Appendix A:
Initial Study/Notice of Preparation

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NOTICE OF PREPARATION
City of Palmdale

TO: Agencies, Organizations and Interested Parties

FROM: City of Palmdale
Planning Department
38250 Sierra Highway
Palmdale, Ca 93550

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of Palmdale will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

AGENCIES: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b).

ORGANIZATIONS AND INTERESTED PARTIES: The City requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT TITLE: City of Palmdale Housing Element Update

PROJECT DESCRIPTION: General Plan Amendment (GPA) 11-03 will amend the Land Use and Housing Elements of the City's General Plan to accommodate units assigned to the City under the 2006-2014 Regional Housing Needs Allocation. This will include new policies within the Land Use Element associated with new medium-high and high density residential land use designations and amending the General Plan Land Use Map identifying the boundaries of new medium-high and high density residential land uses. Zone Change (ZC) 11-01 will amend the City of Palmdale Zoning Map to identify the boundaries of the new R-4 (30) (High Density Residential, minimum of 30 dwelling units per acre) and R-4 (50) (High Density Residential, minimum of 50 dwelling units per acre) zone. Zoning Ordinance Amendment (ZOA) 11-05 will amend various sections of the Zoning Ordinance, including; a new Article 45 creating the R-4 zone, setting forth uses permitted subject to various types of approvals and standards of development; amending various sections regarding transitional and supportive housing, emergency housing, temporary dependent housing, and large residential care facilitates. The ZOA will remove such identified uses from many of the commercial, industrial and Public Facility zones and permit such uses within residential zones. Specific Plan Amendment (SPA) 11-01 would amend the permitted density within Neighborhood Zone C of the Palmdale Transit Village Specific Plan (SP-18) from 25-40 dwelling units per acre to 30-40 dwelling units per acre.

Reference: California Code of Regulations, Title 14 (CEQA Guidelines), Sections 51082(a), 15103 and 15375

Existing development within the project area includes both single and multi-family residential, public facilities, industrial, commercial, and vacant land uses.

PROJECT LOCATION: GPA 11-03 and ZOA 11-05 will impact properties citywide. ZC 11-01 is generally located between Avenue Q on the north, Avenue R on the south, east of the alignment of Sumac Avenue on the west and 15th Street East to the east, and including those properties located east of the alignment of 4th Street East on the north side of Avenue Q to 160 feet north of Avenue P-14. SPA 11-01 will impact properties located within Neighborhood Zone C, generally located on the north and south sides of Avenue P-14 between 4th Street East and 6th Street East.

POTENTIAL ENVIRONMENTAL EFFECTS: The attached Initial Study describes the potential environmental effects of the proposed project. An EIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives.

PUBLIC REVIEW PERIOD: The City has made this Notice of Preparation (NOP) and Initial Study available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). Your response must be sent as soon as possible but ***not later than 30 days after receipt of this notice***. All comments must be submitted in writing to the address below. The comment period during which the City will receive comments on the Notice of Preparation is:

Starting Date: January 9, 2012 ***Ending Date:*** February 7, 2012

RESPONSES AND COMMENTS: Please indicate a contact person for your agency or organization and send your responses and comments to:

Susan Koleda
Senior Planner
City of Palmdale
38250 N. Sierra Highway
Palmdale, California 93550

DOCUMENT AVAILABILITY: The NOP and Initial Study are available for public review at the locations listed below during regular business hours:

- Palmdale Planning Counter, 38250 N. Sierra Highway
- City of Palmdale Library, 700 East Palmdale Boulevard

In addition, the NOP and Initial Study are available on the City's website: http://www.cityofpalmdale.org

If you require additional information please contact Susan Koleda at 661-267-5200.

