CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

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February 28, 2018

The Honorable Herb J. Wesson, Jr.
President
Los Angeles City Council

c/o Holly L. Wolcott
City Clerk
City Hall Room 360

DOWNTOWN LOS ANGELES TEMPORARY SHELTER (CF 18-0044) CALIFORNIA ENVIRONMENTAL QUALITY (CEQA) NOTICE OF EXEMPTION (NOE)

Dear President Wesson and Honorable Members:

On February 7, 2018, the Homelessness and Poverty Committee considered a motion relative to the use of Parking Lot 5, at El Pueblo de Los Angeles Historical Monument, for temporary use as emergency shelter for those experiencing homelessness.

RECOMMENDATION

Staff recommends that Council determine the Downtown Los Angeles Temporary Shelter project, which allows the use of Parking Lot 5 for use as temporary shelter, is categorically exempt from the provisions of CEQA pursuant to Article 19, Sections 15301, Class 1, 15304 Class 4(a)(b)(e), and 15332 Class 32. Refer to the attached CEQA NOE.

If you have any questions, please contact Rebecca Abano at (213) 847-4711.

Sincerely,

Gary Lee Moore, PE, ENV SP
City Engineer

GLM/RA\mem
Q:\Heloise\Transmittal to Council DTLA Shelter NOE 180228.doc

Attachment
cc: Deborah Weintraub, Deputy City Engineer
Rebecca Abano, Bureau of Engineering
Siegmund Shyu, Office of City Attorney
Maria Martin, Bureau of Engineering

COUNTY CLERK'S USE	CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT	CITY CLERK'S USE

NOTICE OF EXEMPTION

(Articles II and III – City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project.

LEAD CITY AGENCY AND ADDRESS: Environmental Management Group
Los Angeles City Engineer
1149 S. Broadway, MS 939
Los Angeles, CA 90015

COUNCIL DISTRICT 14

PROJECT TITLE:
DTLA (Downtown LA) Temporary Shelter
W.O. E1908278

LOG REFERENCE

PROJECT LOCATION: El Pueblo de Los Angeles Historical Monument (El Pueblo) T.G. 634 G3
Parking Lot 5 at 711 North Alameda Street and north side of Paseo Luis Olivares, Los Angeles, CA 90012

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The project includes temporary use of a City-owned, 19,800-square foot (SF), 50-space parking lot as homeless shelter site for up to 36 months, with a maximum180-day stay per user. The shelter will be equipped with three 24-F x 6-F x 14-F high modular trailer housing units (each unit containing 20 beds with a 60-gallon storage capacity per bed), one similarly-sized unit for office and support services, and one 12-F x 50-F x 14-F high unit for hygiene (showers, lavatories, toilets) and laundry. The site will be continuously staffed. The project also includes a storage trailer, which is 8.5-F x 50-F x 10.5-F high and an adjacent 5-F x 15-F tented sorting area, parked and situated on the north side of Paseo Luis Olivares, respectively, under a 3-month term, to be extended up to 36 months, if successful. Access to the storage unit will be limited to restricted times, with no Saturday afternoon or Sunday access. The temporary sites are controlled by El Pueblo de Los Angeles Historic Monument (El Pueblo) and will not significantly impact historical/cultural resources. The purpose of the project is to both aid the homeless population and improve public access to areas controlled by the El Pueblo, including historically significant features, nearby public sidewalks and businesses. The temporary project use is allowed under current C4-1VL and PF-1VL zoning. The project is consistent with El Pueblo and City of Los Angeles General Plans as the goal is to improve access to and use of El Pueblo. Existing Parking Lot 5 provides paid parking for El Pueblo visitors, employees and the Federal Immigration Office. Adequate paid replacement parking has been identified. El Pueblo access will be maintained by all current thoroughfares. A qualified monitor will be present during any demolition or grading activities should any unexpected archaeological/cultural resource discoveries occur. Project beneficiaries include the homeless community, El Pueblo users, and El Pueblo and local businesses.

CONTACT PERSON: Maria Martin **TELEPHONE NUMBER:** 213-485-5753

EXEMPT STATUS: (Check One)

	CITY CEQA GUIDELINES	STATE CEQA GUIDELINES
☐ MINISTERIAL	Art. II, Sec. 2.b	Sec. 15268
☐ DECLARED EMERGENCY	Art. II, Sec. 2.a(1)	Sec. 15269(a)
☐ EMERGENCY PROJECT	Art. II, Sec. 2.a(2)(3)	Sec. 15269(b)(c)
☐ GENERAL EXEMPTION	Art. II, Sec. 1	Sec. 15061(b)(3)
☒ CATEGORICAL EXEMPTION*	Art. III, Sec. 1.a(12) (Class 1[12]) Art. III, Sec. 1.d(1)(3)(6) (Class 4[1][3][6])	Sec. 15304 (a)(b)(e) Sec. 15332 (Class 32)
☐ STATUTORY*	Art. _____	Sec. _____

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: Class 4: (1) grading on land with a slope of less than10%;(3) new landscaping; (6) temporary use of land that does not have a permanent effect upon the environment, Class 1: (12) providing outdoor lighting for security purposes and Class 32: in-fill project. None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative).

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE: Maria Martin	TITLE: Environmental Affairs Officer Environmental Management Group	DATE:
FEE: $75.00_____ RECEIPT NO.	REC'D BY	DATE

DISTRIBUTION: (1) County Clerk (2) City Clerk (3) Agency Record

CATEGORICAL EXEMPTION NARRATIVE

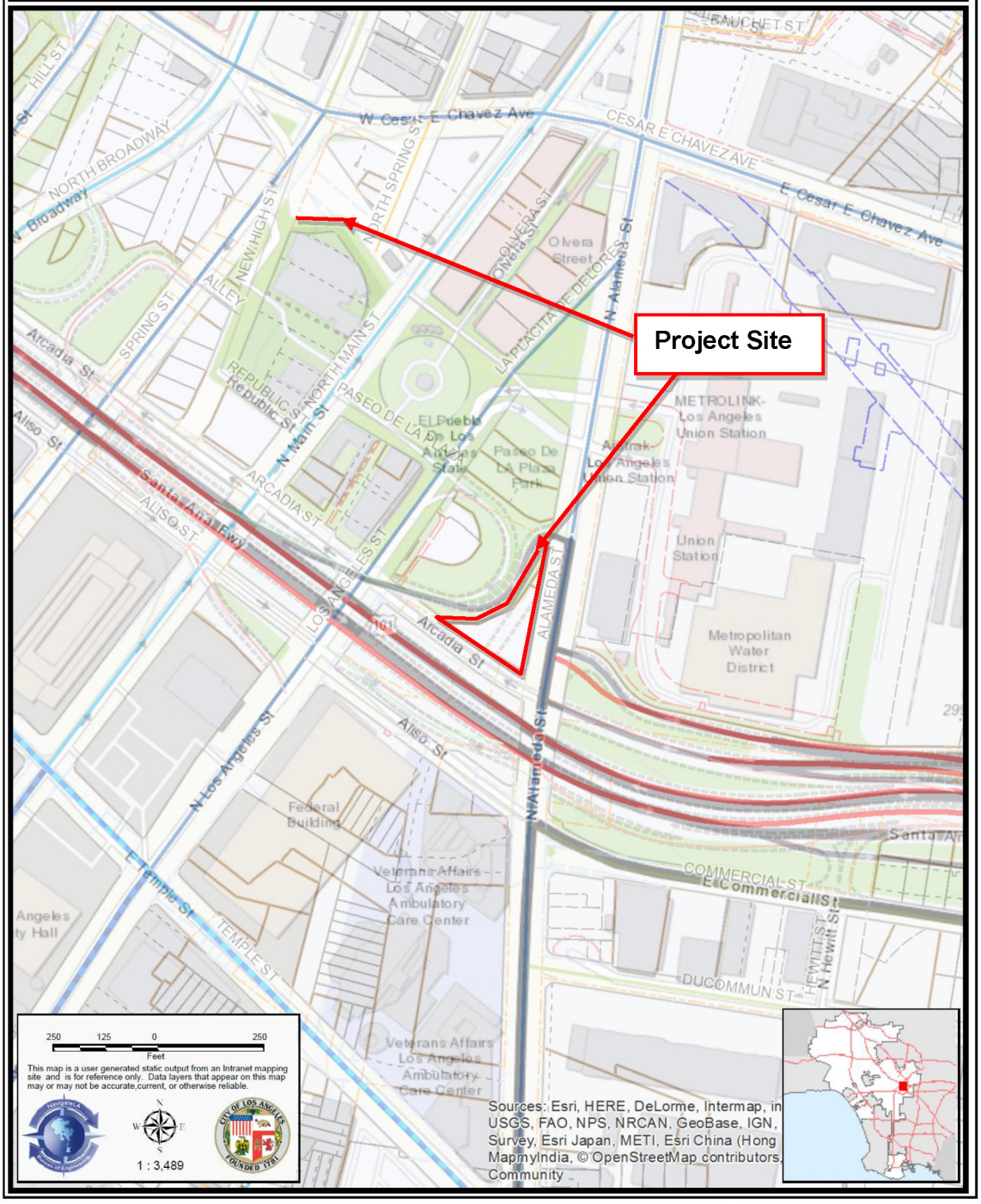
I. PROJECT DESCRIPTION

The temporary project is in the Central City Community Plan Area of Los Angeles within Council District 14 (CD14). Los Angeles City Hall is located to the southwest of the project, Union Station to the east, and Chinatown to the north, as generally shown in Figure 1, Project Vicinity Map. The project has been designed to aid the local homeless community in and surrounding areas controlled by El Pueblo and improve public access to El Pueblo de Los Angeles Historic Monument (El Pueblo) historic and cultural resources, associated public sidewalks, crosswalks, and local businesses. The project site has two elements. One is a temporary shelter site comprised of four contiguous parcels at the northwest corner of Alameda and Arcadia Streets (APNs. 5408009900, 5408009901, 5408009902, 5408009903 and 5408009904). This site is triangularly shaped and surrounded by U.S. Route 101 (Freeway 101) on ramps to the north and west, Alameda Street and Union Station to the east, and Arcadia Street and the 101 Freeway to the south. Father Serra Park is located about 300 feet due north, on the north side of the Freeway 101 on ramp. Please see Figure 2A, DTLA Temporary Shelter Location Map. The second project element is parking of a mobile trailer for temporary homeless storage in 60-gallon bins to be stored in the trailer, and a small sorting area with five tented foldable tables along a public right of way, known as Paseo Luis Oliveras. Please see Figure 2B, Temporary Storage Trailer/Sorting Area Location Map. Combined project use totals 20,300 square feet, all within El Pueblo-controlled areas. The square footage does not include a roll-off bin which would be staged there for unwanted stored items. El Pueblo-controlled areas are generally bound by Spring Street on the west, West Cesar E. Chavez Avenue on the north, Alameda Street on the east, and Arcadia Street on the south. (Ref.1)

Although the period of temporary use at City-owned public parking lot (El Pueblo Parking Lot 5) would be up to 36 months as a homeless shelter, each formerly homeless occupant would be limited to staying 90 to 180 days, while receiving counseling, support and hygiene services. Homeless users would include male and female adults. Based on the length of stay, the total maximum number of homeless served over the temporary term could be as much as 720 homeless persons, assuming 90-day stays. Combined onsite storage capacity totals 1,800 gallons for 60 occupants. Construction would include new asphalt pavement for El Pueblo Parking Lot 5, installation of five modular trailer units (totaling 6,360 square feet), connection of two modular trailers to the local sewer, installation of a catch basin, installation of an 8-F x 10-F concrete slab for an above grade utility vault, a smaller pad for an electrical switchboard, connection to the water supply and directional security lighting. As this is a temporary use, the onsite guard shack would remain, as would existing fencing. Proposed onsite trailer facilities would occupy approximately 32 percent of the parking lot site. (Ref. 2) A Site Plan is included in Attachment A.1. There is currently no vegetation planted onsite and some landscaping is planned. Tree canopies provide partial shade on the northwest side of the project site, but these trees are not a protected species and are not planted onsite, but are planted in the State of California Department of Transportation (Caltrans) right of way to the west, where the freeway onramp is located. The trees are separated from the project site by a property fence. (Ref. 3) Site photos are included in Attachment A.2.

The temporary shelter site would be managed by the Los Angeles Homeless Services Authority (LAHSA). LAHSA was created by the Los Angeles County Board of Supervisors and the Los Angeles Mayor and City Council as an independent Joint Powers Authority. LAHSA's primary role is to coordinate the effective and efficient funding and utilization of services to homeless people throughout Los Angeles City and County. The DTLA Temporary Shelter facility would be staffed by LAHSA 24 hours a day. Counseling staff's operating hours would be 8:00 AM to 5:00 PM. (Ref. 4) Parking Lot 5 has 48 regular and 2 disabled parking spaces. On a normal weekend day, 90 tickets are sold per day and on a weekday 40 to 50 tickets are sold, at $7 a day. On a weekday, the lot generates $300 to $350 daily revenue between 7:00 AM to 3:00 PM and the lot gets full between 10:00 AM to 1:00 PM. On the weekend day, the lot attendant sells between 60 to 90 tickets per day and the lot

Figure 1. Project Vicinity Map



gets full between12:00 PM to 4:00 PM. The lot generates $650 to $750 per weekend day. For February 2018, the lot was rented twice. The lot is rented to events at $1,800 a day. In addition, special events are attended more heavily than weekend days and lots located farther northward in Chinatown are used, and, on a limited basis, special parking arrangements have been made with private lots for special events. Approximately, 10,000 or more visitors may attend a special event. (Ref. 5)

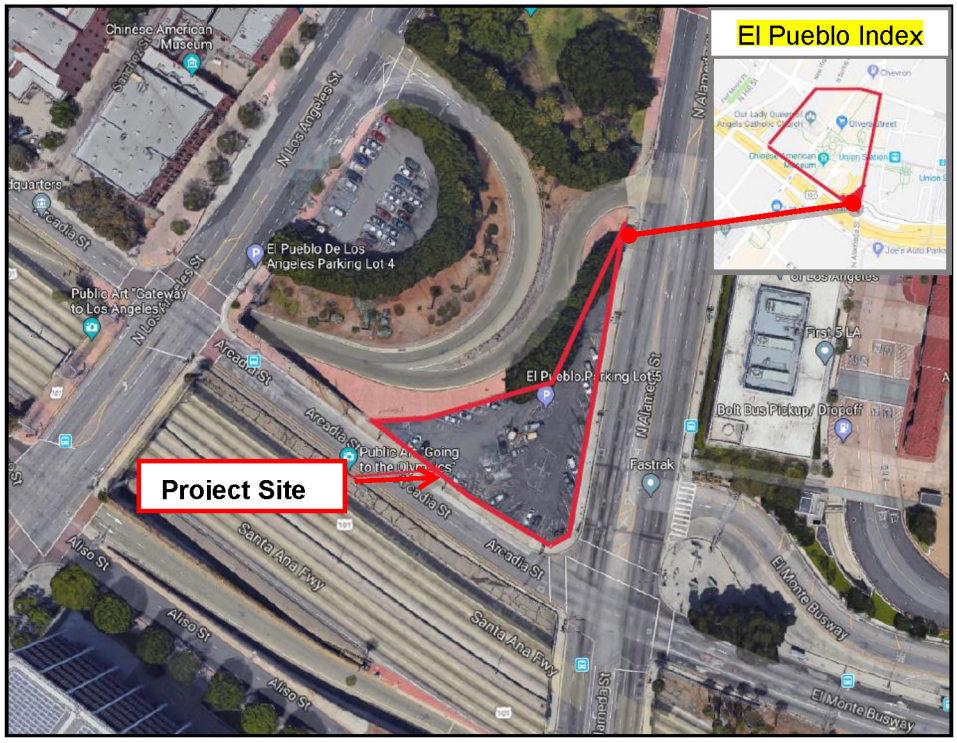


Figure 2A. DTLA Temporary Shelter Location Map
(at El Pueblo Parking Lot 5)

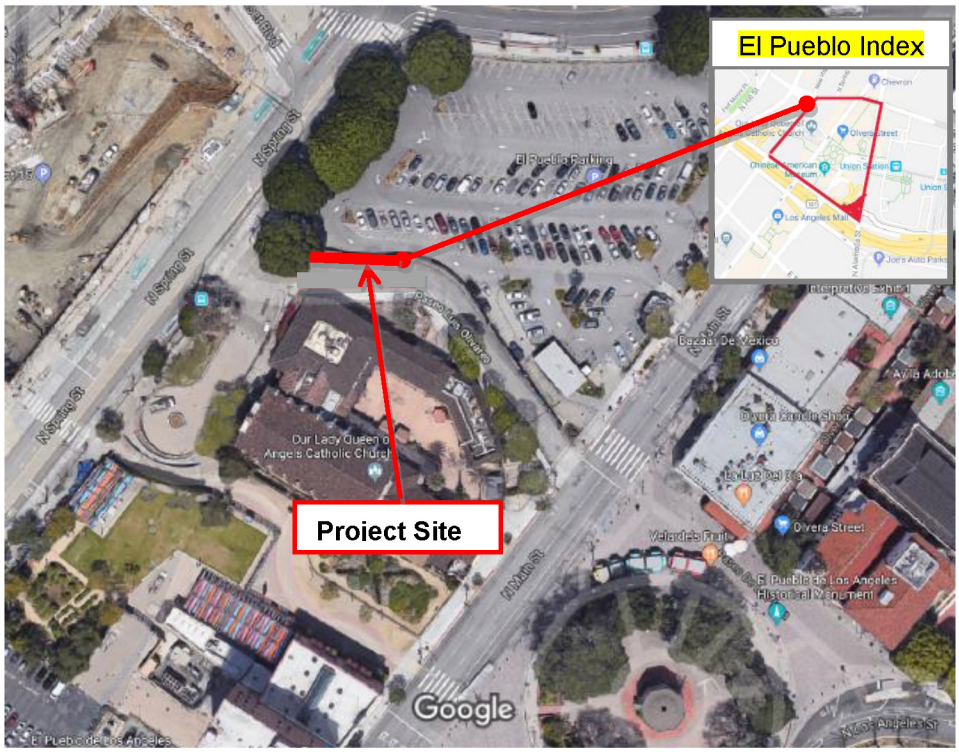


Figure 2B. Temporary Storage Trailer/Sorting Area Location Map
(Parked along North Side of Paseo Luis Oliveras)

Source: Google Maps, 2018.

The second project element, located as shown in Figure 2B, is an 8.5 F-wide by 50 F x 10.5 F high storage-only mobile trailer, with an adjacent 5 F-wide, tented, sorting area, serving a maximum of five unsheltered homeless people at a time (i.e., 5 foldable sorting tables, 5 bins, with shade tent cover). A roll-off bin would be periodically used for storage clean-out, as needed. A picture of the sidewalk across from where the mobile trailer will be parked is in Attachment A.2, and a picture of the mobile trailer and a sample bin are in Attachment A.3. While sorting activity is occurring, the five portable 60-gallon bins would stay in the sorting area and not be allowed beyond that point. The rest of the time, they would be kept in the mobile trailer. These facilities will be temporarily staged on the north side of the public right-of-way, Paseo Luis Olivares, for a trial period of 90 days. Paseo Luis Olivares is a one-way, 20 F-wide asphalt-paved street, with a wide sidewalk on the south side. The sidewalk provides pedestrian access to church rectory areas and is also used by pedestrians walking from Spring Street to Main Street. This right-of-way is controlled by El Pueblo. The Paseo Luis Oliveras also provides one-way vehicular access from Spring Street to Main Street. The staging area for the mobile trailer was chosen as it is near the current site of the safe needle exchange program and sharps drop off kiosks, and the nearby church's homeless feeding program. The mobile trailer would operate from 8:00 AM to 3:30 PM on weekdays and 8:00 AM to 1:00 PM on Saturdays, only. The storage-only project element would use approximately 500 square feet on the north side of Paseo Luis Olivares and would be situated to maintain pedestrian and vehicular access from Spring Street to Main Street. (Ref. 6)

If the second project element is successful over the 90-day pilot period, it would be continued on a temporary basis for up to 36 months, which is the same maximum time period assigned to the DTLA Temporary Shelter proposed for El Pueblo Parking Lot 5. The storage-only trailer and sorting area will be managed by Chrysalis, a non-profit organization dedicated to creating a pathway to self-sufficiency for homeless and low-income individuals by providing the resources and support needed to find and retain employment. The City of Los Angeles Police Department would support Chrysalis, upon request. At the discretion of Chrysalis, if owners do not access their materials every 90 days, the stored materials would be disposed, making room for additional storage. A roll-off trash bin and service would be provided by the Los Angeles City Bureau of Sanitation, as needed for unclaimed materials. The project's temporary mobile storage trailer would hold up to eighty 60-gallon lined bins, providing a total storage capacity of 4,800 gallons. (Ref. 6)

Should the storage only trailer and sorting area project elements be considered on a permanent basis, a subsequent CEQA review, as well as several applicable ordinances and engineering controls established for the Paseo Luis Oliveras right-of-way, would have to followed for any permanent project entitlements, as described in the land use compatibly narrative. In addition, for permanent use of all proposed sites, including Parking Lot 5, increased coordination would be necessary with the City's Planning Department, Office of Historic Resources, El Pueblo de Los Angeles Historic Monument Commission, the State Department of Recreation and Parks, and the local community.

II. PROJECT HISTORY

In the City and County of Los Angeles, the presence of the unsheltered homeless population has been growing over the years, as well as homeless encampments. Because of this, in some areas, such as El Pueblo, access to cultural and historic resources, public places, access routes, and businesses has been hindered. This project is proposed to aid the local homeless community surrounding El Pueblo and ease these local access issues. In the area of El Pueblo, the homeless were observed to frequent El Pueblo Plaza and Father Serra Park and have encampments along the east side of Spring Street sidewalks, inside fenced areas controlled by Caltrans, on portions of Arcadia Street, and at the corner of Spring and Cesar E. Chavez Avenue. (Ref. 3) Please see Attachment A.2 for photos. The 2017 homeless count in the project area was completed by the Data and Research Unit of the Los Angeles Homeless Services Authority. See Table 1 for the

homeless population count within the census tract of the project site, and for various radii from the site. (Ref. 4)

Table 1. Homeless Population Count, 711 N. Alameda St. and Vicinity

Homeless Population	Census Tract	0.5 mile	1 mile	2 miles	3 miles
Unsheltered	179	353	1,435	3,385	4,956
Total	205	412	2,476	6,018	9,701

Over the years, services have developed in the general area (within 3 miles) of proposed project, as listed in the Homeless Shelter Directory (Ref. 7):

1) Good Shepherd Center for Homeless Women, 267 Belmont Avenue, Los Angeles, CA 90059 - This service offers core programs of shelter, food, case management and employment services, all designed to help guide homeless women as they move from homelessness to self-sufficiency. Emergency and/or transitional housing for 60 women and 21 women with children is available.
2) Ella's Foundation Homeless Services, 3175 South Hoover Street, Suite 113, Los Angeles, CA 90007 - This service provides 40 beds for homeless men and support services.
3) Salvation Army Hope Harbor, 3107 South Grand Avenue, CA 90007 – This service provides 58 beds for the homeless and associated support services.
4) Los Angeles Mission, 303 East 5th Street, Los Angeles, CA 90013 – This service has 180 emergency beds for men, and 196 combined transitional and rehabilitation beds for men and women, as well as support services.
5) Union Rescue Mission, 545 South San Pedro Street, Los Angeles, CA 90013 - This service has 682 emergency beds and 390 transitional beds for the homeless men, women and children, and related support services.
6) Downtown Women's Health Center, 442 South San Pedro Street, Los Angeles, CA 90013 – This service provides 119 beds for homeless women with health issues, and support services.
7) Emmanuel Baptist Rescue Mission, 530 East 5th Street, Los Angeles, CA 90013 – This service has 50 beds for homeless men and support services.
8) Dolores Mission, 171 South Gless Street, Los Angeles, CA 90033 – This service has 45 beds for homeless and 15 for senior women as well as related support services.
9) Hope for Homeless Youth, 2406 Kent Street, Los Angeles, CA 90026 - This service refers and advocates for placement of homeless youths during their outreach to community colleges, adult school, vocational training, rehabilitation centers or programs. On a select basis, youths are housed at transitional living facilities and mentored. They must hold a job, go to school or attending vocational training during this period.
10) Lamp Community Homeless Drop in Center, 627 San Julian Street, Los Angeles CA 90014 This service provides a drop-in center for homeless mentally ill adults. Services include art therapy for people with mental illness, case management, clothing, drug abuse counseling, drug dependency support groups, housing, laundry, meals, personal toiletries, showers, specialized information and referral, telephone access and welfare rights assistance. Youths are placed at one of the transitional living facilities and mentored. Activities include

refurbishing computer equipment and salvaging E-waste to benefit homeless youths and the low-income community.

11) Midnight Mission, 601 South San Pedro Street, Los Angeles, CA 90014 – This service provides bridge and transitional housing for the homeless as well as support services.

The above services provide similar services as those of the proposed project, such as shelter, support services, and storage. There are also single-purpose homeless support projects, such as a storage-only project known as the "Bin Project" in Skid Row and the "Re-Fresh Spot", a temporary hygiene station for the homeless, also near Skid Row. These projects are also located within 3 miles of the proposed project in downtown Los Angeles.

El Pueblo History - The history of the El Pueblo de Los Angeles goes back to the late 1700s. In 1781, it was established as one of three pueblos by the Spanish in Alta California. In 1815, El Pueblo was moved to its present location, after which, reconstruction began. Since the 1920s, work began to restore El Pueblo and preserve it as a historical and cultural resource. In 1953, contracts were signed with the State Parks Commission and local jurisdictions to make El Pueblo into "El Pueblo de Los Angeles State Historic Park". Since then, Joint Powers Agreements have been executed between the State and local jurisdictions, whereby, via Quitclaim Deed, the City now manages El Pueblo, as a City Department known as El Pueblo de Los Angeles Historic Monument. The City department operates under a Commission, but must still adhere to the State's General Plan for El Pueblo de Los Angeles State Historic Park, issued in 1981 (El Pueblo General Plan). (Refs. 8, 9) As a City department and as the current site managers, the El Pueblo de Los Angeles Historical Monument, promotes, safeguards, and preserves the City's birthplace and culturally diverse heritage through the effective management of its commercial and historical resources and events. (Ref. 10)

Over the years, research has been performed to determine the historical and cultural significance of structures and resources at El Pueblo. Per the City of Los Angeles 1995 General Plan Framework Environmental Impact Report (EIR), the El Pueblo area is generally mapped as having been studied for prehistoric and historic archaeological resources, with unknown potential for fossils in the sediment. In the referenced EIR, no areas of paleontological resources are mapped at the project sites. (Ref. 11)

Since 1962, sections of El Pueblo have been designated as local Monuments (i.e., Los Angeles Historical Cultural Monument Nos. 3, 26 and 64 and the Plaza substation). Please see maps in Attachment B.1 for these locations. The 1981 El Pueblo de Los Angeles State Historic Park General Plan (El Pueblo General Plan) also identifies many historic cultural resources and other areas that are subject to the El Pueblo Plan. Areas subject to the Plan are shown in Attachment B.2. In 2016, the latest determination of significance for El Pueblo historical resources occurred by the National Register of Historic Places under the "Los Angeles Plaza Historic District" (NRIS Reference No. 720000231), with certification by the State Historic Preservation Officer (SHPO) on May 3, 2016, and with certification by the U.S. Department of Interior National Park Service's Keeper of the National Register of Historic Places on June 21, 2016. This revision was based on the use of more modern standards for determination of significance. An acreage correction from 42 acres to 9.5 acres was made for the District during this 2016 update, as confirmed by the SHPO. In addition, the National Register of Historical Places documentation notes that the revised District "Los Angeles Plaza Historic District," is also known by other names such as the "El Pueblo de Los Angeles State Historic Park District", "El Pueblo de Los Angeles", and "El Pueblo de Los Angeles Historic District". Please see revised Register update and map in Attachment B.3 for 2016 boundaries and further information.

The shelter project site location (El Pueblo Parking Lot 5) is not located within, nor adjacent to the 2016 National Register of Historic Places Los Angeles Plaza Historic District; however, Paseo Luis Oliveras, although not within the District, is adjacent to it. The wide sidewalk area on the south side of Paseo Luis Oliveras and the adjacent Old Plaza Church Rectory Building (National Register ID

No. 2) are listed within the District; however, they are not listed as significant contributing elements to the historic and cultural resources within the District. Neither project locations are within the District or Local Monuments 3, 26, 64 or the Plaza Substation. Monument No. 3 does include the sidewalk area adjacent to Paseo Luis Oliveras. All monuments (3, 26, 64 and the Plaza Substation) appear to have been set up prior to the 2016 National Register revision. The 1981 El Pueblo General Plan includes Paseo Luis Oliveras (the storage trailer/sorting area) in an area subject to the El Pueblo General Plan and adjacent El Pueblo Lot 2; however, neither the wide sidewalk area, nor Parking Lot 5 are mapped as subject to the Plan.

Both project sites are generally mapped within an area of historical significance on Navigate LA and on Survey LA, as designated resources within the Central City Community Plan Area, but these boundaries appear to reference an earlier version of the National Monument (i.e., 1972), see Attachment B.4. The El Pueblo de Los Angeles Historic Monument is the area controlled by El Pueblo de Los Angeles Historical Monument, a department of the City of Los Angeles. Both sites are within this area, as shown in Attachment B.5. This City department operates under the direction of the El Pueblo de Los Angeles Historical Monument Commission. The Department, Mayor of Los Angeles, and this Commission have adopted a 2016-2020 Strategic Plan, that identifies El Pueblo Parking Lot 5 as a site to be examined for use as housing or commercial development. It also indicates that an improved connection between Parking Lot 5 and Father Serra Park should be explored. The Strategic Plan promotes various strategies to increase El Pueblo visitors and improve access to El Pueblo historical and cultural resources. (Ref. 10) For further information, please see Section III.B of this narrative, which is the Cultural Resource impact analysis, starting on page 22.

III ENVIRONMENTAL REVIEW

A. Basis for Categorical Exemption

A Project qualifies for a Class 1, Category 12 exemption if it provides outdoor lighting for security purposes. Since that is a part of the project, this exemption is being applied.

A Project qualifies for a Class 4, Category 1 exemption if grading on land occurs with a slope of less than 10%. Since only asphalt is being replaced and the slope of the land is and will be less than 10%, this exemption is being applied.

A Project qualifies for a Class 4, Category 3 exemption if it provides new landscaping. Since new landscaping is being provided, this exemption is being applied.

A Project qualifies for a Class 4, Category 6 exemption if it is temporary in use and does not have a permanent effect upon the environment. Since no significant adverse impacts have been identified, this exemption is being applied.

A Project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site (previously developed for qualified urban uses) or adjacent to qualified urban uses, and meets the conditions described in this section. The five (5) conditions which the Project must meet in order to qualify for the Class 32 Categorical Exemption are as follow:

(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations:

Part of the Parking Lot 5 site is zoned as commercial (C4-1VL). This zoning allows for homeless shelters, whereas the remaining areas of the parking lot and the temporary storage trailer/sorting area are zoned for public facilities (PF-1VL). This zoning allows for use by government buildings and public health facilities. The temporary homeless support services would fall under these two general use categories, as the modular units and equipment being used would be government-owned. In addition, the homeless would receive hygiene services and access to clean quarters and

clean storage, leaving sidewalks and public areas more sanitary for public access and use. In addition, since this project is temporary and does not require permanent public entitlements, it is considered compatible with the City of Los Angeles General Plan and Zoning designations for temporary projects. Surrounding zoning is also PF-1VL or PF-1, so adjacent uses are considered compatible as well. In addition, there is already a safe needle exchange program, a sharps (needle) drop off kiosk on Paseo Luis Oliveras, as well as a nearby church homeless feeding program.

Areas subject to the El Pueblo General Plan are shown on the Plan's Figure 1 as the "Existing Project Area." (see Attachment B.2). The storage trailer/sorting area is within the "Existing Project Area" of the El Pueblo General Plan as is Parking Lot 2, but Parking Lot 5 is not. Since the project is attempting to address the homeless issue in and around El Pueblo and increase access and visitors to El Pueblo and its businesses, it is determined generally consistent with the goals and policies of the El Pueblo General Plan. It should be noted that the 1981 El Pueblo General Plan and "Existing Project Area" were based on historic resources identified at that time. In 2016, the State Historic Preservation Office (SHPO) recognized a marked reduction in significant resources, indicating that the project is outside areas of historical significance. The storage trailer/sorting area is on a street that is adjacent to an area of historical significance; however, the elements directly adjacent are not contributing features to that significance. This mapping and non-contributing element identification was approved by the State (SHPO). Please see Section III.B, Cultural Resources on page 22 for further discussion. El Pueblo de Los Angeles Historic Monument's 2016-2020 Strategic Plan has a goal for Parking Lot 5, which, under the Historic Preservation and Asset Management Section is Goal 3, Initiative16, allowing the Commission to examine housing or commercial development at El Pueblo Lot 5. Also increased visitor numbers and improved access to historical and cultural resources are reoccurring themes in the referenced Plan.

As such, the proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

(b) The proposed development occurs within city limits, on a Project site of no more than five acres, substantially surrounded by urban uses:

The project site locations are wholly within the City of Los Angeles and occupy an approximate square footage of less than 1 acre (19,800 SF for the homeless shelter plus 500 SF for the temporary storage/sorting area). The subject locations are in an urbanized area and lots adjacent to the subject locations are developed with allowed public facilities uses, including El Pueblo commercial uses (Parking Lot 2) and church use for the temporary storage/sorting area. For the temporary homeless shelter site (Parking Lot 5), Arcadia Street and the 101 Freeway to the south, 101 Freeway on ramps to the north and west and to the east is Alameda Street and Union Station. Beyond the Freeway ramps to the north is Father Serra Park, which is an open space urban park. This park, which is part of El Pueblo, is also experiencing access issues due to the presence of the homeless. During walking tours (weekday and weekend), a maximum of 10 homeless people were present in the park and it was ringed on the south side with visible encampments in the Caltrans right of way on ramp. (Ref. 3) For the temporary storage/sorting area, adjacent land use is a large sidewalk and Paseo Luis Oliveras, a street which allows one- way traffic from Spring Street to Main Street. Farther north, separated by a tall fence line is El Pueblo Parking Lot 2 and to the south of the temporary storage/sorting area is a church rectory with an outside memorial area separated from the sidewalk by a low fence line. At the entrance along Spring Street, homeless encampments were viewed to the north and south, on the sidewalks along the east side of Spring Street. A construction site is across Spring Street to the west. (Ref. 3)

As such, the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The Project site has no value as habitat for endangered, rare or threatened species:

The project site is in a highly urbanized area, is not a wildland area and is not mapped within a Los Angeles City or County Significant Ecological Area. (Ref. 12) The El Pueblo Parking Lot 5 site is paved and used as a parking lot and the temporary trailer storage/sorting area is an asphalt- paved street, next to a large wide sidewalk. There is no vegetation onsite, except for an elongated tree canopy that overhangs the Parking Lot 5 site, along the northwest side. (See Attachment A.2.) The trees are not a protected species (*Ficus benjaminas*) and will not be disturbed. Their trunks are offsite, within the adjacent Caltrans right-of-way. There is only one endangered, rare, or threatened species potentially onsite, but no onsite or nearby critical habitat exists for that species, so it is not expected to be there. The species is a bird called the (Coastal) California gnatcatcher and it has a "threatened" status. See Figure 3 for a map of the bird's nearest habitat.

