129
LANE	1	0	1	0	1	0	1	0	0	0	1	0
SIGNAL	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>

Critical Movements Diagram

Direction	A	B	V/C RATIO	LOS
EastBound	605	52	0.00 - 0.60	A
SouthBound	123	75	0.61 - 0.70	B
WestBound	229	31	0.71 - 0.80	C
NorthBound	231	83	0.81 - 0.90	D
			0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{231 + 75 + 31 + 605}{1500} = 0.558$ LOS = A

INTERSECTION DATA SUMMARY SHEET

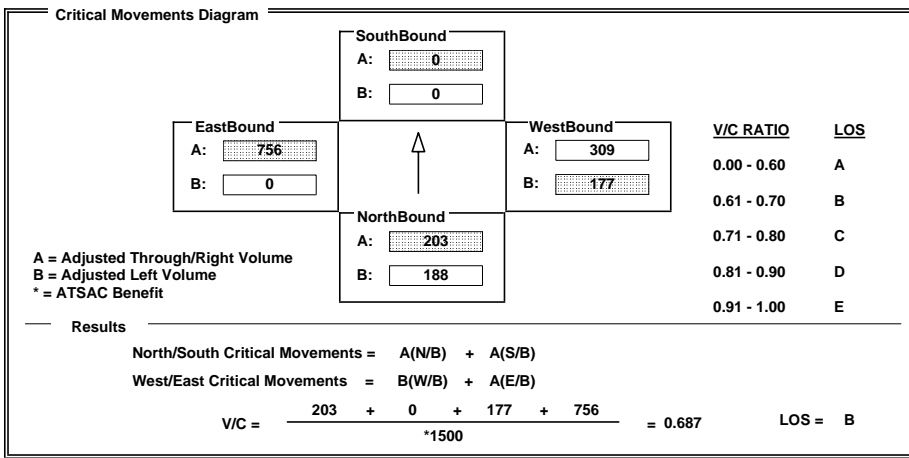
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	188	0	203	0	0	0	177	617	0	0	1355	156
AMBIENT												
RELATED												
PROJECT												
TOTAL	188	0	203	0	0	0	177	617	0	0	1355	156
LANE	1 0 0 0 0 1 0	0 0 0 0 0 0 0	1 0 2 0 0 0 0	0 0 1 0 1 0 0								
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto				



INTERSECTION DATA SUMMARY SHEET

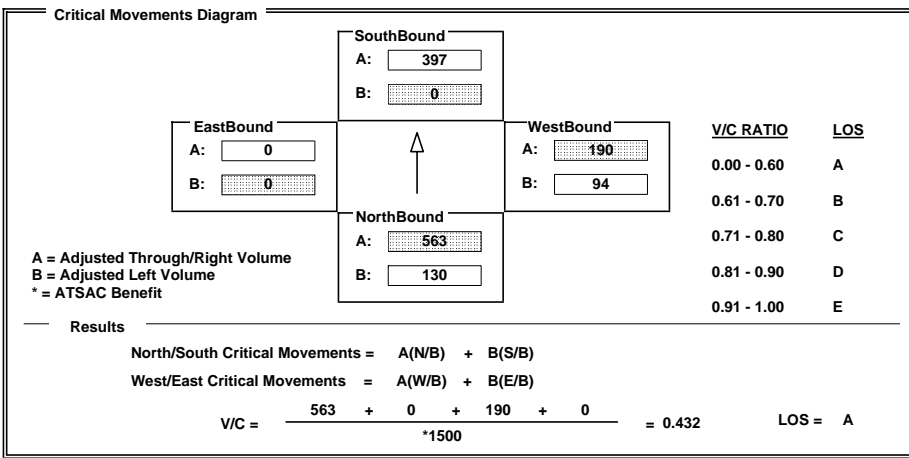
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	130	1125	0	0	794	176	94	598	66	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	130	1125	0	0	794	176	94	598	66	0	0	0
LANE	1 0 2 0 0 0 0	0 0 2 0 0 1 0	0 1 2 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto				