Date 1/4/12

Richard Kite
Planning Manager

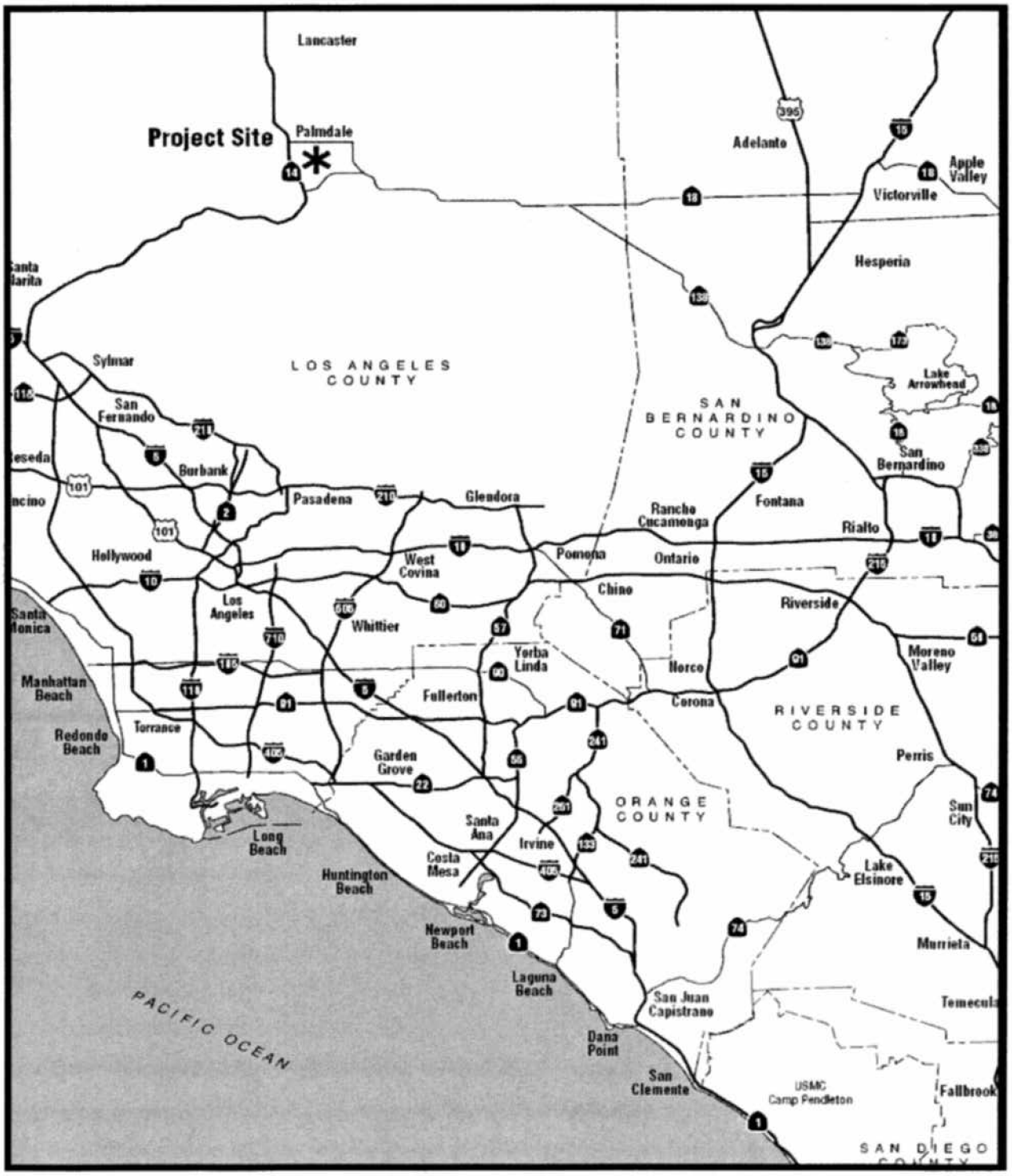
PALMDALE

CITY OF PALMDALE
Initial Study Questionnaire

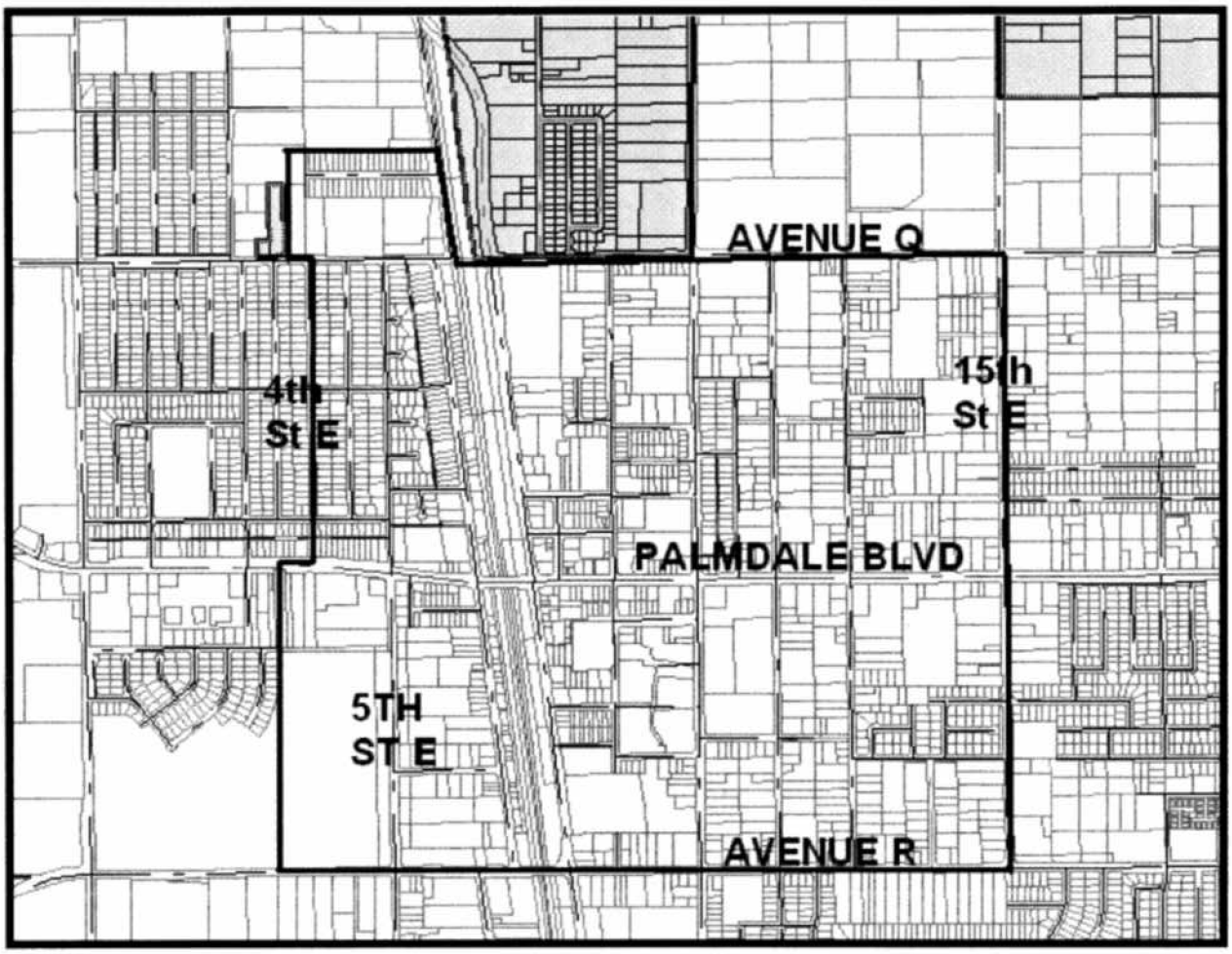
LEAD AGENCY:	City of Palmdale Planning Department 38250 Sierra Highway Palmdale, CA 93550
CONTACT PERSON:	Susan Koleda, Senior Planner (661) 267-5200
APPLICATION NO:	General Plan Amendment (GPA) 11-03, Zone Change (ZC) 11-01, Zoning Ordinance Amendment (ZOA) 11-05 and Specific Plan Amendment 11-01
NAME AND ADDRESS OF APPLICANT:	City of Palmdale Planning Department 38250 Sierra Highway Palmdale, CA 93550
LOCATION OF PROJECT:	The General Plan Amendment and Zoning Ordinance Amendment will impact properties citywide Zone Change 11-01 is generally located between Avenue Q on the north, Avenue R on the south, east of the alignment of Sumac Avenue on the west and 15th Street East to the east Specific Plan Amendment 11-01 will impact properties located within Neighborhood Zone C, generally located on the north and south sides of Avenue P-14 between 4th Street East and 6th Street East
APN:	Various
EXISTING GENERAL PLAN FOR ZC 11-01:	SFR-3 (Single Family Residential, 3.1-6 du/ac), MR (Medium Residential, 6.1-10 du/ac), MFR (Multifamily Residential, 10.1-16 du/ac), OC (Office Professional), CC (Commercial Center), DC (Downtown Commercial), CM (Commercial Manufacturing), PF (Public Facility), SP-18 (Palmdale Transit Village Specific Plan)
PROPOSED GENERAL PLAN:	MHDR (Medium-High Density Residential, 30 du/ac), HDR (High Density Residential, 50 du/ac), OC (Office

	Professional), CC (Commercial Center), DC (Downtown Commercial), CM (Commercial Manufacturing), PF (Public Facility), SP-18 (Palmdale Transit Village Specific Plan)
EXISTING ZONING: FOR ZC 11-01:	R-1-7,000 (Single Family Residential), R-2 (Medium Residential), R-3 (Multiple Residential), C-2 (Office Commercial), C-2 (MX) (Office Commercial - Mixed Use), C-3 (General Commercial), CD (MX) (Downtown Commercial – Mixed Use), C-5 (Service Commercial), PF (Public Facility), SP (Palmdale Transit Village Specific Plan)
PROPOSED ZONING:	R-4 (30) (Medium High Density Residential), R-4 (50) (High Density Residential), C-2 (MX) (Office Commercial - Mixed Use), C-3 (General Commercial), CD (MX) (Downtown Commercial – Mixed Use), C-5 (Service Commercial), PF (Public Facility), SP (Palmdale Transit Village Specific Plan)

REGIONAL LOCATION MAP:



LOCATION MAP FOR ZC 11-01 and SPA 11-01:



I.I PROJECT ASSESSMENT

A. Project Description:

General Plan Amendment (GPA) 11-03 will amend the Land Use and Housing Elements of the City's General Plan to accommodate units assigned to the City under the 2006-2014 Regional Housing Needs Allocation. This will include new policies within the Land Use Element associated with new Medium-High and High Density Residential land use designations and amending the General Plan Land Use Map identifying the boundaries of a new Medium-High and High Density Residential land uses.

Pursuant to Government Code Section 65588, General Plan Amendment 11-03 includes an update of the City of Palmdale's General Plan Housing Element. The amendment evaluates existing housing programs to determine whether they have been effective in meeting state and community housing goals, and establishes programs and goals for the 2006-2014 planning period that address the housing needs of City residents. The primary objectives of the Housing Element are to provide adequate and affordable housing for City residents of all income levels, and to identify and accommodate segments of the City population with special housing needs.

Zone Change 11-01 will amend the City of Palmdale Zoning Map to identify the boundaries of the new R-4 (30) (High Density Residential, minimum of 30 dwelling unit per acre) and R-4 (50) (High Density Residential, minimum of 50 dwelling units per acre) zone.

Zoning Ordinance Amendment 11-05 will amend various sections of the Zoning Ordinance; including: a new Article 45 creating the R-4 zone, setting forth uses permitted subject to various types of approvals and standards of development; amending various sections regarding transitional and supportive housing, emergency housing, temporary dependent housing, and large residential care facilitates. The ZOA will remove such identified uses from many of the commercial, industrial and Public Facility zones and permit such uses within residential zones.