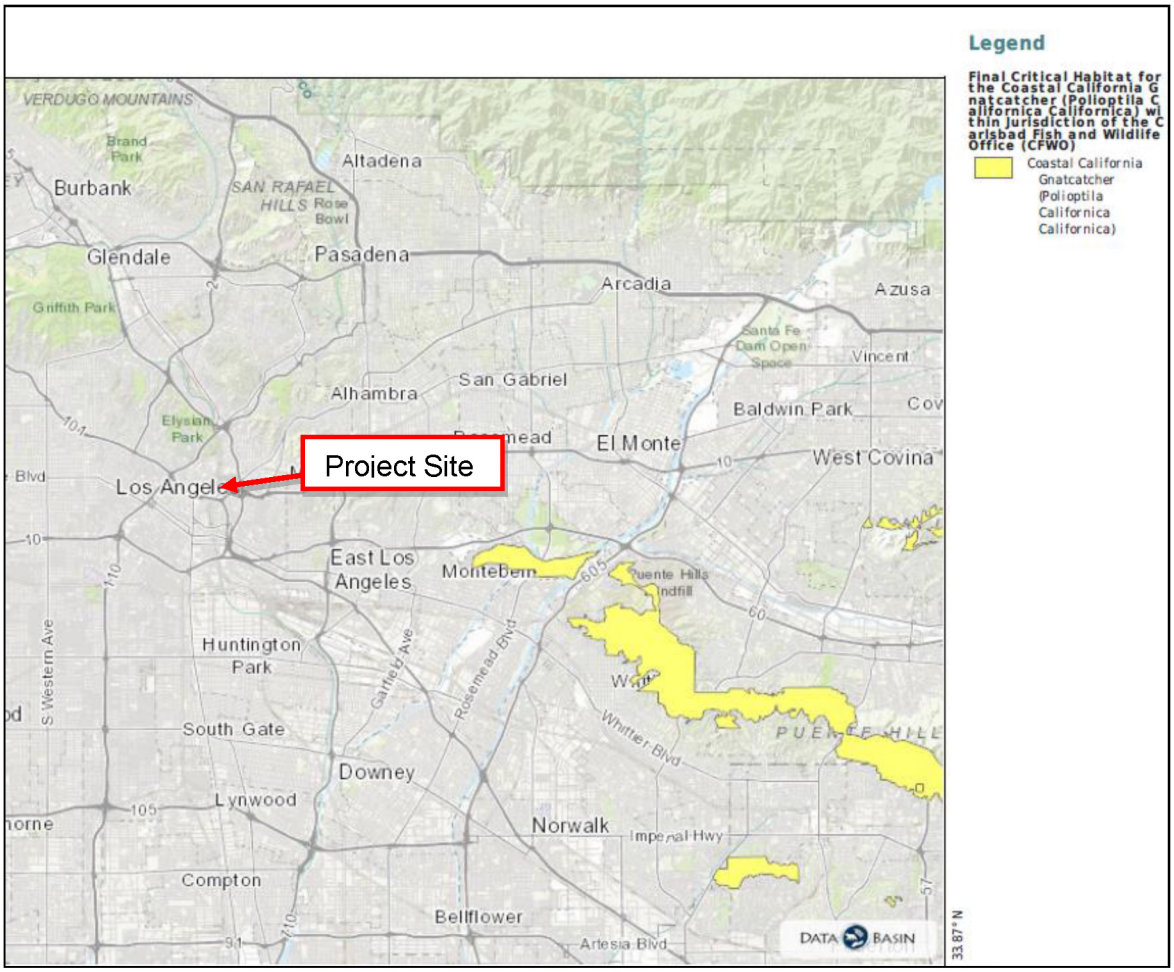


Figure 3. Coastal California Gnatcatcher Habitat

Lists of protected species maintained by the California Department of Fish & Wildlife Service and U.S. Fish and Wildlife Service were investigated to make this determination. This included a review of the U.S. Federal Migratory Bird Treaty Act List. (Ref. 13) A total of 29 bird species might be in the area; however, the proposed project is not expected to impact these species. There are already high existing noise levels at the parking lot site due to the adjacent freeway use and the lot is currently lit at night for security. The project is not expected to significantly contribute to noise as described in part d below. In addition, site activity and new directional security lighting are not

expected to increase existing night-time light levels in the tree canopy, nor significantly impact migratory birds. The 1981 El Pueblo General Plan identifies the rare gray ring-necked dove and mature fig trees as present at the site in general; however, no mature fig trees are on or significantly adjacent to project site areas, and since 1981, the gray ring-necked dove is no longer considered rare. It has populated much of the U.S., after initial introduction, and is not on bird protection lists reviewed, including the migratory bird protection list. (Ref. 13, 14)

As such, the project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

The project site at El Pueblo Parking Lot 5 is 19,800 SF and asphalt-paved. The storage trailer/sorting area site is less than 500 SF and is also asphalt paved. Total project area is less than 1 acre. There would be no soil disturbance at the trailer/sorting area and material excavation at and import/ export volumes from the parking lot would be minimal. Export materials from the parking lot include demolition debris generated from surface asphalt removal and excavated soil from utility installations, which would include subgrade utility lines/connections and a storm drain catch basin installation. Approximately 108 cubic feet (CF) of soil would be exported from the parking lot site from utility trenching/installation work. Approximately 6,164 CF of surface asphalt would be demolished and removed from the site, and a similar amount of new asphalt would be imported to the site, along with approximately 123 CF of concrete for utility foundation slabs. The 5 modular units brought to the parking lot site and the mobile trailer unit/sorting tables are all pre-fabricated offsite. Both sites are less than 10 percent slope and proposed shelter construction would include utility installations, as described, and utility connections to the modular units. For the temporary storage trailer/sorting area, no utility connections are planned. Sufficient existing lighting is present there as well. (Ref. 2)

Traffic – Due mainly to the temporary nature of the project, significant traffic impacts are not anticipated. Traffic and pedestrian access to El Pueblo along Alameda Street and along Paseo Luis Oliveras would be maintained. (Ref. 1) Traffic to and from the parking lot project site would include equipment and vehicles during a four-month construction period and staff of four people during a temporary operating period of up to three years. Due to the size of the project, it is estimated that total daily vehicle trips would not exceed CEQA threshold values (i.e., be greater than 500 vehicle trips/day, nor 43 vehicle trips/day during peak AM and PM periods). (Ref. 14) Using very conservative trip values from construction air quality impact modeling (further described and summarized below under Air Quality), construction vehicle trips totaling 156 would not exceed the 500 vehicle trips/day threshold and the modeled construction employee trips during peak AM and PM periods totaling 23 would not exceed the 43 trips/day/period threshold. Assuming 4 to 5 employees at various shifts, the homeless shelter and storage trailer/sorting area employee vehicle trips per operational day are not significant as total trips and daily trips would be even further below thresholds, compared to construction vehicles. There is a planned improvement project for Union Station/Alameda Street called the "Alameda Esplanade", located adjacent to the project site; however, construction is not planned until the spring of 2020. The project proponent, the Metropolitan Transportation Agency, has assured the City of Los Angeles that during 2020 construction, when the homeless shelter is in operation, emergency and employee access to the project site would be well planned. (Refs. 1, 16) As required by standard operating procedures, coordination will occur with emergency service providers (police, fire, ambulance and paramedic services) to provide advanced notice of any lane closures, construction hours and changes to local access and to identify alternative routes where appropriate.

Secondary impacts related to parking demand - A temporary loss of 48 regular and 2 handicapped parking spaces would occur if the Parking Lot 5 site were temporarily used as a homeless shelter. A parking space survey was conducted to see if there is adequate replacement parking within a

reasonable walking/driving distance (250 feet) of Parking Lot 5, and in areas typically used for parking surrounding the El Pueblo-controlled areas (first line of blocks north of El Pueblo). It was determined that there is adequate parking, such that secondary significant impact to circulation and increased vehicle miles traveled would not be created. Normal peak demand for El Pueblo has been reported to occur on the weekend day at approximately 930 parking spaces. This is similar to the 1,000-space projection provided in the State's El Pueblo General Plan. (Ref. 8) The 930 estimate is based on current data provided by El Pueblo, which indicates that 5,000 people visit on a weekend day, an average of 35% take public transportation, and an average vehicle occupancy is 3 to 4 persons. (Ref. 5) Survey results indicate that adequate replacement parking is available and a significant secondary impact would not be created by parking demand. More than 1,085 comparably-priced spaces were counted at El Pueblo and vicinity. (Ref. 3) This total does not include Parking Lot 5 and higher-priced lots near Parking Lot 5 (at Union Station and the Los Angeles Mall). According to El Pueblo, special events are more widely attended, sometimes as high as 10,000 or more attendees, and additional parking is available and used going farther northward into Chinatown, and, in the past, limited special arrangements have been made with private parking lots. (Ref. 5) Please see Table 2, Parking Survey and Figure 4, Parking Lot Survey Map on next page.

As such the approval of the project would not result in any significant effects related to traffic, including secondary impacts caused by parking demand.

Noise – There are no significant noise impacts anticipated. Please refer to the detailed technical memorandum in Attachment C for further information, including references. Results of the analysis are summarized below.

Noise, generally defined as unwanted sound, is measured and expressed in decibels (dB). To better approximate the range of sensitivity of the human ear to sounds of different frequencies, standard "A-weighting" dB adjustments can be applied to measured sound levels that de-emphasize low frequencies and very high frequencies. When such A-weighting is used, the dB levels are noted with a "dBA" descriptor. While a 10 dBA increase in sound level represents a ten-fold increase of sound energy, average healthy human hearing perceives such an order of magnitude increase as a doubling of loudness. Noise levels from point-type sources (e.g., a stationary air-conditioning unit) attenuate hemi-spherically at a rate of about 6 dB per doubling of distance, while line-type sources (roadway noise) attenuates cylindrically at a rate of about 3 dB per doubling of distance.

The City of Los Angeles Municipal Code, Chapter IV, Article 1, Section 41.40; and Chapter XI, Article 2, Sections 112.03 and 112.05 address noise generated at construction sites, including permissible hours of construction. In addition, operational noise from both stationary and mobile sources is regulated by the City.

As general noise guidance, a project would normally be considered to have a significant construction noise impact if any one of the following were satisfied: 1) if construction activities lasting more than one day would cause existing ambient exterior noise levels to increase by 10 dBA or more; or, 2) construction activities lasting more than 10 days in a three-month period would cause existing ambient exterior noise levels to increase by 5 dBA or more at a noise-sensitive land use; or, 3) any construction activity that would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use between the hours of 9:00 PM and 7:00 AM, Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday (or a holiday), or at any time on Sundays.

The proposed project construction activities are expected to involve typical equipment including trucks, pavers, backhoes, concrete trucks, pumps, concrete saws, and compressors. Reference maximum noise levels for such conventional construction equipment range between 76 to 90 dBA at a distance of 50 feet from the sound-producing source.

Table 2. Parking Survey (see Figure 4)

Location	Type	Spaces		Cost	Comments
		Regular (stalls)	Handicapped (stalls)	$ Weekday/ Weekend day	
Area 1 –Parking 250 Feet from El Pueblo - Northeast to South					
Off-Street Parking:					
(**1A**) U.S Post Office 900 N. Alameda	Paid, open lot	68	5	$6/$10	Sat. after 1 PM and Sunday, at least 10 more spaces are available.
(**1B**) U.S Post Office Overflow	Paid open area	90	0	$6/$10	Per attendant, has been used for special events, such as El Pueblo Mole' Festival.
(**1C**) Joe's Auto Parks, 414 E. Commercial St.	Paid structure	448	5	$8/$8	Building sign says Olvera St. & Federal Immigration parking; Fed. Bldg. has minimal weekend visitors.
(**1D**) Union Station 800 N. Alameda St. Lot B	Paid open lot	(40)	3	$16/$16	Not in similar price range to EPL5, so not included in total.
(**1E**) Union Station Lot D	Paid open lot	(5+5)	3	$16//$16	Not in similar price range to EPL5, so not included in total/
(**1F**) Los Angeles Mall, 201 N. Los Angeles St.	Paid structure	(285)	10	$16/$16	Not in similar price range to EPL5, also closed on weekends; so only included for special event.
On-Street Parking:					
(1TL) Limited time parking (metered or signed for 2 hrs. or more)	Limited parking	0+	0	-	
Area 1 Subtotal		**606**	**10**	-	Does not include Union Station parking.
Area 2 –Public Parking in First Row of Blocks North of El Pueblo and West					
Off-Street Parking *(parking to west is limited as first 2 blocks are under construction)*					
(2A) Chevron, 901 4N. Alameda St.	Paid open lot	12	1	$10.90/$10.90	
(2B) Metro Plaza Hotel, 711 N. Main St.	Paid structure	20	0	$8/$8	
(2C) Metro Plaza Hotel, entrance on Spring St.	Paid lot	39	2	$5/$5	
(2D) Sunshine Auto Park, 665 N. Spring St..	Paid open lot	75	1	$5/$5	

Table 2. Parking Survey (see Figure 4)

Location	Type	Spaces		Cost	Comments
		Regular (stalls)	Handicapped (stalls)	$ Weekday/ Weekend day	
(2E) Retail Bldg. 686 New High St.	Paid structure	24	1	$5/$5	
(2F) Retail Bldg. 688 New High St.	Paid structure	40+	0	$5/$5	
(**2G**) Retail Bldgs. 640 N. Broadway	Paid open lot	38	0	$5/$5	
(**2H**) Private Lot, 171 Arcadia St.	Paid open lot	52	3	$15/$15	This lot has some church parking on Sunday.
On-Street Parking					
(2TL) Limited time parking (metered or signed for 2 hrs. or more)	Limited parking	99	0	-	Construction temp. blocking off 8 2-hr. meters on Broadway, excluded from count.
Area 2 Subtotal		**199**	8	-	Lowered by 50% to exclude China Town/Church patrons.
El Pueblo-Controlled Parking					
Off-Street Parking					
(**EPL1**) Lot 1 Arcadia St. & Main St.	Paid open lot	47	3	$15/$15	This lot has some church parking
(**EPL2**) Lot 2, Cesar E. Chavez Ave. & Spring St.,	Paid open lot	200	6	$15/$15	Attendant reported 260 spaces but count was lower. Has some church parking.
(**EPL3**) Lot 3, Cesar E. Chavez Ave. & Alameda St.	Paid open lot	26	1	$15/$15	Valet parking onsite.
(**EPL4**) Lot 4 Arcadia St. & Los Angeles St.	Paid open lot	27	2	$9/$9	
(**EPL5**) Lot 5, Arcadia St. & Alameda St.	Paid open lot	48	2	$7/$7	Left out of total as this is the site for the DTLA Temporary Shelter
On-Street Parking					
(EPLT) Limited time parking (metered or signed for 2 hrs. or more)	Limited parking	0	0	-	.
El Pueblo Subtotal		**280**	**12**	-	Does not include **EPL5.**
Total		**1,085**	**30**	-	-

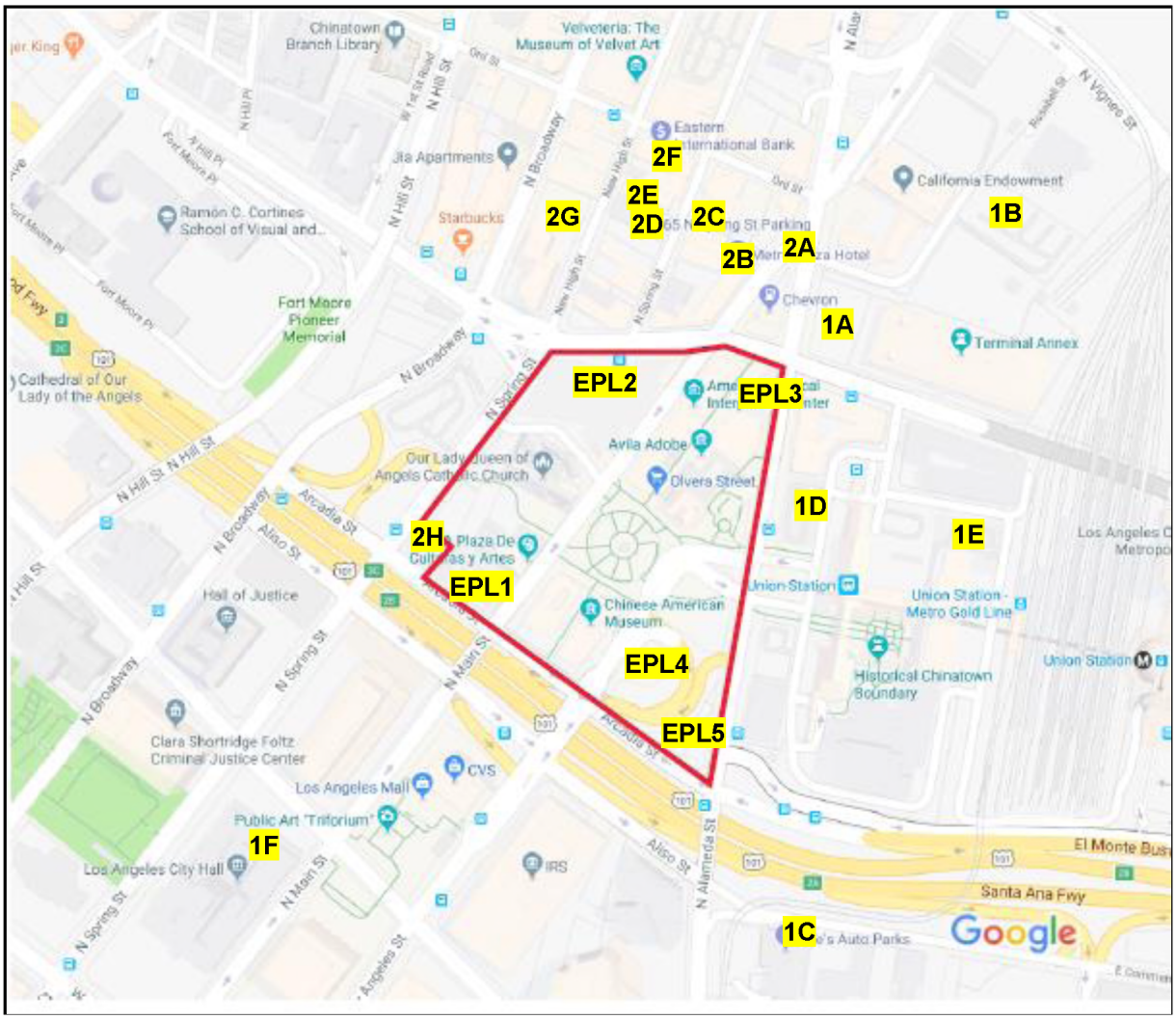


Figure 4. Parking Lot Survey Map
El Pueblo and El Pueblo Lot 5 (EPL5)
(see Table 2 for Location Key)

Based on reference data from the Federal Transit Administration (FTA), the proposed project area is expected to have an exterior daytime sound level (L_d) of approximately 70 dBA due to proximity to the 101 Freeway and an on-ramp, as well as several busy Los Angeles streets (North Alameda, Arcadia, and North Los Angeles Streets).

During a 4-month construction period, the western building facade at 750 North Alameda Street, which houses First 5 LA and La Petite Academy (noise-sensitive uses) is approximately 125 feet from the proposed project site and may experience temporary exterior noise levels of up to 82 dBA from temporary operation of the loudest expected construction equipment during hours as allowed by the City of Los Angeles. Although such a level would be greater than 10 dBA above existing outdoor ambient sound levels, the noise-sensitive receptors are indoors and would not experience significant noise impacts. Nearby parks and open spaces at approximately 300 feet from the loudest proposed project construction activities may experience 74 dBA, which would be less than a 5 dBA significant increase with respect to the aforementioned 70 dBA daytime existing condition.

For the proposed operational activities, a project would normally have a significant impact on noise levels if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally

unacceptable" or "clearly unacceptable" category of the City's Guidelines for Noise Compatible Land Use, or any noise increase of 5 dBA or greater. The CNEL represents an energy average of the A-weighted noise levels over a 24-hour period with 5 dBA and 10 dBA increases added for nighttime noise between the hours of 7:00 PM to 10:00 PM., and 10:00 PM to 7:00 AM, respectively. The increases were selected to account for reduced ambient noise levels during these time periods and increased human sensitivity to noise during the quieter periods of the day.

Operations of the proposed residential facilities and associated office would include electrical and HVAC systems that are likely to operate 24 hours per day, 7 days per week; however, the expected noise levels from this operating equipment is unlikely to cause significant increases to the existing outdoor ambient environment and adversely affect the nearest noise-sensitive land uses, which are considerably distant from the proposed project site. The nearest noise-sensitive use, La Petite Academy, is indoors and thus (by way of being located within modern commercial building) insulated from such increases in outdoor ambient noise level.

Although not strictly a CEQA requirement, to comply with the California Building Code (CBC) the design and construction of the proposed modular buildings that comprise the project's residences (i.e., where occupants are expected to sleep) would need to yield interior background sound levels no greater than 45 dBA CNEL. Assuming the modular building construction details include modern sound insulating materials and closed windows (as supported by mechanical ventilation) that typically deliver 25 dB of exterior-to-interior noise reduction, the proposed project's occupants should not be significantly impacted by the intrusion of outdoor noise that is dominated by nearby highway and arterial street traffic.

In summary, the proposed project would not create any unacceptable increases in ambient noise levels for construction or operational activities beyond the thresholds established by applicable City regulations; and, the occupants would unlikely be exposed to excessive exterior-to-interior noise exposures assuming CBC-compliant design and construction of the proposed dwellings.

As such, the approval of the project would not result in any significant effects related to noise.

Standard operating procedures will be required per City of Los Angeles Noise Ordinance No. 144.331. All activities will be in compliance with the applicable restrictions contained in the City of Los Angeles Municipal Code, including limiting maximum noise levels at adjacent areas, as required. Such compliance will be achieved using any of the allowed standard methods listed below, but are not limited to them:

1) Prohibiting construction activity (including deliveries, equipment maintenance, or operation of any construction equipment) to restricted hours.
2) Ensuring that all mobile and stationary noise-producing construction equipment used on the project site that is regulated for noise output by a local, state, or federal agency complies with such regulation, while in the course of project activity.
3) Maintaining all construction equipment, including mufflers and ancillary noise abatement equipment.
4) Scheduling high noise-producing activities during periods that are least sensitive.
5) Switching off construction equipment when not in use.
6) Positioning stationary construction equipment, such as generators and compressors, as far away as practical from noise-sensitive receptors (i.e., La Petit Academy, Father Serra Park).
7) Restricting the use of noise-producing signals, including horns, whistles, alarms, and bells, to safety warning purposes only.

8) Routing construction-related truck traffic away from any noise-sensitive areas.
9) Reducing construction vehicle speeds.

Air Quality - The project is not anticipated to result in any exceedances of the applicable air quality significance criteria during the construction or operational phase. Air quality analysis has determined that the nearest sensitive receptor is 25 meters away to the east. Please refer to the screening analysis in Attachment D.1 for details of the analysis, including references. Results are summarized below:

Construction of the proposed project would result in the generation of criteria pollutant emissions. Project construction is expected to begin in 2018 and would last approximately four months. This project would result in temporarily changing the property use from a City-owned parking lot to a City-owned temporary shelter serving the local homeless community. The project site is located at the northwest corner of Arcadia and Alameda Streets, approximately 50 feet northeast of the 101 Freeway. The project would be an adult coed facility with 4 onsite employees working 40 hours per week, 8 hours per day, for up to three years. The buildings would hold approximately 60 adult beds, hygiene facilities, and related office space for up to three years.

Emissions generated by construction activities were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. This model allows the user to enter project-specific construction information, such as the types, number and horsepower of construction equipment, and the number and length of off-site motor vehicle trips. Construction emissions were estimated for worker commutes, haul trucks, and the use of offroad equipment. Localized emissions of criteria air pollutants and precursors were assessed in accordance with SCAQMD's local significance thresholds (LST) guidance.

For projects less than five acres in size, the SCAQMD has developed look-up tables showing the maximum daily emissions that would not cause an exceedance of any LST. The nearest sensitive receptors to the project site are school programs located approximately 30 meters to the east of the project site. Therefore, the analysis conservatively assumes a project site of 1 acre and a receptor distance of 25 meters for the LST tables. In addition, although SCAQMD LSTs only consider the amount of on-site emissions generated by construction activities, this analysis compares the total construction-related emissions to the LSTs. Emissions associated with vehicle trips to and from the project site during construction would be dispersed throughout the region and would have a nominal localized impact at the project site. As shown in Table 3, construction activities for the project would generate maximum daily emissions of approximately 14 pounds of volatile organic compounds (VOC), 28 pounds of nitrogen oxides (NOx), 22 pounds of CO, 3 pounds of PM10, and 2 pounds of PM2.5. Additional modeling assumptions and details are provided in Attachment D.1.

As shown in Table 3, the peak daily construction emissions would not exceed any of the SCAQMD daily or LST thresholds. Therefore, construction of the proposed project would not violate an ambient air quality standard or contribute substantially to an existing violation. Since traffic to and from the site would be limited to just employee vehicles, emissions would be less than construction vehicles and therefore no significant operational emissions would occur.

The project locations are in close proximity to the freeway and are in a freeway adjacent sensitive use zone. For the temporary operation phase of up to 36 months, although not technically required under CEQA where it is assessing the environment's impact on the project, a Human Health Risk Screening was performed for the Parking Lot 5 site. It was determined that air pollutant emission exposure to adult occupants and employees would not present a significant risk to human

Table 3. Maximum Daily Construction-Related Emissions

Source/Description	VOC (lbs/day	NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Daily Project Emissions	13.6	27.9	22.2	3.4	1.9
SCAQMD Regional Thresholds	75	100	550	150	55
SCAQMD Localized Thresholds[1,2]	--	74	680	5	3
Exceed Regional or Localized Threshold?	No	No	No	No	No

Modeled by AECOM in 2018.

Notes:

1. Assumes a 1-acre project site and a 25-meter receptor distance for Source Receptor Area 1. The nearest sensitive receptors are assumed to be school programs located approximately 30 meters to the east of the project site.
2 The SCAQMD has not developed a LST for VOC emissions.

health. The results of this heath risk screening analysis are presented in Table 4. Please see Attachment D.2 for the full assessment. As shown below, both occupant and worker exposures to traffic emissions at the project (reflected by MEIR and MEIW, respectively) would be less than SCAQMD significance thresholds.

Table 4 – Summary of Health Risk to Project Site Receptors

Receptor Type	Maximum Cancer Risk (per million)	Maximum Chronic HI	Maximum 8-hour Chronic HI	Maximum Acute HI
MEIR[1]	0.08	0.03	--	0.04
MEIW[2]	1.17	0.03	0.09	0.04
SCAQMD Significance Threshold	10	1.0	1.0	1.0
Exceed Threshold?	NO	NO	NO	NO

Key: $\mu g/m^3$ = micrograms per cubic meter; SCAQMD = South Coast Air Quality Management District; HI = Hazard Index; $PM_{2.5}$ = fine particulate matter

Notes:

1. MEIR: Maximally exposed individual at a new residential receptor; 6-month adult exposure scenario for cancer risk.
2. MEIW: Maximally exposed individual at an existing occupational worker receptor; 3-year adult worker exposure scenario.

Source: Data Compiled by AECOM in 2018

The analysis performed follows the measures prescribed by the City of Los Angeles Zoning Information No. 2427 Freeway Adjacent Advisory Notice for Sensitive Uses. The first measure calls for conducting a site-specific health risk assessment for projects within 1,000 feet of freeways "to identify air quality levels particular to a specific project site based upon variables such as topography

and prevailing wind patterns, for example; and offer best practices to improve health outcomes, based upon emerging research and in accordance with policies of the SCAQMD. The second and third measures call for indoor air quality requirements (e.g., MERV-rated or HEPA air filtration equipment) and project design measures aimed at further reducing exposure (e.g., through building orientation, screening with vegetation, and reducing operable windows). This technical memorandum satisfies the first measure. Per the findings, the health risk reduction measures of the second and third measures are not required. As explained in Attachment D.2, since exposures nearer to the freeway do not represent significant health risks for site occupants, it is concluded that exposures for any employees working at the trailer storage/sorting area along Paseo Luis Oliveras would not be significant either.

Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions. The proposed project type is closest to a mixed-use project (i.e., includes residential and commercial land uses), and therefore, this analysis compares the amortized construction emissions to the SCAQMD threshold of 3,000 MT CO2e per year. Total GHG emissions associated with construction of the proposed project would be 95 MT CO2e. When this total is amortized over the 3-year life of the proposed project, annual construction emissions would be approximately 32 MT CO2e per year. Since this is less than the threshold, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

As such, approval of the project would not result in any significant effects related to air quality, sensitive freeway adjacent users, or greenhouse gases.

Per project design and as required by local rules and regulations, the following standard measures will be performed for the construction and operational phases:

1) All exposed areas during construction will be frequently watered to reduce the generation of dust.
2) Vehicle speed of construction vehicles/equipment in exposed areas (i.e., unpaved access) shall be reduced to reduce the generation of dust.
3) Each trailer unit will have a HVAC unit and the unit and filters will be used and maintained per product specifications.

Water Quality - The parking lot project sites are currently paved and the trailer storage/sorting area is covered with asphalt, next to a concrete sidewalk. At the parking lot site, there will be no material excavation or export volume beyond the demolition debris (asphalt), dirt removal for a utility vault, and any excess dirt from subgrade utility connections/installations. In addition, the site is currently less than 10 % slope and construction proposed will be mostly at grade. There is no water quality impact anticipated.

As such, approval of the project would not result in any significant effects relating to water quality

Per project design and per standard operating procedures and regulations, the contractor shall apply the following *Section III B (1) j-Stone, Clay, Glass, Concrete* of the *Board of Public Works Rules and Regulations Governing Pollution Control of Discharges into the Stormdrain System* BMPs during Project construction:

1) Store dry materials and waste inside or in covered bermed areas.
2) Regularly clean up spills and dust.
3) Wash vehicles and equipment in designated areas that drain to recycle ponds or process wastewater treatment systems.
4) Use and properly maintain dust collection systems.

5) Store dry bulk materials in an enclosed silo or building.
6) Materials may include sand, gravel, clay, cement, fly ash, kiln dust, and gypsum.
7) Cover material storage piles.
8) Divert run-on around storage areas using curbs, dikes, diversion swales or positive drainage away from material storage piles.
9) Store only washed sand and gravel outdoors.
10) Use dust collection systems (i.e.: bag houses) to collect airborne particles generated as a result of handling and mixing operations. Properly remove and recycle or dispose of collected dust to minimize exposure of collected dust to the environment.
11) Routinely clean material handling equipment and vehicles to remove accumulated dust and residue.
12) Clean exposed mixing equipment after mixing operations is complete.
13) Pour and cure precast products in a covered area. Clean forms before storing outdoors.
14) Install sediment basins, silt fence, vegetated filter strips, or other sediment removal measures downstream/downslope of handling and mixing operations.

(e) The site can be adequately served by all required utilities and public services:

The project site at Parking Lot 5 can be adequately served by all required utilities and public services. Onsite utilities will be installed and appropriate connections made. There are no utility connections necessary at the temporary storage/sorting area as it is currently lit with security lighting at night. There is no indication that public services would be impacted, as the Bureau of Sanitation, and the Police and Fire Department will be providing public refuse disposal, enforcement, and/or emergency support services, respectively, as needed. The site is served by Fire Station No. 4 at 450 East Temple Street and by Central Community Police Station at 251 East 6th Street.

As such, approval of the project would not result in any significant effects relating to utilities and public services.

Therefore, based upon compliance with items (a) to (e), it can be found that approval of the project for all project locations meets the qualifications of the Class 32 Exemption.

B. Consideration of Potential Exceptions to Using a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project is exempt under Class 1, Category 12 (providing outdoor lighting for security purposes), Class 4, Category 1 (grading on land with a slope of less than 10%), Class 4, Category 3 (new landscaping), Class 4, Category 6 (temporary use of land that does not have a permanent effect upon the environment), and Class 32: (in-fill project). As documented elsewhere in this document, the project is not anticipated to impact cultural resources nor any other resources within El Pueblo

General Plan or the National Register-listed District. There are no other designated, precisely mapped, and officially adopted environmental resources of hazardous or critical concern in or near the project area. Therefore, this exception has no application here.

2. Cumulative Impact. This exception applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant. The Metropolitan Transportation Agency (MTA) is currently planning on improving access to El Pueblo from Union Station as part of the Alameda Esplanade project; however, the construction of that project is scheduled to begin after the proposed temporary shelter project is built. During construction of the Alameda Esplanade, temporary shelter employee access and emergency access to the site would be maintained, as described in the traffic section. Although portions of the project are in or adjacent to mapped historic resources, further analysis of the most recently designated resources indicates that the proposed project would not significantly impact those mapped resources. In addition, conservative grading methods are to be used to ensure that, if unanticipated resources are uncovered, they would be handled professionally and appropriately. See Cultural Resources section below for further information. Other local homeless support and shelter projects are planned for the greater Los Angeles area; however, project details are too speculative at present for CEQA analysis.

Therefore, the project would have no impacts that are individually limited but cumulatively considerable, and no successive projects of the same type in the same place. Therefore, this exception has no application here.

3. Significant Effect. This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.

There are no unusual circumstances known to this office that might cause a significant effect, therefore, this exception has no application here.

As described in Section II.B, there are over 11 similar projects in the area. This also includes single purpose homeless support projects like a storage only/sorting area project and a hygiene only project. It should be noted that the proposed project scale is small compared to some of the area's similar projects, which have hundreds of beds for the homeless. This project is similar in effects as other urban infill and minor alterations projects in that the areas being used are developed urban uses (parking lot and street). Finally, the project does lie within an area controlled by the El Pueblo de Los Angeles; however, as described under Cultural Resources below, recent revisions to the significance of related historic features indicates that the proposed project is not on, nor directly adjacent to, significantly historic resources. Each resource area is addressed below, in regard to impacts and unusual circumstances.

Traffic – As described in Section III.B, no significant traffic, nor secondary impacts due to parking demand are anticipated. In addition, there are no unusual circumstances known to this office. Therefore, this exception for traffic has no application here.

Noise – As described in Section III.B, no significant noise impacts are anticipated. In addition, there are no unusual circumstances known to this office. Therefore, this exception for noise has no application here.

Air Quality – As described in Section III.B., no significant air quality impacts or associated health risks due to freeway sensitive use are anticipated. In addition, there are no unusual circumstances known to this office. Therefore, this exception for air quality has no application here.

Water Quality – As described in Section III.B, no significant water quality impacts are anticipated. In addition, there are no unusual circumstances known to this office. Therefore, this exception for water quality has no application here.

Hazardous Materials – See Table 5 for a list of sites within, at least, a 1,000-foot reach of the project areas. Based upon an inspection of on-line agency records for the project site and sites listed in Table 5, potentially significant impacts related to hazardous materials at the project site are not anticipated. (Ref. 17) In addition, there are no unusual circumstances known to this office. Therefore, this exception for hazardous materials has no application here.

Cultural Resources – As described in Section II.B, under El Pueblo History, extensive research has been performed to determine the historical significance of structures and resources at El Pueblo. Per the City of Los Angeles 1995 General Plan Framework Environmental Impact Report (EIR), the El Pueblo area is generally mapped as having been studied for prehistoric and historic archaeological resources, with unknown potential for fossils in the sediment. In the referenced EIR, no areas of paleontological resources are mapped at the project site locations. (Ref. 11)

Sections of El Pueblo have been designated as Los Angeles Historical Cultural Monument Nos. 3 (Plaza Church), 26 (First Cemetery), 64 (Los Angeles Plaza Park) and the Plaza Substation. See information in Attachment B.1. The 1981 El Pueblo de Los Angeles State Historic Park General Plan identifies additional historic cultural resource and non-resource areas that are subject to the Plan. In addition, the 1981 Plan directs that merchants of El Pueblo be treated as a human cultural resource. See information in Attachment B.2. In 2016, the latest determination for El Pueblo historical resources occurred by the National Register of Historic Places under the "Los Angeles Plaza Historic District" (NRIS Reference No. 720000231), with certification by the State Historic Preservation Officer (SHPO) on May 3, 2016, and as certified on June 21, 2016 by the U.S. Department of Interior, National Park Service, Keeper of the National Register of Historical Places. See information in Attachment B.3. An acreage correction from 42 acres to 9.5 acres was made for the District during the 2016 update, as confirmed by the SHPO. In addition, the National Register of Historic Places documentation indicates that the "Los Angeles Plaza Historic District," is also known by other names such as the "El Pueblo de Los Angeles State Historic Park District", "El Pueblo de Los Angeles", and "El Pueblo de Los Angeles Historic District".

Upon examination of the 2016 National Register Los Angeles Plaza Historic District Map, it was determined that the project site at El Pueblo Parking Lot 5 is not located within, nor adjacent to the 2016 District. The storage trailer/sorting area is not located within the District, but is on Paseo Luis Oliveras, which is adjacent to the District. The proposed project is temporary in nature and although an element is located on a street adjacent to the District, that area (adjacent south side sidewalk and the Old Plaza Church Rectory Building [ID No. 2]) are not listed as significant contributing elements to the historic and cultural resources within the 2016 District. Parking Lot 2, located north of and adjacent to Paseo Luis Oliveras is not located within the District, nor identified as a significant historical resource. The 1981 El Pueblo General Plan includes Paseo Luis Oliveras (i.e., the storage trailer/sorting area) and Parking Lot 2, as subject to the El Pueblo General Plan, but does not include Parking Lot 5 or the Church Rectory. The City of Los Angeles identifies Paseo Luis Oliveras as adjacent to the Los Angeles Cultural Historical Monument No.3, but Parking Lot 5 is not included within, nor adjacent to any local monument. The nearest identified significant resource to Parking Lot 5 is Zanja Madre, a historical water ditch, which runs beneath Parking Lot 4 in a north-south direction. Parking Lot 4 is separated from Parking Lot 5 by the 101 Freeway system of onramps and, therefore, the Zanja Madre would not be significantly impacted by the project.

This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. Although part of the project (the area adjacent to Paseo Luis Oliveras, where the storage trailer/ sorting area will be situated) is in an area mapped as a local historical/cultural resource, there will be no soil disturbance at this location. In addition, as determined in 2016 by the California State Office of Historic Preservation and the National Register of Historic Places, this sidewalk area, the adjacent Church Rectory, and the adjacent Parking Lot 2 do not significantly contribute to the historical significance of El Pueblo. In fact Paseo Luis Oliveras and Parking Lot 2 are not within the District at all. Therefore, use of the storage trailer/sorting area would not create a significant adverse impact to cultural/historical resources and this exception has no application here

Table 5. Hazardous Waste Sites Within a Minimum 1,000-Foot Reach of the Project
California Department of Toxic Substances Control EnviroStor Listed Sites &
Los Angeles Regional Water Quality Control Board GeoTracker Listed Sites

Nearest reach distance/ direction from Project site	Listing type	Listing name and address	Status/last recorded action date
940 feet/north	LUST Program	Chevron No. 9815, 901 N. Alameda St. Los Angeles, CA 90012	Closed as of 9/7/2011
650 feet/northeast	Cleanup Program	Metro Rail Union Station, 800 N. Alameda St. Los Angeles, CA 90012	Completed, Case closed.
1,040 feet/northeast	LUST Program	U.S. Postal Office, 900 N. Alameda St. Los Angeles, CA 90012	Closed as of 11/22/1999
1,050 feet/northeast	LUST Program	Los Angeles City Fire Station 4, 800 N. Main St. Los Angeles, CA 90012	Closed as of 2/18/2009
1,080 feet/southeast	Cleanup Program	CalTrans Commercial St. Property, 501 E. Commercial St. Los Angeles, CA 90012	Inactive, entry 1/28/2016; offramp built over this.
1,200 feet/northeast	LUST Program	Los Angeles County Parking Garage 1035 N. Alameda St. Los Angeles, CA 90012	Closed as of 1/22/1998
550 feet/southeast	Cleanup Program	Zimmerman Development, Inc., 560 S. Alameda St., Los Angeles, CA 90012	Closed as of 9/23/1999
860 feet/southeast	Cleanup Program	PBR Realty, LLC, 531 E. Commercial St., Los Angeles, CA 90012	Closed as of 2/2/2015
995 feet/northeast	LUST Program	The California Endowment Terminal, 1000 N. Alameda St., Los Angeles, CA 90012	Closed as of 9/30/2008
630 feet/south	LUST Program	Mobil #18-HDH, 520 N. Alameda St. Los Angeles, CA 90012	Closed as of 7/18/1996
755 feet/south	Leaking Underground Storage Tank (LUST) Program	Veterans Affairs Outpatient Clinic, 351 East Temple St. Los Angeles, CA 90012	Completed case closed
1,605 feet/northwest	Cleanup Program	Mobil Oil Corporation, 774 N. Broadway Ave. Los Angeles, CA 90012	Open inactive since 1/1/1965

It should be noted, that the project site is located in an area that has been studied for archaeological and historical resources, is within the El Pueblo de Los Angeles Monument-controlled area, and is mapped as a "designated resource" by Navigate LA based on 1972 National Register determinations, and by Survey LA and the local Community Plan. See information in Attachments B.4 and B.5. Although designated as cultural resources, based on the current identification of significance, these larger areas, as mapped, are no longer considered historically significant.

Minimal excavation is proposed for this project and would occur only at Parking Lot 5. Encountering archaeological resources during demolition, grading, or excavation, although unexpected at Parking Lot 5, is possible. Therefore, the following conservative specifications are part of the project design and would include Section 6-3.2, Standard Specifications for Public Works Construction, which calls for the Contractor to stop work if discoveries are found, until ordered to resume by the Engineer.

1) Prior to ground- disturbing activities with potential to expose soil, including but not limited to excavation, grading, and demolition, the Bureau of Engineering, or its designee, shall retain a qualified archaeological monitor to monitor such activities. The duration and timing of the monitoring shall be determined by the qualified archaeologist in consultation with Bureau of Engineering and the contractor. The archaeological monitor will work under the supervision of the qualified archaeologist. The archaeologist shall have the authority to halt, temporarily divert, or redirect the activity in the area of an exposed find to facilitate evaluation and, if necessary, salvage.
2) Prior to the commencement of construction activities, the selected qualified archaeologist, or their designee, shall provide a mandatory briefing to construction personnel, including contractor, to provide information on regulatory requirements for the protection of cultural resources. As part of this training, construction personnel will be briefed on proper procedures to follow. Additionally, workers will be shown examples of the types of cultural resources that may be encountered. If necessary, the project archaeologist can create a training video, PowerPoint presentation, or printed literature that can be shown to new workers and contractors to avoid continuous training throughout the life of the project.
3) A report detailing results of the monitoring, including a listing the resources collected, and treatment efforts, shall be prepared. A hard copy of the report shall be submitted to Bureau of Engineering EMG, El Pueblo, and the South Central Coastal Information Center within 45 days of monitoring completion. A digital copy, Adobe PDF acceptable, shall be submitted to EMG.
4) Significant resources encountered may be curated at El Pueblo, if no space is available, an alternate appropriate repository may be identified in consultation with El Pueblo.
5) If unanticipated human remains are encountered, the Los Angeles County Coroner must be notified immediately. State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner had made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC). The NAHC will determine and notify the Most Likely Descendant (MLD). The MLD shall complete inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The project archaeologist may work with the coroner and the NAHC as appropriate. In consultation with the MLD, avoidance or appropriate treatment would be developed.