INTERSECTION DATA SUMMARY SHEET

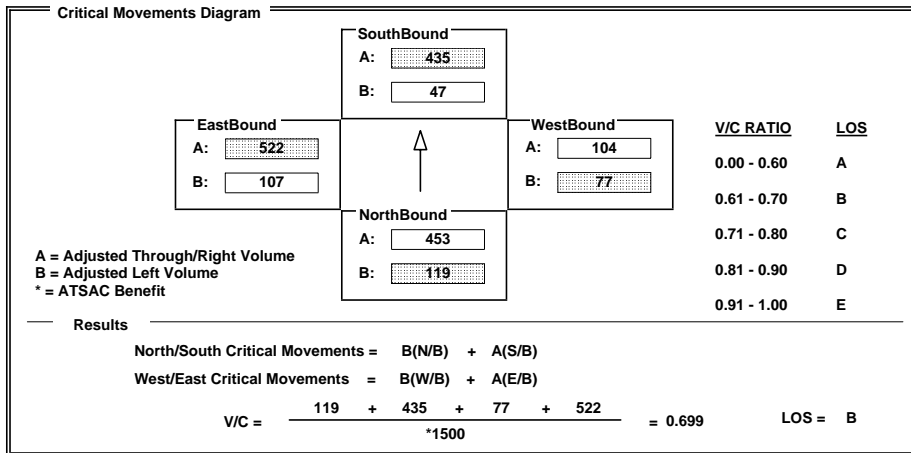
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	870	36	47	801	68	77	75	29	107	356	166
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	870	36	47	801	68	77	75	29	107	356	166
LANE	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0			
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto		



INTERSECTION DATA SUMMARY SHEET

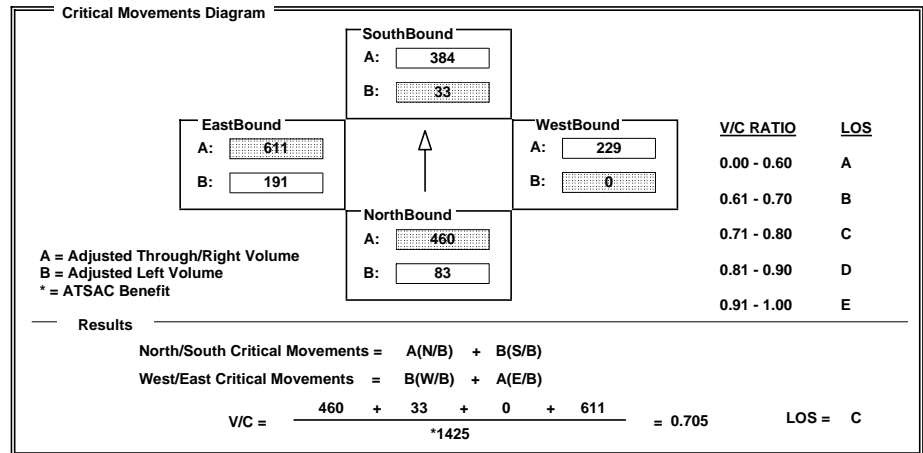
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	83	920	119	33	767	137	96	458	17	191	1166	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	83	920	119	33	767	137	96	458	17	191	1166	56
LANE	1 0 2 0 0 1 0	1 0 2 0 0 1 0	0 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 2 0 0 1 0	0 0 2 0 0 1 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0	1 0 1 0 1 0 0			
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto	Phasing: Prot-Fix	RTOR: Auto		



INTERSECTION DATA SUMMARY SHEET

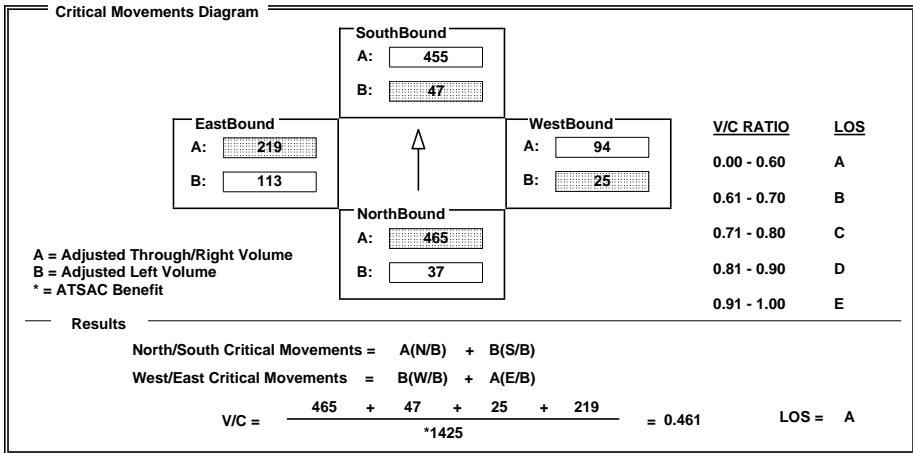
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	930	0	47	910	329	25	139	48	205	361	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	930	0	47	910	329	25	139	48	205	361	77
LANE	1 0 2 0 0 0 0	1 0 2 0 0 0 1 0	1 0 1 0 1 0 0	2 0 1 0 1 0 0								
SIGNAL	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Prot-Fix RTOR: Auto								