Specific Plan Amendment 11-01 would amend the permitted density within Neighborhood Zone C of the Palmdale Transit Village Specific Plan (SP-18) from 25-40 dwelling units per acre to 30-40 dwelling units per acre.

B. Description of the Project Site:

GPA 11-03 and ZOA 11-03 will impact properties citywide.

Existing development within the project area of ZC 11-01 includes vacant land, single-family residential, multi-family residential, commercial, industrial, institutional, commercial and public land uses. The project site is relatively flat and is characterized by existing development, interspersed with vacant parcels. Numerous existing roadways existing within the project site, including Avenue Q, Avenue R, Palmdale Boulevard, 5th Street East, Sierra Highway, 10th Street East and 15th Street East. The Union Pacific Railroad bisects the project site from north to south, immediately to the west of and adjacent to Sierra Highway. Existing vegetation consists of non-native vegetation and landscaped areas associated with existing development.

C. Surrounding Land Uses:

North:	Primarily vacant land and existing residential uses
East:	Primarily vacant land and existing residential uses
South:	Primarily vacant land, existing residential and commercial uses
West:	Primarily vacant land, existing residential and commercial uses

I.D Have any of the following studies been submitted?

- ❑ Geology Report
- ❑ Geotechnical Report
- ❑ Hydrology Report
- ❑ Traffic Study
- ❑ Noise Study
- ❑ Biological Study
- ❑ Native Vegetation Preservation Plan
- ❑ Solid Waste Generation Report
- ❑ Public Services/ Infrastructure Report
- ❑ Historical Report
- ❑ Archaeological Report
- ❑ Paleontological Study
- ❑ Line of Sight Exhibits
- ❑ Visual Analysis
- ❑ Slope Map
- ❑ Fiscal Impact Analysis
- ❑ Air Quality Report
- ❑ Hazardous Materials/ Waste

(Studies may be reviewed by contacting the case planner at (661) 267-5200.)

II. OTHER AGENCIES

Other public agencies whose approval is required (e.g. permits, financing approval or participation agreements):

Department of Housing and Community Development

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

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

This initial study was prepared by:

Susan Koleda
Senior Planner

1-5-12
Date

Susan Koleda
Senior Planner

1-5-12
Date

Richard Kite
Planning Manager

V. EARLIER ANALYSIS

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or (mitigated) negative declaration. In this case, a discussion should identify the following:

A. Earlier analyses used

City of Palmdale General Plan FEIR, (SCH No. 87120908) prepared for the City of Palmdale by Michael Brandman Associates, and certified by the Palmdale City Council (Resolution No. 93-10) on January 25, 1993. This document was prepared to analyze the potential impacts from full build-out of the City's General Plan, including the provision of roadways, infrastructure and development of urban uses. The General Plan EIR anticipated that significant impacts to air quality, loss of open space, seismic related risks, biological resources, jobs/housing balance, traffic impacts at 11 roadway links and cumulative impacts to groundwater resources would occur with implementation of the City's General Plan. All other impacts were found to be mitigatable to level of insignificance through the mitigation measures imposed under the EIR and implementation measures contained within the General Plan. A copy of this EIR is available for review at the City of Palmdale Planning Department.

Palmdale Transit Village Specific Plan EIR (EIR 06-01) (SCH No. 2006081052) was prepared for the City of Palmdale by RBF Consulting, and certified by the Palmdale City Council (Resolution No. CC 2007-174) on July 2, 2007. This document was prepared to analyze the potential impacts from changing the existing land use designation from a mixture of BP (Business Park), CM (Commercial Manufacturing), IND (Industrial) and MR (Medium Residential) to Palmdale Transit Village Specific Plan on approximately 110 acres, including the project site, generally located between Technology drive and Avenue Q-3 and between 3rd Street East and the Metrolink railroad tracks adjacent to Sierra Highway. The EIR identified two direct impacts and two cumulative impacts which could not be mitigated to a level of insignificance, even after the imposition of all feasible mitigation measures identified in the EIR. The direct impacts which cannot feasibly be mitigated are: 1) traffic and circulation and 2) air quality (short and long term). The cumulative impacts which cannot be feasibly mitigated are: 1) traffic (lowered levels of service) and 2) air quality impacts. A Statement of Overriding Considerations was adopted by the City Council for

these impacts in compliance with the provisions of the California Environmental Quality Act Guidelines. All other impacts were found to be mitigatable to a level of insignificance through the imposition of the mitigation measures contained within the Palmdale Transit Village Specific Plan. This EIR is available for review at the City of Palmdale Planning Department.

B. Impacts adequately addressed

Improvements analyzed in the General Plan FEIR include construction of full street improvements contained in the City's Circulation Plan, bikeways, trails and parks as shown in the City's Parks, Recreation and Trails Element, building out the planning area in accordance with the City's Land Use Element, and the provision of public services to promote public health, safety, and welfare. Mitigation measures identified in the FEIR will reduce most of the impacts of future development under the proposed plan to a less than significant level. The majority of the policies and implementation programs in the General Plan serve as mitigation measures for the potential environmental impacts of build out under the plan. The EIR is available for review at the City of Palmdale Planning Department.

C. Mitigation Measures

No effects were determined to be "Less than Significant with Mitigation Incorporated." Further, no mitigation measures were incorporated or refined from earlier documents to address site-specific conditions for the proposed project.

VI. EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section V, "Earlier Analyses," may be cross-referenced).

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

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

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such

effects were addressed by mitigation measures based on the earlier analysis.

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

6. When feasible, incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

8. The explanation of each issue should identify:

a. The significance criteria or threshold, if any, used to evaluate each question; and

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

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

A. AESTHETICS

Would the project:

1. Have a substantial adverse effect on a scenic vista?

☐	☐	☒	☐

Exhibit ER-1 (Antelope Valley Scenic Highway) of the Environmental Resources Element of the City's General Plan identifies the following Scenic Routes: Barrel Springs Road, Tierra Subida Avenue, Sierra Highway south of Avenue S, Elizabeth Lake Road, Pearblossom Highway, Bouquet Canyon Road, Godde Hill Road, and the Antelope Valley Freeway south of Rayburn Road. Although GPA 11-03 and ZOA 11-05 will impact properties citywide, neither application will directly result in any physical development. None of the listed roadways are located within the identified project area for ZC 11-01 and the closest scenic route is located a minimum of one mile from the boundary of the project site. Therefore, there will be a less than significant impact on a scenic vista and no analysis on this topic is required in the EIR.

2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐	☐	☒	☐

The project area for ZC 11-01 is located on the floor of the Antelope Valley. Several miles to the south of the site, the topography transitions between the valley floor and the ridgelines of the San Gabriel Mountains, which form a scenic backdrop for the City as recognized in the General Plan. From the valley floor, the long range view of Mt. Emma and the ridgelines of the San Gabriel Mountains will be unaffected by future development within the boundaries of the project site. The project site does not include any rock outcroppings or historic buildings within a state scenic highway. Therefore, there will be a less than significant impact to scenic resources and no analysis on this topic is required in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐

The project site contains vacant properties interspersed between existing single-family residential, multi-family residential, commercial, institutional and public facilities. The existing visual character of the project area lacks design consistency and has been shaped by significant single-family residential development occurring in the 1950's, significant multi-family residential development occurring in the 1980's, commercial development between the 1950's and the 1980's, and development of new and upgrades to existing public facilities in the 2000's.

Future development within the proposed project area would have an incremental impact on the loss of vacant or open space; however, development within the area is anticipated under the General Plan. Future development would be evaluated on a project-by project basis and reviewed to ensure compliance with the development standards of the Zoning Ordinance, including building and landscape setbacks, building heights, lighting, screening and walls to ensure visual impacts from existing developed areas are minimized. Further, all new structures would be reviewed for compliance with the Community Design Element of the General Plan to ensure a high level of architectural design utilizing high quality, durable materials. Therefore, future development would not result in the degradation of the existing visual character or quality of the site or its surroundings and no further analysis on this topic is required.