Merchants of Olvera Street – Per the State's General Plan, the merchants of Olvera Street shall be identified as a human cultural resource of El Pueblo. The project will allow use of portions of the El Pueblo de Los Angeles Historical Monument to provide services to the homeless in a community

where a large number of homeless and homeless services facilities already exist, as listed in Section II.B. Currently, access to public sidewalks and businesses serving El Pueblo and the use of Father Serra Park are deterred due to the presence of the homeless and/or their encampments. In addition, homeless encampments are in view of visitors to El Pueblo and some parking lot users. The proposed project represents an effort, scaled at such a level and on a temporary basis, to address homeless needs in and around El Pueblo and to attempt to improve public access to historic resources and the businesses of El Pueblo. By storing belongings, this will free more homeless to search for other support and training services in the greater area. By providing temporary housing, counseling and referral services at the most removed parking lot, Parking Lot 5, the homeless at El Pueblo will be directly guided to those services, including accessible rehabilitation and training programs in the greater downtown area and elsewhere, eventually allowing them to find transitional housing and entry-level employment. This is a temporary project, scaled to the immediate area and to address the immediate homeless issue at El Pueblo, including access issues. Due to project design size and its temporary nature, it is not expected to draw homeless from outlying areas and adversely impact El Pueblo or Olvera Street merchants.

Since the project is not anticipated to impact significant cultural resources and since the project design includes conservative specifications for the preservation of unanticipated cultural resources, if found, no significant impact to cultural resources is anticipated. In addition, no unusual circumstances are known to this office. Therefore, this exception has no application here.

In summary, the project would have no substantial adverse impacts for the above described resources and is, therefore, exempt, with no unusual circumstances known to this office. Therefore, this exception has no application here.

4. Scenic Highway. A categorical exemption shall not be used for a project which may result in damage to scenic resources as viewed from a scenic highway, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The proposed project is not within sight of any state designated scenic highway and will not impact a scenic highway or associated view to a significant historical resource. Therefore, this exception has no application here.

5. Hazardous Waste Site. This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

Based on a review of records for this project, the project site was not on any such list. (Ref. 17) In addition, according to the *Hazardous Materials* discussion in this section, potentially significant impacts related to hazardous materials are not anticipated to represent a significant environmental condition in connection with the project. As referred to in the hazardous materials section, please see Table 5 for a listing of hazardous waste sites in the vicinity of the project. Therefore, this exception has no application here.

6. Historical Resources. This exception applies when a project may cause a substantial adverse change in the significance of a historical resource. As described under Cultural Resources narrative in this section, project areas are not in, nor adjacent to, features currently documented as historically significant. For this reason, the project will not create a significant adverse impact to historical resources and this exception has no application here.

As previously described, both project sites are within the El Pueblo de Los Angeles Historical Monument and subject to the El Pueblo de Los Angeles Historical Monument Commission Strategic Plan and, in the case of the storage trailer/sorting area, the El Pueblo General Plan. Please see the Cultural Resources narrative and Land Use and Zoning narrative for further information as to compliance.

Based on the described consideration of potential adverse environmental impacts and consideration of exceptions to using a categorical exemption, no adverse environmental impacts are anticipated and no exceptions, as listed above, apply to this project.

REFERENCES

1. Email communications from Rebecca Abano, LABOE Project Manager to Heloise Froelich, LABOE Environmental Management Group (EMG) regarding Project Specifications, January through February 2018.
2. Email communications from Marina Quinonez, LABOE Project Architect to Heloise Froelich, LABOE EMG regarding Project Specifications, January through February 2018.
3. Walking and Parking Surveys of El Pueblo de Los Angeles Historical Monument and Adjacent Areas by Heloise Froelich, LABOE EMG, January through February 2018.
4. Los Angeles Homeless Services Authority. *Potential Storage Site and Homeless Population Density for DTLA Temporary Shelter*, January 29, 2018.
5. Email communications from El Pueblo de Los Angeles Historic Monument General Manager, Christopher Espinosa regarding Parking Demand to Heloise Froelich, City of Los Angeles Bureau of Engineering (LABOE), February 13, 14 and 20, 2018.
6. City of Los Angeles Bureau of Sanitation. *El Pueblo Voluntary Storage Pilot Program*, January 26, 2018.
7. Homeless Services Directory. *Review of Services within Three Miles of Project Site and Telephone Survey*. Heloise Froelich, February 19, 2018; hyperlink at: https://www.homelessshelterdirectory.org/cgi-bin/id/city.cgi?city=Los%20Angeles&state=CA
8. California Department of Parks and Recreation. *El Pueblo de Los Angeles State Historic Park General Plan*, August 1981.
9. California Department of Parks and Recreation and General Services. *Quitclaim Deed to City of Los Angeles for El Pueblo de Los Angeles State Historic Park*, executed, October 27, 1988.
10. El Pueblo de Los Angeles Historic Monument. *2016-2020 El Pueblo de Los Angeles Historic Monument Strategic Plan*, undated; hyperlink at: http://www.elpueblo.lacity.org/sites/g/files/wph801/f/Low.Res_.EP%20Strategic%20Plan.2016.2021.pdf
11. City of Los Angeles Department of Planning. *Los Angeles City-Wide General Plan Framework Environmental Impact Report, Cultural Resources*, January 19, 1995 *hyperlink at:* http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.15.pdf
12. City of Los Angeles Department of Planning. *Navigate LA Significant Ecological Area Map for Los Angeles City and County*, February 21, 2018.
13. U.S. Fish and Wildlife Service. *On-line Search for Rare, Endangered and Threatened Species using IPAC (Information for Planning and Consultation) Program.* February 22, 2018.

14. Cornell Lab. "*Eurasian-Collared Doves Conquering America*", January 17, 2011; hyperlink at: https://feederwatch.org/blog/eurasian-collared-doves-conquering-america/
15. City of Los Angeles Environmental Affairs Department. Los Angeles CEQA Thresholds Guide (2006); hyperlink at: http://planning.lacity.org/Documents/MajorProjects/CEQAThresholdsGuide.pdf)
16. Email communication from Metropolitan Transportation Authority, Project Manager, Elizabeth Carvajal regarding Alameda Esplanade Project, to Heloise Froelich LABOE, February 21, 2018.
17. Hazardous Materials/Waste Agency Records Search by Heloise Froelich, February 19, 2018.

ATTACHMENTS

A. Project Information:

1. Site Plan for DTLA Temporary Shelter (as of 2/15/2018)
2. Photos: Site and Surrounding Conditions (1/1/2018-2/22/2018))
3. Photos: Temporary Mobile Trailer and Sample 60-Gallon Bin

B. Historic Information:

1. Maps of LA Cultural Historical Monuments 3, 26, 64 and Plaza Substation.
2. El Pueblo General Plan Excerpts. including "Existing Project Area" Map.
3. Register of Historic Places Registration Form and Continuation Sheet for Los Angeles Plaza Historic District, Additional Documentation, June 21, 2016 and Associated Map
4. Historical Resources Mapping from Navigate LA and Survey LA.
5. El Pueblo de Los Angeles Historical Monument Map.

C Noise Analysis

D. Air Quality Information:

1. Air Quality Analysis
2. Health Risk Assessment Screening

MM:hf

Q:\Heloise\Homeless Facilities Project\Group 1 - NOE desired Jan 15th\P1 - DTLA Temporary Shelter - El Pueblo Lot 5\CEQA\DTLA Homeless Shelter_NOE_DRAFTFINAL_2_23_2018.doc

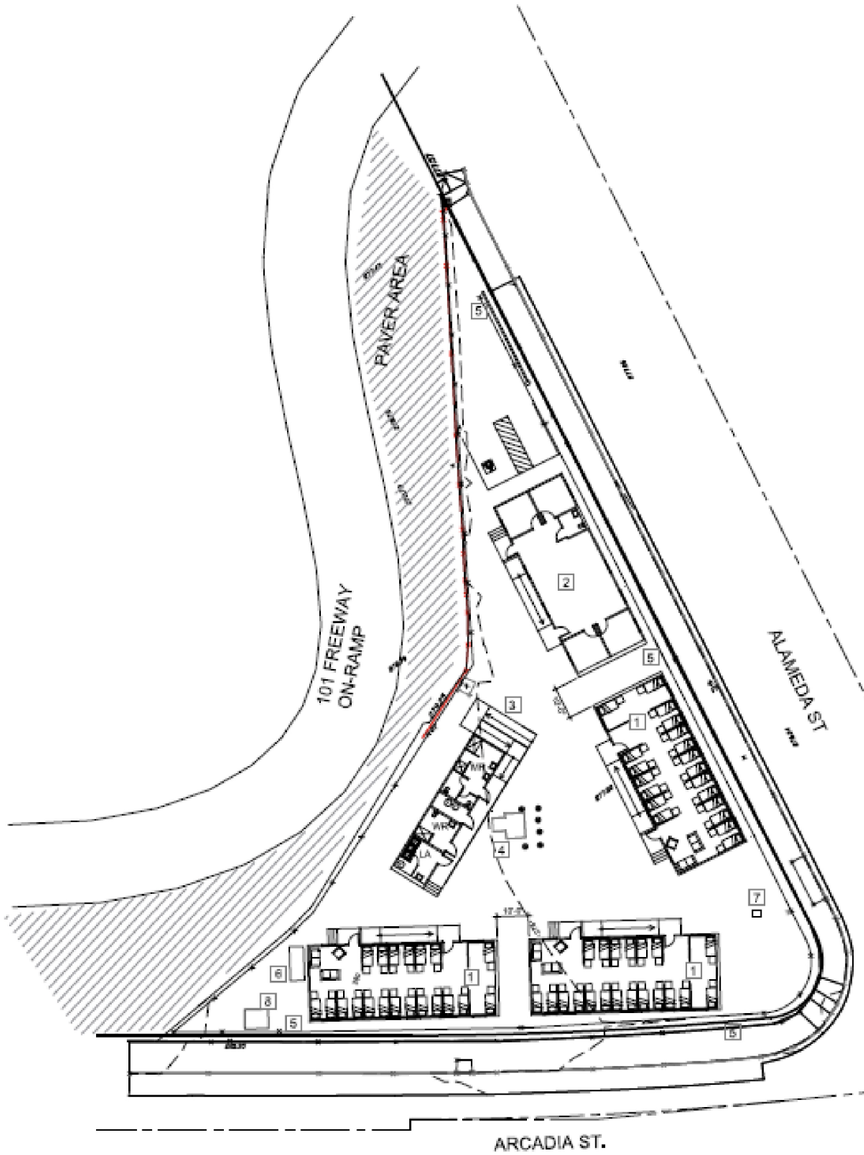
ATTACHMENT A – PROJECT INFORMATION

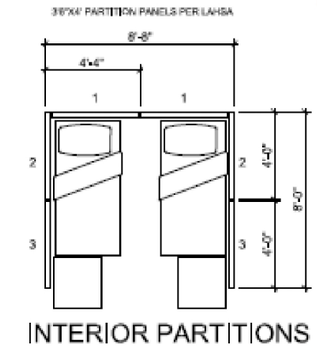
A.1 Site Plan for DTLA Temporary Shelter (as of 2/15/2018)

A.2 Photos: Site and Surrounding Conditions (1/1/2018 – 2/22/2018)

A.3 Photos: Temporary Mobile Trailer and Sample 60-Gallon Bin

ATTACHMENT A.1 - DTLA TEMPORARY SHELTER SITE PLAN (AS OF 2/15/2018)





INTERIOR PARTITIONS

DOUBLE OCCUPANCY

ADA ACCESSIBLE

KEYED NOTES

1. TEMPORARY HOUSING 24' x 60' TRAILER. 21 BEDS PER TRAILER WITH STORAGE. (BED: 36" x 74" / STORAGE: 288" x 28")
2. OFFICE / ADMINISTRATOR 24' x 60' TRAILER. 1 ADMINISTRATOR OFC. / 3 COUNSELOR OFFICES, AND RESTROOM.
3. RESTROOM / SHOWERS & LAUNDRY TRAILER 12' x 40' 4 SHOWERS / 5 TOILETS
4. EXISTING GUARD SHACK AND ELECTRICAL / COMMUNICATION POLES TO REMAIN.
5. EXISTING CHAINLINK FENCE AND ROLLING GATE
6. NEW CONCRETE PEDESTAL FOR NEW ELECTRICAL SWITCHGEAR.
7. NEW CATCH BASIN. SEE LANDSCAPE SHEETS
8. PAD MOUNTED TRANSFORMER

PROJECT SCOPE

THE DTLA TEMPORARY SHELTER SITE IS LOCATED AT THE CORNER OF ALAMEDA AND ARCADIA STREETS. THE SITE SHALL BE FENCED AND THE HOUSING UNITS SHALL BE A MINIMUM OF 10' APART. THE SHELTER SHALL CONSIST OF 5 MODULAR BUILDINGS/TRAILERS INCLUDING RAMPS AND STAIRS, AS FOLLOWS:

- THREE 24' X 60' STEEL FRAMED MODULAR BUILDING/TRAILER (1,440 SF) WITH AN OPEN PLAN, COMPLETELY INSULATED, AND HAS INTERIOR WALL FINISHES. EACH BUILDING WILL HOUSE 20 BEDS WITH 20 STORAGE BINS (60 GALLON CONTAINERS); HAVE TWO HVAC UNITS TO PROVIDE CENTRAL HEATING AND AIR CONDITIONING; 8 WINDOWS; TWO ENTRY DOORS; ONE SET OF RAMP AND STAIRS; AND RELATED ELECTRICAL AND LIGHTING. EACH BUILDING SHALL HAVE SEISMIC PIERS AND ANCHORS AND SKIRTING.
- ONE 24' X 60' STEEL FRAMED WET MODULAR BUILDING/TRAILER (1,440 SF) WITH 4 PRIVATE OFFICES (APPROXIMATELY 12'X12'), 1 ADA RESTROOM FOR STAFF, AND OPEN SPACE FOR A MULTI-PURPOSE USE SUCH AS TRAINING, MEETING, ETC. THIS BUILDING SHALL BE COMPLETELY INSULATED WITH UPGRADED INTERIOR FINISHES, HAVE CENTRAL HEATING AND AIR CONDITIONING; 8 WINDOWS; TWO ENTRY DOORS; ONE SET OF RAMP AND STAIRS; AND RELATED PLUMBING, ELECTRICAL AND LIGHTING. THE BUILDING SHALL ALSO HAVE SEISMIC PIERS AND ANCHORS AND SKIRTING.
- ONE 12'X40' STEEL FRAMED WET MODULAR BUILDING/TRAILER (480 SF) TO PROVIDE HYGIENE AND LAUNDRY SERVICES. THIS BUILDING SHALL PROVIDE A MINIMUM OF 3 SHOWERS, 3 TOILETS, 3 LAVATORIES/SINKS, AND 3 LAUNDRY WASHER/DRYER UNITS, ONE OF THE 3 MUST BE ADA ACCESSIBLE. IT SHALL HAVE TWO ENTRY DOORS; ONE SET OF RAMP AND STAIRS; AND RELATED PLUMBING, ELECTRICAL AND LIGHTING. THE BUILDING SHALL ALSO HAVE SEISMIC PIERS AND ANCHORS AND SKIRTING.
- ALL MODULAR BUILDINGS/TRAILERS MUST OBTAIN STATE OF CALIFORNIA CERTIFICATION AND OBTAIN LADBS APPROVAL.
- THE WET TRAILERS SHALL BE CONNECTED DIRECTLY TO EXISTING SEWER AND WATER LINES.

GSD SCOPE OF WORK

- DEMOLITION OF PARKING LOT CURRENTLY ASPHALT AND NEW ASPHALT SLURRY
- INSTALLATION OF INTERIOR 3'-6"X4' PARTITIONS PER LAHSA
- ELECTRICAL: INSTALL A NEW LADWP UNDERGROUND ELECTRICAL SERVICE TO THE SITE,INSTALL A NEW NEMA 3R ELECTRICAL PULL SECTION AND DISTRIBUTION SECTION, INSTALL NEW POWER PANELS ON EVERY MODULAR BUILDING, INSTALL NEW CONDUCTORS AND CONDUITS BELOW THE GRADE TO THE POWER PANELS, SEE ELECTRICAL DRAWINGS FOR MORE INFORMATION.
- MECHANICAL: INSTALL ALL UNDERGROUND PIPING, INSTALL AND CONNECT WATER METER BACKFLOW, SANITARY SEWER AND CLEAN OUTS, CONNECT TO THE SEWER MAIN AND INSTALL 3 HOSE BIBS, SEE MECHANICAL DRAWINGS FOR MORE INFORMATION
- LANDSCAPE/CIVIL: ASSURE A 2% ACCESSIBLE ROUTE IS PROVIDED, INSTALL AND CONNECT NEW CATCH BASIN TO STORM DRAIN, SEE LANDSCAPE SHEETS FOR MORE INFORMATION.

CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
GARY LEE MOORE, PE, ENV SP — CITY ENGINEER
ARCHITECTURAL DIVISION
ARCHITECT: REBECCA ABARBI
DESIGNED BY: REBECCA ABARBI
DRAWN BY:
CHECKED BY:
APPROVED BY: MAHMOOD KARIMZADEH, AIA, PRINCIPAL ARCHITECT
DATE:
BUILDING NO. XX/XX
INDEX NO. -
SHEET TITLE: DTLA TEMPORARY SHELTER EL PUEBLE LOT #5
PROJECT: PROPOSED PLAN
ADDRESS: 711 ALAMEDA ST. LOS ANGELES, CA.
WORK ORDER NO. E1908286
PLAN NUMBER
DRAWING NO. A101
SHEET OF SHEETS

DTLA Temporary Shelter (W.O. E1908278)

ATTACHMENT A.2 – PHOTOS: SITE AND SURROUNDING CONDITIONS

Photo 1. DTLA Temporary Shelter Site/El Pueblo Parking Lot 5, looking north (five modular trailer units would be placed at El Pueblo Parking Lot 5)

Photo 2. DTLA Temporary Shelter Site/El Pueblo Parking Lot 5 Entrance looking north and showing Ficus Trees in Caltrans Area

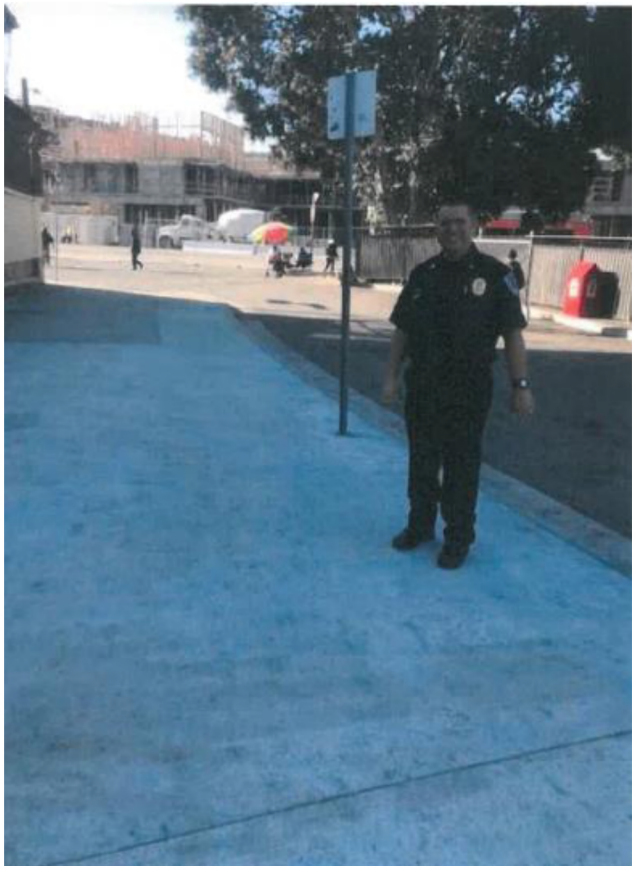


Photo 3. Temporary Mobile Storage Trailer/Sorting Area Site, looking west
(trailer would be parked on north side of street known as Paseo Luis Oliveras)

Photo 4. Example of Homeless Encampments Ringing Father Serra Park, looking east.

Photo 5. Example of Pedestrians Passing by Homeless Encampments, looking southward on the eastside of Spring St., El Pueblo is adjacent.

Photo 6. Homeless Encampments, looking north on the east side of Spring Street.

Photo 7. The 8.5 F Wide x 10.5 High x 50 F Long, Mobile Storage Trailer to be Temporarily Placed on North Side of Paseo Luis Oliveras

(holds eighty 60-gallon lined bins, as pictured below)

Photo 8: Sample 60-Gallon Storage Bin

ATTACHMENT B. HISTORIC INFORMATION

B.1 Maps of LA Cultural Historical Monuments 3, 26, 64 and Plaza Substation.

B.2 El Pueblo General Plan Excerpts. including “Existing Project Area” Map.

B.3 Register of Historic Places Registration Form and Continuation Sheet for Los Angeles Plaza Historic District, Additional Documentation, June 21, 2016 and Associated Map

B.4 Historical Resources Mapping from Navigate LA and Survey LA.

B.5 El Pueblo de Los Angeles Historical Monument Map.

ATTACHMENT B.1 - MAPS OF LA CULTURAL HISTORICAL MONUMENTS 3, 26, 64 AND PLAZA SUBSTATION

Los Angeles Plaza Park Historic Resource

Resource Report Map

Resource Report

(overview)

Historic Resource Summary

Names

Los Angeles Plaza Park (Primary)
Los Angeles Plaza (Alternative)
LA Historic-Cultural Monument No. 64 (Los Angeles Historic Cultural Monument)
Los Angeles Plaza Historic District contributor (National Register of Historic Places)

Important Dates

First Cemetery of Los Angeles (site of) Historic Resource

Resource Report Map

Resource Report

(overview)

Historic Resource Summary

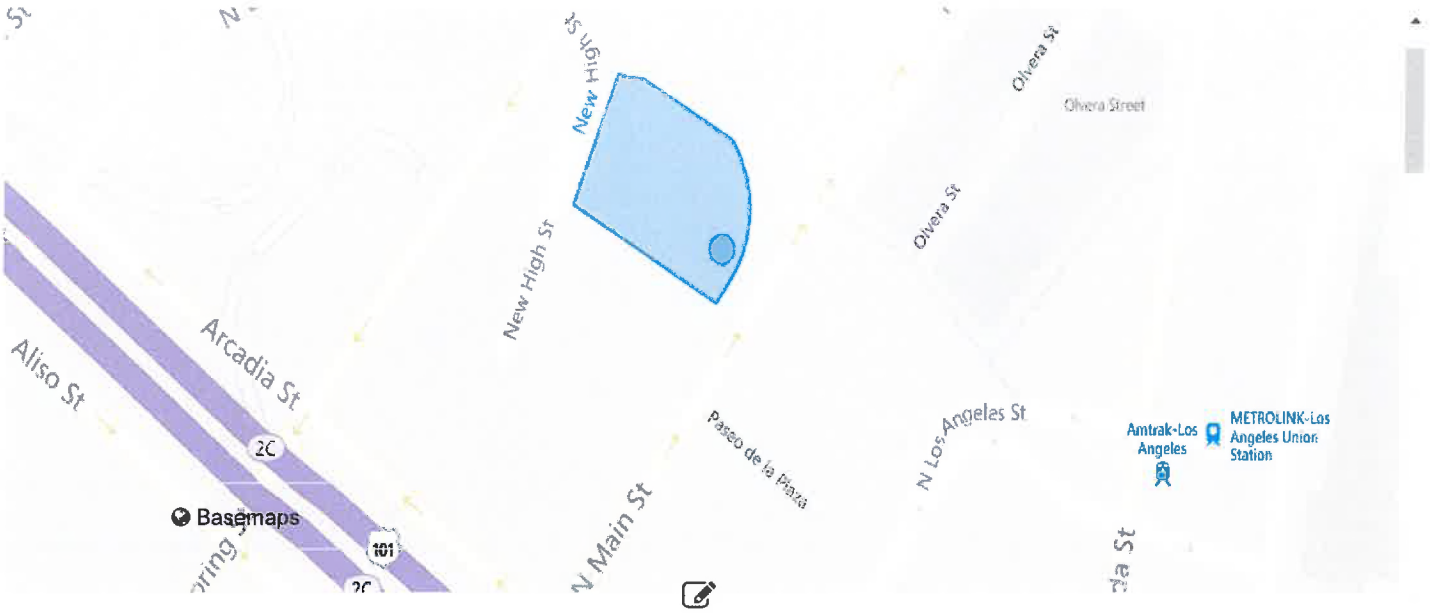
Names
First Cemetery of Los Angeles (site of) (Primary)

Important Dates
No dates recorded

Images
No image available

Plaza Church Historic Resource

Resource Report Map



Resource Report

(overview)

Historic Resource Summary

Names

Plaza Church (Primary)
Nuestra Senora La Reina de Los Angeles (Alternative)
LA Historic-Cultural Monument No. 3 (Los Angeles Historic Cultural Monument)
La Iglesia de Nuestra Senora La Reina de Los Angeles (Alternative)
Our Lady Queen of Angels, La Placita (Alternative)
Los Angeles Plaza Historic District contributor (National Register of Historic Places)
Nuestra Senora La Reina de Los Angeles (California Register of Historic Resources)

Important Dates

First Cemetery of Los Angeles (site of) Historic Resource

Resource Report Map

Designations

(evaluation)

Designation and Protection Status

Type: Los Angeles Historic-Cultural Monument Date: 1964-03-20 -

External References

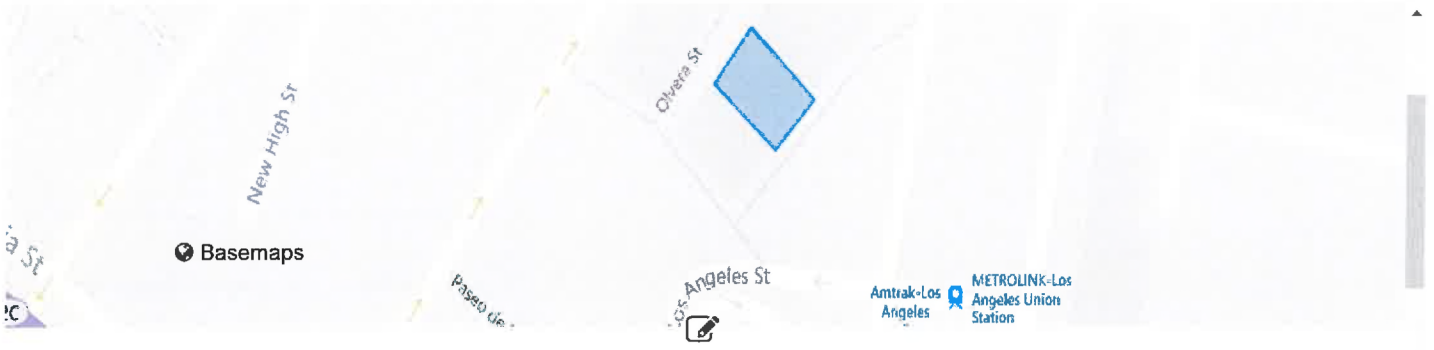
(evaluation)

External System References

Processing ID: HCM-26
Los Angeles Historic Cultural Monument Number: 26

Plaza Substation Historic Resource

Resource Report Map



Resource Report

(overview)

Historic Resource Summary

Names
Plaza Substation (Primary)

Important Dates
No dates recorded

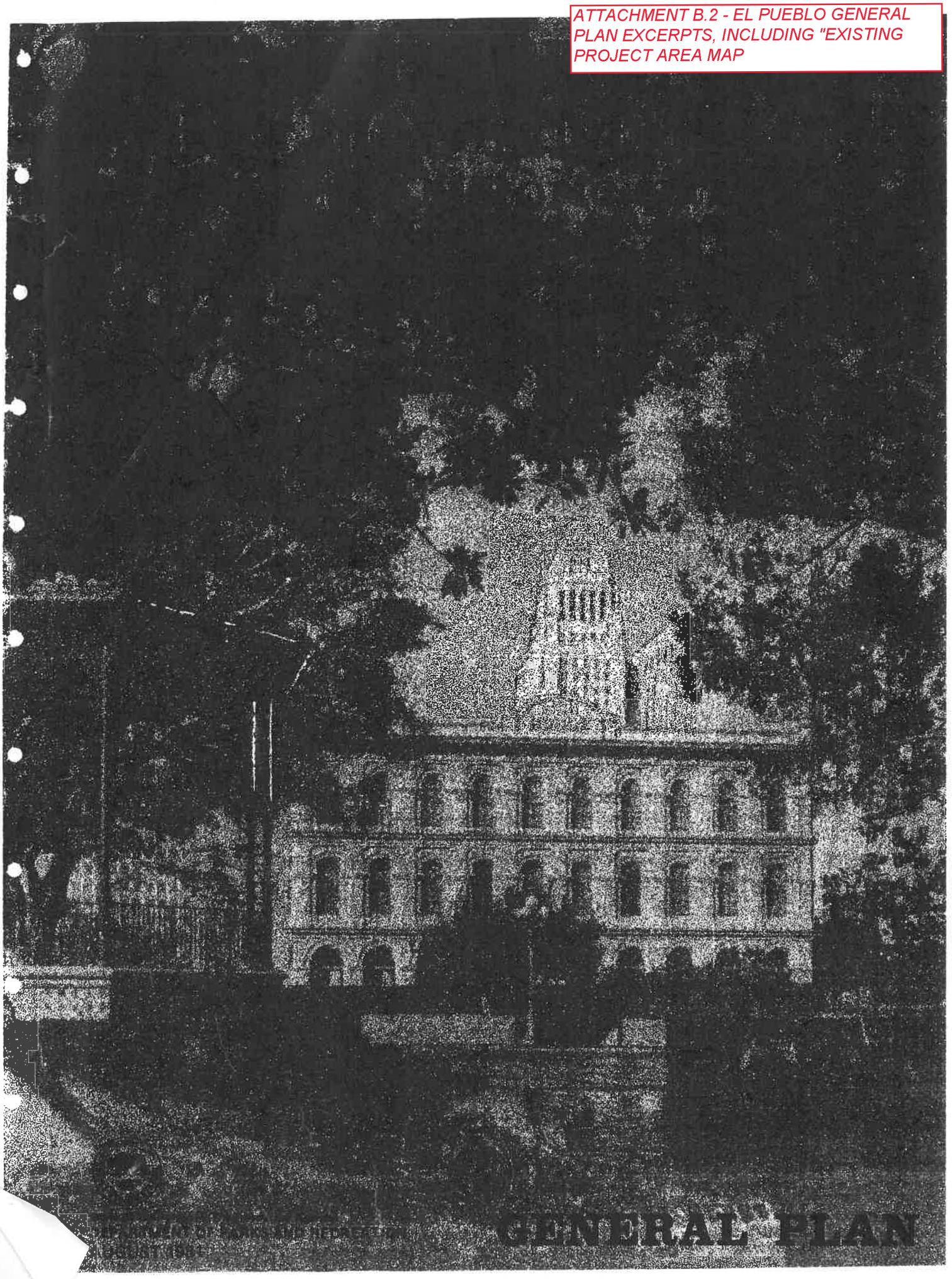
Images
No image available

Resource Types
No types recorded

Architect
No architect information available

Builder
No builder information available

ATTACHMENT B.2 - EL PUEBLO GENERAL PLAN EXCERPTS, INCLUDING "EXISTING PROJECT AREA MAP



GENERAL PLAN

STATE OF CALIFORNIA—RESOURCES AGENCY Edmund G. Brown Jr., Governor

DEPARTMENT OF PARKS AND RECREATION
STATE PARK AND RECREATION COMMISSION
P.O. BOX 2390, SACRAMENTO 95811

Eleven items of concern to be included in the El Pueblo de Los Angeles State Historic Park General Plan adopted in Resolution 19-80 are as follows:

1. That El Pueblo managers and staff be sensitive to the Hispanic cultural background which has made Olvera Street the major attraction it has been for 48 years.

2. That the merchants of Olvera Street shall be identified as a human cultural resource of El Pueblo.

3. Pages 119 and 120 to be rewritten to be in compliance with State law.

4. That new development and commercial development does not overshadow the merchants of Olvera Street.

5. Commission support be given to the closure of Main Street.

6. That the Commission is concerned for the safety of pedestrian crossing at Macy Street.

7. That the resource element be updated with the reference with the new materials which have been presented.

8. That the title page reflect the joint powers involved.

9. That references to "park" be made "park" rather than a "unit".

10. That Commission support is given to allocating resources needed to implement the plan.

11. That the Commission be kept informed of the position of the County and be available to hold public hearings on this issue.

INTRODUCTION

Purpose of Plan

General Purpose

The purpose of the general plan is to provide general guidelines for management, interpretation, and development of El Pueblo de Los Angeles State Historic Park. This plan will serve as a vehicle for communication of the city, county, and state's intentions to the public, in accordance with the park's classification, declaration of purpose, and the stated purpose in the Joint Powers Agreement of 1974. This reads as follows:

> "WHEREAS, STATE, COUNTY, and CITY have cooperated to establish within the territorial boundaries of the City of Los Angeles a permanent historical park to be developed, maintained, and operated as a living memorial to the history and tradition of California life and environment, as a part of the State Park System, to preserve and recreate the Old Pueblo of Los Angeles and the colorful life of the period in which it was established, operated, and maintained, and to interpret the story of its founding, growth, and evolution into the Los Angeles of today, with the understanding that in the attainment of these objectives, cultural, commercial, and economic activities in keeping with the spirit and atmosphere of Los Angeles shall be encouraged..."

This plan was prepared by the State Department of Parks and Recreation, in collaboration with the City of Los Angeles (through its El Pueblo staff of the Department of Parks and Recreation) and with the County of Los Angeles.

The plan is the first for this park in response to the mandate of the Public Resources Code. The plan is also intended to meet the City of Los Angeles' "Master Plan" requirement, under the 1974 Joint Powers Agreement for El Pueblo.

Specific Purpose:

1. To identify and evaluate the park's natural, cultural, and recreational resources.

2. To establish policies for management, protection, and interpretation of these resources.

3. To determine visitor activities and land uses that are compatible with the purpose of the park, the available resources, and the surrounding area.

4. To determine the potential environmental impact of visitor activities, land use, and related development.

5. To establish guidelines for the recommended sequence of park development.

6. To provide an informational document for the public, the legislature, park personnel, and other government agencies.

Project Description/Location

El Pueblo de Los Angeles State Historic Park lies in the center of the busy and extensive downtown Los Angeles area. The historic park is near Los Angeles City Hall to the southwest, Union Station to the east, and Chinatown to the north. The southern boundary of El Pueblo is the Hollywood-Santa Ana Freeway, and major freeway interchanges are nearby. This park is easily accessible from the downtown area, while freeways provide ready access to areas outside the downtown sector.

Ownership/Project Boundaries

El Pueblo is an amalgamation of many plots of land in the downtown area. Lands owned by the State of California include properties in the Pico-Garnier Block, the Olvera Street Block, and smaller parcels north of these blocks. Many parcels outside these areas have been slated for inclusion in the historic park. These parcels, in combination with the state-owned and local government properties, make up the property within the ultimate boundary (Figure 1). The total land within the ultimate boundary is 17.8 ha. (44 acres).

Existing Project Area

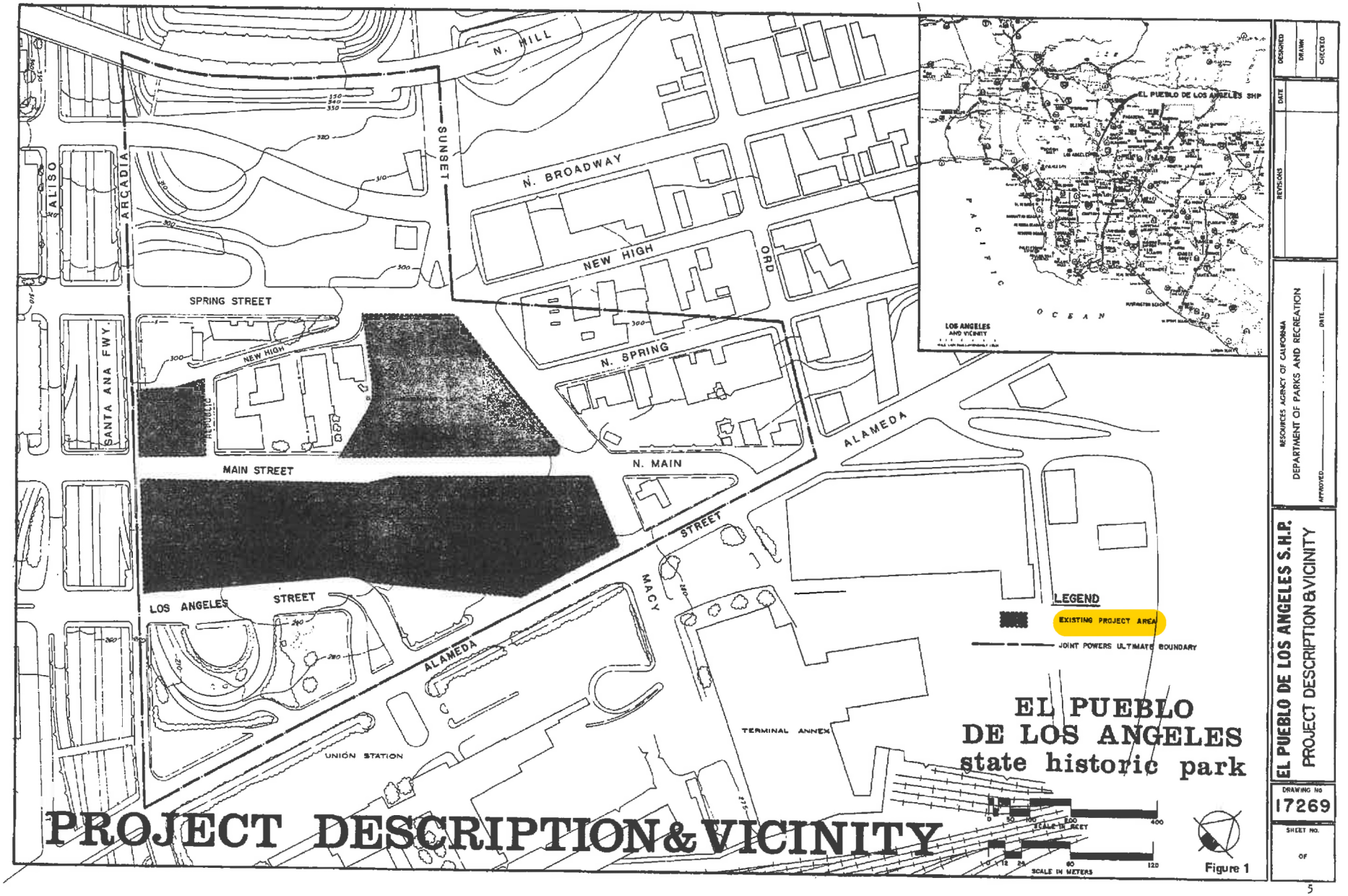
This includes lands owned by the State of California and the City of Los Angeles. The City is the authorized administrator of the park under the 1974 Joint Powers Agreement executed by the State, City, and County of Los Angeles. Lands within the project area are subject to all policies, rules, and regulations of the State Department of Parks and Recreation and this General Plan.