INTERSECTION DATA SUMMARY SHEET

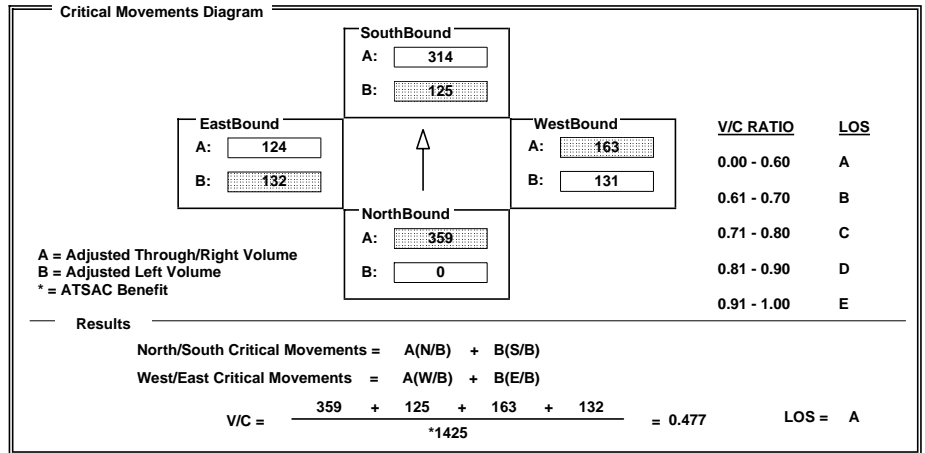
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1076	174	125	942	0	131	0	163	240	124	80
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1076	174	125	942	0	131	0	163	240	124	80
LANE	0 0 3 0 0 1 0	1 0 3 0 0 0 0	1 0 0 0 0 1 0	2 0 1 0 0 1 0								
SIGNAL	Phasing: Perm RTOR: Auto	Phasing: Perm RTOR: Auto	Phasing: Split RTOR: Auto	Phasing: Split RTOR: Auto								



INTERSECTION DATA SUMMARY SHEET

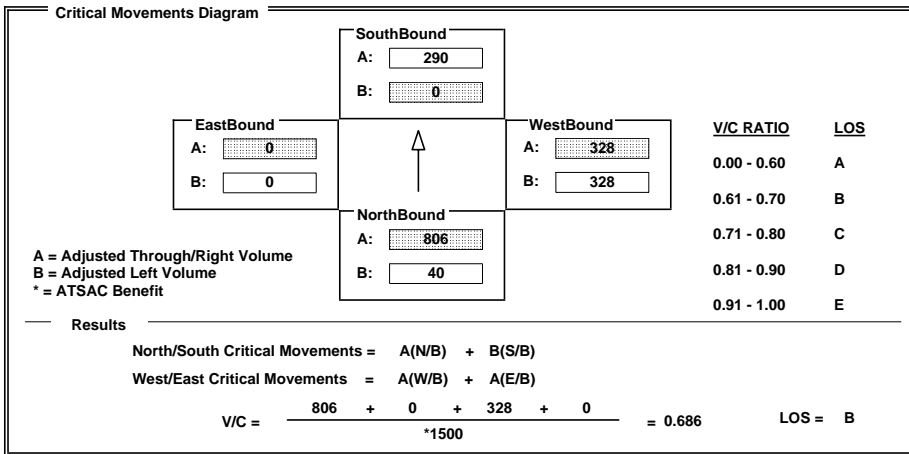
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	40	2418	0	0	843	26	341	643	106	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	40	2418	0	0	843	26	341	643	106	0	0	0
LANE	1 0 3 0 0 0 0	0 0 2 0 1 0 0	1 1 1 0 1 0 0	0 0 0 0 0 0 0								
SIGNAL	Phasing: Perm	RTOR: <none>	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>				