4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The proposed project and surrounding area consists of a mixture of developed and vacant urban land. Developed land currently contains a variety of both on and off-site lighting. Future development would involve lighting for areas involving potential nighttime use, including the interior of buildings, parking areas, and security lighting. Project implementation would result in the potential development of vacant parcels and the potential redevelopment of underutilized

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

parcels, leading to a greater intensity of development than currently exists. However, due to the relatively flat topography of the project area and the relatively urbanized nature of the area, future development would not significantly change the light environment visible from other areas of the City.

Future site-specific development within the project area would introduce new sources of light and glare that could potentially affect neighboring uses. However, existing standards contained within the Section 86.03 of the City's Zoning Ordinance would restrict future lighting to the minimum level necessary to safely illuminate outdoor areas such as parking lots, restrict the height of fixtures adjacent to residential zones and uses, and ensure future light fixtures are placed in a manner that directs light downward to minimize light spillage and incidental glare. The outdoor lighting associated with future individual projects would be reviewed on a project-by project basis to ensure compliance with the Zoning Ordinance so that new sources of light or glare do not disturb neighboring uses. Therefore, future development would not result in new source of substantial light or glare, which would adversely affect day or nighttime views in the area, and no analysis on this topic is required in the EIR.

B. AGRICULTURAL AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. - Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒

No parcels within the proposed project site are identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and there are no existing farm uses within the project area. Therefore, no further analysis on this topic is required.

2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The project site does not include any existing or proposed agricultural zoning and no land within the project area is subject to a Williamson Act contract. Therefore, there will be no impact and no further analysis on this topic is required in the EIR.

3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

The project site does not include any existing forest or timberland and will not cause rezoning of forest land, timberland or timberland zoned Timberland Production. Therefore, there will be no impact and no further analysis on this topic is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

There is no forest land within the City of Palmdale. Therefore, the proposed project will not result in the loss of forest land or conversion of forest land to non-forest use and therefore, no analysis on this topic is required in the EIR.

5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The proposed project area is not located within close proximity to any land either zoned for or utilized for farmland or forest land. The project area is an urbanized area of the City and will not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest uses. Therefore, no analysis on this topic is required in the EIR.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

1. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
4. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
5. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The project site is located within the Los Angeles County portion of the Mojave Desert Air Basin (MDAB), which is under the jurisdiction of the Antelope Valley Air Quality Management District (AVAQMD). Both the State of California and the federal government have established Ambient Air Quality Standards for seven air pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead.

The AVAQMD is currently in non-attainment for One-Hour Ozone (Federal), Eight-Hour Ozone (Federal), Ozone (State) and PM_{10} (State). Future construction activities within the project area may result in significant air emissions and several sensitive receptors are located within the project area. Therefore, further analysis with respect to conformance with the AVAQMD regulations, conformance with federal and state pollutant standards and exposure of sensitive receptors to substantial pollutant concentrations will be included within the EIR.

Construction activity associated with future site-specific development may generate detectable odors from the exhaust associated with heavy equipment. However, this impact would be short-term in nature and cease upon project completion. In addition, the land uses are not anticipated to create objectionable odors affecting a substantial number of people. Therefore a less than significant impact would occur in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

D. BIOLOGICAL RESOURCES

Would the project:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

   ☒ ☐ ☐ ☐

2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

   ☒ ☐ ☐ ☐

3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?

   ☐ ☐ ☒ ☐

   Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

   ☐ ☐ ☒ ☐

4. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

   ☐ ☐ ☒ ☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Exhibit ER-5 (Area Vegetation) of the City's General Plan identifies the entire project area as containing substantially disturbed desert scrub and ruderal vegetation. It is anticipated that the majority of future development within the project area would occur on currently undeveloped sites. There is the potential for some undeveloped sites to contain some desert vegetation, and therefore the potential exists for sensitive, rare, threatened and/or endangered species to be located on individual sites. Therefore, potential impacts to biological resources will be evaluated within the EIR.

There are no potential jurisdictional drainage features or wetland areas under the United States Army Corps of Engineers, Regional Water Quality Control Board and/or the California Department of Fish and Game. The closest potential jurisdictional feature is the Anaverde Creek, an identified blue-line steam on the USGS Palmdale Quadrangle map (1974), which extends from north of Avenue P (Rancho Vista Boulevard) across 8th Street East. However, this feature is located outside of the project area.

Existing development patterns currently limit wildlife movement through the project area. In addition, the project area does not involve a narrow corridor that links large areas of undeveloped open space. Therefore, there is no significant wildlife movement corridor within the project area and the proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species.

The City of Palmdale has a Native Desert Vegetation Preservation Ordinance that regulates the removal of Joshua trees and California junipers. The City's preservation guidelines require that a minimum of two plants per acre be saved through in place preservation or transplanting to open space areas.

The project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan. The City of Palmdale will be

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

subject to the West Mojave Habitat Conservation Plan once adopted; however, a draft of this document has not yet been released.

E. CULTURAL RESOURCES

Would the project:

1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

☒ ☐ ☐ ☐

2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

☒ ☐ ☐ ☐

Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☒ ☐ ☐ ☐

3. Disturb any human remains, including those interred outside of formal cemeteries?

☒ ☐ ☐ ☐

The proposed project area is located within an area identified as having the potential for historic structures, as shown on Exhibit ER-6 (Potential Historic Structures) of the General Plan. According to Exhibit ER-7 (Archaeological Sensitivity Map), the proposed project area is located within an area identified as having "Moderately High" sensitivity for archaeological resources. Exhibit ER-8 (Paleontological Sensitivity Map) characterizes the project area as having an "Undetermined" potential for paleontological resources. Therefore, future development within the project area may result in potential adverse impacts to historic, archaeological and/or paleontological resources. Potential impacts to these resources will be evaluated within the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

F. GEOLOGY AND SOILS

Would the project:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

   a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

   ☐ ☐ ☒ ☐

   b. Strong seismic ground shaking?

   ☐ ☐ ☒ ☐

   c. Seismic-related ground failure, including liquefaction?

   ☐ ☐ ☒ ☐

   d. Landslides?

   ☐ ☐ ☒ ☐

Exhibit S-3 (Earthquake Fault Zones) identifies the relative location of earthquake faults, Alquist-Priolo Fault Zones, and Seismic Shaking Zones that affect the City. The San Andreas Fault and the Cemetery Fault (a major fault trace of the San Andreas system) are located south of Avenue R, the southern most portion of the project area. The Alquist-Priolo Special Studies Act identifies "Special Studies Zones" for areas located within one-eighth of a mile of an active fault. According to the Official Maps of Alquist-Priolo Earthquake Fault Zones, published by the Department of Conservation, Geological survey, the southern most boundary of the proposed project area is located more than 2,000 feet from identified fault traces. Therefore, the project is not located within a Special Studies Zone and no further analysis of this topic will be included within the EIR.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

The project site is located in Seismic Shaking Zone 1 as shown on General Plan Exhibit S-3 (Earthquake Fault Zones) and is subject to seismic ground shaking and failure. Development within the proposed project area would be subject to intense ground shaking during a major earthquake along the San Andreas Fault. The intensity of the ground shaking would depend on the distance to the epicenter and the geology of the areas between the epicenter and the project area. In accordance with the 2010 California Building Code, seismic structure design requirements will be based on the Seismic Design Category (SDC) for the proposed structures which is based on the Occupancy Category for the structure and on the level of expected soil modified seismic ground motion. The majority of structures in Palmdale will have a Seismic Design Category (SDC) of D (High seismic vulnerability) or E (Very high seismic vulnerability and near a major fault) based on the proximity of the City to the San Andreas Fault and soil types in the City. The final determination of the Seismic Design Category (SDC) will be made at the time of building plan submittal and review of a site specific soils report. Compliance with these seismic design requirements will reduce the potential impacts from seismic ground shaking and ground failure on building occupants and structures to a less than significant level.