Historical Background

By September 4, 1781, establishment of the pueblo of Los Angeles was complete. The official name of the Spanish town founded by the Governor of the Californios, Felipe de Neve, was El Pueblo de La Reina de Los Angeles, (the town of the Queen of the Angels). From its earliest days, the settlers of the pueblo were of varied ethnic origins: Indian, Spanish, African, and mixed parentage. They were farmers, who had been recruited by Captain Fernando Rivera y Moncada from the areas of Sinaloa and Sonora in Mexico, and included 11 families, with a total of 44 people.

It was not until after the torrential rains of 1815 that the pueblo was moved away from the Los Angeles River to higher grounds at the present site of El Pueblo de Los Angeles State Historic Park. Construction of a new church, which opened onto a plaza immediately northwest of the present-day plaza, began in 1818; the building was not completed until 1822. The area now known as the plaza was probably not laid out until sometime after 1825. One-story adobes, similar in style to the Avila Adobe built on Vine Street about 1818, were constructed around the plaza and in the nearby streets.

By the time Mexico had achieved its independence from Spain, the population of the pueblo had risen to about 800 people; one visitor counted 82 houses in the pueblo in 1828. The descendants of the Gabrielino Indians who had been living near the Los Angeles River when the Spanish explored the region in 1769 continued to live in the area, and were the major work force of the pueblo and the outlying ranchos and missions.



PROJECT DESCRIPTION & VICINITY

Figure 1

DESIGNED | DRAWN | CHECKED

DATE

REVISIONS

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF PARKS AND RECREATION
APPROVED _____ DATE _____

EL PUEBLO DE LOS ANGELES S.H.P.
PROJECT DESCRIPTION & VICINITY

DRAWING NO 17269

SHEET NO. OF

ATTACHMENT B.3 - REGISTER OF HISTORIC PLACES REGISTRATION FORM AND CONTINUATION SHEET FOR LOS ANGELES PLAZA HISTORIC DISTRICT - JUNE 21, 2016

NPS Form 10-900a

OMB No. 1024-0018

(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page ___

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 72000231 **Date Listed: 06/21/2016**

Los Angeles Plaza Historic District Additional Documentation	Los Angeles	CA
Property Name	County	State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper — Date of Action: 6/21/16

Amended Items in Nomination:

Resource Count:
The revised Resource Count for the entire district should read:
20 contributing buildings (#3,5,6,7,8,9,10,11,13,14,15,16,17,18,21,22,23,24,26,& 27)
2 contributing sites (#1 and 4)
6 non-contributing buildings (#2, 12, 19, 25, 28, & 29)
1 non-noncontributing structure (#20)
29 total resources.
[This corresponds to the information provided in the narrative and the district sketch map.]
[All of the above resources were previously listed as part of the 1972 nomination, except for Buildings #2, Old Plaza Church Rectory and #19, Avila Annex, which were completed after 1972. The previously listed and counted Brunswig Annex was demolished in 2008.]

Acreage:
The original acreage count of 42 acres in the 1972 nomination was incorrect and has been revised to accurately represent the approximately 9.5 acre site identified on the district map.

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Los Angeles Plaza Historic District (Amendment)
Other names/site number: El Pueblo de Los Angeles State Historic Park District; El Pueblo de Los Angeles; El Pueblo de Los Angeles Historic District
Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing)
N/A

2. Location

Street & number: Roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles/N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).
City or town: Los Angeles State: California County: Los Angeles
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide _x_local

Applicable National Register Criteria:

_x_ A ___B _x_ C ___D

State Historic Preservation Officer 5/3/16

Signature of certifying official/Title: **Date**

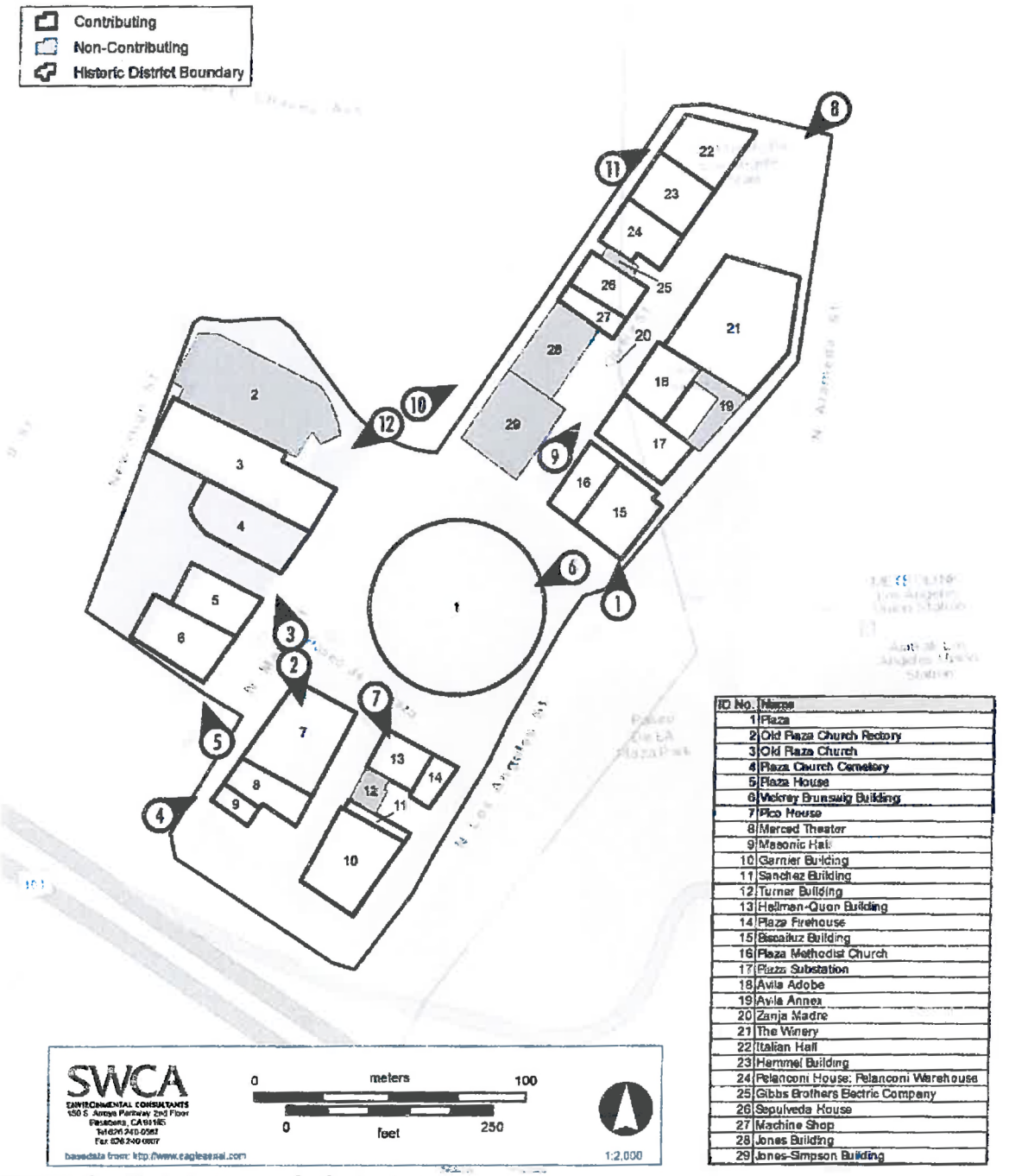
California Office of Historic Preservation

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**



ID No.	Name
1	Plaza
2	Old Plaza Church Rectory
3	Old Plaza Church
4	Plaza Church Cemetery
5	Plaza House
6	Vickrey Brunswig Building
7	Pico House
8	Merced Theater
9	Masonic Hall
10	Garnier Building
11	Sanchez Building
12	Turner Building
13	Hellman-Quon Building
14	Plaza Firehouse
15	Biscailuz Building
16	Plaza Methodist Church
17	Plaza Substation
18	Avila Adobe
19	Avila Annex
20	Zanja Madre
21	The Winery
22	Italian Hall
23	Hammel Building
24	Pelanconi House; Pelanconi Warehouse
25	Gibbs Brothers Electric Company
26	Sepulveda House
27	Machine Shop
28	Jones Building
29	Jones-Simpson Building

Figure 1. Sketch map and photo key.

National Register of Historic Places Program

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Property Name	**Los Angeles Plaza Historic District (Additional Documentation)**
Reference Number	AD_72000231_06_21_2016
State	California
County	Los Angeles
Town	Los Angeles
Street Address	Roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles/N. Alameda Streets (east). W. Arcadia Street (south). and N. Spring Street west.
Multiple Property Submission Name	N/A
Status	accepted 6/21/2016
Areas of Significance	Exploration/Settlement, Community Planning/Development, Architecture
Link to full file	https://www.nps.gov/nr/feature/places/pdfs/AD_72000231_06_21_2016.pdf

Image

As listed on the National Register ofHistoric Places in 1972, the Los Angeles Plaza Historic District is significant as "the living composite story of Los Angeles from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation's largest city on the Pacific basin." A 1981 amendment to the nomination form added five additional buildings, which reflected the "Americanization" of Los Angeles and the "strong involvement of French and French Canadian settlers in this predominantly Hispanic town of the 1870's and 1880's." Although the 1972 nomination and the 1981 amendment discuss the historical significance of the district, they do so in general terms and do not identify applicable criteria or areas of significance. The current amendment incorporates previous documentation with new information to clearly define the district's significance in a manner consistent with present-day preservation standards.

Any Associated Files

Weekly List Search Page

Properties are listed in the National Register of Historic Places under four criteria: A, B, C, and D. For information on what these criterion are and how they are applied, please see our Bulletin on How to Apply the National Register Criteria

Quicklinks

Search the National Register Database
Find out what we listed this past week
Features

Last Updated: 05/19/2011 10:00 ET

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Los Angeles Plaza Historic District (Amendment)

Other names/site number: El Pueblo de Los Angeles State Historic Park District; El Pueblo de Los Angeles; El Pueblo de Los Angeles Historic District

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing

N/A

2. Location

Street & number: Roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles/N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).

City or town: Los Angeles State: California County: Los Angeles

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title: **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	[x]
Public – Local	[x]
Public – State	[ ]
Public – Federal	[ ]

Category of Property

(Check only **one** box.)

Building(s)	[ ]
District	[x]
Site	[ ]

Structure ☐

Object ☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
21	7	buildings
1		sites
	1	structures
		objects
22	8	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use
Historic Functions
(Enter categories from instructions.)
COMMERCE/business
COMMERCE/warehouse
RELIGION/religious facility
DOMESTIC/single dwelling
DOMESTIC/hotel
LANDSCAPE/plaza
GOVERNMENT/fire station
FUNERARY/cemetery
RECREATION AND CULTURE/theater
SOCIAL/meeting hall

Current Functions
(Enter categories from instructions.)
COMMERCE/business
COMMERCE/restaurant
COMMERCE/warehouse
RELIGION/religious facility
LANDSCAPE/plaza
FUNERARY/cemetery

7. Description

Architectural Classification
(Enter categories from instructions.)
COLONIAL/Spanish Colonial
LATE VICTORIAN/Stick/Eastlake
LATE VICTORIAN/Italianate
OTHER/Adobe

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Concrete foundations; brick, adobe, wood, and stucco walls; asphalt and terra cotta roofs.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Los Angeles Plaza Historic District encompasses approximately 9.5 acres in downtown Los Angeles, California. The district includes 22 contributing and 8 noncontributing resources, which date from the early 19th century through the early 20th century. It occupies a relatively level portion of land between the Los Angeles River (approximately 0.6 miles to the southeast) and the hilly terrain to the northwest. Centered on an open plaza, the district is roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles and N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west).

Located in the historic core of Los Angeles, the district represents a rare, intact, and diverse group of historic/cultural resources that exemplify the founding and early growth of the city. These resources include buildings and sites from the city's Spanish, Mexican, and early American periods, and range from 18th century adobe buildings and large Victorian commercial blocks, to Spanish Revival buildings from the early 20th century.

The district was first listed in the National Register of Historic Places on November 3, 1972. The nomination was subsequently amended on October 29, 1981 to include five additional contributing resources and to provide additional information on two buildings listed in the original nomination.

The National Register nomination for the Los Angeles Plaza Historic District is being updated to fulfill the following objectives:

(1) To reframe the nomination in accordance with current historic preservation standards (in particular, those outlined in *How to Complete the National Register Registration Form*, 1997).

(2) To add, remove, and reclassify contributing resources. A number of resources were previously included within the boundaries of the district but not identified as contributing or non-contributing. These include the Italian Hall, the Plaza Substation, the Simpson-Jones Building, and the Hellman-Quon building, among others.

(3) To include as a contributing element the Plaza Church Cemetery (which at the time of the 1972 and 1981 nominations consisted of a surface parking lot). Partially excavated in 2010/2011, the Plaza Church Cemetery is now covered with a memorial garden with interpretive signage.

(4) Removal of the Brunswig Annex, which was demolished in 2008, from the list of contributors.

Narrative Description

Throughout the Spanish and Mexican periods, the Plaza area was the center of life for the developing pueblo. It was the location of the Plaza Church, its cemetery, and the community's primary water source, the Zanja Madre. In addition, the Plaza area was fashionable for residential construction during the Spanish and Mexican periods and was surrounded by the adobe townhouses of the city's most prominent families, including the Sepulvedas, Olveras, and Lugos. Little immediate change occurred within the Plaza area in the early American period as evidenced by a report from 1860, which described Los Angeles as a group of one-story houses mostly "build [sic] of adobe or some burnt brick with very thick walls and flat roofs" (National Register of Historic Places, 1972).

While the area north of the Plaza retained a characteristically Mexican-colonial character in the following decade, the area to the south began a transformation into a vibrant American city, reflective of the latest trends and styles in architecture. Buildings constructed between the late 1850s and 1870s in the Plaza continue to reflect this era. They consist primarily of brick buildings with Victorian and Italianate designs. Extant examples include the Pico House, Masonic Hall, and Merced Theater. With the arrival of the railroad and subsequent population and construction boom of the 1880s, the rate of this transformation intensified. Many of the flat-roofed adobe buildings of the Spanish and Mexican periods were demolished to make way for more contemporaneously designed buildings, including the Eastlake Sepulveda House and the Richardsonian Romanesque Garnier Block.

A number of smaller brick commercial blocks were developed along Olvera Street during the early 20th century. However, the shift of the central business district southward, as well as the continued outward growth of the city, resulted in the overall deterioration of the Plaza area by the 1920s. By this time, Olvera Street was an unpaved alley used to make deliveries to the rear entrances of the shops fronting Main Street; the Avila Adobe was condemned by the Department of Health, declared unfit for human habitation (Poole and Ball 2002:48).

The state of Olvera Street by this time inspired the efforts of Christine Sterling to preserve and transform the area, in a romanticized transformation of Olvera Street into a Mexican-colonial open-air market, complete with *puestos* (or small street smalls) and a statue commemorating the founding of Los Angeles. This renewed interest in Los Angeles's historic core also resulted in the construction of new buildings such as the Plaza Methodist Church and Biscailuz Building, which were constructed in the Spanish Revival style popular during the 1920s.

Although some buildings have been altered since the 1981 update, the components that define the historic character of the district remain intact and largely unchanged. The district retains integrity and continues to convey the sense of its historic environment dating to the period of significance.

Individual Building Descriptions

The following section draws primarily from the previous nomination forms, noting any changes that have occurred since the district was last amended in 1981.

1. Plaza, North Main Street, circa 1815 – Contributing

Since its early development, the central focus of activity in El Pueblo de Los Angeles was and continues to be the Plaza. The Plaza was laid out at its present-day location between 1825 and 1830 following recurring flooding of the Los Angeles River. By the 1830s, it was a square, open plaza surrounded by the adobe townhouses of prominent settlers. The city's first water storage tank was constructed at the center of the plaza in 1861, where it remained until it was removed in 1871. At that time, the Plaza was reshaped into a circular design, and the central fountain was installed. In 1875, the Plaza was landscaped with orange and cypress trees, and around 1878 the four Moreton Bay fig trees were planted at each side. Paved in cement, the circular Plaza features brick diagonal strips that radiate out from the wrought-iron bandstand at the center, which was installed in 1962. The Plaza is framed around the exterior by low walls of patterned brick that were laid in 1930.

2. Old Plaza Church Rectory, 535 North Main Street, 1983 – Non-Contributing

Located to the north of the Old Plaza Church is the Plaza Church Rectory, an office and pastoral center which was constructed in two phases and completed in 1983. The one- and two-story

building features a clay-tile roof and is connected to the Plaza Church via a walkway at the rear (west), forming a central courtyard to the north of the church. The building replaced an earlier rectory dating to 1913.

In 1981, in preparation of the rectory's construction, the Northridge Archaeological Research Center (NARC) conducted a study of the area north of the church on behalf of the Archdiocese of Los Angeles. The study concluded that the area was likely to contain "intact archaeological foundations, features, and artifacts associated with the Padre's quarters" (Singer et al. 1981:33). The study also raised the possibility that the area contained "part of the old cemetery and the old Church garden compound" as well as "aboriginal materials and features associated with the village of *Yang-na*." NARC conducted test excavations at the site, including 44 test units, over approximately eight months in 1981. Five truckloads of additional site materials were transported to the Andres Pico Adobe, and at least two loads were screened and cataloged (Kealhofer 1991:278–280). If NARC produced a report of their findings, it is not housed at the South Central Coastal Information Center (SCCIC). The team did produce a record for the site, however, which was given the designation CA-LAN-1112H. The record (NARC 1981) indicates that no human remains had been identified in the excavations as of July 3, 1981.

The results of the NARC excavations were presented in a dissertation prepared by Kealhofer (1991), along with detailed analyses of recovered ceramic artifacts, particularly native-made Mission ware, and faunal bone, particularly cattle. Kealhofer describes a 7-m diameter, Spanish Colonial period trash pit that was once located in the backyard of one of the original plaza house lots, possibly that owned by Pablo Rodriguez from 1781 to 1796. The pit appears to have contained materials from multiple households, however, and it may have been used until the construction of the church in 1818. The excavation revealed several additional features, including the cobble foundations of the original padre's house, as well as later deposits dating through the 1860s, and to a lesser extent, the 1920s. While this evidence suggests the archaeological site may have the potential to yield information, without additional documentation to identify its current integrity, it is not possible to include it as a contributing resource at this time.

3. Old Plaza Church, 535 North Main Street, 1822 – Contributing

The Old Plaza Church is located along North Main Street immediately northwest of the Plaza. Also known as *Iglesia de Nuestra Señora la Reina de Los Angeles*, or affectionately as *La Placita*, the church was constructed between 1815 and 1822 and is the oldest church in Los Angeles. As originally constructed by Native American laborers, the building was much smaller and capped with a flat brea roof, which was later replaced by wood, and more recently by pitched clay tile. The transepts were most likely constructed during the 1840s; after the primary (east) façade collapsed in 1861 due to heavy rains, it was replaced by the present stucco-covered brick façade. The façade features a wide triangular pediment flanked by pointed buttresses, which is different than an earlier curved gable and double doors that were situated under an arched opening. A Victorian-style bell corner on the southern corner of the façade, also flanked by pointed buttresses, was added in 1869. In 1913, the church was enlarged by expanding the

sanctuary and west end to the building. Finally in 1965, a new church was added at the northwestern end to accommodate the growing congregation. The original church currently serves as a chapel.

4. Plaza Church Cemetery, North Main Street, 1822 – Contributing

The Los Angeles Plaza Church Cemetery, in use between 1823 and 1844, included burial areas north, south, and possibly east of the Old Plaza Church. The southern area, described here, is located on an approximately 0.36-acre lot situated between the Old Plaza Church to the northeast and the Plaza House to the southwest. The cemetery is presently landscaped as a memorial garden and enclosed by a decorative fence. Following the opening of the nearby Calvary Cemetery in 1844, the grave markers at the Plaza Church Cemetery were removed and an orange grove was planted on the site. The land was leased by the Church sometime around 1900, and by 1905 a small commercial building fronting North Main Street was constructed on the site. Following the purchase of the land by the County of Los Angeles in 1950, the building was demolished and the site was paved to develop a parking lot, which remained in place until its removal in 2001. The site was landscaped with grass and enclosed with a fence until 2010 when construction activities for the LA Plaza de Cultura y Artes project resulted in the discovery of historic graves and a subsequent archaeological excavation of the cemetery.

A total of 106 burial features, along with associated artifacts, were identified as a result of the osteological and archaeological analysis of materials recovered from the site during the 2010-2011 excavation efforts (Dietler et al. 2012), and the site was given the designation CA-LAN-4218H. A minimum number of individuals (MNI) of 130 was calculated as result of analysis; however, burial journal records indicate that a total of 693 individuals were interred at the cemetery between 1823 and 1844 (Huntington Library 2006). Burial records of the Plaza Cemetery indicate that Hispanic, Native American, and individuals of varied heritage were buried in the cemetery. The site was found to be previously disturbed, as evidenced by extremely fragile and often commingled skeletal remains and poor artifact condition. Nevertheless, many graves were substantially intact at the time of excavation, including associations between human remains and funerary artifacts.

5. Plaza House/Garnier Block, 507-511 North Main Street, 1883 – Contributing

Constructed in 1883 by early Los Angeles developer Phillipe Garnier, the Plaza House is located southwest of the Plaza Church Cemetery on North Main Street. The two-story brick building was designed by the pioneering Los Angeles architecture firm of Kysor and Morgan, consisting of Ezra F. Kysor and Octavius Weller Morgan Sr. A native of New York, Kysor was one of Los Angeles's earliest and most prolific architects in the final quarter of the nineteenth century. Kysor's early commissions included the Pico House and Merced Theater (described below) and the Saint Vibiana Cathedral. With its Italianate stylistic detailing, the building initially housed commercial space on the ground floor and a hotel on the second floor. Following an earthquake in 1971, much of the original ornamentation on the primary (east) façade was removed for fear

of seismic hazard. Recently, however, the exterior of the building was rehabilitated with the reconstruction of many of the building's original decorative elements, including the bracketed cornice, dentils, and paneled frieze, as well as the detailed central triangular pediment. This work was completed as part of the building's adaptive reuse by the County of Los Angeles for the LA Plaza de Cultura y Artes center.

6. Vickrey-Brunswig Building, 501 North Main Street, 1888 – Contributing

Adjacent to the Plaza House on the corner of Republic Street and North Main Street, the Vickrey-Brunswig Building was one of the city's first five-story buildings. Commissioned by Indiana native and investor William Vickrey at the height of the 1880s building boom, the Vickrey-Brunswig Building originally served as ground-floor retail space with lodging in the upper floors. The building was designed by pioneering Los Angeles architect Robert Brown Young, principal of R.B. Young & Son, in a transitional Victorian-Italianate style. After Vickrey declared bankruptcy with the collapse of the 1880's boom, the building was purchased by Frederick W. Braun in 1897. Braun, along with his partner Lucien Napoleon Brunswig, established one of Los Angeles's earliest pharmacies and drug stores in the building. In 1907, Brunswig purchased from Braun his interests in the company, which was renamed the Brunswig Drug Company. As with the Plaza House, much of the Vickrey-Brunswig Building's original ornamentation was removed following the 1971 Sylmar earthquake. As part of its adaptive reuse for the LA Plaza Cultura y Artes center, the exterior of the building was rehabilitated and many of the original features were repaired and restored; this included the reconstruction of the bracketed cornice, decorative paneled frieze, dentils, and roof cresting. Additionally, the centrally located triangular pediments were reconstructed, presently featuring the name of the building's last occupants during the period of significance.

7. Pico House, 424 North Main Street, 1869-70 – Contributing

The Pico House, located at the corner of North Main Street and the southwest edge of the Plaza, is a three-story stone and brick hotel built in 1869-70 by Pio Pico, the last Mexican governor of Alta California. The 82-bedroom Pico House was the first three-story building in Los Angeles, and at the time of construction, was considered the finest hotel in southern California. The hotel office, a lobby, two dining rooms, and two stores occupied the ground floor, and suites and a public parlor filled the second floor. Only sleeping rooms were contained on the third. The building also includes two interior courts. The Italianate building was designed by pioneering Los Angeles architect Ezra F. Kysor. The stucco-clad exteriors fronting North Main Street and the Plaza were painted to look like blue granite, with segmental-arched windows used to give the façade an arcade effect. A belt course encircles the building at the second- and third-floor sill levels. Marking the roof line and spanning the façade is a projecting cornice, accented with dentils and brackets, and a paneled frieze beneath. Shaped parapets contain the building's name over the central bays.

8. Merced Theater, 420 North Main Street, 1870 – Contributing

Abutting the southwest end of the Pico House, the Merced Theater was constructed by William Abbot in 1870 and was the first building constructed in Los Angeles specifically for the presentation of dramatic performances (Poole and Ball 2002:103). Like the Pico House, the Merced was designed by architect Ezra F. Kysor in an ornate Italianate style, with gold painted finials on the roof and balconies, and arched windows deeply set along the façade. Marking the roof of the building is a prominent decorative cornice, which spans the façade and is accented beneath by a course of dentils and a paneled frieze. A curved, partial parapet caps the building. The ground floor, which has housed a saloon, a church, and an armory for the Los Angeles Guard, features a recessed entrance with multi-paned windows. In 1960, the basement was connected to the Garnier Building basement under Sanchez Street.

9. Masonic Hall, 416 North Main Street, 1858 – Contributing

The Masonic Hall is a two-story brick building located on the northeast corner of North Main Street and Arcadia Street. Constructed in 1858, the building was designed by William Perry and James Brady for Los Angeles Lodge No. 42 A & FM (Accepted and Free Masons), and was the first specifically-built lodge meeting hall in Los Angeles. The lodge occupied the second story until 1868, and the ground floor was used for storage and commercial purposes. In the 1870s, the primary (northwest) façade was altered to conform more closely to the Pico House and Merced Theater through the addition of the second floor balcony and the addition of stucco sheathing. The first floor features three pairs of glass- and wood-paneled doors placed under segmental-arched transoms. An elaborate cornice, accented with brackets, dentils, and a paneled frieze, spans the edge of the flat roof. The building was saved from demolition for freeway construction in 1953 when the Los Angeles Masonic community campaigned for its preservation. Restored by the State of California in 1960-62, the building was rededicated as a Masonic Hall in 1962.

10. Garnier Building, 419 North Los Angeles Street, 1890 – Contributing

Located on the northwest corner of Arcadia Street and North Los Angeles Street, the Garnier Building was constructed by early Los Angeles developer Philippe Garnier in 1890 specifically to be used by Chinese renters. The two-story brick and sandstone building was designed by Abraham M. Edelman in a Richardsonian Romanesque style, characterized by rounded stone corbel posts. Garnier only constructed the exterior walls of the building, with Chinese lessees completing the interior walls. Until the State of California acquired the building in the late 1940s, the building acted as the unofficial "City Hall" for the Chinese-American population in Los Angeles. With much of San Francisco's original Chinatown destroyed during the 1906 earthquake and subsequent fires, it stands as one of the oldest surviving Chinese-American-related buildings in a California metropolitan area (Poole and Ball 2002:104). While the two southwest bays were demolished for construction of U.S. Route 101 in 1953, the remaining original portion of the building retains integrity and is currently occupied by the Chinese American Museum.

11. Sanchez Building, 425 North Los Angeles Street, 1898 – Contributing

The Sanchez Building is a narrow 3-bay, 2-story brick building located to the south of the Turner Building. Constructed in 1898, it was primarily used by Chinese Americans for commercial and residential purposes. Brick segmental arches head the first-floor wood- and glass-paneled doors with transoms. The 1-over-1 wood sash windows on the second story have brick labels with corbel stops; decorative brickwork runs along the flat roofline. Like the Garnier Building, the Sanchez Building is currently occupied by the Chinese American Museum.

12. Turner Building, 430 Sanchez Street, 1960 – Non-Contributing

The Turner Building adjoins the Sanchez Building to the southwest and the Hellman-Quon Building to the northeast. Constructed in 1960, it is a one-story brick building designed to complement the neighboring buildings.

13. Hellman-Quon Building, 130-132 Paseo de la Plaza, 1900 – Contributing

Constructed in 1900 by Isias Hellman, the Hellman-Quon Building is a one-story brick building fronting on the Plaza. It was long rented by Quon How Shing, who purchased the building in 1920 and owned it until 1954 when the State of California acquired it. The building features rectangular multi-paned windows set under segmental arched and rectangular heads, and brick corbelling, which runs along the flat roof line. Partially rehabilitated, the building is currently used for exhibitions, meetings, and education workshops.

14. Plaza Firehouse, 134 Paseo de la Plaza, 1884 – Contributing

The Plaza Firehouse is a 2-story brick building located on the corner of Paseo de la Plaza and Los Angeles Street. Constructed in 1884, it was the first structure in Los Angeles designed specifically for firefighting equipment and crews, serving in this capacity until 1897. It was converted to other uses following its use as a fire station, such as sleeping rooms on the second floor and a restaurant and saloon on the ground floor. The building features a corbel table that decorates a low stepped parapet and plain brick segmental-arched window heads and 2-over-3 wood sash windows. Above the wide-paneled wood station doors is a frame balcony with a shed roof. The building was completely restored, which included the reconstruction of a cast dome for the fire alarm, and currently operates as a museum that displays firefighting equipment dating to the late nineteenth and early twentieth centuries.

15. Biscailuz Building, 125 Paseo de la Plaza, 1926 –Contributing

Adjoining the Plaza Methodist Church to the southeast is the Plaza Community Center (Biscailuz Building) which was constructed in 1926 as the United Methodist Church Conference Headquarters. The present appearance of the four-story masonry building is largely the result of exterior alterations completed during the 1960s that were designed to give the building a more Spanish style appearance. These include the addition of a tiled hipped roof to the previously flat

roof of the main block, the combination of original three-bay window groupings to create single windows, and the alteration of the original segmentally arched arcade-like entry, which now features a continuous arcade with round arches that extends around the east side of the building. The lower southeast wall of the building features a mural from 1978 by Los Angeles Artist entitled "The Blessing of the Animals," which depicts a traditional ceremony that takes place within the Plaza Area every year on the Saturday before Easter.

The 1981 nomination amendment was prepared in part to include the Biscailuz Building as a contributing building within the Los Angeles Plaza Historic District. As discussed in 1981, the building is visually linked to the district and contributes to the overall historical character of the area. While altered, the building conforms to the general height and scale of the district and remains in its original location.

16. Plaza Methodist Church, 115 Paseo de la Plaza, 1926 – Contributing

The Plaza Methodist Church is located at the intersection of Olvera Street and Marchesseault Street, immediately adjacent to the Plaza Community Center (Biscailuz Building). Constructed in 1926, the three-story building was designed in a Spanish Churrigueresque style by the architecture firm of Train and Williams, established by Robert Farquhar Train and Robert Edmund Williams.

The building features sculptural ornamentation and a Moorish dome of yellow and green tile with a garlanded finial at each corner. Entrance to the building is a granted through a full-story paneled wood door, which is topped by an elaborate leaded-glass window and a large trefoil surround. The decorative detailing of the door surrounds is elaborate and the focal point of the design. While the building maintains its integrity on the exterior, the interior was significantly altered in the 1960s, including the removal of architectural detailing and the elevation of the altar onto a large platform.

17. Plaza Substation, 611 North Los Angeles Street, 1903-04 – Contributing

The Plaza Substation is located along the east side of Olvera Street and was constructed in 1903-04 as the first and largest of fourteen substations built to supply electrical power for the Los Angeles Railway Company. Because of the sloping terrain of its site, the brick masonry building is three stories on its Olvera Street elevation (on the northwest) and four stories on its southeast elevation.

Divided into five bays by buttresses, the façade features brick pilasters and a roof supported by elaborate wooden trusses. Rectangular wood-framed windows are set into segmental-arch surrounds, with two banks of clerestory windows. The building's ornamental stepped parapet was removed after the 1971 Sylmar earthquake but restored in 1989-90. In 1978, the Plaza Substation was individually listed in the National Register of Historic Places for its association with the transportation of history of Los Angeles.

18. Avila Adobe, 10 East Olvera Street, 1818 – Contributing

Located to the north of the Plaza Substation is the Avila Adobe, which was constructed by Don Francisco Avila in 1818. The one-story adobe building is the oldest existing residence in Los Angeles. At the time of its construction, it featured three-foot thick adobe walls, packed earth floors, and a flat roof sheathed with a mixture of tar, rocks, and horse hair. Wood floors, doors, and window frames were later additions, as was the full-width planked veranda and steps fronting Olvera Street. In 1868 the Avila family vacated the house; in subsequent decades, it was used as a boarding house and eventually an Italian restaurant and hotel. When it was threatened with demolition in the 1920s, Christine Sterling was inspired to restore the building and eventually transform the rest of Olvera Street. It was donated to the State of California when the Plaza area became a state park in 1953 and subsequently has operated as a historic house museum.

19. Avila Annex, 10 East Olvera Street, 1974 – Non-Contributing

The Avila Annex is a one-story, L-shaped building located in the rear (southeast) patio of the Avila Adobe. The building was constructed in 1974 and currently houses park staff offices and restrooms.

20. Zanja Madre, Olvera Street, ca. 1781 – Non-Contributing

Known to be located underneath Olvera Street is a segment of the Zanja Madre, or mother ditch, which is an early water conveyance system initially built in 1781 to divert water from the Los Angeles River to the newly established Pueblo. Originally an open earth ditch, this segment of the zanja was encased by a conduit brick masonry pipe between 1884 and 1888 (Hall 1888).

Numerous historical maps and accounts indicate that the zanja traveled southwest from the river between present-day North Broadway and North Alameda Street to the approximate intersection of West Cesar Chavez Avenue and North Main Street (Ord 1849; Kellehrer 1875; Ruxton 1873). From that point, the zanja traveled south across Olvera Street to the junction of North Alameda Street and North Los Angeles Street and then continued to the southwest, eventually branching into several numbered zanjas.

An archaeological excavation undertaken in 1978 identified a portion of the brick-lined Zanja Madre that appeared to exit from the Avila Adobe property, indicating the alignment depicted in historical maps is indeed correct (Costello and Wilcoxon 1978). While this evidence leaves little doubt that segments of the zanja traverse the boundaries of the district, without additional documentation to identify the resource and its current integrity, it is not possible to include it as a contributing resource at this time.

21. The Winery, 11 East Olvera Street/845 North Alameda Street, 1870-1914 – Contributing

Located at the northeast end of Olvera Street, the one-story Winery building was constructed in stages between 1870 and 1914. The polygonal brick building was one of several wineries operated by Italian-Americans living in the pueblo area in the late nineteenth and early twentieth centuries. Presently the building (which was subdivided in 1930) functions as exhibit space, shops, and offices; as well as a restaurant, which is located within the portion fronting Olvera Street.

22. Italian Hall, 644-650 North Main Street, 1907-08 – Contributing

The Italian Hall is a two-story masonry building located at the northernmost end of Olvera Street. Built in 1907-08, the building was the social center for the town's Italian community and used for banquets, weddings and dances. Developer Marie Hammel chose architect Julius W. Krause to design the building, which features yellow-colored brick on the northwest and northeast elevations and unpainted brick on the elevation facing Olvera Street. Sash windows are placed within rectangular and segmental arched openings, and the primary entrance on North Main Street is located under a wrought iron balcony. After shops opened on Olvera Street in 1930, the Italian-American groups began moved towards larger quarters. Current plans call for the upper floor to house a museum on the history of Italian immigrants in Los Angeles.

On the second-story southwestern elevation is the 18 x 80-foot mural, *America Tropical*. The mural was painted by the prominent Mexican artist and activist David Alfaro Siqueiros and is his only surviving public mural in the United States (Poole and Ball 2002:90). When it was completed in 1932, *America Tropical* provoked controversy due to its content, which depicts a Mexican Indian crucified on a double cross beneath an American eagle, with two sharpshooters taking aim at the eagle from a nearby rooftop. Negative reaction to the mural resulted in the mural being partially covered with white paint within a year, and completely covered by the end of the decade. Early conservation efforts began in the 1970s, with substantial steps not occurring until the late 1980s. Over the following two decades, additional research, fundraising, and conservation efforts were carried out, and in 2012 the mural was reopened with a protective shelter and viewing platform, and an interpretative center in the Sepulveda House.

23. Hammel Building, 634-642 North Main Street, 1909 – Contributing

Adjoining the Italian Hall to the northeast and the Pelanconi House and Warehouse to the southwest, the Hammel Building is a one-story brick building constructed in 1909 by developer Marie Hammel. The building features a flat roof, trimmed with a continuous cornice lined with dentils and four storefront openings along its northwest elevation. As originally built, the building housed four light-industrial shops and a partial basement/storage area along Olvera Street. In the 1930s, staircases were added to the southeast elevation to provide access to the building from Olvera Street, and small basements were excavated in the 1940s to provide additional commercial space. A large canopy was constructed on the north end of the building in 2012 to protect the *America Tropical* mural, which is painted on the exposed second story, south

wall of the adjacent Italian Hall. The protective shelter consists of a wrapped steel-framed canopy and free-standing, angled side panels on the North Main Street and Olvera Street elevations. While this structure is a highly visible addition to the Hammel Building, it is reversible and its design and materials are clearly differentiated from the original building; this alteration therefore has not compromised the building's integrity and ability to convey its period of significance.

24. Pelanconi House, 17 West Olvera Street, circa 1852-57; Pelanconi Warehouse, 630-632½ North Main Street, 1910 – Contributing

The Pelanconi House and Warehouse are located along the west side of Olvera Street between the Hammel Building to the northeast and the Gibbs Brothers Electric Company Building to the southwest. Constructed circa 1852-57, the small 2-story building is one of the first brick buildings in Los Angeles, and the oldest surviving example. The ground floor, or exposed basement, initially housed a wine cellar, and living quarters were located above. The house was built by Giuseppi Covaccichi and purchased by Antonio Pelanconi in 1871, who used the first floor store wine from his winery across the street. Fronting North Main Street, the Pelanconi Warehouse, a brick masonry building, was constructed by the Pelanconis in 1910. The warehouse was connected to the residence in 1930 through the removal of the adjoining wall when La Golondrina Mexican restaurant moved into the ground-floor of the building, which continues to occupy this space.