INTERSECTION DATA SUMMARY SHEET

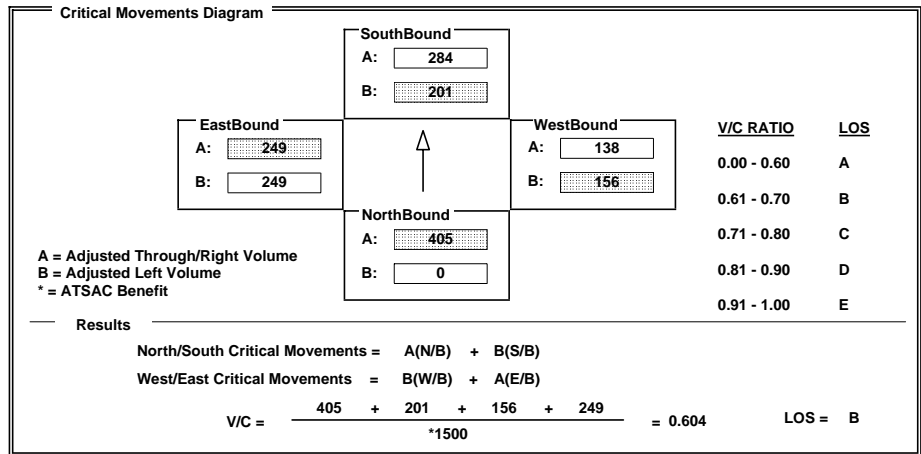
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1096	120	201	851	142	156	71	138	444	54	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1096	120	201	851	142	156	71	138	444	54	27
LANE	0 0 2 0 1 0 0	1 0 2 0 1 1 0	0 1 1 0 0 1 0	1 1 0 0 0 1 0								
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

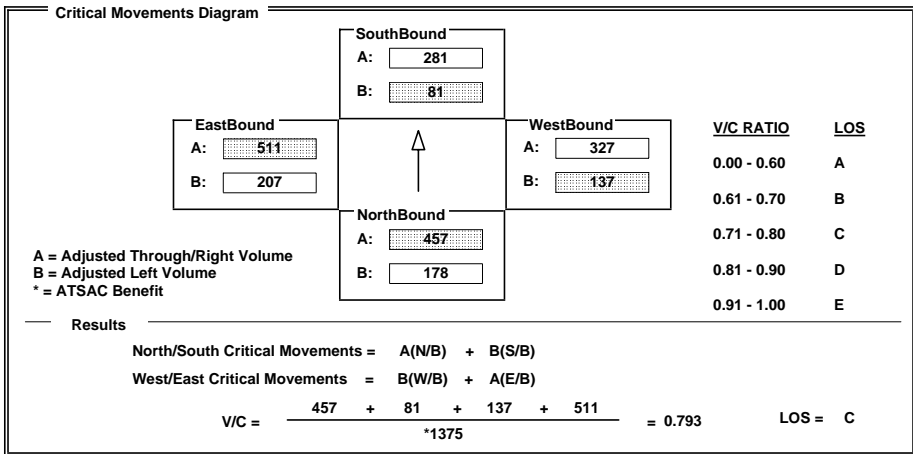
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	178	1156	214	81	688	156	137	848	133	207	1021	133
AMBIENT												
RELATED												
PROJECT												
TOTAL	178	1156	214	81	688	156	137	848	133	207	1021	133
LANE	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	1 0 2 0 1 0 0	
SIGNAL	Prot-Fix	Auto		Perm	Auto		Prot-Fix	Auto		Perm	OLA	