According to General Plan Exhibit PS-1 (Aquifers and Groundwater Surface), the groundwater level within the proposed project area is in excess of 100 feet below the surface. Additionally, the USGS Seismic Hazard Zones Palmdale Quadrangle (October 17, 2003) does not identify the proposed project area as having the potential for liquefaction. Potential impacts associated with liquefaction would therefore be less than significant.

Palmdale General Plan Exhibit S-9 (Slope Categories) characterizes the proposed project area as having slopes of 15 percent or less. According to the USGS 7.5-Minute Palmdale Quadrangle (1974), the area contains no major landforms and is relatively flat, sloping slightly from the southwest to the northeast. The proposed project area does not contain slopes of 10 percent or greater. Further, the USGS Seismic Hazard Zones Palmdale Quadrangle (October 17, 2003) does not identify the proposed project area as having the potential for landslides. Based upon the factors identified above, the proposed project would not result in a significant impact associated with landslides.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Construction associated with future development within the project area would occur in accordance with all rules and regulations of the City of Palmdale. This would include the regulations contained within Palmdale Municipal Code (PMC) Section 8.04.265 (Excavation and Grading), which establish regulation for the control of excavation, grading and earthwork construction, including fills and embankments, and for the control of grading site runoff, including erosion, sediments and construction related pollutants. In addition, construction associated with future development would be required to comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Specifically, construction associated with future development projects would be required to have erosion control plans approved by the City of Palmdale Engineering and Transportation Services Division, as well as Storm Water Pollution Prevention Plans (SWPPP). As part of these requirements, Best Management Practices (BMP's) would be implemented during construction activities to reduce soil erosion to the maximum extent possible. All construction activities would be required to comply with Antelope Valley Air Quality Management District (AVAQMD) Rule 403 regarding the control of fugitive dust. Compliance with the City's applicable building regulations regarding erosion control and AVAQMD Rule 403 would ensure that impacts related to soil erosion would be less than significant during construction. Further, future developments would be improved with hardscape and landscaping, which would reduce the potential for on-site erosion. Given the future developments would be subject to City Code and NPDES requirements for erosion control grading and soil remediation, future development anticipated within the project area would not result in substantial soil erosion or the loss of top soil. Impacts would be less than significant and no further analysis of this topic is required in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

The proposed Expansion Area is located on relatively flat topography and is not located adjacent to steep slopes or areas that would otherwise be subject to landslides, debris flow, and/or rock fall. As such, there is no potential for landsliding to occur within the area. Therefore, damage from landslides and other mass movements are not anticipated within the project area and this topic will not be included for further analysis within the EIR.

Lateral spreading results from liquefaction or plastic deformation of soil occurring on gently sloping ground during an earthquake. The conditions occur when blocks of mostly intact surficial soil are displaced down slope along a sheer zone that has formed within liquefied sediment. Due to the City's relatively flat topography and lack of significant slopes in the project area, the project area is not subject to lateral spreading Conditions and no analysis of this topic is required in the EIR.

According to Exhibit S-14 (Subsidence), there is no data for subsidence potential within the project area. Although the General Plan does not map areas of collapsible soils in the City, generally desert soils are considered collapsible in the first few feet. The design, construction and engineering of structures associated with future development would be subject to compliance with all City rules and regulations. Pursuant to PMC Section 8.04.202, Section *110.2.2, Permits*, work requiring a building or grading permit by the PBC is not permitted in an area determined by the Building Official or City Engineer to be subject to hazard from landslide, settlement, or slippage. Moreover, compliance with *Section 111 – Geology and Engineering Reports*, would be required, as discussed above. PMC Section 16.80.020, *Geotechnical, Geologic, and Soils Reports*, requires a preliminary soils report for every subdivision for which a final or parcel map is required, prior to approval of the tentative or parcel map. In the event the preliminary soils report indicates the presence of collapsible or expansive soils, liquefaction or other soil problems, which if not corrected could result in structural defects, a geotechnical investigation of each lot or parcel in the subdivision shall be undertaken. With compliance with Code requirements,

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

project implementation would result in less than significant impacts involving damage to building and improvements from subsidence or collapse.

According to General Plan Exhibit PS-1 (Aquifers and Groundwater Surface), the groundwater level within the proposed project area is in excess of 100 feet below the surface. Additionally, the USGS Seismic Hazard Zones Palmdale Quadrangle (October 17, 2003) does not identify the proposed project area as having the potential for liquefaction. Potential impacts associated with liquefaction would therefore be less than significant.

4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

☐	☐	☒	☐

According to Exhibit S-10 (Soil Expansion Potential), portions of the project area are identified as having low and moderate soil expansion potential. Development on expansive soils can cause land slippage and structural damage to foundations. Regulating or restricting construction in areas with soil stability problems can reduce potential impacts associated with geologic hazards. Impacts can also be reduced by grading and engineering methods which provide a stable foundation for building construction. Potential impacts would be reduced to a less than significant level with the implementation of City programs as noted in Section F.3. above.

5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

☐	☐	☐	☒

In accordance with Policy PS2.2.4 of the Public Services Element of the General Plan, all new uses within the project area must be connected to the public sewer system and private sewer disposal systems are not permitted. Therefore, there will be no impact from soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

G. GREENHOUSE GAS EMISSIONS

Would the project:

1. Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?

☒ ☐ ☐ ☐

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

☒ ☐ ☐ ☐

Future development within the proposed project area would require grading with large, diesel-powered machinery to prepare suitable sites for development. A variety of combustion-engine drive construction machinery and vehicles would be employed throughout the construction phases that would be fueled with gasoline, diesel, and natural gas, all of which generate greenhouse gases within their emissions. Sources of GHG emissions associated with long-term operation of future projects would include vehicular emissions associated with residents of residential projects and customers and employees of commercial projects, energy consumption and water usage. The City of Palmdale does have any adopted climate action plan, known as the Palmdale Energy Action Plan, which identifies measures to reduce GHG emissions in compliance with state law. The potential impact of GHG emissions will require additional analysis in the EIR to assess their level of significance.

H. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1. Create a significant hazard to the public or the environment through the routine transport, use, emission or disposal of hazardous materials?

☒ ☐ ☐ ☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐

Future uses within the proposed project are may involve both single and multi-family residential, commercial, and public facility uses that may involve limited amounts of hazardous materials. Further, there are several schools that are located within one-quarter mile of the project area. The use of hazardous materials, although not expected to pose a risk to people residing or working in the area, could result in potentially significant impacts. The potential for the proposed project to create a significant hazard to people or the environment through the routine transport, use, emission or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions will be evaluated in the EIR.

4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

After review of the Department of Toxic Substances Control (DTSC) EnviroStor database and the EPA's CERCLIS database, there are no active or closed hazardous waste sites or Superfund sites within the proposed project area.

5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Portions of the northern and northwestern project area are located within two miles of U.S. Air Force Plant 42. The potential impacts associated with safety hazard for people residing or working in the project area will be evaluated as part of the EIR.

6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

☐	☐	☐	☒

There are no private airstrips within the vicinity of the project site; therefore, no further evaluation of this topic is required.

7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

☐	☐	☒	☐

Exhibit S-1 (Evacuation Routes) identifies existing emergency routes within the City. Evacuation routes within and adjacent to the project area include Palmdale Boulevard, Avenue R, and Sierra Highway. The proposed project area would include street and traffic control improvements. Traffic and circulation plans are subject to review and approval by the City. Furthermore, plans would be provided to the Los Angeles County Sheriff's Department and Los Angeles County Fire Department for review and comment. Review by these public agencies would ensure implementation of the proposed project would not interfere with an emergency response plan or emergency evacuation plan. Additionally, emergency vehicles would continue to have access to project related and surrounding roadways upon completion of each project within the proposed project area. Therefore, impacts would be less than significant and no further evaluation of this topic is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

The proposed project area is not located within proximity to a high fire hazard area, as shown on Exhibit S-16 (wildfire Hazard Zones) of the General Plan. Therefore, no wildfire hazard impact would occur with implementation of the proposed project.