25. Gibbs Brothers Electric Company, 626 North Main Street, 1919 – Non-Contributing

Constructed in 1919, the Gibbs Brothers Electric Company is a small, one-story brick masonry building sheathed in stucco. It is located between the Pelanconi House and Warehouse to the northeast and the Sepulveda House to the southwest. The building has been significantly altered since its construction, including the installation of modern storefront windows on the primary (northwest) façade, which were in place by 1990. Additional work was performed in support of the development of the *America Tropical* Interpretive Center in 2012, which encompasses the Gibbs Brothers Electric Company Building and the adjacent Sepulveda House. These two buildings were connected through the partial removal of their adjoining interior wall. Additionally, a large double door was installed at the rear (southeast) of the building and a viewing platform was constructed on top of the building.

26. Sepulveda House, 622-624 North Main Street, 1887 – Contributing

The Sepulveda House is a two-story brick building fronting North Main Street. The building was constructed in 1887 by Eloisa Martinez de Sepulveda for commercial-residential use. Designed by architects George F. Costerisan and William O. Merithew, the building displays features of the Eastlake architectural style, an idiom that is not commonly seen in Los Angeles. The Sepulveda House represents the city's transformation from its early Mexican traditions. Architectural details characteristic of this style include two prominent bay windows situated over two individual storefronts, as well as a mansard roof, bracketed cornices, and wrought-iron

cresting. The Sepulveda House included twenty-two rooms when constructed, with a central breezeway running the width of the building. Possibly used as a bordello in the early twentieth century, it operated as USO canteen during World War II and currently houses the *America Tropical* Interpretive Center.

27. Machine Shop, 10 West Olvera Street, 1910 – Contributing

Located south of the Sepulveda House, the Machine Shop is a narrow one-story brick masonry building constructed in 1910. It has rectangular window surrounds and a flat roof, with a parapet marking the the Olvera Street (southeast) elevation. Originally constructed as a machine shop, the building was used for light industrial functions such as tinsmithing, electroplating, metal patterning, and machining. Two of the three arched openings on the Main Street (northwest) elevation have been in-filled with stucco. The central arch features vertical wood plank double doors with wrought-iron boards. With the transformation of Olvera Street in the 1930s, the primary entrance was shifted to Olvera Street and adapted for use as the Leo Carillo Theatre. Presently, it functions as one of the many commercial spaces along Olvera Street.

28. Jones Building, 608-618 North Main Street, circa 1888 – Non-Contributing

Constructed in circa 1888, the Jones Building is a one-story brick masonry building that originally faced North Main Street (eastern elevation). As built, the flat-roofed building was divided into five individual spaces containing industrial uses, such as plumbing and tin shops, harness and leather shops, and blacksmith shops. Following the transformation of Olvera Street, the primary entrances of the building were reversed to face Olvera Street.

29. Jones-Simpson Building, 103 Paseo de la Plaza, 1894 – Non-Contributing

Located at the southwestern end of Olvera Street, the Jones-Simpson Building was constructed in 1894 for use as a machine shop. The one-and-one-half story brick building features a parapet facing the Plaza that is accented with decorative brick corbelling. In 1960, it was significantly altered through the creation of large-arched windows on the northwest and southeast elevations. In the late 1960s, La Luz del Día Restaurant moved into the building and added a patio area to the southern end of the southwest elevation with a wrought-iron railing and a tiled roof.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

[x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B. Property is associated with the lives of persons significant in our past.

☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

☐ A. Owned by a religious institution or used for religious purposes

☐ B. Removed from its original location

☐ C. A birthplace or grave

☐ D. A cemetery

☐ E. A reconstructed building, object, or structure

☐ F. A commemorative property

☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Exploration/Settlement
Community Planning/Development
Architecture

Period of Significance
1818-1932

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Kysor, Ezra F.
Costerisan, George F.
Merithew, William O.
Edelman, Abraham M.
Morgan, Octavius
Young, Robert Brown

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

As listed on the National Register of Historic Places in 1972, the Los Angeles Plaza Historic District is significant as "the living composite story of Los Angeles from Indian times prior to 1781 through Spanish, Mexican and American periods to become the nation's largest city on the Pacific basin." A 1981 amendment to the nomination form added five additional buildings, which reflected the "Americanization" of Los Angeles and the "strong involvement of French and French Canadian settlers in this predominantly Hispanic town of the 1870's and 1880's." Although the 1972 nomination and the 1981 amendment discuss the historical significance of the district, they do so in general terms and do not identify applicable criteria or areas of significance. The current amendment incorporates previous documentation with new information to clearly define the district's significance in a manner consistent with present-day preservation standards.

The Los Angeles Plaza Historic District is significant under National Register Criteria A and C for its historical and architectural contributions to the founding and evolution of the original City of Los Angeles. With a period of significance from 1818 to 1932, the Los Angeles Plaza Historic District qualifies under Criterion A as the only remaining resource in Los Angeles that embodies the city's transition from a colonial outpost in the early 19th century to a prosperous, increasingly commercialized/industrialized American metropolis in the early 20th century. The district reflects associations with important events in the areas of exploration/settlement and community planning/development. Buildings within the district document the city's beginnings as a Spanish

Pueblo, its growth into the social and financial center of southern California during the Mexican period, and its eventual transformation into a modern American city.

The Los Angeles Plaza Historic District is also significant under Criterion C in the area of architecture. Historically significant buildings in the district embody the distinctive characteristics of a type, period, and/or method of construction, ranging in date from 1818 to the 1920s and including Colonial-era adobe, Italianate and Victorian-era commercial buildings, and Spanish Revival styles.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The founding of Los Angeles dates to 1781, when 44 *pobladores* from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site alongside the Rio de Porciúncula (later renamed the Los Angeles River; Robinson 1979:238; Ríos-Bustamante 1992). They founded a pueblo called La Reyna de los Angeles, or the town of the Queen of the Angels (Treutlein 2004; contrary to Weber 1980). As a planned pueblo (one of only three in California), four square leagues (about 75 square km, 28 square miles) of land were set aside for the settlement, and included 12 house lots surrounding a common square, or plaza, and 36 fields laid out south of the plaza (Gumprecht 1999; Robinson 1979). The area's rich, well-watered soils created an ideal locale for a town meant to supply livestock and feed to the presidios of San Diego and Santa Barbara, and to serve as a home for retired Spanish soldiers. Initial development of the pueblo also included the construction of an extensive water management system. Water was diverted from the Los Angeles River into a ditch named the Zanja Madre (mother ditch), which in turn fed numerous smaller zanjas, providing water for agricultural and domestic purposes (Newmark 1977). By 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased (Gumprecht 1999).

Following continued flooding of the Rio de Porciúncula, the plaza was relocated to its current location on higher ground in 1818. The newly developed Plaza was the center of the growing community and "became a fashionable area for residential construction; the Carrillos, Sepulvedas, Lugos, Olveras, and other leaders of the community having built their homes there" (National Register of Historic Places:8-3). One of the earliest residences along the Plaza was the Avila Adobe, which was completed in 1818 for the wealthy cattle rancher Francisco Avila using adobe bricks and traditional construction techniques. That same year, construction began on a new church, located adjacent to the Plaza. Due to funding issues, however, the Plaza Church would not be completed for several years. Following the church's dedication on December 8, 1822, land to the north and south was consecrated as a Catholic cemetery (de Packman 1944:65; Owen 1960:17) and the first recorded burial occurred on January 6, 1823 (Huntington Library 2006). Prior to this, the pueblo's residents were forced to transport their deceased 9 miles to Mission San Gabriel to receive a Catholic burial.

Meanwhile, Alta California became a state following Mexico's independence from Spain in 1821. In an effort to attract settlers to the region, the Mexican government awarded approximately eight hundred land grants, many of which were developed into cattle ranches, or *ranchos*. A vibrant cattle industry quickly developed, and Los Angeles (and more specifically the Plaza) became the unquestionable center of social, political, and economic activity in southern California (Estrada 2008:48). Roads across the region led to the Plaza, where wealthy *rancheros* came to sell cattle, and attend mass, fiestas, and other social activities (Poole and Ball 2002:15).The Mexican Congress eventually elevated Los Angeles from pueblo to city status in 1835 and declared it the state capital of Alta California (Bancroft 1886; Robinson 1979). The Los Angeles *ayuntamiento*, or city council, had the pueblo's buildings repaired and whitewashed in honor of the occasion to "show its cleanliness, magnificence, and brilliance in such a manner that the traveler who visits us may say, 'I have seen the City of the Angeles'" (Robinson 1979:37).

Under Mexican rule, the population of the Los Angeles nearly doubled, rising from 650 to 1,250 between 1822 and 1845 (Weber 1992). While the majority of the city's new residents were citizens arriving from other parts of Mexico, Los Angeles' agricultural potential also began to attract a growing number of French, Italians, and Americans. Other new arrivals included Native Americans from the surrounding region, who were drawn to Los Angeles following the secularization of the missions in the mid-1830s. Although they enjoyed greater freedoms than they had under the Franciscan padres, their existence continued to be difficult and many were relegated to performing work similar to what they had done at the missions (Poole and Ball 2002:15). As the city and its population grew, agricultural interests were gradually supplanted by more urban industries, with about a third of Los Angeles residents supporting themselves with non-agricultural pursuits by 1836 (Weber 1992).

Two years after the Mexican-American War and five months prior to California earning statehood, the City of Los Angeles was formally incorporated into the United States on April 4, 1850. The transfer to American governance had little immediate effect on Los Angeles; however, the aftereffects of the 1848 northern California Gold Rush gradually brought changes to the social, cultural, and physical makeup of Los Angeles. Economically, the Gold Rush brought new prosperity as the northern demand for beef replaced the earlier hide-and-tallow trade. Socially, the population of Los Angeles further changed following the arrival of miners from the north, including failed Anglo miners and Chinese miners fleeing racial violence. Other new residents included prospectors heading north from Sonora, Mexico, many of whom stopped in Los Angeles and never left. So many settled in the area north of the Plaza that it eventually became known as Sonoratown (Estrada 2008:58; Poole and Ball 2002:22).

As the population of Los Angeles grew to over four thousand inhabitants during the 1850s, a number of visual changes occurred at the Plaza (Poole and Ball 2002:23). Wealthy rancheros, such as Iganacio del Valle and Vicente Lugo, constructed new adobes or added second stories to their homes on the east side of the Plaza. To the west, American merchant Abel Stearns (who arrived in Los Angeles in 1829 and eventually became one of the area's wealthiest citizens) constructed a massive-walled home along Main Street that was known as El Palacio (Estrada

2008:58). In 1857, a municipal brick water tank was built at the center of the Plaza and the surrounding area was landscaped with trees, flowers, and foot paths. As evidence of the city's changing demographics, buildings constructed during the 1850s also included two of the earliest brick buildings in Los Angeles, Italian settler Antonio Pelanconi's winery cellar and residence (1852-57), and the Masonic Hall (1858), which was built as Lodge 42 of the Free and Accepted Masons (National Register of Historic Places 1972).

The growing wealth and prosperity of Los Angeles also attracted an increasing number of gamblers, outlaws, and prostitutes, who arrived in the city in the 1850s and 1860s. The resulting vice and violence largely centered on the southeast side of the Plaza on present-day North Los Angeles Street, then-named *Calle de los Negros* (Street of the Blacks), or "Negro" or "Nigger Alley" as known by the Anglo-Americans (Estrada 2008:59). As historian W.W. Robinson writes, "once a street of happy homes, Calle de los Negros, opening into the Plazuela and the Plaza, was… a pandemonium of races, gambling, vice, and crime" (Robinson 1981:61). The crime rate of the city grew exponentially during this period, and vigilante justice and public hangings becoming commonplace. Although many of the wealthy rancheros supported vigilante rule, others condemned these tactics, which were predominantly racially motivated and commonly at the expense of Mexican, Native American, and Chinese inhabitants (Estrada 2008:60; Poole and Ball 2002:26).

Largely the result of persisting violence, wealthy rancheros began to abandon their adobe residences in the 1860s and the Plaza gradually lost its prestige as the economic and social center of Los Angeles. The city's new development extended further to the southwest, and the Plaza came to represent the dividing line between the old "Mexican" city to the north and the new "American" city to the south (Estrada 2008:65-66). In an effort to revive the Plaza area, Pío Pico, the last governor of Alta California and a wealthy land owner, began construction of a new hotel at the corner of Main Street and the Plaza in 1869.

When the hotel was completed the following year, it was Los Angeles's first three-story building, featuring an Italianate design, eighty-two guest rooms, twenty-one parlors, and amenities unrivaled in southern California (Poole and Ball 2002:100). Six months later, the Italianate-style Merced Theater opened next door to the south. As the first building constructed within the city for dramatic performances, the theater enjoyed immediate success (Poole and Ball 2002:102). Although the architecture and purpose of these two buildings symbolized the growing prosperity of Los Angeles, violence continued to plague the Plaza area, and by the early 1880s, both the hotel and theater had fallen on hard times.

The Southern Pacific Railroad extended its line from San Francisco to Los Angeles in 1876, signaling the beginning of a new era for Los Angeles. Newcomers poured into the city, nearly doubling the population between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886, causing a price war that drove fares to an unprecedented low, including a promotional one-way ticket from Kansas City that sold for one dollar. More settlers continued to head west and the demand for real estate skyrocketed. As real estate prices soared during the boom of the 1880s, land that had been farmed for decades outlived its

agricultural value and was sold to become residential communities (Dumke 1944; Fogelson 1967). The large ranchos that surrounded the city were each annexed, subdivided, and developed in turn. Los Angeles' population more than quadrupled in a decade, from 11,183 in 1880 to 50,395 by 1890 (Dumke 1944; Fogelson 1967; Meyer 1981; Robinson 1979; Wilkman and Wilkman 2006).

Successive waves of immigration from the east, as well as overseas, transformed the demographics of the city from predominantly Californio and Native American prior to the American takeover in 1848 to predominantly Anglo-American thereafter. Census data, which lump Californios and Anglo-Americans into the category "white," show a steady decline in the "Indian" population from 1860 to 1880, despite a dramatic increase in total population. The population of "Colored" people increased slowly during this period, while that of Asians (primarily Chinese and Japanese) exploded, particularly in the 1860s and 1870s. Virtually no Asians resided in Los Angeles prior to 1848, and by 1850, only two Chinese men were listed in the census data. Intolerance and bigotry abounded during the late nineteenth century, both officially and unofficially, with California passing laws that targeted fugitive slaves (in 1852) and Chinese immigrants (1882). Chinatown, a crowded and dangerous ghetto located just east of the plaza, was burned twice—in 1871 and again in 1887 (Gibson and Dietler 2012:21–22; Greenwood 1996:9–12).

Meanwhile, much of the Plaza and surrounding area had fallen into disrepair by the late 1880s as the city's commercial and social center shifted south. Eloisa Martinez de Sepulveda was one of the few members of the original ranchero families that remained at the Plaza past the 1880s. In 1887, she built a residence and boarding house on Main Street that was designed in an Eastlake-style common on the East Coast, but rarely seen in Los Angeles (Poole and Ball 2002:121). As the Plaza area approached the turn of the century, a number of new ethnic groups arrived and began to establish residences and businesses. Adobes along Calle de los Negros were razed in 1887 and replaced by buildings specifically constructed for Chinese businesses and tenants (Poole and Ball 2002:105-106). These included the building at 425 North Los Angeles Street (ca. 1898), the Hellman-Quon Building (1900), and the Garnier Block (1898). The latter of these was designed in a Richardsonian Romanesque style, and following the destruction of the 1906 San Francisco earthquake and fire, it remains one of the oldest Chinese buildings in a metropolitan California area (Poole and Ball 2002:104). Italian immigrants further established themselves with the expansion of the Winery (1870-1914), the construction of the Italian Hall (1908), and the addition of the Pelanconi Warehouse (1910). French immigrants also developed businesses along Main Street including Garnier's construction of the Plaza House in 1883 and Lucien Napoleon Brunswig's early involvement in and 1907 acquisition of the former Vickrey-Brunswig Building for his growing drug company.

The area north of the Plaza also began to change following a number of new developments in the late-eighteenth and early-twentieth centuries. Along Main Street, a shift towards light industry included the construction of a number of shops to house machinists, plumbers, blacksmiths, tailors and other tradespeople. These included the Jones Building (ca. 1888), the Simpson-Jones Building (1894), and the Hammel Building (1909). In addition, the Plaza Substation was built in

1904 to provide power to the Los Angeles Railway Company's yellow electric streetcars as part of the growing transportation system. The Olvera adobe, which was constructed in between 1830 and 1845, was demolished in 1917 and replaced by the Plaza Methodist Church and adjacent community center in 1926. The church was designed in a Spanish Churrigueresque style and built to combine Hispanic tradition and Protestant Heritage (National Register of Historic Places). The community center featured a minimal art-deco design and housed the United Methodist Church Conference Headquarters, with child day care, social services, and a clinic. The property was renamed the Biscailuz Building in 1965.

Despite these new developments, the condition of the Plaza continued to deteriorate into the 1920s. The Avila Adobe, the Pelanconi House, and the Sepulveda House were by this time functioning as short-term boarding houses and brothels; because of Prohibition, businesses such as the Winery were only able to produce soda and communion wine (Poole and Ball 2002:44). In 1926, while visiting the Plaza, Christine Sterling saw a condemnation notice posted on the Avila Adobe. Originally from Oakland, California and recently widowed, Sterling became the local champion of saving the building. She enlisted Harry Chandler, publisher of the *Los Angeles Times*, and began a public campaign to raise awareness about the history of the adobe and the threat of its demolition. With the additional assistance of Avila family descendants, Sterling was able to save and restore the adobe, subsequently turning her attention to Olvera Street and the adjacent buildings (Poole and Ball 2002:47-48).

Although Olvera Street was historically little more than an unpaved alleyway, it retained a number of extant historic buildings and Sterling envisioned transforming it into a "Spanish-American social and commercial center, a spot of beauty as a gesture of appreciation to Mexico and Spain for our historical past" (Poole and Ball 2002:50). Influenced by Helen Hunt Jackson's extremely popular 1884 novel *Ramona*, this vision of the past was largely based on a romanticized version of California's history and life on the missions and ranchos. Sterling returned to Chandler, as well as other civic leaders such as Lucien Brunswig, and succeeded in securing funding and subsequently creating the Plaza de Los Angeles, Inc., to oversee the development of Olvera Street. Construction began in 1929 and included the closure, grading, and paving of Olvera Street, and the renovation of historic buildings such as the Pelanconi House and Sepulveda House for new uses. The Mexican marketplace opened to great fanfare in 1930, featuring largely Mexican-American-owned restaurants and shops (Poole and Ball 2002:53).

As Olvera Street flourished over the following decades, a number of changes occurred to the Plaza and surrounding area. Old Chinatown to the east was demolished in the 1930s for the construction of the nearby Union Station train terminal (1938). Many of the subsequently displaced Chinese-American residents moved north of the Plaza to eventually establish the new Chinatown in the old Sonoratown district, whose residents had largely left for neighborhoods in East Los Angeles by this time (Poole and Ball 2002:55). Another loss to the Chinese community was the Lugo House, an adobe built by Vicente Lugo on the east side of the Plaza circa 1838, which had been occupied by Chinese American businesses and tenants since the late 1880s. After the building was threatened with demolition in 1950, a group of Chinese American merchants raised thousands of dollars in an attempt to save the building, but were ultimately

unsuccessful, largely because of Sterling who declared the "Chinese must go" and that the building's eventual removal in 1951 was necessary to "clean up the area" (Poole and Ball 2002:55). Two years later in 1953, the Plaza area was further affected by the construction of U.S. Route 101 to the southeast, which not only resulted in the physical separation of the Plaza from the rest of downtown Los Angeles, but also in the demolition of two bays of the Garnier Building.

Nonetheless, the entire Plaza area secured recognition in 1953 as a state historic park. In 1972, the district was first listed in the National Register of Historic Places, in a nomination that was amended in 1981 to include additional buildings. Beginning in 1974, the park operated under a joint-powers agreement between the State of California, City of Los Angeles, and County of Los Angeles. (In 1987, the California State legislature enacted a statute that transferred the state-owned property within the El Pueblo de Los Angeles State Historic Park to the City of Los Angeles, thereby ending the tripartite agreement that created the El Pueblo de Los Angeles State Historic Park.) Through this time, the district has remained largely intact and continues to convey the story of Los Angeles's founding and early transformation from an agricultural outpost to an increasingly important and prosperous metropolis.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
_X_ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 9.5

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: 11	Easting: 385550	Northing: 3768950
2. Zone: 11	Easting: 385740	Northing: 3768780
3. Zone: 11	Easting: 385920	Northing: 3769100
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The Los Angeles Plaza Historic District is roughly bounded by W. Cesar E. Chavez Avenue (north), N. Los Angeles and N. Alameda Streets (east), W. Arcadia Street (south), and N. Spring Street (west). These boundaries are also depicted on the accompanying map.

Boundary Justification (Explain why the boundaries were selected.)

As identified on the 1981 nomination update, the boundary of the Los Angeles Plaza Historic District is centered on the Plaza and largely defined by the surrounding streets, historical property lines, and the physical changes that have occurred after the period of significance. On the south, the boundaries are dictated by the clear division of U.S. Route 101, extending slightly to the northwest to Republic Street to exclude a surface parking lot located at the northern corner of the intersection of Arcadia Street and North Main Street. The western boundary follows the historical alignment of New High Street, which defined the development of buildings such as the Vickrey Brunswig and Plaza House, before the boundary extends back along Paseo Luis Olivares to North Main Street to exclude a surface

parking lot north of the Plaza Church property. East Cesar Chavez Avenue provides a clear division between the district and newer development to the north. The eastern boundary extends south along Alameda Street to North Los Angeles Street and eventually U.S. Route 101.

11. Form Prepared By

Name/title: Steven Treffers/Architectural Historian and Debi Howell-Ardila/Sr. Architectural Historian
Organization: SWCA Environmental Consultants
Street & number: 150 South Arroyo Parkway, 2nd Floor
City or town: Pasadena state: CA zip code: 91105
E-mail streffers@swca.com
Telephone: (626) 240-0587
Date: January 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Los Angeles Plaza Historic District

City or Vicinity: Los Angeles

County: Los Angeles State: California

Photographer: Steven Treffers/SWCA Environmental Consultants

Date Photographed: May 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0001; Biscailuz Building (#15) and Plaza Methodist Church (#16); view looking north.

2 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0002; Pico House (#7); view looking south.

3 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0003; Old Plaza Church (#3) and Cemetery (#4); view looking north.

4 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0004; Masonic Hall (#9), Merced Theater (#8), and Pico House (#7); view looking northwest.

5 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0005; Vickrey Brunswig Building (#6) and Plaza House (#5); view looking north.

6 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0006; Plaza (#1); view looking southwest.

7 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0007; Hellman-Quon Building (#13) and Plaza Firehouse (#14); view looking southeast.

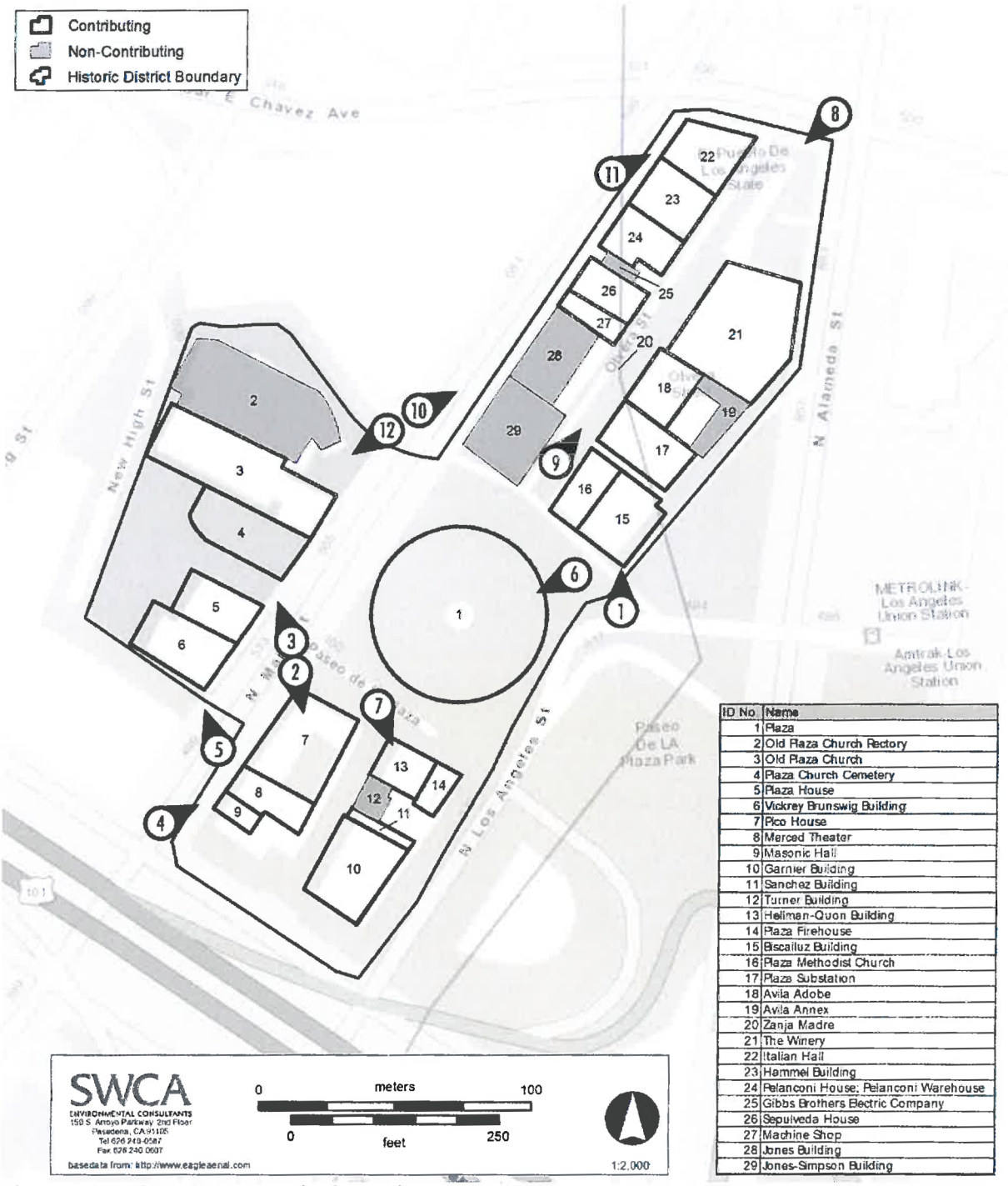
8 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0008; Olvera Street; view looking southwest.

9 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0009; Olvera Street; view looking northeast.

10 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0010; Jones-Simpson Building (#29), Jones Building (#28), Machine Shop (#27), and Sepulveda House (#26); view looking northeast.

11 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0011; Hammel Building (#23) and Italian Hall (#22); view looking northeast.

12 of 12 CA_Los Angeles_Los Angeles Plaza Historic District_0012; Old Plaza Church (#3) and Rectory (#2); view looking southwest.



ID No.	Name
1	Plaza
2	Old Plaza Church Rectory
3	Old Plaza Church
4	Plaza Church Cemetery
5	Plaza House
6	Vickrey Brunswig Building
7	Pico House
8	Merced Theater
9	Masonic Hall
10	Garnier Building
11	Sanchez Building
12	Turner Building
13	Hellman-Quon Building
14	Plaza Firehouse
15	Biscailuz Building
16	Plaza Methodist Church
17	Plaza Substation
18	Avila Adobe
19	Avila Annex
20	Zanja Madre
21	The Winery
22	Italian Hall
23	Hammel Building
24	Pelanconi House; Pelanconi Warehouse
25	Gibbs Brothers Electric Company
26	Sepulveda House
27	Machine Shop
28	Jones Building
29	Jones-Simpson Building

Figure 1. Sketch map and photo key.

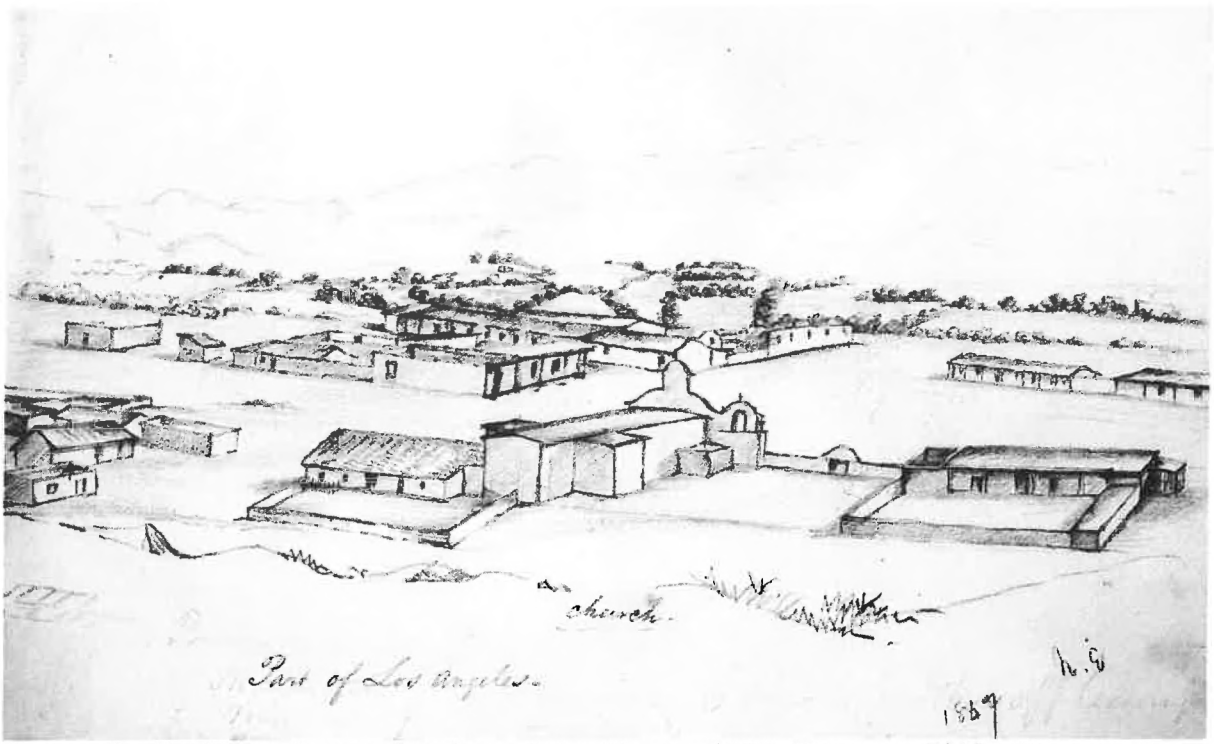


Figure 2. Earliest known drawing of La Plaza, 1847 (Source: Title Insurance and Trust and C.C. Pierce Photography Collection, USC Libraries).

Figure 3. Earliest known photograph of La Plaza, circa early 1860s (Source: Braun Research Library Collection, Autry National Center).

Figure 4. The Plaza as it appeared in 1890. (Source: Los Angeles Public Library).

Figure 5. Aerial view of La Plaza and surrounding buildings (Source: Water and Power Associates).

Figure 6. Pico House circa 1920 (Source: Water and Power Associates).

Figure 7. Olvera Street prior to improvements, circa 1920 (Source: Water and Power Associates).

NavigateLA

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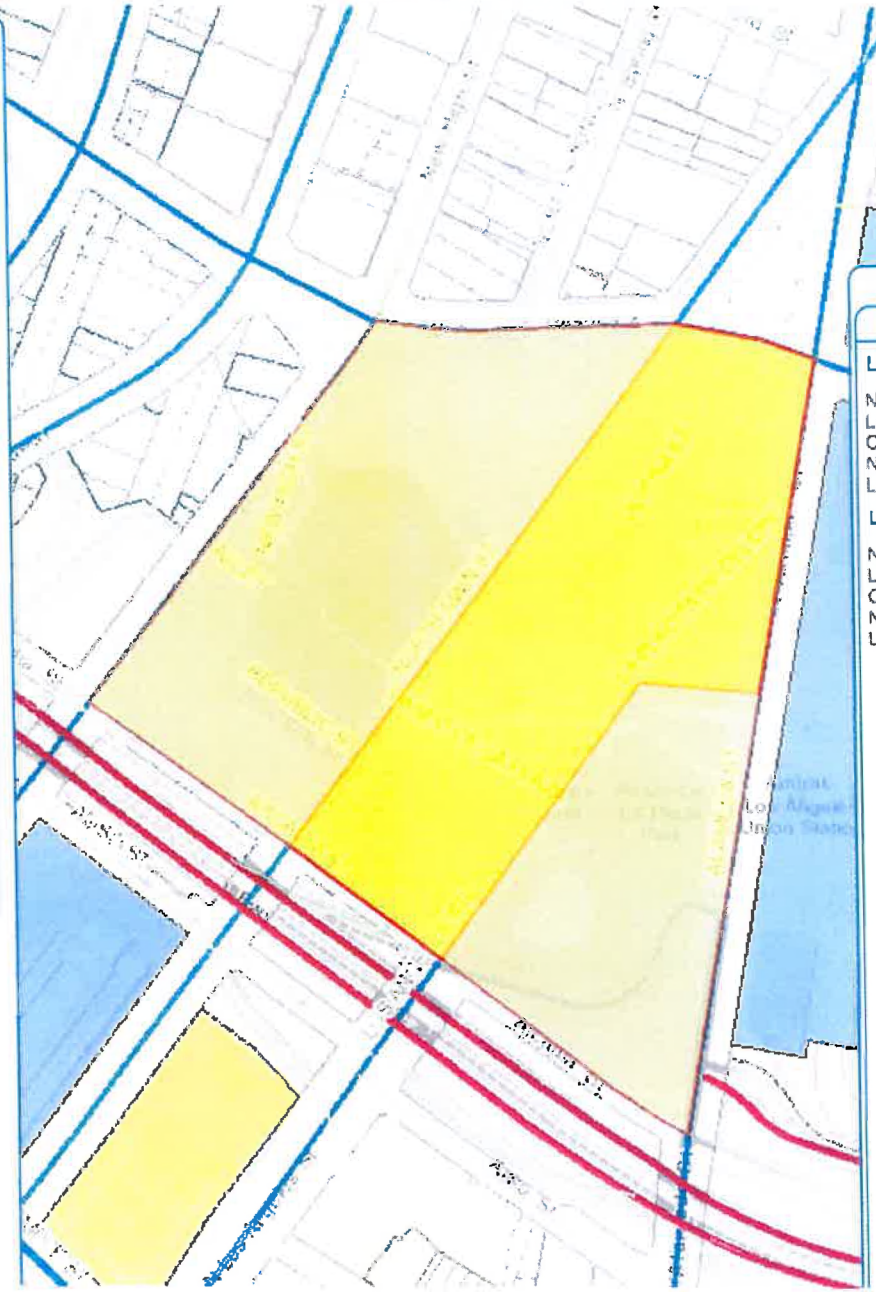
- BOE Capital Improvement Projects
- Non-BOE Public Way Reservations
- Peak Hour Exemptions
- Public Way Reservation System (PWRS)
- Map Notes
- Bureau of Street Lighting
- Bureau of Street Services
- Census 2010
- ✔ City Planning Department
  - Business Improvement Districts
  - Certificate of Compliance Cases
  - Community Design Overlay District
  - CPD Building Lines
  - Division of Land
  - Downtown Adaptive Reuse Incentive Areas
  - General Plan Land Use
  - Generalized Zoning
  - ✔ Historic-Cultural Monuments
    - Hollywood Walk of Fame
    - ✔ Historic-Cultural Monuments
    - Historic Preservation Overlay Zone District
  - Interim Control Ordinances
  - Miscellaneous Districts
  - Parcel Map Exemptions
  - Parcel Map Violations
  - Pedestrian Oriented Districts
  - Preliminary Parcel Maps
  - Private Street Cases
  - Signage Supplemental Use District
  - Specific Plan Areas



Report

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Location: Bounded by Spring Street, Macy
Certification Date: 4/1/1970
NRHP ID: 64
Level of Significance: LA

Layer: Historic-Cultural Monuments

Name: Los Angeles Plaza Historic Dis
Location: Bounded by Spring Street, Macy
Certification Date: 11/3/1972
NRHP ID: 72000231
Level of Significance: US