INTERSECTION DATA SUMMARY SHEET

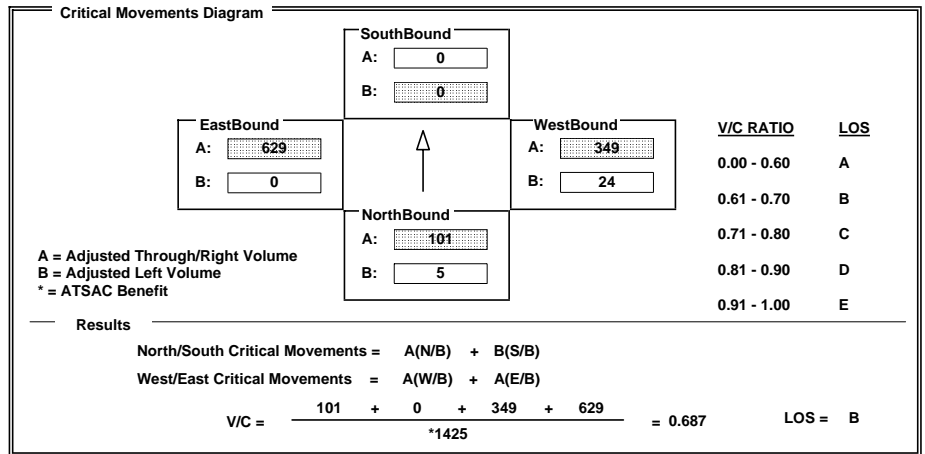
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	0	101	0	0	0	24	553	0	0	1228	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	0	101	0	0	0	24	553	0	0	1228	29
LANE	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	0 1 0 0 1 0 0	
SIGNAL	Perm	Auto		Perm	Auto		Split	Auto		Split	Auto	



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	0	7	0	0	0	5	82	0	0	104	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	0	7	0	0	0	5	82	0	0	104	22
LANE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

EastBound	SouthBound	WestBound	V/C RATIO	LOS
A: <input type="text" value="104"/>	A: <input type="text" value="0"/>	A: <input type="text" value="82"/>	0.00 - 0.60	A
B: <input type="text" value="0"/>	B: <input type="text" value="0"/>	B: <input type="text" value="5"/>	0.61 - 0.70	B
	NorthBound		0.71 - 0.80	C
	A: <input type="text" value="23"/>		0.81 - 0.90	D
	B: <input type="text" value="16"/>		0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{23 + 0 + 5 + 104}{1500} = 0.088 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	1	1	0	6	0	-10	0	111	3	97	460	1
AMBIENT												
RELATED												
PROJECT												
TOTAL	1	1	0	6	0	-10	0	111	3	97	460	1
LANE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

EastBound	SouthBound	WestBound	V/C RATIO	LOS
A: <input type="text" value="460"/>	A: <input type="text" value="6"/>	A: <input type="text" value="114"/>	0.00 - 0.60	A
B: <input type="text" value="97"/>	B: <input type="text" value="6"/>	B: <input type="text" value="0"/>	0.61 - 0.70	B
	NorthBound		0.71 - 0.80	C
	A: <input type="text" value="2"/>		0.81 - 0.90	D
	B: <input type="text" value="1"/>		0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)
West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{2 + 6 + 0 + 460}{1500} = 0.312 \quad LOS = A$$

INTERSECTION DATA SUMMARY SHEET

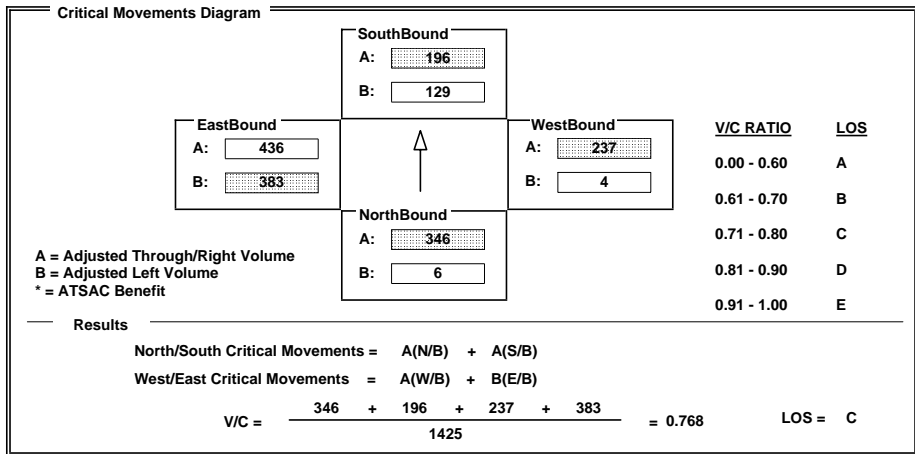
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	6	550	135	129	-12	196	4	46	237	696	424	12
AMBIENT												
RELATED												
PROJECT												
TOTAL	6	550	135	129	-12	196	4	46	237	696	424	12
LANE	0 1 0	0 1 0	0 0 0	0 1 0	0 0 0	0 1 0	1 0 1	0 1 0	0 1 0	0 2 0	0 0 1	0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Perm	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto	Phasing: <none>	RTOR: <none>	Phasing: Prot-Fix	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