I. HYDROLOGY AND WATER QUALITY

Would the project:

1. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐

Construction activities would involve grading and ground surface alterations that could expose soils to potential erosive forces of wind or storm water. A variety of construction materials could be stored on a future project site and some of these could include constituents that could impact surface water quality conditions, such as fuels, lubricants, solvents, coatings, etc. Without proper construction controls, loose sediments and a variety of construction materials could be captured within runoff from the site and potentially threaten on-site water quality or downstream receiving waters.

Post construction, impervious surfaces would increase due to site development, including road widening and new building pads. As a result, there could be an increase in site runoff during storm events, compared to current conditions.

The City requires that all projects be designed and constructed in accordance with the stormwater pollution control requirements of the Lahontan Region of the California Regional Water Quality Control Board. Furthermore, prior to the issuance of a grading permit, the applicant is required to file a Notice of Intent with the Lahontan Region of the California Regional Water Quality Control Board to comply with the applicable National Pollution Discharge Elimination System

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

(NPDES) requirements. However, impacts to water quality will be evaluated in the EIR.

2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☒	☐	☐	☐

Future development and redevelopment activities within the proposed project area would increase demand on the existing water system. An analysis of the project's total water demand and the potential impact on groundwater supply will be analyzed in the EIR.

3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

☒	☐	☐	☐

4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

☒	☐	☐	☐

5. Create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Otherwise substantially degrade water quality?	☒	☐	☐	☐

As indicated on Flood Insurance Rate Maps (FIRM), portions of the proposed project site are located within Special Flood Hazard Areas (SFHAs) subject to inundation by the one percent annual chance flood. Although site-specific development is not currently proposed, future development within the proposed project area may occur within SFHAs. Further, it is anticipated that development/redevelopment activities would occur on vacant and/or underutilized land, increasing runoff from the project area beyond existing conditions. Therefore, further analysis in the EIR is required to evaluate the potential impacts associated with increased runoff and potential flood hazards.

The City of Palmdale Master Plan of Drainage (1988) studied six watersheds: Portal Ridge, Amargosa, Anaverde, Pearland, Littlerock and Big Rock. Changes within four of the six watersheds were addressed in the Master Plan of Drainage Update (August 1996). Specifically, the Master Plan of Drainage Update analyzes pre-development and ultimate development conditions for four watersheds: Portal Ridge, Amargosa, Anaverde, and Pearland. Based on the analysis, the Master Plan of Drainage Update recommends detention basins, regional drains, channels, and master plan facilities to serve ultimate development. Palmdale Municipal Code Chapter 3.38, Drainage Fee Requirements, requires development projects to mitigate the impacts of the development on the City's drainage facilities. The City requires developers to construct drainage facilities in accordance with the City of Palmdale Master Plan of Drainage or pay drainage fees that will be used to construct drainage facilities pursuant to the Master Drainage Plan. The proposed project does not propose site-specific development. As site specific projects are proposed, they would be reviewed to ensure that drainage facilities are constructed in compliance with the City's Master Plan of Drainage and/or payment of applicable drainage fees occur. Thus, the proposed project would not impede the implementation of the City's Master Plan of Drainage or Drainage Management Plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☒	☐	☐	☐
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☒	☐	☐	☐
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☒	☐	☐	☐

Portions of the proposed project area are identified on Flood Insurance Rate Maps (FIRM), as being located within Special Flood Hazard Areas (SFHAs) subject to inundation by the one percent annual chance flood. Future residential uses are proposed for much of the area identified as being within the Special Flood Hazard Area. Therefore, potential impacts of flood hazards will be analyzed within the EIR.

10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

According to Palmdale General Plan Exhibit S-6 (Inundation Areas), a portion of the proposed project area is in the inundation area if a break occurs in the northern 20 percent of Lake Palmdale. If a break occurs, water would reach the proposed project area in approximately 3 hours and 40 minutes at a maximum flood elevation of approximately one foot. The portion of the proposed project area located within the inundation area is currently developed with residential uses. The City's Emergency Preparedness Plan identifies emergency response and recovery operations for disaster occurrences in the City. The Plan establishes evacuation procedures and routes in the event of an emergency.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Implementation of the City's Emergency Preparedness Plan in the event of flooding would reduce impacts to less than significant.

J. LAND USE AND PLANNING

Would the project:

1. Physically divide an established community?

☐	☐	☒	☐

Future development within the project area will result in a continuation of existing roadway patterns. The project area is currently bisected from north to south by the Union Pacific Railroad and Metrolink tracks and from east to west by State Route 138 (Palmdale Boulevard). No future development would provide any additional division of the existing community. As there will be a less than significant impact in this regard, this issue will not be addressed within the EIR.

2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

☒	☐	☐	☐

The proposed project includes a General Plan Amendment, Zone Change, Zoning Ordinance Amendment and Specific Plan Amendment to amend the Land Use designation, Zoning and Specific Plan use designation on multiple properties within the project area to allow for residential uses at a minimum density of 30 dwelling units per acre. Potential impacts will be addressed further within the EIR.

3. Conflict with any applicable habitat conservation plan or natural community conservation plan?

☐	☐	☐	☒

There is no adopted habitat conservation plan or natural community conservation plan for the proposed project to conflict with. Therefore, this issue will not be addressed within the EIR.

K. MINERAL RESOURCES

Would the project:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☒

2. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☐	☒

According to Palmdale General Plan Exhibit LU-6 (Sand and Gravel Resource Area) and Exhibit ER-1B (Regionally Significant Construction Aggregate Resource Areas), the proposed Expansion Area is not located within a mineral resource extraction district or an area with existing quarry operations. The proposed Expansion Area does not provide a significant resource area for the extraction of significant mineral resource deposits. Potential impacts to a Quarry Zone would be less than significant.

L. NOISE

Would the project result in:

1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
☒	☐	☐	☐

Portions of the proposed project area located adjacent to the Union Pacific Railroad tracks and existing arterials roadways. Future development within the

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

proposed project area may expose residential or other noise sensitive uses to severe noise levels associated with the railroad and arterials. Potential noise impacts to sensitive uses will be evaluated in the EIR.

2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☒	☐	☐	☐

Portions of the proposed project area are located immediately adjacent to the Union Pacific Railroad tracks, and existing major and secondary arterial streets, including Palmdale Boulevard, Avenue Q, Avenue R, Sierra Highway, 5th Street East, 10th Street East and 15th Street East. There is the potential for groundborne vibration and noise associated with vehicular and rail traffic to impact future residential uses. Additionally, during the construction phase of future projects, the operation of heavy construction machinery does have the potential to create groundborne vibration and noise. Therefore, this issue will be evaluated within the EIR.

3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☒	☐	☐	☐

4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☒	☐	☐	☐

The proposed project does not involve any changes in land use or site specific development at this time. Future development activities within the proposed project area would occur on vacant land as well as on infill sites that are adjacent to existing development. Although it is not anticipated that future development would generate a noise level exceeding 65 CNEL at the project boundary after construction, there is the potential for noise impacts to occur that may impact an adjoining use. Potential noise impacts will be evaluated within the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ ☐ ☒ ☐

Air Force Plant 42 is located within two miles of the northern portion of the proposed project area. As shown on Palmdale General Plan Exhibit S-17 (USAF Plant 42 Air Installation Compatible Use Zone (AICUZ)), although a small portion of the project site near Avenue Q and 15th Street East is within the frequent overflight zone, all of the proposed project area is located outside of the 65 CNEL contour. Thus, aircraft noise is not expected to result in a significant impact to future uses within the proposed project area.