ATTACHMENT B.4 - HISTORICAL MAPPING FROM NAVIGATE LA AND SURVEY LA

NavigateLA

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Filter Layers

Layers

- BOE Permits
- BOE Capital Improvement Projects
- Non-BOE Public Way Reservations
- Peak Hour Exemptions
- Public Way Reservation System (PWRS)
- Map Notes
- Bureau of Street Lighting
- Bureau of Street Services
- Census 2010
- ✔ City Planning Department
  - Business Improvement Districts
  - Certificate of Compliance Cases
  - Community Design Overlay District
  - CPD Building Lines
  - Division of Land
  - Downtown Adaptive Reuse Incentive Areas
  - General Plan Land Use
  - Generalized Zoning
  - ✔ Historic-Cultural Monuments
    - Hollywood Walk of Fame
    - ✔ Historic-Cultural Monuments
  - Historic Preservation Overlay Zone District
  - Interim Control Ordinances
  - Miscellaneous Districts
  - Parcel Map Exemptions
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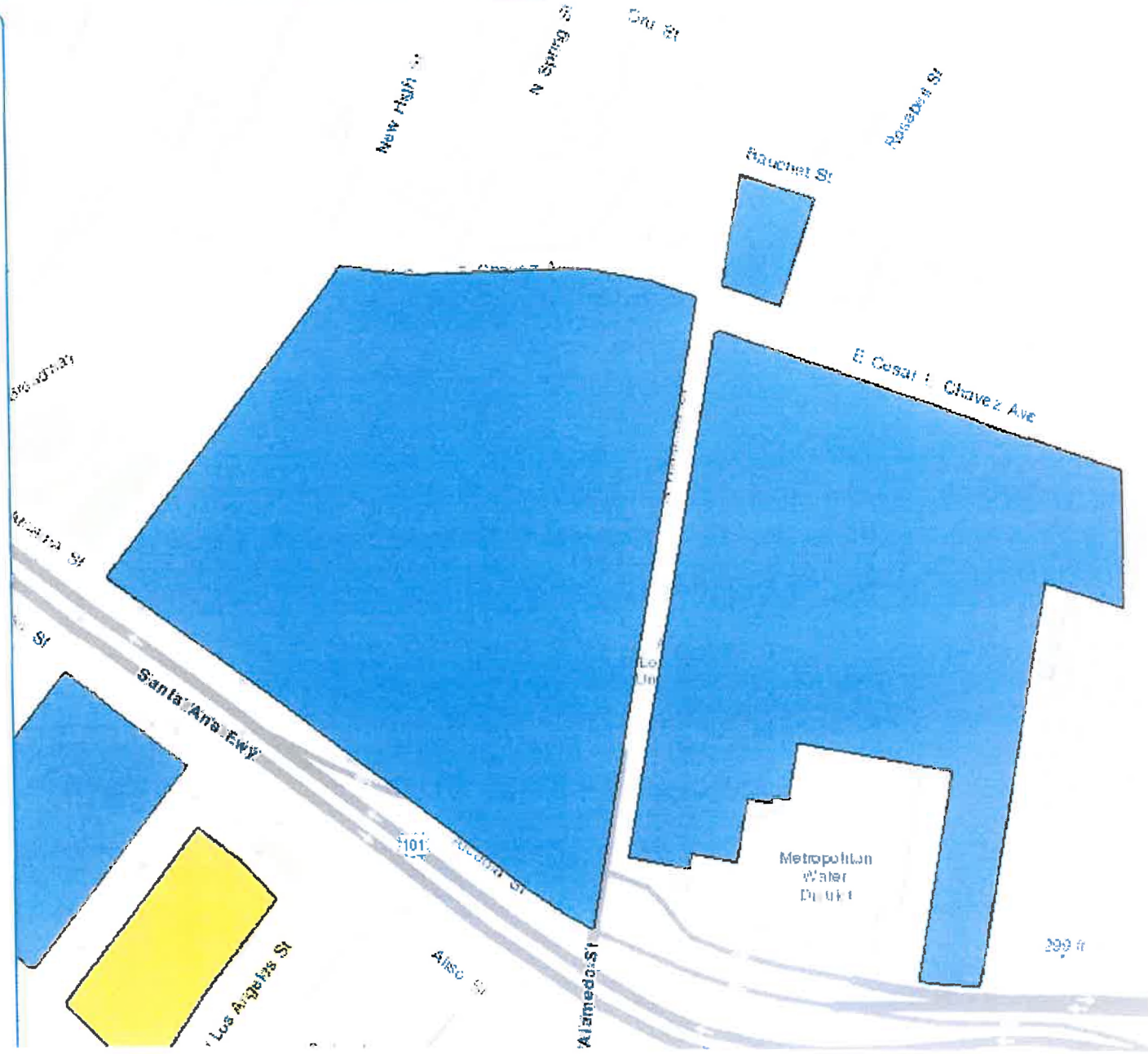
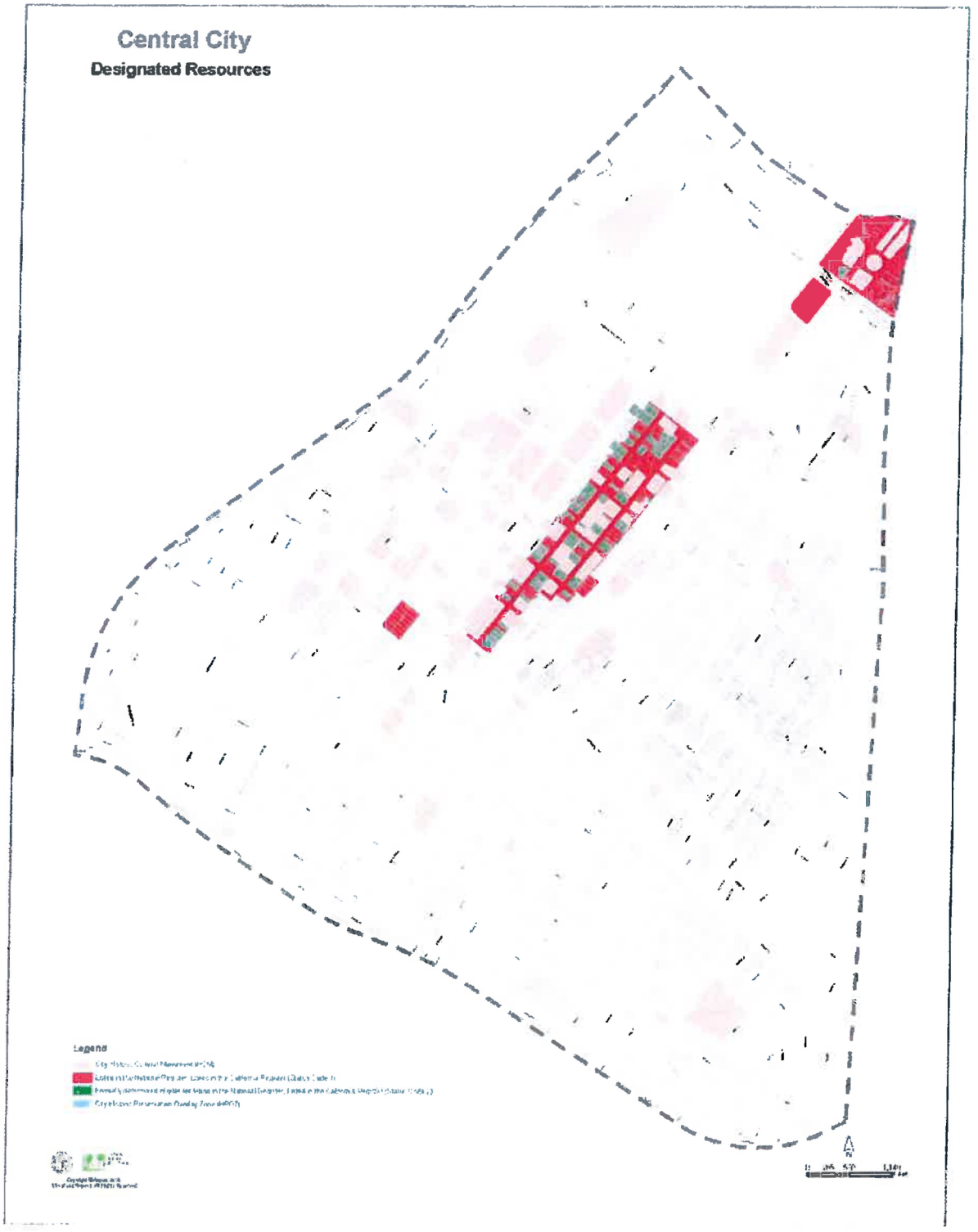
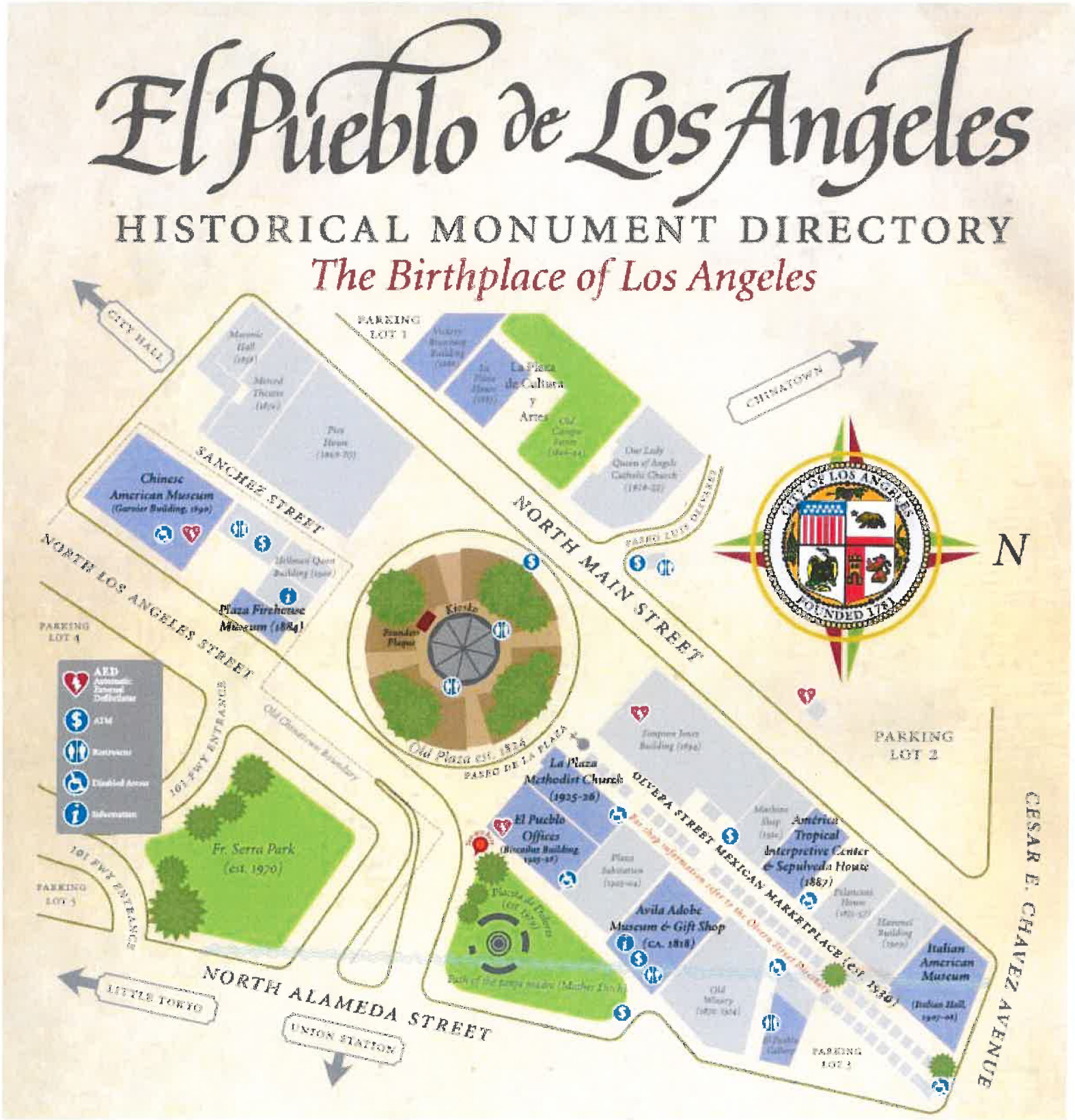
  - Preliminary Parcel Maps
  - Private Street Cases
  - Signage Supplemental Use District
  - Specific Plan Areas




Central City
Designated Resources
Legend

ATTACHMENT B.5 - EL PUEBLO DE LOS ANGELES MONUMENT MAP



ATTACHMENT C. NOISE ANALYSIS

AECOM
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213.593.8053 fax

Memorandum

To	Ms. Heloise Froelich, Environmental Supervisor I, Environmental Management Group, Bureau of Engineering, Department of Public Works	Pages 3
Subject	Noise Analysis for DTLA Temporary Shelter	
From	Mark Storm, Paul Burge, AECOM	
Date	February 21, 2018	

This technical memorandum describes the potential noise impacts associated with construction and operation of the proposed project. As discussed in this memorandum, the proposed project would have no significant adverse impacts related to noise.

Noise Analysis

The analysis presented in this memorandum addresses the noise-related question listed below, which is located within the California Environmental Quality Act (CEQA) Initial Study Checklist:

Would the project:

- *Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Appendix G-Initial Study Checklist, Section XI (d) of the State CEQA Guidelines)*

Noise, generally defined as unwanted sound, is measured and expressed in decibels (dB) to conveniently discuss quantities across the wide range of human hearing capacity. To better approximate the range of sensitivity of the human ear to sounds of different frequencies, standard "A-weighting" dB adjustments can be applied to measured sound levels that de-emphasize low frequencies and very high frequencies. When such A-weighting is used, the dB levels are noted with a "dBA" descriptor. While a 10 dBA increase in sound level represents a ten-fold increase of sound energy, average healthy human hearing perceives such an order of magnitude increase as a doubling of loudness. Noise levels from point-type sources (e.g., a stationary air-conditioning [AC] unit) attenuate hemi-spherically at a rate of about 6 dB per doubling of distance, while line-type sources (roadway noise) attenuates cylindrically at a rate of about 3 dB per doubling of distance. For purposes of illustration, a stationary AC unit might produce 60 dBA at a distance of 15 feet[1]; therefore, its sound level at a distance of 60 feet would be 48 dBA (i.e., each doubling of distance from this point-type source lowers the sound level by 6 dBA).

The City of Los Angeles Municipal Code, Chapter IV, Article 1, Section 41.40; and Chapter XI, Article 2, Sections 112.03 and 112.05 address noise generated at construction sites, including permissible hours of construction. In addition, operational noise from both stationary and mobile sources is regulated by the City.

[1] Bard Climate Control Solutions, Qtec Sound Level Performance Data. (http://www.bardhvac.com/digcat/S3390_School_Products_Catalog_CD/School_CD_PDF/F1861.pdf)

As general noise guidance, a project would normally be considered to have a significant construction noise impact if any one of the following were satisfied: 1) if construction activities lasting more than one day would cause existing ambient exterior noise levels to increase by 10 dBA or more; or, 2) construction activities lasting more than 10 days in a three-month period would cause existing ambient exterior noise levels to increase by 5 dBA or more at a noise-sensitive land use; or, 3) any construction activity that would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday (or a holiday), or at any time on Sundays.

The proposed project construction activities are expected to involve typical equipment including trucks, pavers, backhoes, concrete trucks, pumps, concrete saws, and compressors. Reference maximum noise levels for such conventional construction equipment range between 76 to 90 dBA at a distance of 50 feet from the sound-producing source.[2]

Based on reference data from the Federal Transit Administration (FTA),[3] the proposed project area is expected to have an exterior daytime sound level (L_d) of approximately 70 dBA due to proximity to the Santa Ana Freeway (U.S. 101) and an on-ramp, as well as several busy Los Angeles streets (North Alameda, Arcadia, and North Los Angeles Streets).

During a 3- to 4-month construction period, the western building facade at 750 North Alameda Street, which houses First 5 LA and La Petite Academy (noise-sensitive uses) is approximately 125 feet from the proposed project site and may experience temporary exterior noise levels of up to 82 dBA from temporary operation of the loudest expected construction equipment during hours as allowed by the City of Los Angeles. Although such a level would be greater than 10 dBA above existing outdoor ambient sound levels, the noise-sensitive receptors are indoors and would not experience significant noise impacts. Nearby parks and open spaces at approximately 300 feet from the loudest proposed project construction activities may experience 74 dBA, which would be less than a 5 dBA increase with respect to the aforementioned 70 dBA daytime existing condition.

For the proposed operational activities, a project would normally have a significant impact on noise levels if the project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category of the City's Guidelines for Noise Compatible Land Use,[4] or any noise increase of 5 dBA or greater. The CNEL represents an energy average of the A-weighted noise levels over a 24-hour period with 5 dBA and 10 dBA increases added for nighttime noise between the hours of 7:00 p.m. to 10:00 p.m., and 10:00 p.m. to 7:00 a.m., respectively. The increases were selected to account for reduced ambient noise levels during these time periods and increased human sensitivity to noise during the quieter periods of the day.

Operations of the proposed residential facilities and associated office would include electrical and HVAC systems that are likely to operate 24 hours per day, 7 days per week; however, the expected noise levels from these operating equipment are unlikely to cause significant increases to the existing outdoor ambient environment and adversely affect the nearest noise-sensitive land uses, which are considerably distant from the proposed project site. The nearest noise-sensitive use, La Petite Academy, is indoors and thus (by way of being located within modern commercial building) insulated from such increases in outdoor ambient noise level.

Although not strictly a CEQA requirement, to comply with the California Building Code (CBC) the design and construction of the proposed modular buildings[5] that comprise the project's residences (i.e., where occupants are expected to sleep) would need to yield interior background sound levels no greater than 45 dBA CNEL.[6] Assuming the modular building construction details include modern sound insulating materials and closed windows (as supported by mechanical ventilation) that typically deliver 25 dB of exterior-to-interior noise

[2] U.S. Department of Transportation, Federal Highway Administration (FHWA), 2006, *Roadway Construction Noise Model User's Guide*, FHWA-HEP-05-054, January.
[3] U.S Department of Transportation, Federal Transit Administration (FTA), 2006, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, May.
[4] https://planning.lacity.org/cwd/gnlpln/noiseElt.pdf
[5] Based on apparent requirement for "Commercial Modular" construction per State of California Manufactured and Factory Built Housing Programs – Code Matrix (http://www.hcd.ca.gov/building-standards/manufactured-modular-factory-built/docs/HCD-MH605_Rev03-2014.pdf)
[6] 2016 California Building Code, Part 2, Volume 1, 1207.4

reduction, the proposed project's occupants should not be significantly impacted by the intrusion of outdoor noise that is dominated by nearby highway and arterial street traffic.

Results

In summary, the proposed project would not create any unacceptable increases in ambient noise levels for construction or operational activities beyond the thresholds established by applicable City regulations; and, the occupants would unlikely be exposed to excessive exterior-to-interior noise exposures assuming CBC-compliant design and construction of the proposed dwellings.

ATTACHMENT D. AIR QUALITY INFORMATION:

D.1. Air Quality Analysis

D.2. Health Risk Assessment Screening

AECOM
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Memorandum

To	Ms. Heloise Froelich, Environmental Supervisor I, Environmental Management Group, Bureau of Engineering, Department of Public Works	Pages 3
Subject	Construction Air Quality Emission Estimates for DTLA Temporary Shelter	
From	Jason Paukovits, Paola Peña, AECOM	
Date	February 22, 2018	

This technical memorandum describes the potential air quality and greenhouse gas (GHG) emissions associated with construction of the proposed project. As discussed in this memorandum, the proposed project will have no significant adverse impacts related to air quality or GHG emissions.

Air Quality Planning

The project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is tasked with preparing regional programs and policies designed to improve air quality within the SCAB, which are assessed and published in the form of the Air Quality Management Plan. The primary purpose of an air quality plan is to bring an area that does not attain National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) into compliance with those standards pursuant to the requirements of the Clean Air Act and California Clean Air Act. NAAQS and CAAQS have been established for the following criteria pollutants: ozone, carbon monoxide (CO), sulfur dioxide (SO2), nitrogen dioxide (NO2), particulate matter less than 10 microns in diameter (PM10), particulate matter less than 2.5 microns in diameter (PM2.5), and lead.

Criteria Pollutant Emissions

Construction of the proposed project would result in the generation of criteria pollutant emissions. Construction of the proposed project is expected to begin in 2018 and would last approximately four months. This project would result in temporarily changing the property use from a City-owned parking lot to a City-owned temporary shelter serving the local homeless community. The project site is located at the northwest corner of Arcadia and Alameda Streets, approximately 50 feet northeast of the U.S. 101 Freeway. The project would be an adult coed facility with 4 onsite employees working 40 hours per week, 8 hours per day, for up to three years. The buildings would hold approximately 60 adult beds, hygiene facilities, and related office space for up to three years.

Emissions generated by construction activities were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. This model allows the user to enter project-specific construction information, such as the types, number and horsepower of construction equipment, and the number and length of off-site motor vehicle trips. Construction emissions were estimated for worker commutes, haul trucks, and the use of off-road equipment.

Localized emissions of criteria air pollutants and precursors were assessed in accordance with SCAQMD's local significance thresholds (LST) guidance. For projects less than five acres, the SCAQMD has developed look-up

tables showing the maximum daily emissions that would not cause an exceedance of any LST. The nearest sensitive receptors to the project site are school programs located approximately 30 meters to the east of the project site. Therefore, the analysis conservatively assumes a project site of 1 acre and a receptor distance of 25 meters for the LST tables. In addition, although SCAQMD LSTs only consider the amount of on-site emissions generated by construction activities, this analysis compares the total construction-related emissions to the LSTs. Emissions associated with vehicle trips to and from the project site during construction would be dispersed throughout the region and would have a nominal localized impact at the project site.

As shown in Table 1, construction activities for the project would generate maximum daily emissions of approximately 14 pounds of volatile organic compounds (VOC), 28 pounds of nitrogen oxides (NOx), 22 pounds of CO, 3 pounds of PM10, and 2 pounds of PM2.5. Additional modeling assumptions and details are provided in Attachment A.

Table 1. Maximum Daily Construction-Related Emissions

Source/Description	VOC (lbs/day	NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Daily Project Emissions	13.6	27.9	22.2	3.4	1.9
SCAQMD Regional Thresholds	75	100	550	150	55
SCAQMD Localized Thresholds[1,2]	--	74	680	5	3
Exceed Regional or Localized Threshold?	No	No	No	No	No

Modeled by AECOM in 2018.

Notes:

1. Assumes a 1-acre project site and a 25-meter receptor distance for Source Receptor Area 1. The nearest sensitive receptors are assumed to be school programs located approximately 30 meters to the east of the project site.
2. The SCAQMD has not developed an LST for VOC emissions.

As shown in Table 1, the peak daily construction emissions would not exceed any of the SCAQMD daily or LST thresholds. Therefore, construction of the proposed project would not violate an ambient air quality standard or contribute substantially to an existing violation.

Greenhouse Gas Emissions

The State of California and SCAQMD have adopted plans or policies to reduce GHG emissions. In September 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. It requires that statewide GHG emissions be reduced to 1990 levels by 2020. In 2016, the state legislature passed Senate Bill SB 32, which established a 2030 GHG emissions reduction target of 40 percent below 1990 levels.

As the City of Los Angeles has not established screening thresholds for GHG emissions, this analysis uses the applicable significance thresholds developed by the SCAQMD. The SCAQMD has adopted a significance threshold of 10,000 metric tons (MT) of carbon dioxide equivalents (CO2e) per year for industrial (stationary source) projects. The GHG CEQA Significance Threshold Stakeholder Working Group recommended options for evaluating non-industrial projects, including thresholds for residential, commercial, and mixed use projects. These draft thresholds include a threshold of 3,500 MT CO2e per year for residential projects, 1,400 MT CO2e per year for commercial projects, and 3,000 MT CO2e per year for mixed use projects.

The SCAQMD recommends that construction emissions associated with a project be amortized over the life of the project. Therefore, this analysis includes a quantification of the total modeled construction-related GHG emissions. Those emissions are then amortized and evaluated over the three-year life of the project.

Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust-related GHG emissions. The proposed project type is closest to a mixed-use project (i.e., includes residential and commercial land uses), and therefore, this analysis compares the construction-related emissions to the SCAQMD threshold of 3,000 MT CO2e per year.

Total GHG emissions associated with construction of the proposed project would be 95 MT CO2e. Amortized over the three-year life of the proposed project, annual construction emissions would be approximately 32 MT CO2e per year. Both the total and amortized construction emissions would not exceed the SCAQMD threshold of 3,000 MT CO2e per year. The proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Attachment A

Emission Estimates

DTLA Temporary Shelter Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Congregate Care (Assisted Living)	63.00	Dwelling Unit	0.50	6,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Winter

Project Characteristics - Construction only run.

Land Use - Project specific square footage and acreage. Assumes 63 beds.

Construction Phase - Project specific construction schedule, sub-phases scaled down from default.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Trenching equipment based on similar projects.

Grading - Default acres graded. Assumes 108 CF of imported soil.

Demolition - Demolition to account for asphalt removal; assuming 2.025 tons per cy of asphalt.

Trips and VMT - Default workers. Vendor trips assumed to include delivery of pre-fabricated buildings and all materials. Paving haul trips to include import of new asphalt.

Vehicle Trips - Construction run only.

Woodstoves - Construction run only.

Energy Use - Construction run only.

Water And Wastewater - Construction run only.

Solid Waste - Construction run only.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	60.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	NumDays	5.00	4.00
tblConstructionPhase	PhaseEndDate	2/6/2019	6/18/2018
tblConstructionPhase	PhaseEndDate	1/9/2019	6/7/2018

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Winter

tblConstructionPhase	PhaseEndDate	3/27/2018	3/7/2018
tblConstructionPhase	PhaseEndDate	4/4/2018	3/15/2018
tblConstructionPhase	PhaseEndDate	1/23/2019	6/13/2018
tblConstructionPhase	PhaseEndDate	3/29/2018	3/9/2018
tblConstructionPhase	PhaseStartDate	1/24/2019	6/14/2018
tblConstructionPhase	PhaseStartDate	4/5/2018	3/16/2018
tblConstructionPhase	PhaseStartDate	3/30/2018	3/10/2018
tblConstructionPhase	PhaseStartDate	1/10/2019	6/8/2018
tblConstructionPhase	PhaseStartDate	3/28/2018	3/8/2018
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24NG	6,281.00	0.00
tblEnergyUse	T24E	258.09	0.00
tblEnergyUse	T24NG	4,697.18	0.00
tblFireplaces	NumberGas	27.20	0.00
tblFireplaces	NumberNoFireplace	3.20	0.00
tblFireplaces	NumberWood	1.60	0.00
tblGrading	MaterialImported	0.00	4.00
tblLandUse	LandUseSquareFeet	63,000.00	6,360.00
tblLandUse	LotAcreage	3.94	0.50
tblLandUse	Population	180.00	0.00
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Trenching Utilities
tblOffRoadEquipment	PhaseName		Trenching Utilities

tblSolidWaste	SolidWasteGenerationRate	29.20	0.00
tblTripsAndVMT	HaulingTripNumber	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	28.00
tblVehicleTrips	ST_TR	2.20	0.00
tblVehicleTrips	SU_TR	2.44	0.00
tblVehicleTrips	WD_TR	2.74	0.00
tblWater	IndoorWaterUseRate	2,084,928.82	0.00
tblWater	OutdoorWaterUseRate	1,314,411.65	0.00
tblWoodstoves	NumberCatalytic	1.60	0.00
tblWoodstoves	NumberNoncatalytic	1.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	13.5946	27.9040	22.2094	0.0356	1.9281	1.7587	3.3755	0.8715	1.6663	1.9473	0.0000	3,394.9562	3,394.9562	0.7720	0.0000	3,413.0401
Maximum	**13.5946**	**27.9040**	**22.2094**	**0.0356**	**1.9281**	**1.7587**	**3.3755**	**0.8715**	**1.6663**	**1.9473**	**0.0000**	**3,394.9562**	**3,394.9562**	**0.7720**	**0.0000**	**3,413.0401**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	13.5946	27.9040	22.2094	0.0356	1.9281	1.7587	3.3755	0.8715	1.6663	1.9473	0.0000	3,394.9561	3,394.9561	0.7720	0.0000	3,413.0401
Maximum	**13.5946**	**27.9040**	**22.2094**	**0.0356**	**1.9281**	**1.7587**	**3.3755**	**0.8715**	**1.6663**	**1.9473**	**0.0000**	**3,394.9561**	**3,394.9561**	**0.7720**	**0.0000**	**3,413.0401**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2967	0.0605	5.2233	2.7000e-004		0.0286	0.0286		0.0286	0.0286	0.0000	9.3588	9.3588	9.1900e-003	0.0000	9.5885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2967**	**0.0605**	**5.2233**	**2.7000e-004**	**0.0000**	**0.0286**	**0.0286**	**0.0000**	**0.0286**	**0.0286**	**0.0000**	**9.3588**	**9.3588**	**9.1900e-003**	**0.0000**	**9.5885**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2967	0.0605	5.2233	2.7000e-004		0.0286	0.0286		0.0286	0.0286	0.0000	9.3588	9.3588	9.1900e-003	0.0000	9.5885
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.2967**	**0.0605**	**5.2233**	**2.7000e-004**	**0.0000**	**0.0286**	**0.0286**	**0.0000**	**0.0286**	**0.0286**	**0.0000**	**9.3588**	**9.3588**	**9.1900e-003**	**0.0000**	**9.5885**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/28/2018	3/7/2018	5	6	
2	Site Preparation	Site Preparation	3/8/2018	3/9/2018	5	2	
3	Grading	Grading	3/10/2018	3/15/2018	5	4	
4	Building Construction	Building Construction	3/16/2018	6/7/2018	5	60	
5	Paving	Paving	6/8/2018	6/13/2018	5	4	
6	Trenching Utilities	Trenching	3/16/2018	3/21/2018	5	4	
7	Architectural Coating	Architectural Coating	6/14/2018	6/18/2018	5	3	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 12,879; Residential Outdoor: 4,293; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45
Trenching Utilities	Trenchers	1	8.00	78	0.50
Trenching Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	46.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	23.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	28.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Trenching Utilities	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6488	0.0000	1.6488	0.2496	0.0000	0.2496			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429		2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**1.6488**	**1.4365**	**3.0852**	**0.2496**	**1.3429**	**1.5925**		**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0780	2.5108	0.5483	6.1100e-003	0.1340	9.6000e-003	0.1436	0.0367	9.1900e-003	0.0459		660.0718	660.0718	0.0480		661.2722
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.1575**	**2.5708**	**1.1947**	**7.6500e-003**	**0.2794**	**0.0109**	**0.2902**	**0.0753**	**0.0104**	**0.0857**		**813.5466**	**813.5466**	**0.0538**		**814.8915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6488	0.0000	1.6488	0.2496	0.0000	0.2496			0.0000			0.0000
Off-Road	2.4838	24.3641	15.1107	0.0241		1.4365	1.4365		1.3429	1.3429	0.0000	2,391.1659	2,391.1659	0.6058		2,406.3105
Total	**2.4838**	**24.3641**	**15.1107**	**0.0241**	**1.6488**	**1.4365**	**3.0852**	**0.2496**	**1.3429**	**1.5925**	**0.0000**	**2,391.1659**	**2,391.1659**	**0.6058**		**2,406.3105**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0780	2.5108	0.5483	6.1100e-003	0.1340	9.6000e-003	0.1436	0.0367	9.1900e-003	0.0459		660.0718	660.0718	0.0480		661.2722
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.1575**	**2.5708**	**1.1947**	**7.6500e-003**	**0.2794**	**0.0109**	**0.2902**	**0.0753**	**0.0104**	**0.0857**		**813.5466**	**813.5466**	**0.0538**		**814.8915**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7954	0.0000	0.7954	0.0859	0.0000	0.0859			0.0000			0.0000
Off-Road	1.8995	23.6201	12.7461	0.0245		0.9540	0.9540		0.8777	0.8777		2,468.4131	2,468.4131	0.7685		2,487.6244
Total	**1.8995**	**23.6201**	**12.7461**	**0.0245**	**0.7954**	**0.9540**	**1.7494**	**0.0859**	**0.8777**	**0.9636**		**2,468.4131**	**2,468.4131**	**0.7685**		**2,487.6244**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0489	0.0369	0.3978	9.5000e-004	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		94.4461	94.4461	3.5500e-003		94.5349
Total	**0.0489**	**0.0369**	**0.3978**	**9.5000e-004**	**0.0894**	**8.0000e-004**	**0.0902**	**0.0237**	**7.4000e-004**	**0.0245**		**94.4461**	**94.4461**	**3.5500e-003**		**94.5349**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7954	0.0000	0.7954	0.0859	0.0000	0.0859			0.0000			0.0000
Off-Road	1.8995	23.6201	12.7461	0.0245		0.9540	0.9540		0.8777	0.8777	0.0000	2,468.4131	2,468.4131	0.7685		2,487.6244
Total	**1.8995**	**23.6201**	**12.7461**	**0.0245**	**0.7954**	**0.9540**	**1.7494**	**0.0859**	**0.8777**	**0.9636**	**0.0000**	**2,468.4131**	**2,468.4131**	**0.7685**		**2,487.6244**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0489	0.0369	0.3978	9.5000e-004	0.0894	8.0000e-004	0.0902	0.0237	7.4000e-004	0.0245		94.4461	94.4461	3.5500e-003		94.5349
Total	**0.0489**	**0.0369**	**0.3978**	**9.5000e-004**	**0.0894**	**8.0000e-004**	**0.0902**	**0.0237**	**7.4000e-004**	**0.0245**		**94.4461**	**94.4461**	**3.5500e-003**		**94.5349**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6382	0.0000	1.6382	0.8419	0.0000	0.8419			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748		2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**1.6382**	**1.1683**	**2.8065**	**0.8419**	**1.0748**	**1.9167**		**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0612**	**0.0462**	**0.4973**	**1.1900e-003**	**0.1118**	**1.0000e-003**	**0.1128**	**0.0296**	**9.2000e-004**	**0.0306**		**118.0576**	**118.0576**	**4.4400e-003**		**118.1687**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6382	0.0000	1.6382	0.8419	0.0000	0.8419			0.0000			0.0000
Off-Road	2.1515	24.2895	10.3804	0.0206		1.1683	1.1683		1.0748	1.0748	0.0000	2,077.4666	2,077.4666	0.6467		2,093.6352
Total	**2.1515**	**24.2895**	**10.3804**	**0.0206**	**1.6382**	**1.1683**	**2.8065**	**0.8419**	**1.0748**	**1.9167**	**0.0000**	**2,077.4666**	**2,077.4666**	**0.6467**		**2,093.6352**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0612**	**0.0462**	**0.4973**	**1.1900e-003**	**0.1118**	**1.0000e-003**	**0.1128**	**0.0296**	**9.2000e-004**	**0.0306**		**118.0576**	**118.0576**	**4.4400e-003**		**118.1687**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051		2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**		**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0144	0.3685	0.1105	7.7000e-004	0.0192	2.6300e-003	0.0218	5.5300e-003	2.5200e-003	8.0500e-003		82.2450	82.2450	5.9300e-003		82.3933
Worker	0.1406	0.1062	1.1437	2.7300e-003	0.2571	2.2900e-003	0.2594	0.0682	2.1100e-003	0.0703		271.5325	271.5325	0.0102		271.7879
Total	**0.1550**	**0.4747**	**1.2542**	**3.5000e-003**	**0.2763**	**4.9200e-003**	**0.2812**	**0.0737**	**4.6300e-003**	**0.0783**		**353.7774**	**353.7774**	**0.0162**		**354.1813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9127	20.7077	15.7183	0.0250		1.2575	1.2575		1.2051	1.2051	0.0000	2,329.7759	2,329.7759	0.5019		2,342.3232
Total	**2.9127**	**20.7077**	**15.7183**	**0.0250**		**1.2575**	**1.2575**		**1.2051**	**1.2051**	**0.0000**	**2,329.7759**	**2,329.7759**	**0.5019**		**2,342.3232**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0144	0.3685	0.1105	7.7000e-004	0.0192	2.6300e-003	0.0218	5.5300e-003	2.5200e-003	8.0500e-003		82.2450	82.2450	5.9300e-003		82.3933
Worker	0.1406	0.1062	1.1437	2.7300e-003	0.2571	2.2900e-003	0.2594	0.0682	2.1100e-003	0.0703		271.5325	271.5325	0.0102		271.7879
Total	**0.1550**	**0.4747**	**1.2542**	**3.5000e-003**	**0.2763**	**4.9200e-003**	**0.2812**	**0.0737**	**4.6300e-003**	**0.0783**		**353.7774**	**353.7774**	**0.0162**		**354.1813**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4046	14.2518	11.9787	0.0178		0.8505	0.8505		0.7836	0.7836		1,774.2430	1,774.2430	0.5419		1,787.7896
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4046**	**14.2518**	**11.9787**	**0.0178**		**0.8505**	**0.8505**		**0.7836**	**0.7836**		**1,774.2430**	**1,774.2430**	**0.5419**		**1,787.7896**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0712	2.2924	0.5006	5.5800e-003	0.1224	8.7700e-003	0.1312	0.0336	8.3900e-003	0.0419		602.6742	602.6742	0.0438		603.7703
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0917	0.0693	0.7459	1.7800e-003	0.1677	1.4900e-003	0.1692	0.0445	1.3800e-003	0.0458		177.0864	177.0864	6.6600e-003		177.2530
Total	**0.1630**	**2.3617**	**1.2465**	**7.3600e-003**	**0.2900**	**0.0103**	**0.3003**	**0.0780**	**9.7700e-003**	**0.0878**		**779.7606**	**779.7606**	**0.0505**		**781.0233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4046	14.2518	11.9787	0.0178		0.8505	0.8505		0.7836	0.7836	0.0000	1,774.2430	1,774.2430	0.5419		1,787.7896
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4046**	**14.2518**	**11.9787**	**0.0178**		**0.8505**	**0.8505**		**0.7836**	**0.7836**	**0.0000**	**1,774.2430**	**1,774.2430**	**0.5419**		**1,787.7896**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0712	2.2924	0.5006	5.5800e-003	0.1224	8.7700e-003	0.1312	0.0336	8.3900e-003	0.0419		602.6742	602.6742	0.0438		603.7703
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0917	0.0693	0.7459	1.7800e-003	0.1677	1.4900e-003	0.1692	0.0445	1.3800e-003	0.0458		177.0864	177.0864	6.6600e-003		177.2530
Total	**0.1630**	**2.3617**	**1.2465**	**7.3600e-003**	**0.2900**	**0.0103**	**0.3003**	**0.0780**	**9.7700e-003**	**0.0878**		**779.7606**	**779.7606**	**0.0505**		**781.0233**

3.7 Trenching Utilities - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7188	6.6985	4.9883	6.4800e-003		0.4958	0.4958		0.4561	0.4561		652.3740	652.3740	0.2031		657.4513
Total	**0.7188**	**6.6985**	**4.9883**	**6.4800e-003**		**0.4958**	**0.4958**		**0.4561**	**0.4561**		**652.3740**	**652.3740**	**0.2031**		**657.4513**

3.7 Trenching Utilities - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0306	0.0231	0.2486	5.9000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		59.0288	59.0288	2.2200e-003		59.0843
Total	**0.0306**	**0.0231**	**0.2486**	**5.9000e-004**	**0.0559**	**5.0000e-004**	**0.0564**	**0.0148**	**4.6000e-004**	**0.0153**		**59.0288**	**59.0288**	**2.2200e-003**		**59.0843**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7188	6.6985	4.9883	6.4800e-003		0.4958	0.4958		0.4561	0.4561	0.0000	652.3740	652.3740	0.2031		657.4513
Total	**0.7188**	**6.6985**	**4.9883**	**6.4800e-003**		**0.4958**	**0.4958**		**0.4561**	**0.4561**	**0.0000**	**652.3740**	**652.3740**	**0.2031**		**657.4513**

3.7 Trenching Utilities - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0306	0.0231	0.2486	5.9000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		59.0288	59.0288	2.2200e-003		59.0843
Total	**0.0306**	**0.0231**	**0.2486**	**5.9000e-004**	**0.0559**	**5.0000e-004**	**0.0564**	**0.0148**	**4.6000e-004**	**0.0153**		**59.0288**	**59.0288**	**2.2200e-003**		**59.0843**

3.8 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2654					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
Total	**13.5640**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.8 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0306	0.0231	0.2486	5.9000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		59.0288	59.0288	2.2200e-003		59.0843
Total	**0.0306**	**0.0231**	**0.2486**	**5.9000e-004**	**0.0559**	**5.0000e-004**	**0.0564**	**0.0148**	**4.6000e-004**	**0.0153**		**59.0288**	**59.0288**	**2.2200e-003**		**59.0843**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2654					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
Total	**13.5640**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.1171**

3.8 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0306	0.0231	0.2486	5.9000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		59.0288	59.0288	2.2200e-003		59.0843
Total	**0.0306**	**0.0231**	**0.2486**	**5.9000e-004**	**0.0559**	**5.0000e-004**	**0.0564**	**0.0148**	**4.6000e-004**	**0.0153**		**59.0288**	**59.0288**	**2.2200e-003**		**59.0843**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Congregate Care (Assisted Living)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2967	0.0605	5.2233	2.7000e-004		0.0286	0.0286		0.0286	0.0286	0.0000	9.3588	9.3588	9.1900e-003	0.0000	9.5885
Unmitigated	0.2967	0.0605	5.2233	2.7000e-004		0.0286	0.0286		0.0286	0.0286	0.0000	9.3588	9.3588	9.1900e-003	0.0000	9.5885

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0109					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1259					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1599	0.0605	5.2233	2.7000e-004		0.0286	0.0286		0.0286	0.0286		9.3588	9.3588	9.1900e-003		9.5885
Total	**0.2967**	**0.0605**	**5.2233**	**2.7000e-004**		**0.0286**	**0.0286**		**0.0286**	**0.0286**	**0.0000**	**9.3588**	**9.3588**	**9.1900e-003**	**0.0000**	**9.5885**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0109					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1259					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1599	0.0605	5.2233	2.7000e-004		0.0286	0.0286		0.0286	0.0286		9.3588	9.3588	9.1900e-003		9.5885
Total	**0.2967**	**0.0605**	**5.2233**	**2.7000e-004**		**0.0286**	**0.0286**		**0.0286**	**0.0286**	**0.0000**	**9.3588**	**9.3588**	**9.1900e-003**	**0.0000**	**9.5885**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

DTLA Temporary Shelter Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Congregate Care (Assisted Living)	63.00	Dwelling Unit	0.50	6,360.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	12			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Annual

Project Characteristics - Construction only run.