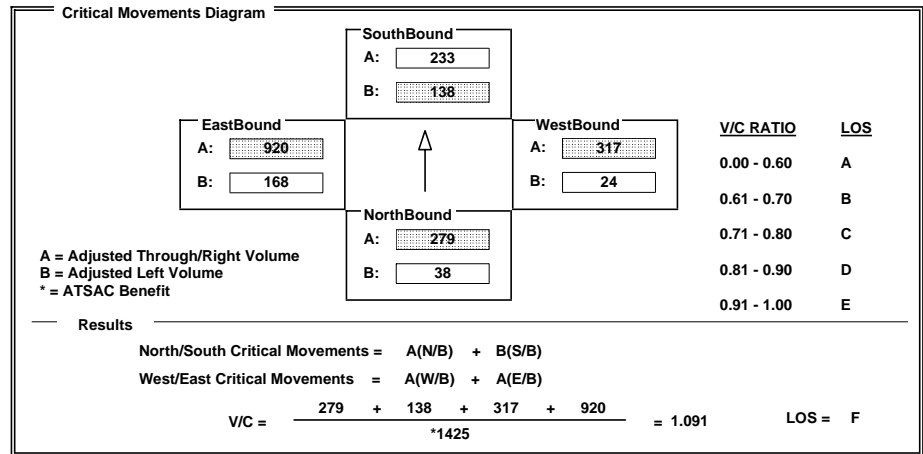
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	61	180	138	10	85	24	446	43	168	1462	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	61	180	138	10	85	24	446	43	168	1462	41
LANE	0 0 0	1 0 0	0 0 0	0 0 0	1 0 0	0 0 0	0 1 0	0 1 0	0 1 0	0 0 1	0 1 0	0 0 0
SIGNAL	Phasing: Perm	RTOR: Auto	Phasing: Perm	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto	Phasing: Split	RTOR: Auto



INTERSECTION DATA SUMMARY SHEET

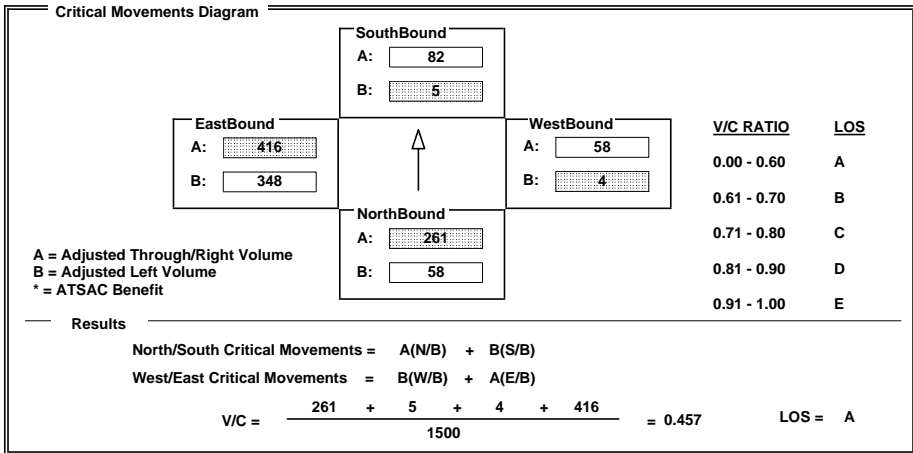
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	58	199	4	5	48	29	4	42	12	348	68	128
AMBIENT												
RELATED												
PROJECT												
TOTAL	58	199	4	5	48	29	4	42	12	348	68	128
LANE	0	0	0	1	0	0	0	0	0	0	1	0
SIGNAL	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>		