6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐ ☐ ☐ ☒

The proposed project area is not located within the vicinity of a private airstrip; therefore, there will be no impact from noise on people residing or working in the project area.

M. POPULATION AND HOUSING

Would the project:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☒ ☐ ☐ ☐

The Housing Element update incorporates population and housing projections prepared as a part of the Southern California Association of Governments' Regional Housing Needs Allocation (RHNA) for the 2006-2014 cycle. Cities are mandated by the State to ensure sufficient residential land use capacity is

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

available to accommodate the RHNA allocation, which for the City of Palmdale is a total of 17,910 housing units; 4,481 very low income, 2,822 low income, 3,024 moderate income and 7,583 above moderate income households. Additionally, it is mandated by the State that all assigned low and very low-income units, a total of 7,303 units, must be accommodated within a Land Use designation and Zoning that allows for a minimum of 30 dwelling units per acre. The Housing Element update identifies vacant and underutilized sites within the City that are available for residential development.

In order to address the need for affordable housing for lower income households, the Housing Element update contains programs that encourage both the preservation of existing affordable units and the production of new affordable housing. For example, the City's density bonus program encourages development of new affordable housing by decreasing associated land cost per individual housing unit. The City's Home Conservation Program provides rehabilitation loans from redevelopment set-aside funds to owner-occupants of single family houses and mobile homes who earn 80 percent or less of the area median income.

The Housing Element also contains programs to address the special housing needs of the elderly, homeless, farm workers, handicapped, and female-headed households. Additionally, proposed housing programs seek to conserve and rehabilitate existing units to keep them safe and in good condition, and protects existing mobilehomes and manufactured houses to keep them as an available source of affordable housing.

The requirement to provide for sufficient housing capacity for all low and very low-income housing units in a zone allowing for a minimum of 30 dwelling unit per acre is a significant change for the City, which currently allows for a maximum of 16 dwelling units per acre within the R-3 (Multi-Family Residential) zone. The creation of a new high-density zone will have a significant impact on housing distribution and has the potential to result in significant growth within the project area identified as high-density residential. Therefore, this issue will be evaluated within the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐

At this time it is not anticipated that existing housing projects with a density of 16 dwelling units per acre or more would be demolished to make way for a higher density multi-family development. Likewise, it is not anticipated that parcels that contain an existing single-family dwelling constructed between 1980 and the current time would be demolished to allow for higher density housing. However, the proposed project would increase the minimum permitted residential density within the project area, creating an increased potential for existing single-family dwellings constructed in the 1950's to transition to higher density multi-family uses, displacing existing housing and residents. If an existing property owner were to sell to a developer, there is the potential for existing units to be demolished or significantly rehabilitated to accommodate a higher density use. Therefore, potential impacts to population and housing will be evaluated within the EIR.

N. PUBLIC SERVICES

1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	☐	☐	☒	☐

Fire Station 37 (33818 9th Street East) is located within the project area.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Future development activities in the proposed project area would increase demand for fire protection services. Increased demands may require improvements to existing facilities or increases in staffing and equipment. Palmdale Municipal Code Chapter 3.42, Fire Facilities Impact Fee Requirements, establishes fire facilities impact fees for residential and non-residential development for the purpose of constructing, expanding, or rehabilitating fire protection facilities and equipment. Future development projects within the proposed project area would be required to pay the fees in effect at the time required, as identified in Chapter 3.42. Payment of the applicable fees would reduce potential impacts to fire protection services to a less than significant level.

b. Police protection?

☒	☐	☐	☐

Future development activities in the proposed project are would increase demand for police protection services. Increased demands may require improvements to existing facilities or increases in staffing and equipment. Impacts related to police protection services will be evaluated in the EIR.

c. Schools?

☒	☐	☐	☐

The Palmdale School District and the Antelope Valley Union High School District serve the project area.

Based on student generation rates provided by the Palmdale School District (0.1803 students for grades K-6 and 0.0328 students for grades 7-8) staff estimates that buildout (7,303 housing units) will generate 1,317 students for grades K-6 and 240 students for grades 7-8, a total of 1,557 students.

Based on student generation rates from the Antelope Valley Union High School District (0.292 students per dwelling unit) staff estimates that buildout of the project will generate for a total of 2,132 students.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

All schools within the Palmdale School District and the Antelope Valley Union High School District are currently overcrowded according to the districts impacted. Future development activities in the proposed project area will result in a direct increase in the City's population, thereby increasing demands on local school facilities. The growth associated with implementation of the proposed project may therefore result in potentially significant impacts to schools in the local area and will be evaluated in the EIR.

d. Parks?

☒	☐	☐	☐

Potential population growth resulting from implementation of the proposed project could significantly increase demand for park and other recreational facilities. The degree to which such population increases would adversely affect recreational facilities has not been determined. Impacts to park and recreation facilities will be evaluated in the EIR.

e. Other public facilities?

☐	☐	☒	☐

The proposed project may facilitate new development within the project area, including improvements to deteriorated public facilities and infrastructure, such as roads and drainage facilities. Future improvements would be planned and implemented to serve existing and future growth within the area. Although new and upgraded facilities are anticipated, increased development within the area would increase the need for maintenance of the new and existing facilities. Palmdale Municipal Code Chapter 3.45, Public Facility Development Impact Fee Requirements, requires developers to pay a public facility development impact fee to meet the demand for public facilities created by development. The fees collected are used for constructing, expanding, or rehabilitating public facilities identified in the Public Facilities Impact Fee Final Report. Future development projects within the proposed project area would be required to pay the fees in effect at the time required, as identified in Chapter 3.45.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Payment of the applicable fees would reduce potential impacts to public facilities to a less than significant level.

O. RECREATION

1. Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☒ ☐ ☐ ☐

1. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

☒ ☐ ☐ ☐

Potential population growth resulting from implementation of the proposed project could significantly increase demand for park and other recreational facilities. The degree to which such population increases would adversely affect recreational facilities has not been determined. Impacts to park and recreation facilities will be evaluated in the EIR.

P. TRANSPORTATION/TRAFFIC

Would the project:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation systems, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

☒ ☐ ☐ ☐

2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

standards established by the county congestion management agency for designated roads or highways?

☒ ☐ ☐ ☐

Specific development and/or improvements are not currently proposed as part of the project. However, the proposed project would facilitate new development activities within the area, resulting in increased traffic generation. Increased traffic generation may cause a reduction in Level of Service at an intersection or on a street segment. Impacts related to increased trip generation within the proposed Expansion Area will be evaluated in the EIR.

3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐ ☐ ☒ ☐

The proposed project is not anticipated to result in a significant alteration to rail or air traffic. Future development within the proposed project area may result in an increase in demand for commuter rail service. Metrolink regularly reviews demand for rail service and makes adjustments as needed to accommodate such demand. Adequate provision of these services is expected to continue to occur.

4. Substantially increase hazards due to a design feature, such as a sharp curve or dangerous intersection, or incompatible uses (e.g., farm equipment)?

☐ ☐ ☒ ☐

Specific development and/or improvements are not currently proposed as part of the project. However, the roadway layout within the project area has been previously established and the majority of the right-of-way is existing. The existing roadway layout is based upon a grid pattern and numerous intersections within the project area are controlled by either an existing traffic signal or other traffic control signage.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Result in inadequate emergency access?	☐	☐	☒	☐

Specific development and/or improvements are not currently proposed. It is not anticipated that future development within the proposed project area would prevent the safe and orderly flow of people and vehicles within and through the area. Individual development projects would be reviewed on a case-by-case basis to ensure that safe and adequate flow and emergency access is provided. Impacts would be less than significant in this regard.

6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Existing public transit routes and facilities are located along portions of Palmdale Boulevard, Avenue Q, Avenue R, Sierra Highway, 10th Street East, Avenue Q-12, 6th Street East, and 11th Street East within the project area. Future development will not result in the removal of existing facilities and will not decrease the performance of such facilities.