Land Use - Project specific square footage and acreage. Assumes 63 beds.

Construction Phase - Project specific construction schedule, sub-phases scaled down from default.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Default construction equipment.

Off-road Equipment - Trenching equipment based on similar projects.

Grading - Default acres graded. Assumes 108 CF of imported soil.

Demolition - Demolition to account for asphalt removal; assuming 2.025 tons per cy of asphalt.

Trips and VMT - Default workers. Vendor trips assumed to include delivery of pre-fabricated buildings and all materials. Paving haul trips to include import of new asphalt.

Vehicle Trips - Construction run only.

Woodstoves - Construction run only.

Energy Use - Construction run only.

Water And Wastewater - Construction run only.

Solid Waste - Construction run only.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	3.00
tblConstructionPhase	NumDays	100.00	60.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	NumDays	5.00	4.00
tblConstructionPhase	PhaseEndDate	2/6/2019	6/18/2018
tblConstructionPhase	PhaseEndDate	1/9/2019	6/7/2018

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Annual

tblConstructionPhase	PhaseEndDate	3/27/2018	3/7/2018
tblConstructionPhase	PhaseEndDate	4/4/2018	3/15/2018
tblConstructionPhase	PhaseEndDate	1/23/2019	6/13/2018
tblConstructionPhase	PhaseEndDate	3/29/2018	3/9/2018
tblConstructionPhase	PhaseStartDate	1/24/2019	6/14/2018
tblConstructionPhase	PhaseStartDate	4/5/2018	3/16/2018
tblConstructionPhase	PhaseStartDate	3/30/2018	3/10/2018
tblConstructionPhase	PhaseStartDate	1/10/2019	6/8/2018
tblConstructionPhase	PhaseStartDate	3/28/2018	3/8/2018
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24NG	6,281.00	0.00
tblEnergyUse	T24E	258.09	0.00
tblEnergyUse	T24NG	4,697.18	0.00
tblFireplaces	NumberGas	27.20	0.00
tblFireplaces	NumberNoFireplace	3.20	0.00
tblFireplaces	NumberWood	1.60	0.00
tblGrading	MaterialImported	0.00	4.00
tblLandUse	LandUseSquareFeet	63,000.00	6,360.00
tblLandUse	LotAcreage	3.94	0.50
tblLandUse	Population	180.00	0.00
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Trenching Utilities
tblOffRoadEquipment	PhaseName		Trenching Utilities

tblSolidWaste	SolidWasteGenerationRate	29.20	0.00
tblTripsAndVMT	HaulingTripNumber	1.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	28.00
tblVehicleTrips	ST_TR	2.20	0.00
tblVehicleTrips	SU_TR	2.44	0.00
tblVehicleTrips	WD_TR	2.74	0.00
tblWater	IndoorWaterUseRate	2,084,928.82	0.00
tblWater	OutdoorWaterUseRate	1,314,411.65	0.00
tblWoodstoves	NumberCatalytic	1.60	0.00
tblWoodstoves	NumberNoncatalytic	1.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1309	0.8389	0.6338	1.0900e-003	0.0190	0.0485	0.0675	5.2000e-003	0.0461	0.0513	0.0000	94.6599	94.6599	0.0193	0.0000	95.1414
Maximum	**0.1309**	**0.8389**	**0.6338**	**1.0900e-003**	**0.0190**	**0.0485**	**0.0675**	**5.2000e-003**	**0.0461**	**0.0513**	**0.0000**	**94.6599**	**94.6599**	**0.0193**	**0.0000**	**95.1414**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1309	0.8389	0.6338	1.0900e-003	0.0190	0.0485	0.0675	5.2000e-003	0.0461	0.0513	0.0000	94.6598	94.6598	0.0193	0.0000	95.1413
Maximum	**0.1309**	**0.8389**	**0.6338**	**1.0900e-003**	**0.0190**	**0.0485**	**0.0675**	**5.2000e-003**	**0.0461**	**0.0513**	**0.0000**	**94.6598**	**94.6598**	**0.0193**	**0.0000**	**95.1413**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-28-2018	5-27-2018	0.8074	0.8074
2	5-28-2018	8-27-2018	0.1619	0.1619
		Highest	0.8074	0.8074

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0450	7.5600e-003	0.6529	3.0000e-005		3.5800e-003	3.5800e-003		3.5800e-003	3.5800e-003	0.0000	1.0613	1.0613	1.0400e-003	0.0000	1.0873
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0450**	**7.5600e-003**	**0.6529**	**3.0000e-005**	**0.0000**	**3.5800e-003**	**3.5800e-003**	**0.0000**	**3.5800e-003**	**3.5800e-003**	**0.0000**	**1.0613**	**1.0613**	**1.0400e-003**	**0.0000**	**1.0873**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0450	7.5600e-003	0.6529	3.0000e-005		3.5800e-003	3.5800e-003		3.5800e-003	3.5800e-003	0.0000	1.0613	1.0613	1.0400e-003	0.0000	1.0873
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0450**	**7.5600e-003**	**0.6529**	**3.0000e-005**	**0.0000**	**3.5800e-003**	**3.5800e-003**	**0.0000**	**3.5800e-003**	**3.5800e-003**	**0.0000**	**1.0613**	**1.0613**	**1.0400e-003**	**0.0000**	**1.0873**

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

3.0 Construction Detail

Construction Phase

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/28/2018	3/7/2018	5	6	
2	Site Preparation	Site Preparation	3/8/2018	3/9/2018	5	2	
3	Grading	Grading	3/10/2018	3/15/2018	5	4	
4	Building Construction	Building Construction	3/16/2018	6/7/2018	5	60	
5	Paving	Paving	6/8/2018	6/13/2018	5	4	
6	Trenching Utilities	Trenching	3/16/2018	3/21/2018	5	4	
7	Architectural Coating	Architectural Coating	6/14/2018	6/18/2018	5	3	

Acres of Grading (Site Preparation Phase): 1.5

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 12,879; Residential Outdoor: 4,293; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

DTLA Temporary Shelter Project - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45
Trenching Utilities	Trenchers	1	8.00	78	0.50
Trenching Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	46.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	23.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	28.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Trenching Utilities	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9500e-003	0.0000	4.9500e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4500e-003	0.0731	0.0453	7.0000e-005		4.3100e-003	4.3100e-003		4.0300e-003	4.0300e-003	0.0000	6.5077	6.5077	1.6500e-003	0.0000	6.5489
Total	**7.4500e-003**	**0.0731**	**0.0453**	**7.0000e-005**	**4.9500e-003**	**4.3100e-003**	**9.2600e-003**	**7.5000e-004**	**4.0300e-003**	**4.7800e-003**	**0.0000**	**6.5077**	**6.5077**	**1.6500e-003**	**0.0000**	**6.5489**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3000e-004	7.6800e-003	1.5800e-003	2.0000e-005	4.0000e-004	3.0000e-005	4.2000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.8142	1.8142	1.3000e-004	0.0000	1.8174
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.8000e-004	1.9900e-003	0.0000	4.3000e-004	0.0000	4.3000e-004	1.1000e-004	0.0000	1.2000e-004	0.0000	0.4246	0.4246	2.0000e-005	0.0000	0.4250
Total	**4.5000e-004**	**7.8600e-003**	**3.5700e-003**	**2.0000e-005**	**8.3000e-004**	**3.0000e-005**	**8.5000e-004**	**2.2000e-004**	**3.0000e-005**	**2.6000e-004**	**0.0000**	**2.2388**	**2.2388**	**1.5000e-004**	**0.0000**	**2.2424**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9500e-003	0.0000	4.9500e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4500e-003	0.0731	0.0453	7.0000e-005		4.3100e-003	4.3100e-003		4.0300e-003	4.0300e-003	0.0000	6.5077	6.5077	1.6500e-003	0.0000	6.5489
Total	**7.4500e-003**	**0.0731**	**0.0453**	**7.0000e-005**	**4.9500e-003**	**4.3100e-003**	**9.2600e-003**	**7.5000e-004**	**4.0300e-003**	**4.7800e-003**	**0.0000**	**6.5077**	**6.5077**	**1.6500e-003**	**0.0000**	**6.5489**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3000e-004	7.6800e-003	1.5800e-003	2.0000e-005	4.0000e-004	3.0000e-005	4.2000e-004	1.1000e-004	3.0000e-005	1.4000e-004	0.0000	1.8142	1.8142	1.3000e-004	0.0000	1.8174
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.8000e-004	1.9900e-003	0.0000	4.3000e-004	0.0000	4.3000e-004	1.1000e-004	0.0000	1.2000e-004	0.0000	0.4246	0.4246	2.0000e-005	0.0000	0.4250
Total	**4.5000e-004**	**7.8600e-003**	**3.5700e-003**	**2.0000e-005**	**8.3000e-004**	**3.0000e-005**	**8.5000e-004**	**2.2000e-004**	**3.0000e-005**	**2.6000e-004**	**0.0000**	**2.2388**	**2.2388**	**1.5000e-004**	**0.0000**	**2.2424**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0000e-004	0.0000	8.0000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9000e-003	0.0236	0.0128	2.0000e-005		9.5000e-004	9.5000e-004		8.8000e-004	8.8000e-004	0.0000	2.2393	2.2393	7.0000e-004	0.0000	2.2567
Total	**1.9000e-003**	**0.0236**	**0.0128**	**2.0000e-005**	**8.0000e-004**	**9.5000e-004**	**1.7500e-003**	**9.0000e-005**	**8.8000e-004**	**9.7000e-004**	**0.0000**	**2.2393**	**2.2393**	**7.0000e-004**	**0.0000**	**2.2567**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.1000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0871	0.0871	0.0000	0.0000	0.0872
Total	**4.0000e-005**	**4.0000e-005**	**4.1000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0871**	**0.0871**	**0.0000**	**0.0000**	**0.0872**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0000e-004	0.0000	8.0000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9000e-003	0.0236	0.0128	2.0000e-005		9.5000e-004	9.5000e-004		8.8000e-004	8.8000e-004	0.0000	2.2393	2.2393	7.0000e-004	0.0000	2.2567
Total	**1.9000e-003**	**0.0236**	**0.0128**	**2.0000e-005**	**8.0000e-004**	**9.5000e-004**	**1.7500e-003**	**9.0000e-005**	**8.8000e-004**	**9.7000e-004**	**0.0000**	**2.2393**	**2.2393**	**7.0000e-004**	**0.0000**	**2.2567**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	4.1000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0871	0.0871	0.0000	0.0000	0.0872
Total	**4.0000e-005**	**4.0000e-005**	**4.1000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0871**	**0.0871**	**0.0000**	**0.0000**	**0.0872**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.2800e-003	0.0000	3.2800e-003	1.6800e-003	0.0000	1.6800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-003	0.0486	0.0208	4.0000e-005		2.3400e-003	2.3400e-003		2.1500e-003	2.1500e-003	0.0000	3.7693	3.7693	1.1700e-003	0.0000	3.7986
Total	**4.3000e-003**	**0.0486**	**0.0208**	**4.0000e-005**	**3.2800e-003**	**2.3400e-003**	**5.6200e-003**	**1.6800e-003**	**2.1500e-003**	**3.8300e-003**	**0.0000**	**3.7693**	**3.7693**	**1.1700e-003**	**0.0000**	**3.7986**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	9.0000e-005	1.0200e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2178	0.2178	1.0000e-005	0.0000	0.2180
Total	**1.1000e-004**	**9.0000e-005**	**1.0200e-003**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2178**	**0.2178**	**1.0000e-005**	**0.0000**	**0.2180**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.2800e-003	0.0000	3.2800e-003	1.6800e-003	0.0000	1.6800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-003	0.0486	0.0208	4.0000e-005		2.3400e-003	2.3400e-003		2.1500e-003	2.1500e-003	0.0000	3.7693	3.7693	1.1700e-003	0.0000	3.7986
Total	**4.3000e-003**	**0.0486**	**0.0208**	**4.0000e-005**	**3.2800e-003**	**2.3400e-003**	**5.6200e-003**	**1.6800e-003**	**2.1500e-003**	**3.8300e-003**	**0.0000**	**3.7693**	**3.7693**	**1.1700e-003**	**0.0000**	**3.7986**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	9.0000e-005	1.0200e-003	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2178	0.2178	1.0000e-005	0.0000	0.2180
Total	**1.1000e-004**	**9.0000e-005**	**1.0200e-003**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.2178**	**0.2178**	**1.0000e-005**	**0.0000**	**0.2180**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0874	0.6212	0.4716	7.5000e-004		0.0377	0.0377		0.0362	0.0362	0.0000	63.4061	63.4061	0.0137	0.0000	63.7476
Total	**0.0874**	**0.6212**	**0.4716**	**7.5000e-004**		**0.0377**	**0.0377**		**0.0362**	**0.0362**	**0.0000**	**63.4061**	**63.4061**	**0.0137**	**0.0000**	**63.7476**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0113	3.1700e-003	2.0000e-005	5.7000e-004	8.0000e-005	6.5000e-004	1.6000e-004	7.0000e-005	2.4000e-004	0.0000	2.2740	2.2740	1.6000e-004	0.0000	2.2779
Worker	3.8200e-003	3.2700e-003	0.0352	8.0000e-005	7.5600e-003	7.0000e-005	7.6300e-003	2.0100e-003	6.0000e-005	2.0700e-003	0.0000	7.5127	7.5127	2.8000e-004	0.0000	7.5198
Total	**4.2400e-003**	**0.0145**	**0.0384**	**1.0000e-004**	**8.1300e-003**	**1.5000e-004**	**8.2800e-003**	**2.1700e-003**	**1.3000e-004**	**2.3100e-003**	**0.0000**	**9.7867**	**9.7867**	**4.4000e-004**	**0.0000**	**9.7977**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0874	0.6212	0.4716	7.5000e-004		0.0377	0.0377		0.0362	0.0362	0.0000	63.4060	63.4060	0.0137	0.0000	63.7475
Total	**0.0874**	**0.6212**	**0.4716**	**7.5000e-004**		**0.0377**	**0.0377**		**0.0362**	**0.0362**	**0.0000**	**63.4060**	**63.4060**	**0.0137**	**0.0000**	**63.7475**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0113	3.1700e-003	2.0000e-005	5.7000e-004	8.0000e-005	6.5000e-004	1.6000e-004	7.0000e-005	2.4000e-004	0.0000	2.2740	2.2740	1.6000e-004	0.0000	2.2779
Worker	3.8200e-003	3.2700e-003	0.0352	8.0000e-005	7.5600e-003	7.0000e-005	7.6300e-003	2.0100e-003	6.0000e-005	2.0700e-003	0.0000	7.5127	7.5127	2.8000e-004	0.0000	7.5198
Total	**4.2400e-003**	**0.0145**	**0.0384**	**1.0000e-004**	**8.1300e-003**	**1.5000e-004**	**8.2800e-003**	**2.1700e-003**	**1.3000e-004**	**2.3100e-003**	**0.0000**	**9.7867**	**9.7867**	**4.4000e-004**	**0.0000**	**9.7977**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8100e-003	0.0285	0.0240	4.0000e-005		1.7000e-003	1.7000e-003		1.5700e-003	1.5700e-003	0.0000	3.2191	3.2191	9.8000e-004	0.0000	3.2437
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8100e-003**	**0.0285**	**0.0240**	**4.0000e-005**		**1.7000e-003**	**1.7000e-003**		**1.5700e-003**	**1.5700e-003**	**0.0000**	**3.2191**	**3.2191**	**9.8000e-004**	**0.0000**	**3.2437**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.6800e-003	9.6000e-004	1.0000e-005	2.4000e-004	2.0000e-005	2.6000e-004	7.0000e-005	2.0000e-005	8.0000e-005	0.0000	1.1043	1.1043	8.0000e-005	0.0000	1.1062
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.5300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3266	0.3266	1.0000e-005	0.0000	0.3270
Total	**3.1000e-004**	**4.8200e-003**	**2.4900e-003**	**1.0000e-005**	**5.7000e-004**	**2.0000e-005**	**5.9000e-004**	**1.6000e-004**	**2.0000e-005**	**1.7000e-004**	**0.0000**	**1.4309**	**1.4309**	**9.0000e-005**	**0.0000**	**1.4332**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8100e-003	0.0285	0.0240	4.0000e-005		1.7000e-003	1.7000e-003		1.5700e-003	1.5700e-003	0.0000	3.2191	3.2191	9.8000e-004	0.0000	3.2437
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8100e-003**	**0.0285**	**0.0240**	**4.0000e-005**		**1.7000e-003**	**1.7000e-003**		**1.5700e-003**	**1.5700e-003**	**0.0000**	**3.2191**	**3.2191**	**9.8000e-004**	**0.0000**	**3.2437**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.6800e-003	9.6000e-004	1.0000e-005	2.4000e-004	2.0000e-005	2.6000e-004	7.0000e-005	2.0000e-005	8.0000e-005	0.0000	1.1043	1.1043	8.0000e-005	0.0000	1.1062
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.4000e-004	1.5300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3266	0.3266	1.0000e-005	0.0000	0.3270
Total	**3.1000e-004**	**4.8200e-003**	**2.4900e-003**	**1.0000e-005**	**5.7000e-004**	**2.0000e-005**	**5.9000e-004**	**1.6000e-004**	**2.0000e-005**	**1.7000e-004**	**0.0000**	**1.4309**	**1.4309**	**9.0000e-005**	**0.0000**	**1.4332**

3.7 Trenching Utilities - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4400e-003	0.0134	9.9800e-003	1.0000e-005		9.9000e-004	9.9000e-004		9.1000e-004	9.1000e-004	0.0000	1.1837	1.1837	3.7000e-004	0.0000	1.1929
Total	**1.4400e-003**	**0.0134**	**9.9800e-003**	**1.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**1.1837**	**1.1837**	**3.7000e-004**	**0.0000**	**1.1929**

3.7 Trenching Utilities - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	5.1000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1089	0.1089	0.0000	0.0000	0.1090
Total	**6.0000e-005**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1089**	**0.1089**	**0.0000**	**0.0000**	**0.1090**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4400e-003	0.0134	9.9800e-003	1.0000e-005		9.9000e-004	9.9000e-004		9.1000e-004	9.1000e-004	0.0000	1.1837	1.1837	3.7000e-004	0.0000	1.1929
Total	**1.4400e-003**	**0.0134**	**9.9800e-003**	**1.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**1.1837**	**1.1837**	**3.7000e-004**	**0.0000**	**1.1929**

3.7 Trenching Utilities - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	5.0000e-005	5.1000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1089	0.1089	0.0000	0.0000	0.1090
Total	**6.0000e-005**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.1089**	**0.1089**	**0.0000**	**0.0000**	**0.1090**

3.8 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0100e-003	2.7800e-003	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.3830	0.3830	4.0000e-005	0.0000	0.3839
Total	**0.0204**	**3.0100e-003**	**2.7800e-003**	**0.0000**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.3830**	**0.3830**	**4.0000e-005**	**0.0000**	**0.3839**

3.8 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	3.8000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0817
Total	**4.0000e-005**	**4.0000e-005**	**3.8000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0817**	**0.0817**	**0.0000**	**0.0000**	**0.0817**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0100e-003	2.7800e-003	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.3830	0.3830	4.0000e-005	0.0000	0.3839
Total	**0.0204**	**3.0100e-003**	**2.7800e-003**	**0.0000**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.3830**	**0.3830**	**4.0000e-005**	**0.0000**	**0.3839**

3.8 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	3.8000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0817
Total	**4.0000e-005**	**4.0000e-005**	**3.8000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0817**	**0.0817**	**0.0000**	**0.0000**	**0.0817**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Congregate Care (Assisted Living)	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Congregate Care (Assisted Living)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0450	7.5600e-003	0.6529	3.0000e-005		3.5800e-003	3.5800e-003		3.5800e-003	3.5800e-003	0.0000	1.0613	1.0613	1.0400e-003	0.0000	1.0873
Unmitigated	0.0450	7.5600e-003	0.6529	3.0000e-005		3.5800e-003	3.5800e-003		3.5800e-003	3.5800e-003	0.0000	1.0613	1.0613	1.0400e-003	0.0000	1.0873

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0200	7.5600e-003	0.6529	3.0000e-005		3.5800e-003	3.5800e-003		3.5800e-003	3.5800e-003	0.0000	1.0613	1.0613	1.0400e-003	0.0000	1.0873
Total	**0.0450**	**7.5600e-003**	**0.6529**	**3.0000e-005**		**3.5800e-003**	**3.5800e-003**		**3.5800e-003**	**3.5800e-003**	**0.0000**	**1.0613**	**1.0613**	**1.0400e-003**	**0.0000**	**1.0873**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0200	7.5600e-003	0.6529	3.0000e-005		3.5800e-003	3.5800e-003		3.5800e-003	3.5800e-003	0.0000	1.0613	1.0613	1.0400e-003	0.0000	1.0873
Total	**0.0450**	**7.5600e-003**	**0.6529**	**3.0000e-005**		**3.5800e-003**	**3.5800e-003**		**3.5800e-003**	**3.5800e-003**	**0.0000**	**1.0613**	**1.0613**	**1.0400e-003**	**0.0000**	**1.0873**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

DTLA Temporary Shelter (W.O. E1908278)

ATTACHMENT D.2 - HEALTH RISK SCREENING RESULTS

AECOM
300 S Grand Avenue,
Los Angeles, CA 90071
www.aecom.com

213.593.8100 tel
213.593.8053 fax

Memorandum

To	Ms. Heloise Froelich, Environmental Supervisor I, Environmental Management Group, Bureau of Engineering, Department of Public Works	Pages 13
Subject	Health Risk Screening Results for DTLA Temporary Shelter (TOS EMGD-043)	
From	Eric Carlson, Mary Kaplan, Jason Paukovits, Paola Peña, AECOM	
Date	February 20, 2018	

BACKGROUND AND PROJECT UNDERSTANDING

AECOM understands that the City of Los Angeles (City) seeks a screening assessment of the health risk posed to occupants and workers of its proposed Downtown Los Angeles (DTLA) Temporary Shelter Project (project). This project would result in temporarily changing the property use from a City-owned parking lot to a City-owned temporary shelter serving the local homeless community. The project site is located at the northwest corner of Arcadia and Alameda Streets, approximately 50 feet northeast of the U.S. 101 Freeway (see Figure 1 – Vicinity Map). AECOM has prepared this technical memorandum to summarize its health risk findings; the results are based on estimated emissions from traffic along the freeway, ramps, and nearby arterial streets.

The project would be an adult coed facility with 4 onsite employees working 40 hours a week, 8 hours per day for up to three years. Furthermore, the occupants will be staying a maximum of 180 days and a minimum of 90 days. The buildings will hold approximately 60 adult beds, hygiene facilities, and related office space for up to three years. It is our understanding that each of the associated buildings would include heating, ventilation and air conditioning (HVAC) systems and that each of the occupants and/or workers would likely spend approximately four (4) hours per day outdoors. The anticipated location of buildings on the parcel is provided in the Site Plan provided below as Figure 2.

An additional element of the project includes a temporary storage trailer/sorting area, which would be located along a public right of way, known as Paseo Luis Oliveras, northwest of the proposed location of the Temporary Shelter. This element of the project is mentioned only for informational purposes.

Figure 1 – Vicinity Map

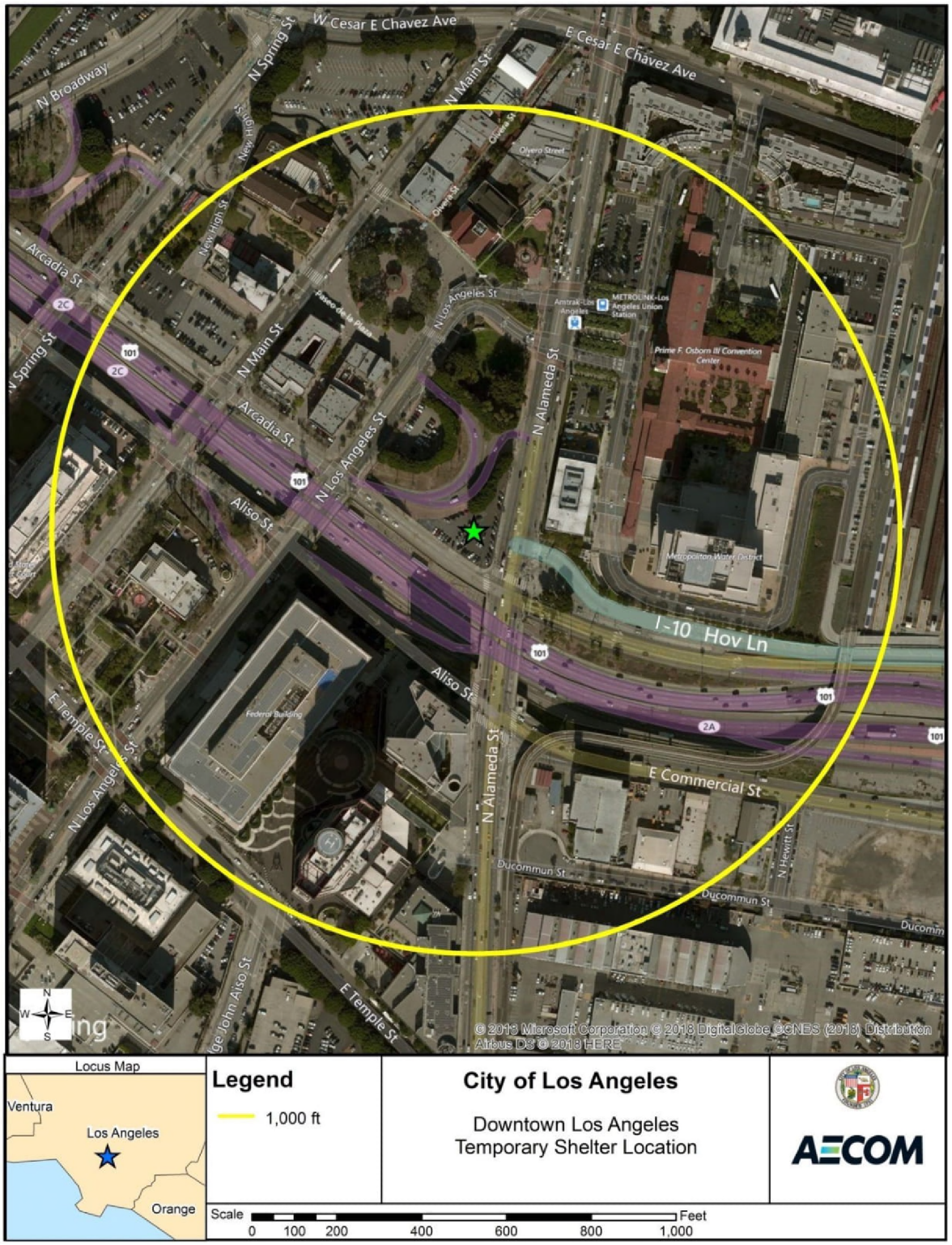
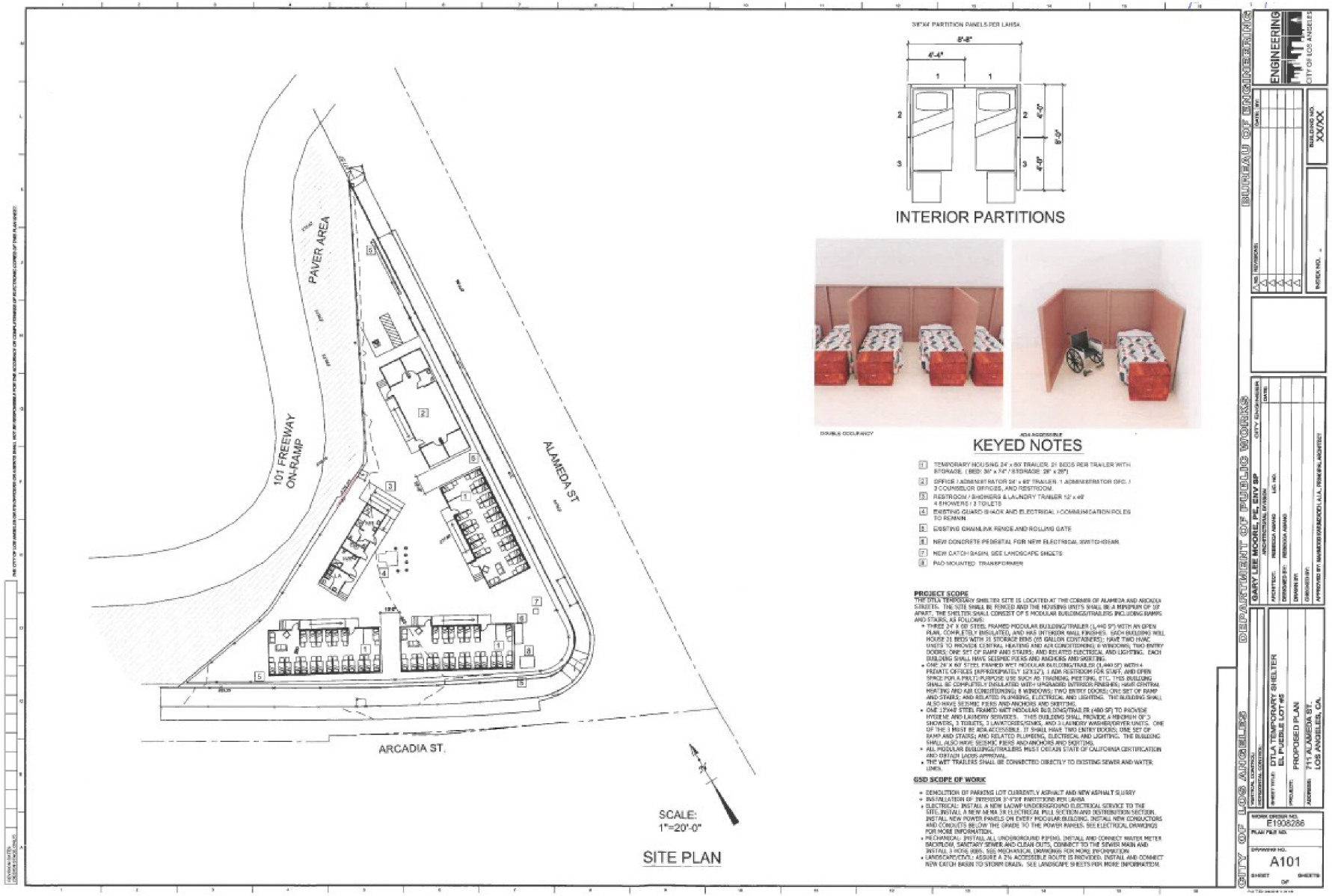


Figure 2 – Site Plan



Properties, Effects, and Sources of Toxic Air Contaminants

Toxic air contaminants (TACs) may be emitted by stationary, area, or mobile sources and are regulated under California law. Common stationary sources of TAC emissions include gasoline stations, dry cleaners, and diesel backup generators, which are subject to local air district permit requirements. The other, often more significant, sources of TAC emissions are motor vehicles on freeways, high-volume roadways, or other areas with high numbers of diesel vehicles, such as distribution centers.

TACs can be separated into carcinogens (cancer-causing substances) and noncarcinogens based on the nature of the effects associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur and cancer risk is expressed as excess cancer cases per 1 million exposed individuals. Noncarcinogens differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis. Acute and chronic exposure to noncarcinogens is expressed using a Hazard Index (HI), which is the ratio of expected exposure levels to acceptable health-acceptable exposure levels.

Based on the results of a 1998 study by the State of California Office of Environmental Health Hazard Assessment (OEHHA), particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a TAC by the State of California Air Resources Board (ARB) (OEHHA 2011). Besides diesel PM, additional TACs result from gasoline combustion, including acetaldehyde, acrolein, benzene, 1,3-butadiene and formaldehyde. Table 1 shows the hazard associated with each of the TACs evaluated in this study.

Table 1 – Hazard Evaluated by TAC

Toxic Air Contaminant	Noncarcinogen			Carcinogen
	Acute	Chronic	8-hour Chronic	
Acrolein	x	X	x	x
Acetaldehyde	x	X	x	x
Benzene	x	X	x	x
1,3-Butadiene	x	X	x	x
Formaldehyde	x	X	x	
Diesel PM		X		X

Source: ARB 2017a

Proposed Sensitive Receptors and Workers

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or

places where they gather are defined as sensitive receptors, and include residences, schools, daycare centers, playgrounds, and health care facilities (including hospitals and nursing homes).

Commercial and industrial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

As stated previously, the project includes a residential component; however, adult sensitive receptors would not occupy the shelter for a period of more than 180 days. Meanwhile, workers may be employed at the facility for up to three years, working 8 hours per day and 5 days per week.

Applicable Risk Planning Guidance

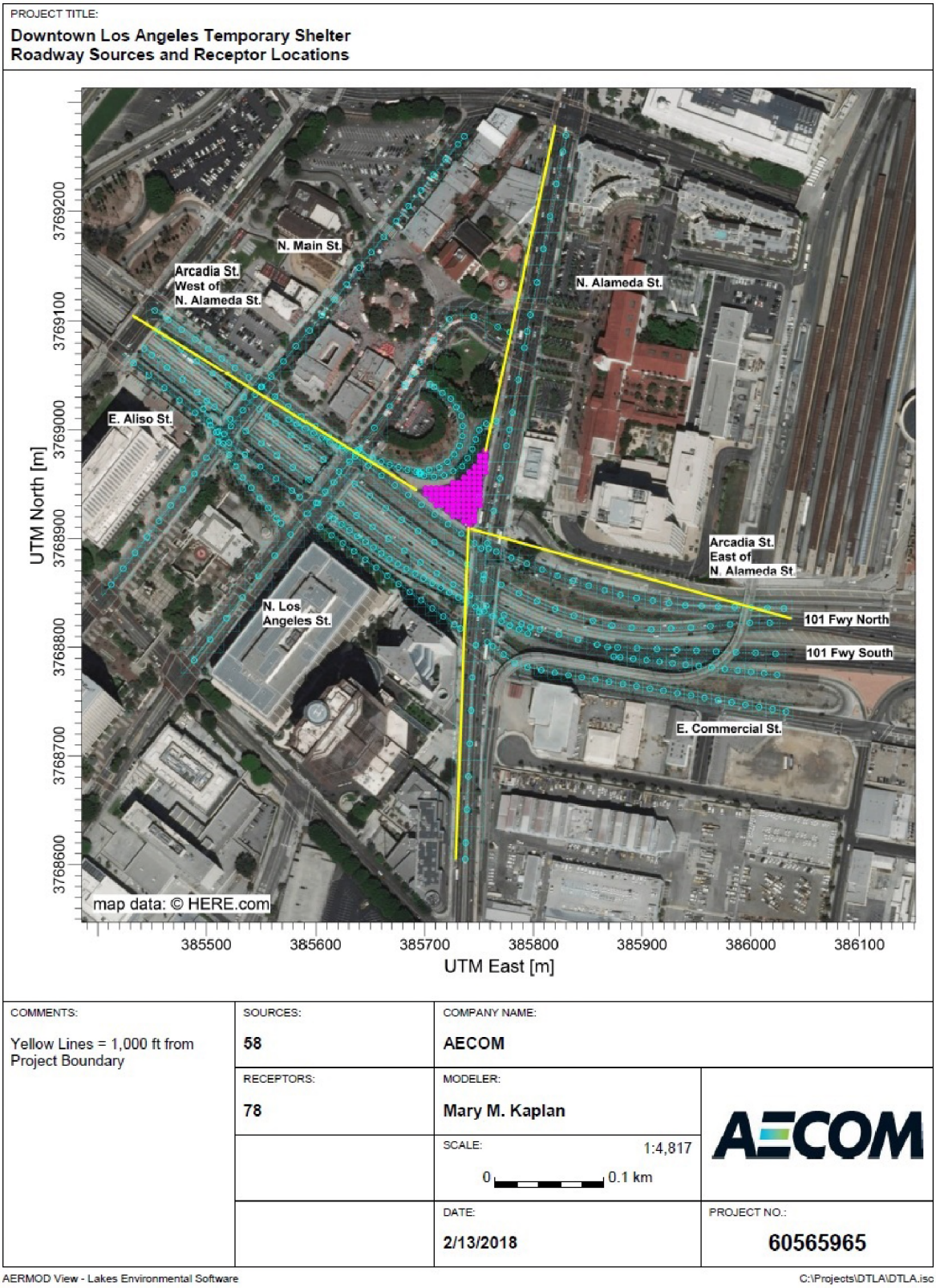
The City issued a Freeway Adjacent Advisory Notice for Sensitive Uses on November 8, 2012 that set a conservative distance of 1,000 feet for inclusion of potential properties that could house sensitive receptors (City of Los Angeles 2012). This 1,000-foot distance was used by AECOM as a basis for encompassing sources of automobile and diesel truck source exhaust for this screening analysis. Figure 3 shows the line source and/or volume source configurations within 1,000 feet.

South Coast Air Quality Management District (SCAQMD) Risk Thresholds

Since the City of Los Angeles Freeway Adjacent Advisory Notice does not establish significance thresholds for health risk, the following SCAQMD CEQA thresholds were employed (SCAQMD 2015a):

- The proposed project would be considered to result in an adverse impact related to criteria pollutant and TAC emissions if it specifically would result in exposure of sensitive receptors to TACs in a manner that cause:
    - excess cancer risk levels of more than 10 in 1 million;
    - an acute HI greater than 1.0 for TACs;
    - a chronic HI greater than 1.0 for TACs; or
    - an 8-hour chronic HI greater than 1.0 for TACs.

Figure 3 – Receptor Grid and Source Locations



Source: Data Compiled by AECOM in 2018

Methodology

The screening assessment was performed to evaluate the potential occupant and worker exposure to the TACs associated with vehicle emissions from sections of U.S. 101 Freeway, associated on-/off-ramps, and nearby arterial streets (including, but not limited to, North Alameda and Arcadia Streets).