INTERSECTION DATA SUMMARY SHEET

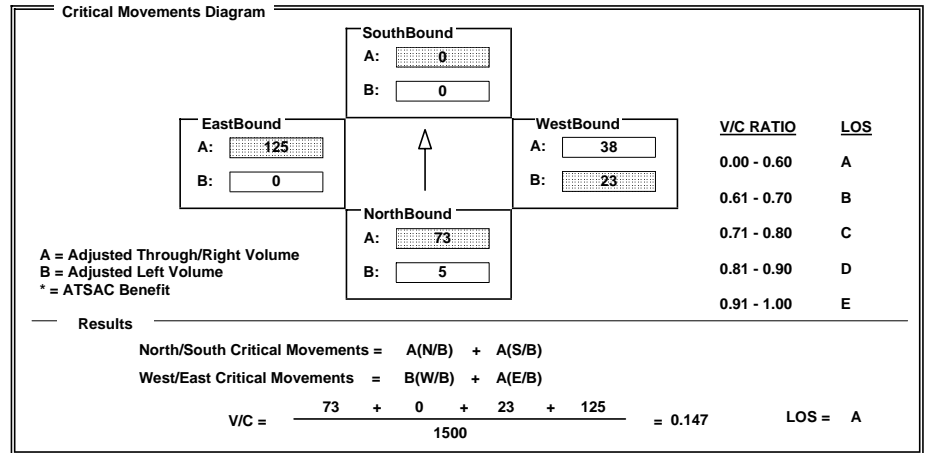
N/S: W/E: I/S No:

AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	9	-40	73	0	0	0	23	38	0	0	125	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	9	-40	73	0	0	0	23	38	0	0	125	29
LANE	2	0	0	0	0	1	0	0	1	0	0	1
SIGNAL	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="<none>"/>	RTOR: <input type="text" value="<none>"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/>	RTOR: <input type="text" value="Auto"/>		



INTERSECTION DATA SUMMARY SHEET

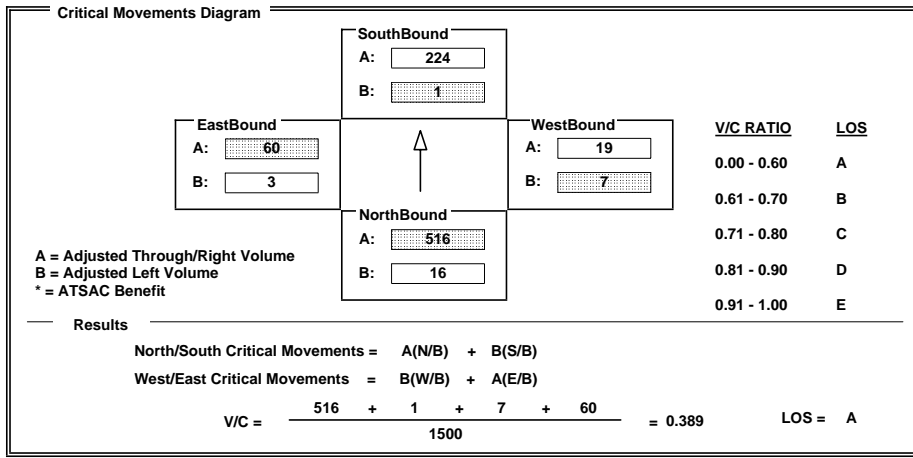
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	16	497	3	1	230	-7	7	11	1	3	48	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	497	3	1	230	-7	7	11	1	3	48	9
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto



INTERSECTION DATA SUMMARY SHEET

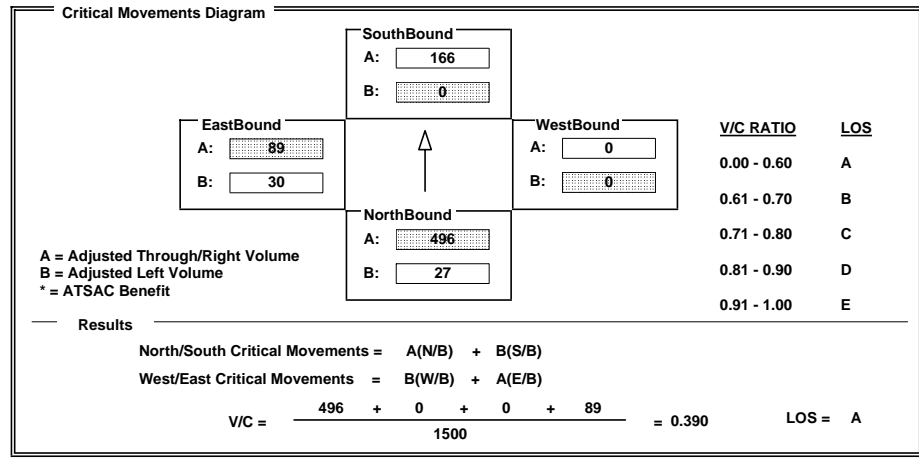
N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	27	468	1	0	156	10	0	0	0	30	0	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	27	468	1	0	156	10	0	0	0	30	0	59
LANE												
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto



INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	68	346	2	6	190	290	10	17	29	137	4	56
AMBIENT												
RELATED												
PROJECT												
TOTAL	68	346	2	6	190	290	10	17	29	137	4	56
LANE	1 0 1 0 1 0 0	1 0 1 0 0 1 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	0 0 0 1 0 0 0	
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	

Critical Movements Diagram

Direction	Movement	Volume	V/C RATIO	LOS
SouthBound	A	290	0.00 - 0.60	A
	B	6		
NorthBound	A	174	0.61 - 0.70	B
	B	68		
EastBound	A	197	0.71 - 0.80	C
	B	137		
WestBound	A	56	0.81 - 0.90	D
	B	10		

Results
 North/South Critical Movements = B(N/B) + A(S/B)
 West/East Critical Movements = B(W/B) + A(E/B)
 $V/C = \frac{68 + 290 + 10 + 197}{1500} = 0.377$ LOS = A

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations												
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	111	11	48	81	197	11	320	50	655	851	15
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	111	11	48	81	197	11	320	50	655	851	15
LANE	1 0 0 0 1 0 0	1 0 1 0 0 1 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	1 0 0 0 1 0 0	
SIGNAL	Phasing: <input type="text" value="Prot-Fix"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>		Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	

Critical Movements Diagram

Direction	Movement	Volume	V/C RATIO	LOS
SouthBound	A	197	0.00 - 0.60	A
	B	48		
NorthBound	A	122	0.61 - 0.70	B
	B	15		
EastBound	A	866	0.71 - 0.80	C
	B	655		
WestBound	A	370	0.81 - 0.90	D
	B	11		

Results
 North/South Critical Movements = B(N/B) + A(S/B)
 West/East Critical Movements = A(W/B) + B(E/B)
 $V/C = \frac{15 + 197 + 370 + 655}{1425} = 0.798$ LOS = C

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	85	811	57	204	466	335	791	641	284	849	619	293
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	811	57	204	466	335	791	641	284	849	619	293
LANE	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 1 0 1 0 0	1 1 0 0 1 0 0								
SIGNAL	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Perm"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Split"/> RTOR: <input type="text" value="Auto"/>	Phasing: <input type="text" value="Split"/> RTOR: <input type="text" value="Auto"/>								

Critical Movements Diagram

	A	B	V/C RATIO	LOS
SouthBound	233	204	0.00 - 0.60	A
EastBound	587	587	0.61 - 0.70	B
WestBound	463	791	0.71 - 0.80	C
NorthBound	406	85	0.81 - 0.90	D
			0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)
 West/East Critical Movements = B(W/B) + A(E/B)

V/C = $\frac{406 + 204 + 791 + 587}{*1425} = 1.325$ LOS = F

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #33 Hewitt Street & Commercial Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.134
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table showing traffic volume adjustments: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module:

Table showing saturation flow adjustments: Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table showing capacity analysis results: Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #34 Garey Street & Temple Street

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[17.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns representing different traffic movements and 7 rows of volume-related metrics.

Critical Gap Module table with 13 columns and 2 rows of critical gap and follow-up time data.

Capacity Module table with 13 columns and 4 rows of capacity-related metrics.

Level Of Service Module table with 13 columns and 10 rows of level of service and delay data.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #37 Vignes Street & Temple Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns and 3 rows showing adjustment factors for saturation flow.

Capacity Analysis Module:

Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Delay/Veh, etc.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #38 Vignes Street & Commercial Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.166
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns for saturation flow. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Center Street/Santa Fe & First Street

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[17.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 4 columns for the four directions.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time metrics and 4 columns for directions.

Capacity Module:

Table with 13 columns for capacity metrics and 4 columns for directions.

Level Of Service Module:

Table with 13 columns for level of service metrics and 4 columns for directions.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Center Street/Santa Fe & Temple Street

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module:

Table with 13 columns for Critical Gap and FollowUpTim values.

Capacity Module:

Table with 13 columns for Capacity metrics like Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns for Level Of Service metrics like Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #41 Center Street/Santa Fe & Commercial Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 13 columns and 3 rows showing adjustment factors and final saturation flow values.

Capacity Analysis Module:

Table with 13 columns and 10 rows showing delay, LOS, and approach delay for each movement.