As discussed above, TAC emissions from mobile sources include, but are not limited to: diesel PM from diesel-powered heavy duty trucks and light-duty vehicles (including automobiles); and acrolein, acetaldehyde, benzene, 1,3-butadiene and formaldehyde from gasoline-powered heavy duty trucks and light-duty vehicles. ARB's on-road emissions inventory model, EMFAC 2014, was used to develop emission factors by pollutant, vehicle type, fuel type, and several pertinent speeds in the project area for the Los Angeles County vehicle population. Traffic count data, including total vehicles and percentage of trucks, were obtained from California Department of Transportation (Caltrans) and/or the Los Angeles Department of Transportation (LADOT) (Caltrans 2016, LADOT 2018). The annual and peak hourly traffic counts were multiplied by the appropriate roadway distances within 1,000 feet of the project site to obtain representative vehicle miles traveled (VMT) for the project area. Total organic gases (TOG) and $PM_{2.5}$ (a surrogate for diesel PM) emissions were estimated based on annual and hourly emission factors and VMT for the project area. The TOG emissions were apportioned (or "speciated") into the five aforementioned TAC component emissions using an ARB-approved organic gas profile (ARB 2016).

The assessment was performed in accordance with the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (SCAQMD 2003), SCAQMD's *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act* (SCAQMD 2015b), and OEHHA's *Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015 Risk Assessment Guidelines) (OEHHA 2015).

As part of the screening assessment, excess lifetime cancer risks, chronic and acute noncancer HIs were estimated. The estimated excess lifetime cancer risks and chronic and acute noncancer HIs were compared to the thresholds for significance for TACs for a maximally exposed individual at the new residential receptors (MEIR), and a maximally exposed individual at the new occupational worker receptors (MEIW).

Dispersion Modeling

Atmospheric dispersion modeling was performed to estimate TAC concentrations at the project site. Dispersion modeling requires consideration and selection of the following parameters, which are described briefly below:

- Selection of the dispersion model
- Selection of appropriate dispersion coefficients based on land use

- Preparation of meteorological data
- Evaluation of potential terrain considerations
- Selection of receptor locations
- Identification of the source-specific release parameters, operational schedule, and averaging time periods

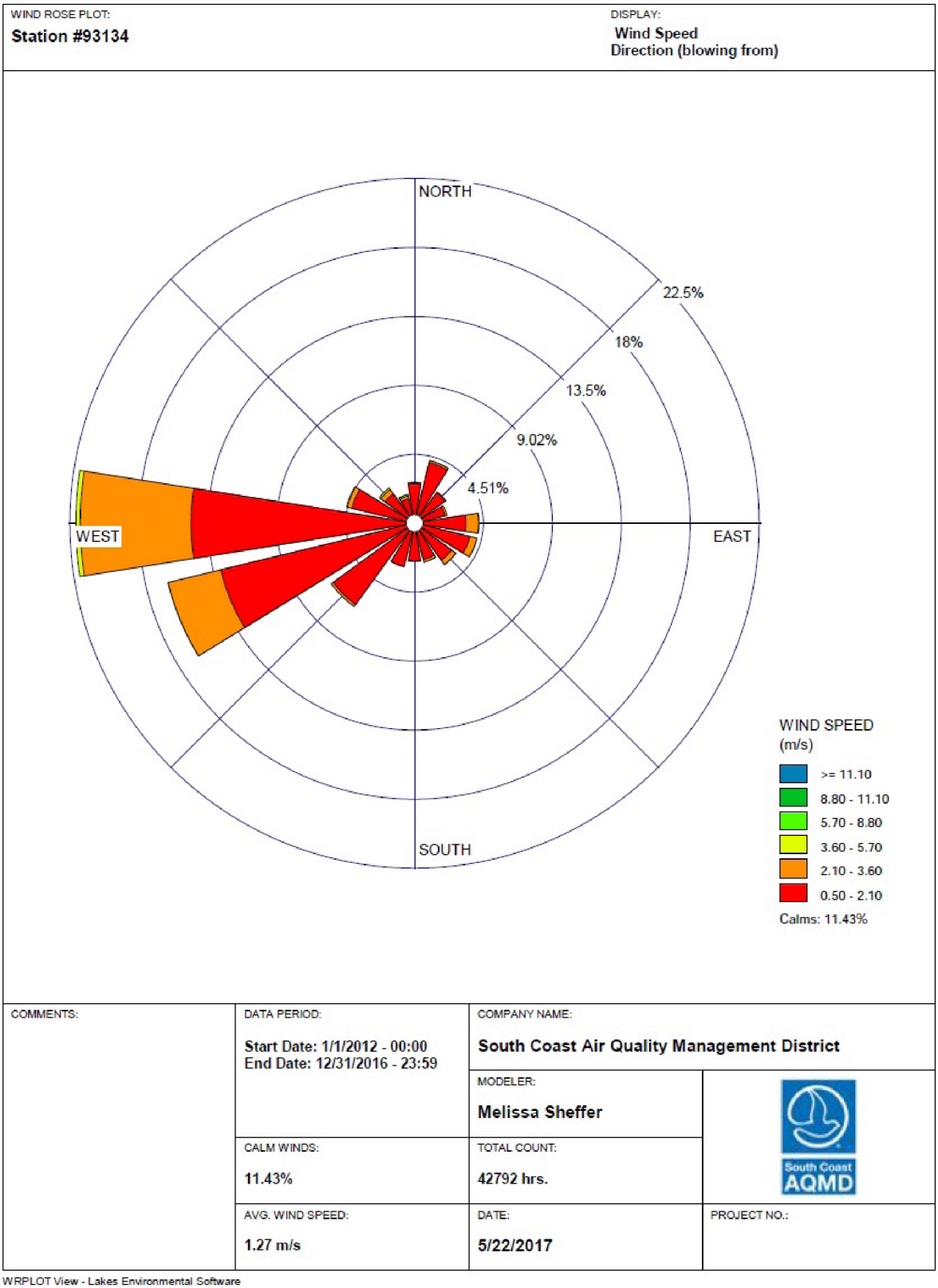
Model Selection. The EPA-recommended American Meteorological Society/USEPA Regulatory Model (AERMOD) dispersion model (Version 16216r) was used to estimate concentrations at specific distances from input sources. The model was run with regulatory default options and the urban modeling option (dispersion coefficients) using the population specified by SCAQMD for Los Angeles County (9,818,605).

Meteorological Data. AERMOD requires a sequential hourly record of dispersion meteorology representative of the region within which the project would be located. The dispersion modeling to assess the exposure of the new receptors to the highway and roadway emissions are represented by line sources or series of volume sources representing each road segment. AERMOD was applied with 5 years (2012 to 2016) of hourly meteorological data obtained from SCAQMD consisting of surface observations from the USC/Downtown L.A. station in Los Angeles. A wind rose of the 5 years of data is shown in Figure 4. The wind rose indicates that the predominant wind direction is from the west to west-southwest.

Terrain and Receptor Data Processing. An important consideration in an air dispersion modeling analysis is whether the terrain in the modeling area is simple or complex (i.e., terrain above the effective height of the emission point). Complex terrain can affect the results of a dispersion analysis involving point and volume sources, but does not affect the predicted results for area sources (EPA 2004).

Terrain elevations were obtained from commercially available digital terrain elevations developed by the U.S. Geological Survey by using its National Elevation Dataset (NED). The NED data provide terrain elevations with 1-meter vertical resolution and 10-meter (1/3 arc-second) horizontal resolution based on a Universal Transverse Mercator (UTM) coordinate system. The U.S. Geological Survey specifies coordinates in North American Datum 83, UTM Zone 11. Lakes Environmental software was used to process the NED data and assign elevations to the receptor locations and sources. Electronic files containing these terrain elevations are included in Appendix A. As the U.S. 101 Freeway, as well as portions of the off and on ramps are below grade, the elevations for these sources have been corrected based on Google Earth elevations.

Figure 4 – Wind Rose



Source: Data Compiled by AECOM in 2018

Source Parameters. The volume source parameters used in the air dispersion model to evaluate TAC emissions from the U.S. 101 Freeway and adjacent arterial roadways at the project site receptors are summarized in Table 2.

Table 2 – Volume Source Release Parameters

Volume Source Names	Release Height (m)[1]	Initial Lateral Plume Size Sigma-Y (m)[2]	Initial Vertical Plume Size Sigma-Z (m)[3]
Cars	1.00	Varies (dependent on road width)	0.98
Trucks	3.05	Varies (dependent on road width)	2.84

Note:
[1] Car exhaust of 3 feet, and truck exhaust of 10 feet.
[2] Width of road divided by 2.15 per AERMOD modeling guidance for volume sources.
[3] Height of 6.1 feet and 20 feet, respectively; divided by 2.15 per AERMOD modeling guidance for adjacent volume sources.
Source: Data compiled by AECOM in 2018

Risk Characterization and Estimation. Risk characterization integrates exposure information provided by the dispersion modeling with potential health effects associated with specific TACs; this step provides quantitative estimates of potential health risks associated with TACs that the residents and workers of the project would be exposed. The dispersion modeling output "unit" concentrations from AERMOD (in units of micrograms per cubic meter per gram per second [$\mu g/m^3(m/s)^{-1}$]) were imported to the ARB's Hotspots Analysis and Reporting Program, Version 2 (HARP2) Risk Assessment Standalone Tool (RAST) (Version 17320)(ARB 2017b). The HARP2 model is used to estimate carcinogenic and noncarcinogenic health risks from the project. The HARP2 model uses the equations and algorithms contained in OEHHA's 2015 Risk Assessment Guidelines to calculate health risks based on input parameters such as emissions, "unit" ground-level concentrations, and toxicological data (OEHHA 2015).

Results

The results of this heath risk screening analysis are presented in Table 3. As shown, both occupant and worker exposures to traffic emissions at the project (reflected by MEIR and MEIW, respectively) would be less than SCAQMD significance thresholds.

Table 3 – Summary of Health Risk to Project Site Receptors

Receptor Type	Maximum Cancer Risk (per million)	Maximum Chronic HI	Maximum 8-hour Chronic HI	Maximum Acute HI
MEIR[1]	0.08	0.03	--	0.04
MEIW[2]	1.17	0.03	0.09	0.04
SCAQMD Significance Threshold	10	1.0	1.0	1.0
Exceed Threshold?	NO	NO	NO	NO

Notes: $\mu g/m^3$ = micrograms per cubic meter; SCAQMD = South Coast Air Quality Management District; HI = Hazard Index; $PM_{2.5}$ = fine particulate matter
[1] MEIR: Maximally exposed individual at a new residential receptor; 6 month adult exposure scenario for cancer risk.
[2] MEIW: Maximally exposed individual at an existing occupational worker receptor; 3-year adult worker exposure scenario.
Source: Data Compiled by AECOM in 2018

The analysis presented in this technical memorandum follows the measures prescribed by the City of Los Angeles Zoning Information No. 2427 Freeway Adjacent Advisory Notice for Sensitive Uses. The first measure calls for conducting a site-specific health risk assessment for projects within 1,000 feet of freeways "to identify air quality levels particular to a specific project site based upon variables such as topography and prevailing wind patterns, for example; and offer best practices to improve health outcomes, based upon emerging research and in accordance with policies of the SCAQMD". The second and third measures call for indoor air quality requirements (e.g., MERV-rated or HEPA air filtration equipment) and project design measures aimed at further reducing exposure (e.g., through building orientation, screening with vegetation, and reducing operable windows). This technical memorandum satisfies the first measure. Per the findings, the health risk reduction measures of the second and third measures are not required.

In addition, it is likely that any exposure at the proposed site of the temporary storage trailer/sorting area located northwest of the Temporary Shelter site, due to its further distance from the freeway, would also be below the thresholds.

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APPENDIX A

MODEL OUTPUT SUMMARIES

Summary of Modeling Input and Emissions Information for DTLA Shelter

Line No.	Road	Model ID	# Volume Sources	Total Length (m)	AERMOD Input, g/s per vol (1 g/s)	Posted or Estimated (E) Speeds, mph	Distance (meters)	Distance (miles)	AADT (trips/day)	Truck AADT (trips/day)	Truck-Diesel AADT (trips/day)	Truck-Gas AADT (trips/day)	non-Truck AADT (trips/day)	non-Truck Diesel AADT (trips/day)	non-Truck Gasoline AADT (trips/day)	Peak Hour Traffic (trips/hr)	Truck Peak Hour (trips/hr)	Truck-Diesel Peak Hour (trips/hr)	Truck-Gas Peak Hour (trips/hr)	non-Truck Peak Hour (trips/hr)	non-Truck Diesel Peak Hour (trips/hr)	non-Truck Gasoline Peak Hour (trips/hr)	Truck-Diesel PM2.5 Emission Factor (g/mile/trip)	non-Truck Diesel PM2.5 Emission Factor (g/mile/trip)	Truck-Diesel PM2.5 Emissions (lb/year)	non-Truck Diesel PM2.5 Emissions (lb/year)	Truck-Diesel PM2.5 Emissions (lb/hr)	non-Truck Diesel PM2.5 Emissions (lb/hr)
1	101 On Ramp from Alameda	101A	11	101.3	0.090909	25 E	101	0.06	2277	79	47	32	2198	15	2183	142	5	3	2	137	1	136	0.047741783	0.02280679	1.1E-01	1.7E-02	7.3E-03	1.6E-01
2	101 On Ramp from N LA St	101L	13	117.7	0.076923	25 E	118	0.07	6024	210	124	86	5814	40	5774	377	13	8	5	364	2	362	0.047741783	0.02280679	3.5E-01	5.4E-02	2.2E-02	4.9E-01
3	Alameda between N LA St and 101 Onramp	ALA3	3	91.8	0.333333	35	92	0.06	30626	1069	630	439	29557	201	29356	2393	84	50	34	2309	16	2293	0.038850691	0.016944591	1.1E+00	1.6E-01	8.9E-02	1.8E+00
4	Alameda from North to 101 OnRamp	ALAON	6	187.8	0.166667	35	188	0.1166967	31629	1104	651	453	30525	208	30317	2380	83	49	34	2297	16	2281	0.038850691	0.016944591	2.4E+00	3.3E-01	1.8E-01	3.6E+00
5	Aliso between Alameda and N LA St	ALI1	13	167	0.076923	25	167	0.10	6614	231	136	95	6383	43	6340	654	23	14	9	631	4	627	0.047741783	0.02280679	5.4E-01	8.2E-02	5.6E-02	1.2E+00
6	Aliso between N LA St and Main	ALI2	5	83.5	0.2	25	84	0.0518859	6614	231	136	95	6383	43	6340	654	23	14	9	631	4	627	0.047741783	0.02280679	2.7E-01	4.1E-02	2.8E-02	6.0E-01
7	Aliso between Main and Spring	ALI3	6	113.7	0.166667	25	114	0.0706518	6614	231	136	95	6383	43	6340	654	23	14	9	631	4	627	0.047741783	0.02280679	3.7E-01	5.6E-02	3.8E-02	8.1E-01
8	Arcadia East of Alameda	ARCE	19	283.3	0.052632	25	283	0.18	18018	629	371	258	17389	118	17271	1922	67	40	27	1855	13	1842	0.047741783	0.02280679	2.5E+00	3.8E-01	2.7E-01	6.0E+00
9	Arcadia West of Alameda	ARCW	25	374.6	0.04	25	375	0.23	11787	411	242	169	11376	77	11299	1478	52	31	21	1426	10	1416	0.047741783	0.02280679	2.2E+00	3.3E-01	2.8E-01	6.0E+00
10	East Commercial - East of Alameda	ECOM	23	286	0.043478	25 E	286	0.18	13430	469	277	192	12961	88	12873	985	34	20	14	951	6	945	0.047741783	0.02280679	1.9E+00	2.9E-01	1.4E-01	3.1E+00
11	101 North of N LA/Alameda Onramp	FWN1	7	134.9	0.142857	55	135	0.08	100000	3490	2058	1432	96510	657	95853	6250	218	129	89	6032	41	5991	0.040744257	0.014982793	8.1E-05	9.6E-06	3.5E-01	6.1E+00
12	Rest of 101N	FWN2	29	534.8	0.034483	55	535	0.33	104000	3630	2141	1489	100370	683	99687	6600	230	136	94	6370	43	6327	0.040744257	0.014982793	3.4E-04	3.9E-05	1.5E+00	2.5E+01
13	101S before offramp	FWS1	4	76.5	0.25	55	77	0.05	100000	3490	2058	1432	96510	657	95853	6250	218	129	89	6032	41	5991	0.040744257	0.014982793	4.6E-05	5.4E-06	2.0E-01	3.4E+00
14	101S between N LA St Offramp and next onramp	FWS2	20	364.6	0.05	55	365	0.23	100000	3490	2058	1432	96510	657	95853	6250	218	129	89	6032	41	5991	0.040744257	0.014982793	2.2E-04	2.6E-05	9.6E-01	1.6E+01
15	101s between on and offramp	FWS3	4	78.3	0.25	55	78	0.0486547	100000	3490	2058	1432	96510	657	95853	6250	218	129	89	6032	41	5991	0.040744257	0.014982793	4.7E-05	5.5E-06	2.1E-01	3.5E+00
16	101S after off ramp	FWS4	9	169.9	0.111111	55	170	0.1055739	104000	3630	2141	1489	100370	683	99687	6600	230	136	94	6370	43	6327	0.040744257	0.014982793	1.1E-04	1.3E-05	4.7E-01	8.1E+00
17	Alameda between 101 OnRamp and Arcadia	MALM	4	119.5	0.25	35	120	0.0742559	31629	1104	651	453	30525	208	30317	2380	83	49	34	2297	16	2281	0.038850691	0.016944591	1.5E+00	2.1E-01	1.1E-01	2.3E+00
18	Main North of Arcadia	MN1	16	293.8	0.0625	35 E	294	0.18	6737	235	139	96	6502	44	6458	421	15	9	6	406	3	403	0.038850691	0.016944591	7.9E-01	1.1E-01	5.1E-02	1.0E+00
19	Main from Arcadia to Aliso	MN2	3	54.7	0.333333	35 E	55	0.0339899	6737	235	139	96	6502	44	6458	421	15	9	6	406	3	403	0.038850691	0.016944591	1.5E-01	2.0E-02	9.6E-03	1.9E-01
20	Main South from Aliso	MN3	10	186	0.1	35 E	186	0.1155782	6737	235	139	96	6502	44	6458	421	15	9	6	406	3	403	0.038850691	0.016944591	5.0E-01	6.9E-02	3.3E-02	6.4E-01
21	North LA St from Alameda to 101 Onramp	NLA1	5	122.2	0.2	35 E	122	0.08	6463	226	133	93	6237	42	6195	659	23	14	9	636	4	632	0.038850691	0.016944591	3.2E-01	4.3E-02	3.3E-02	6.5E-01
22	N LA St from 101 Onramp to Arcadia St	NLA2	4	88.6	0.25	35 E	89	0.055055	9816	343	202	141	9473	64	9409	937	33	19	14	904	6	898	0.038850691	0.016944591	3.5E-01	4.8E-02	3.3E-02	6.7E-01
23	N LA St from Arcadia to Aliso/Commercial	NLA3	3	67	0.333333	35 E	67	0.041633	11055	386	228	158	10669	73	10596	966	34	20	14	932	6	926	0.038850691	0.016944591	3.0E-01	4.1E-02	2.6E-02	5.3E-01
24	N LA St from Aliso/Commercial South	NLA4	8	200.8	0.125	35 E	201	0.1247747	18389	642	379	263	17747	121	17626	1362	48	28	20	1314	9	1305	0.038850691	0.016944591	1.5E+00	2.1E-01	1.1E-01	2.2E+00
25	Offramp from 101S to Commercial/Garey	OFFC	13	158.3	0.076923	25 E	158	0.10	5514	192	113	79	5322	36	5286	345	12	7	5	333	2	331	0.047741783	0.02280679	4.3E-01	6.5E-02	2.6E-02	6.0E-01
26	offramp from 101S to N LA St	OFFL	11	131.3	0.090909	25 E	131	0.08	4801	168	99	69	4633	32	4601	300	10	6	4	290	2	288	0.047741783	0.02280679	3.1E-01	4.8E-02	1.9E-02	4.3E-01
27	Onramp from Aliso and N LA St	ONAL	24	212.8	0.041667	25 E	213	0.13	10035	350	206	144	9685	66	9619	627	22	13	9	605	4	601	0.047741783	0.02280679	1.0E+00	1.6E-01	6.6E-02	1.5E+00
28	Onramp from Alameda to 101 North	ONRP	16	134.1	0.0625	25 E	134	0.08	8301	290	171	119	8011	55	7956	519	18	11	7	501	3	498	0.047741783	0.02280679	5.5E-01	8.4E-02	3.5E-02	7.6E-01
29	Alameda South of Arcadia	SALM	9	287.5	0.111111	35	288	0.1786491	35528	1240	731	509	34288	233	34055	2478	86	51	35	2392	16	2376	0.038850691	0.016944591	4.1E+00	5.7E-01	2.8E-01	5.8E+00
				5222.3			5222.3																					

Notes:

1. The following values were taken from an EMFAC2014 (v1.0.7) Annual Emission Rates run for Los Angeles County for Calendar Year 2018

	Speed (mile/hr)	TOG (g/mile)	PM2.5 (g/mile)
2018 Heavy-duty group	55	0.102314	
2018 Heavy-duty group	55		0.0407443
2018 Light-duty (auto) grou	55	0.040822	
2018 Light-duty (auto) grou	55		0.0149828
2018 Heavy-duty group	35	0.121252	
2018 Heavy-duty group	35		0.0388507
2018 Light-duty (auto) grou	35	0.050575	
2018 Light-duty (auto) grou	35		0.0169446
2018 Heavy-duty group	25	0.176827	
2018 Heavy-duty group	25		0.0477418
2018 Light-duty (auto) grou	25	0.07521	
2018 Light-duty (auto) grou	25		0.0228068

2. Where truck traffic and/or peak hour traffic was not available for arterials, the following values were used:

Trucks as % of Total Vehicles (from Caltrans US 101)	3.49
Peak Hour to AADT ratio (from Caltrans US 101)	0.0625

3. Caltrans Ramp Volume data was not available ramp shown on Line 27 (Onramp from Aliso and N LA St); therefore, the equivalent volume for the highest ramp in the study (i.e., SB ON FR ALAMEDA/COMMERCIAL) was used.

Summary of Modeling Input and Emissions Information for DTLA Shelter

												Truck Speciated TOG Emissions						non-Truck Speciated TOG Emissions						Truck Speciated TOG Emissions						non-Truck Speciated TOG Emissions					
												0.0028	0.0013	0.0247	0.0055	0.0158		0.0028	0.0013	0.0247	0.0055	0.0158		0.0028	0.0013	0.0247	0.0055	0.0158		0.0028	0.0013	0.0247	0.0055	0.0158
Line No.	Road	Model ID	# Volume Sources	Total Length (m)	AERMOD Input, g/s per vol (1 g/s)	Posted or Estimated (E) Speeds, mph	Distance (meters)	Distance (miles)	Truck TOG Emission Factor (g/mile/trip)	non-Truck TOG Emission Factor (g/mile/trip)	Truck TOG Emissions (lb/year)	Acetaldehyde (lb/year)	Acrolein (lb/year)	Benzene (lb/year)	1,3-Butadiene (lb/year)	Formaldehyde (lb/year)	non-Truck TOG Emissions (lb/year)	Acetaldehyde (lb/year)	Acrolein (lb/year)	Benzene (lb/year)	1,3-Butadiene (lb/year)	Formaldehyde (lb/year)	Truck TOG Emissions (lb/hr)	Acetaldehyde (lb/hr)	Acrolein (lb/hr)	Benzene (lb/hr)	1,3-Butadiene (lb/hr)	Formaldehyde (lb/hr)	non-Truck TOG Emissions (lb/hr)	Acetaldehyde (lb/hr)	Acrolein (lb/hr)	Benzene (lb/hr)	1,3-Butadiene (lb/hr)	Formaldehyde (lb/hr)
1	101 On Ramp from Alameda	101A	11	101.3	0.090909	25 E	101	0.06	0.17682662	0.075209705	0.28660904	8.0E-04	3.7E-04	7.1E-03	1.6E-03	4.5E-03	8.316103213	2.3E-02	1.08E-02	2.05E-01	4.6E-02	1.31E-01	4.90769E-05	1.4E-07	6.4E-08	1.2E-06	2.7E-07	7.8E-07	0.001429861	4.0E-06	1.9E-06	3.5E-05	7.9E-06	2.3E-05
2	101 On Ramp from N LA St	101L	13	117.7	0.076923	25 E	118	0.07	0.17682662	0.075209705	0.89496359	2.5E-03	1.2E-03	2.2E-02	4.9E-03	1.4E-02	25.55700348	7.2E-02	3.3E-02	6.3E-01	1.4E-01	4.0E-01	0.000142556	4.0E-07	1.9E-07	3.5E-06	7.8E-07	2.3E-06	0.004414095	1.2E-05	5.7E-06	1.1E-04	2.4E-05	7.0E-05
3	Alameda between N LA St and 101 Onramp	ALA3	3	91.8	0.333333	35	92	0.06	0.121252195	0.050574656	2.44331588	6.8E-03	3.2E-03	6.0E-02	1.3E-02	3.9E-02	68.14834348	1.9E-01	8.9E-02	1.7E+00	3.7E-01	1.1E+00	0.000518443	1.5E-06	6.7E-07	1.3E-05	2.9E-06	8.2E-06	0.014685526	4.1E-05	1.9E-05	3.6E-04	8.1E-05	2.3E-04
4	Alameda from North to 101 OnRamp	ALAON	6	187.8	0.166667	35	188	0.1166967	0.121252195	0.050574656	5.15782029	1.4E-02	6.7E-03	1.3E-01	2.8E-02	8.1E-02	143.9784703	4.0E-01	1.9E-01	3.6E+00	7.9E-01	2.3E+00	0.001060606	3.0E-06	1.4E-06	2.6E-05	5.8E-06	1.7E-05	0.029886803	8.4E-05	3.9E-05	7.4E-04	1.6E-04	4.7E-04
5	Aliso between Alameda and N LA St	ALI1	13	167	0.076923	25	167	0.10	0.17682662	0.075209705	1.40271852	3.9E-03	1.8E-03	3.5E-02	7.7E-03	2.2E-02	39.81643924	1.1E-01	5.2E-02	9.8E-01	2.2E-01	6.3E-01	0.00036408	1.0E-06	4.7E-07	9.0E-06	2.0E-06	5.8E-06	0.010856995	3.0E-05	1.4E-05	2.7E-04	6.0E-05	1.7E-04
6	Aliso between N LA St and Main	ALI2	5	83.5	0.2	25	84	0.0518859	0.17682662	0.075209705	0.70135926	2.0E-03	9.1E-04	1.7E-02	3.9E-03	1.1E-02	19.90821962	5.6E-02	2.6E-02	4.9E-01	1.1E-01	3.1E-01	0.00018204	5.1E-07	2.4E-07	4.5E-06	1.0E-06	2.9E-06	0.005428498	1.5E-05	7.1E-06	1.3E-04	3.0E-05	8.6E-05
7	Aliso between Main and Spring	ALI3	6	113.7	0.166667	25	114	0.0706518	0.17682662	0.075209705	0.95502452	2.7E-03	1.2E-03	2.4E-02	5.3E-03	1.5E-02	27.10855774	7.6E-02	3.5E-02	6.7E-01	1.5E-01	4.3E-01	0.000247879	6.9E-07	3.2E-07	6.1E-06	1.4E-06	3.9E-06	0.007391859	2.1E-05	9.6E-06	1.8E-04	4.1E-05	1.2E-04
8	Arcadia East of Alameda	ARCE	19	283.3	0.052632	25	283	0.18	0.17682662	0.075209705	6.46244313	1.8E-02	8.4E-03	1.6E-01	3.6E-02	1.0E-01	184.0012394	5.2E-01	2.4E-01	4.5E+00	1.0E+00	2.9E+00	0.001852883	5.2E-06	2.4E-06	4.6E-05	1.0E-05	2.9E-05	0.054144496	1.5E-04	7.0E-05	1.3E-03	3.0E-04	8.6E-04
9	Arcadia West of Alameda	ARCW	25	374.6	0.04	25	375	0.23	0.17682662	0.075209705	8.051E-05	2.3E-07	1.0E-07	2.0E-06	4.4E-07	1.3E-06	159.171193	4.5E-01	2.1E-01	3.9E+00	8.8E-01	2.5E+00	0.001905569	5.3E-06	2.5E-06	4.7E-05	1.0E-05	3.0E-05	0.05503654	1.5E-04	7.2E-05	1.4E-03	3.0E-04	8.7E-04
10	East Commercial - East of Alameda	ECOM	23	286	0.043478	25 E	286	0.18	0.17682662	0.075209705	6.9834E-05	2.0E-07	9.1E-08	1.7E-06	3.8E-07	1.1E-06	138.4530388	3.9E-01	1.8E-01	3.4E+00	7.6E-01	2.2E+00	0.00096991	2.7E-06	1.3E-06	2.4E-05	5.3E-06	1.5E-05	0.028022726	7.8E-05	3.6E-05	6.9E-04	1.5E-04	4.4E-04
11	101 North of N LA/Alameda Onramp	FWN1	7	134.9	0.142857	55	135	0.08	0.102314406	0.040822491	9.88267606	2.8E-02	1.3E-02	2.4E-01	5.4E-02	1.6E-01	263.9368126	7.4E-01	3.4E-01	6.5E+00	1.5E+00	4.2E+00	0.001682785	4.7E-06	2.2E-06	4.2E-05	9.3E-06	2.7E-05	0.045505378	1.3E-04	5.9E-05	1.1E-03	2.5E-04	7.2E-04
12	Rest of 101N	FWN2	29	534.8	0.034483	55	535	0.33	0.102314406	0.040822491	40.7385614	1.1E-01	5.3E-02	1.0E+00	2.2E-01	6.4E-01	1088.208799	3.0E+00	1.4E+00	2.7E+01	6.0E+00	1.7E+01	0.007046054	2.0E-05	9.2E-06	1.7E-04	3.9E-05	1.1E-04	0.190511096	5.3E-04	2.5E-04	4.7E-03	1.0E-03	3.0E-03
13	101S before offramp	FWS1	4	76.5	0.25	55	77	0.05	0.102314406	0.040822491	5.60433446	1.6E-02	7.3E-03	1.4E-01	3.1E-02	8.9E-02	149.6750642	4.2E-01	1.9E-01	3.7E+00	8.2E-01	2.4E+00	0.000954285	2.7E-06	1.2E-06	2.4E-05	5.2E-06	1.5E-05	0.025805496	7.2E-05	3.4E-05	6.4E-04	1.4E-04	4.1E-04
14	101S between N LA St Offramp and next onramp	FWS2	20	364.6	0.05	55	365	0.23	0.102314406	0.040822491	26.7103313	7.5E-02	3.5E-02	6.6E-01	1.5E-01	4.2E-01	713.3533127	2.0E+00	9.3E-01	1.8E+01	3.9E+00	1.1E+01	0.004548136	1.3E-05	5.9E-06	1.1E-04	2.5E-05	7.2E-05	0.122989331	3.4E-04	1.6E-04	3.0E-03	6.8E-04	1.9E-03
15	101s between on and offramp	FWS3	4	78.3	0.25	55	78	0.0486547	0.102314406	0.040822491	5.73620115	1.6E-02	7.5E-03	1.4E-01	3.2E-02	9.1E-02	153.1968304	4.3E-01	2.0E-01	3.8E+00	8.4E-01	2.4E+00	0.000976739	2.7E-06	1.3E-06	2.4E-05	5.4E-06	1.5E-05	0.026412684	7.4E-05	3.4E-05	6.5E-04	1.5E-04	4.2E-04
16	101S after off ramp	FWS4	9	169.9	0.111111	55	170	0.1055739	0.102314406	0.040822491	12.942187	3.6E-02	1.7E-02	3.2E-01	7.1E-02	2.0E-01	345.711808	9.7E-01	4.5E-01	8.5E+00	1.9E+00	5.5E+00	0.002238453	6.3E-06	2.9E-06	5.5E-05	1.2E-05	3.5E-05	0.060523252	1.7E-04	7.9E-05	1.5E-03	3.3E-04	9.6E-04
17	Alameda between 101 OnRamp and Arcadia	MALM	4	119.5	0.25	35	120	0.0742559	0.121252195	0.050574656	3.2819996	9.2E-03	4.3E-03	8.1E-02	1.8E-02	5.2E-02	91.6156933	2.6E-01	1.2E-01	2.3E+00	5.0E-01	1.4E+00	0.00067488	1.9E-06	8.8E-07	1.7E-05	3.7E-06	1.1E-05	0.019017428	5.3E-05	2.5E-05	4.7E-04	1.0E-04	3.0E-04
18	Main North of Arcadia	MN1	16	293.8	0.0625	35 E	294	0.18	0.121252195	0.050574656	1.70999736	4.8E-03	2.2E-03	4.2E-02	9.4E-03	2.7E-02	47.98058907	1.3E-01	6.2E-02	1.2E+00	2.6E-01	7.6E-01	0.000292808	8.2E-07	3.8E-07	7.2E-06	1.6E-06	4.6E-06	0.008264198	2.3E-05	1.1E-05	2.0E-04	4.5E-05	1.3E-04
19	Main from Arcadia to Aliso	MN2	3	54.7	0.333333	35 E	55	0.0339899	0.121252195	0.050574656	0.31836915	8.9E-04	4.1E-04	7.9E-03	1.8E-03	5.0E-03	8.933077678	2.5E-02	1.2E-02	2.2E-01	4.9E-02	1.4E-01	5.45153E-05	1.5E-07	7.1E-08	1.3E-06	3.0E-07	8.6E-07	0.001538637	4.3E-06	2.0E-06	3.8E-05	8.5E-06	2.4E-05
20	Main South from Aliso	MN3	10	186	0.1	35 E	186	0.1155782	0.121252195	0.050574656	1.08257151	3.0E-03	1.4E-03	2.7E-02	6.0E-03	1.7E-02	30.37573031	8.5E-02	3.9E-02	7.5E-01	1.7E-01	4.8E-01	0.000185372	5.2E-07	2.4E-07	4.6E-06	1.0E-06	2.9E-06	0.005231929	1.5E-05	6.8E-06	1.3E-04	2.9E-05	8.3E-05
21	North LA St from Alameda to 101 Onramp	NLA1	5	122.2	0.2	35 E	122	0.08	0.121252195	0.050574656	0.68901166	1.9E-03	9.0E-04	1.7E-02	3.8E-03	1.1E-02	19.14380492	5.4E-02	2.5E-02	4.7E-01	1.1E-01	3.0E-01	0.000182681	5.1E-07	2.4E-07	4.5E-06	1.0E-06	2.9E-06	0.005384572	1.5E-05	7.0E-06	1.3E-04	3.0E-05	8.5E-05
22	N LA St from 101 Onramp to Arcadia St	NLA2	4	88.6	0.25	35 E	89	0.055055	0.121252195	0.050574656	0.75739991	2.1E-03	9.8E-04	1.9E-02	4.2E-03	1.2E-02	21.08108376	5.9E-02	2.7E-02	5.2E-01	1.2E-01	3.3E-01	0.000206035	5.8E-07	2.7E-07	5.1E-06	1.1E-06	3.3E-06	0.005549132	1.6E-05	7.2E-06	1.4E-04	3.1E-05	8.8E-05
23	N LA St from Arcadia to Aliso/Commercial	NLA3	3	67	0.333333	35 E	67	0.041633	0.121252195	0.050574656	0.64180679	1.8E-03	8.3E-04	1.6E-02	3.5E-03	1.0E-02	17.95281253	5.0E-02	2.3E-02	4.4E-01	9.9E-02	2.8E-01	0.000155805	4.4E-07	2.0E-07	3.8E-06	8.6E-07	2.5E-06	0.00432627	1.2E-05	5.6E-06	1.1E-04	2.4E-05	6.8E-05
24	N LA St from Aliso/Commercial South	NLA4	8	200.8	0.125	35 E	201	0.1247747	0.121252195	0.050574656	3.20178285	9.0E-03	4.2E-03	7.9E-02	1.8E-02	5.1E-02	89.50209842	2.5E-01	1.2E-01	2.2E+00	4.9E-01	1.4E+00	0.000667073	1.9E-06	8.7E-07	1.6E-05	3.7E-06	1.1E-05	0.018280243	5.1E-05	2.4E-05	4.5E-04	1.0E-04	2.9E-04
25	Offramp from 101S to Commercial/Garey	OFFC	13	158.3	0.076923	25 E	158	0.10	0.17682662	0.075209705	1.10570293	3.1E-03	1.4E-03	2.7E-02	6.1E-03	1.7E-02	31.46611275	8.8E-02	4.1E-02	7.8E-01	1.7E-01	5.0E-01	0.000191729	5.4E-07	2.5E-07	4.7E-06	1.1E-06	3.0E-06	0.005431115	1.5E-05	7.1E-06	1.3E-04	3.0E-05	8.6E-05
26	offramp from 101S to N LA St	OFFL	11	131.3	0.090909	25 E	131	0.08	0.17682662	0.075209705	0.80102168	2.2E-03	1.0E-03	2.0E-02	4.4E-03	1.3E-02	22.71818591	6.4E-02	3.0E-02	5.6E-01	1.2E-01	3.6E-01	0.000127222	3.6E-07	1.7E-07	3.1E-06	7.0E-07	2.0E-06	0.003923074	1.1E-05	5.1E-06	9.7E-05	2.2E-05	6.2E-05
27	Onramp from Aliso and N LA St	ONAL	24	212.8	0.041667	25 E	213	0.13	0.17682662	0.075209705	2.70934662	7.6E-03	3.5E-03	6.7E-02	1.5E-02	4.3E-02	76.97651375	2.2E-01	1.0E-01	1.9E+00	4.2E-01	1.2E+00	0.000463929	1.3E-06	6.0E-07	1.1E-05	2.6E-06	7.3E-06	0.013264498	3.7E-05	1.7E-05	3.3E-04	7.3E-05	2.1E-04
28	Onramp from Alameda to 101 North	ONRP	16	134.1	0.0625	25 E	134	0.08	0.17682662	0.075209705	1.41093236	4.0E-03	1.8E-03	3.5E-02	7.8E-03	2.2E-02	40.1217846	1.1E-01	5.2E-02	9.9E-01	2.2E-01	6.3E-01	0.000227386	6.4E-07	3.0E-07	5.6E-06	1.3E-06	3.6E-06	0.00692198	1.9E-05	9.0E-06	1.7E-04	3.8E-05	1.1E-04
29	Alameda South of Arcadia	SALM	9	287.5	0.111111	35	288	0.1786491	0.121252195	0.050574656	8.87213309	2.5E-02	1.2E-02	2.2E-01	4.9E-02	1.4E-01	247.5907852	6.9E-01	3.2E-01	6.1E+00	1.4E+00	3.9E+00	0.001671419	4.7E-06	2.2E-06	4.1E-05	9.2E-06	2.6E-05	0.047645502	1.3E-04	6.2E-05	1.2E-03	2.6E-04	7.5E-04
				5222.3			5222.3																											

Notes:

1. The following values were taken from an EMFAC2014 (v1.0.7) Annual Emission Rates run for Los Angeles County for Calendar Year 2018

	Speed (mile/hr)	TOG (g/mile)	PM2.5 (g/mile)
2018 Heavy-duty group	55	0.102314	
2018 Heavy-duty group	55		0.0407443
2018 Light-duty (auto) grou	55	0.040822	
2018 Light-duty (auto) grou	55		0.0149828
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Trucks as % of Total Vehicles (from Caltrans US 101)	3.49
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