Exhibit PRT-2 (Bikeway and Multi-Purpose Trail Plan) identifies future bicycle lanes within the proposed project area to be located along Avenue Q, Avenue R, 5th Street East, 6th Street East, 10th Street East, and Sierra Highway. Additionally, an existing Class 1 bike trail is located along the western edge of Sierra Highway between Avenue Q and the alignment of Avenue Q-12. At the time future development within the project area is proposed, the City will ensure that project design will not hinder the implementation of the bikeway trail plan.

Future development within the project area will result in the construction of sidewalks along portions of existing roadways currently lacking such facilities. This will have a positive impact for pedestrians within the project area.

Based upon the information above, the project is not expected to result in a significant adverse impact to public transit, bicycle or pedestrian facilities.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Q. UTILITIES AND SERVICE SYSTEMS

Would the project:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐ ☐ ☒ ☐

In 2000, the Regional Water Quality Control Board, Lahontan Region (RWQCB-LR) revised the Waste Discharge Requirements for the Palmdale Water Reclamation Plant, the facility which will serve the proposed project. The RWQCB-LR ordered the Sanitation District to remedy suspected nitrate contamination resulting, in part, from historical land application and agricultural practices. As a result, the District has implemented several recommendations, including restrictions that have eliminated two previous disposal methods for wastewater. They have also entered into a 20-year lease with Los Angeles World Airports in 2002 for 2,680 acres located north and east of the reclamation plant to provide additional disposal area for wastewater. Based upon the ongoing compliance with RWQCB-LR requirements, the project will not individually or cumulatively cause the wastewater treatment requirements to exceed those specified within the 1995 Water Quality Control Plan for the Lahontan Region (1995 Basin Plan plus amendments through 2005).

2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☒ ☐ ☐ ☐

Future development activities within the proposed project area would increase demand on existing water and wastewater treatment systems that currently serve the project area. The degree to which these activities would adversely affect these systems has not been determined. Impacts to water and wastewater treatment facilities will be evaluated in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐

Future development activities on vacant and underutilized parcels within the proposed project area would increase the amount impervious area, increasing runoff from the project area beyond existing conditions. Therefore, further analysis in the EIR is necessary to evaluate the potential impacts to storm water drainage facilities.

4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐

The proposed project area is serviced by the Palmdale Water District (PWD). PWD receives approximately 40 percent of its annual water from groundwater. Future development within the proposed project area would result in increased demand for water beyond existing conditions, potentially resulting in a change in the quantity of groundwater and/or a reduction in public water supplies. Potential impacts to water supply will be evaluated in the EIR.

5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐

The proposed project area is serviced by the Los Angeles County Sanitation Districts through the Palmdale Water Treatment Plant. The Los Angeles County Sanitation Districts has prepared a Final Palmdale Water Reclamation Plant 2025 Facilities Plan and EIR (September 2005) for the expansion of the Palmdale Water Reclamation Plant, which is expected to reach capacity in 2013. Future development within the proposed project area would result in increased demand for wastewater treatment beyond existing conditions, and therefore, potential impacts to wastewater treatment capacity will be evaluated in the EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐

Solid waste disposal in Palmdale is provided in the City by franchise contract with the Waste Management at the Antelope Valley Public Landfill located at 1200 W. City Ranch Road in Palmdale. According to the Los Angeles County Integrated Waste Management Plan 2004 Annual Report (February 2006) the landfill has approximately 8,434,000 cubic yards (approximately 2.3 million tons) of remaining capacity spread over two sites and is permitted to accept up to 1,800 tons of solid waste per day. To meet the increasing demands for disposal capacity, the operator of the facility has recently received Conditional Use Permit approval from the City to expand their site by adding an 11-acre strip of unused land between the two sites to its disposal capacity, resulting in an additional 9.2 million ton capacity. However, future development within the project area will result in an increase in solid waste over existing conditions. Therefore, potential impacts to solid waste will be evaluated within the EIR.

7. Comply with federal, sate and local statutes and regulations related to solid waste?	☐	☐	☒	☐

The City of Palmdale Municipal Code mandates that all commercial and residential developments within the City limits maintain trash service with the city's franchisee, Waste Management, Inc. Future development within the project area will be required to participate in regional source reduction and recycling programs further reducing the amount of solid waste to be disposed of at the Antelope Valley Public Landfill. The City of Palmdale currently has a franchise agreement with Waste Management, Inc., who provide recycling and solid waste disposal. Additionally, residents of the City have the ability to dispose of their household hazardous waste at the Antelope Valley Environmental Collection Center, located at the Antelope Valley Public Landfill. The proposed project will therefore comply with federal, state and local statutes and will not result in any significant impacts related to solid waste.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

VII. MANDATORY FINDINGS OF SIGNIFICANCE

A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☒ ☐ ☐ ☐

As previously identified, future development associated with the proposed project could potentially result in adverse impacts to biological resources, including plants and wildlife, as well as cultural resources. Therefore, further analysis is required in the EIR, in order to determine whether project implementation could degrade, threaten to eliminate or reduce significant biological resources, or eliminate important examples of the major periods of California history or prehistory.

B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☒ ☐ ☐ ☐

A review of cumulative impacts for each issue area that has been identified as potentially significant will be required pursuant to Section 15130 of CEQA.

C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☒ ☐ ☐ ☐

The proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Further review and analysis in the EIR is required.

Appendix B:
Notice of Preparation Comments

Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director

February 2, 2012

Susan Koleda, Senior Planner
City of Palmdale Planning Department
38250 N. Sierra Highway
Palmdale, CA 93550

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

Ms. Koleda,

The Antelope Valley Air Quality Management District has received the Notice of Preparation of a Draft Environmental Impact Report pertaining to the General Plan Amendment (GPA) 11-03 that will amend the Land Use and Housing Elements of the City's General Plan to accommodate units assigned to the City under the 2006-2014 Regional Housing Needs Allocation.

We have reviewed the initial study and based on the information available to us at this time, we have no comments.

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (661) 723-8070 or Julie McKeehan at ext. 228.

Sincerely,

for / **Bret Banks**
Operations Manager

BB/jm

Housing Element GPA 11-03.doc

Printed on recycled paper

Clean Cities
Antelope Valley

22311 Brookhurst Street Suite203
Huntington Beach Ca 92646

NO CONFLICT

January 9, 2012

City of Palmdale
Planning Dept.
Attn: Susan Koleda
38250 Sierra Hwy.
Palmdale, CA...93550

Re: Zone Change 11-01...Initial Study Questionnaire

Dear Ms. Koleda,

This is in response to your Inquiry Letter dated January 4, 2012, regarding the above referenced project. After reviewing your location maps, please be advised that AT&T Network Services (long distance) has no active facilities (Transcontinental Fiber Optics Lines) within the vicinity of this project.

Thank you for notifying AT&T of the pending project referenced above. Notification of future proposed work, performed in this vicinity should be directed to:

AT&T INQUIRIES
22311 Brookhurst Street, Suite 203
Huntington Beach, CA 92646
AT&T-Inquiries@forkertengineering.com

Should you have any questions or concerns regarding this project, please contact Steve Shermoen at (714) 963-7964 or me at your earliest convenience.

Please Note

AT&T Drawings are Proprietary Information Pursuant to Company instructions–This Office does not distribute drawings for Pre–Planning and Design Engineering purposes.

Please contact your local City, County, Utility Notification Center or AT&T on Site Plant Protection Workforce to identify AT&T facilities prior to contacting AT&T Engineering. If you are referred to our office because of a possible conflict with AT&T lines, we will confirm and provide you with the appropriate drawings and pertinent information required to avoid a conflict with AT&T lines prior to the start of your construction project.

Sincerely,

STEVE SHERMOEN for
Rosemary Hamill
OSP Maintenance Engineer
(925) 977-2413

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937

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January 12, 2012

Ms. Susan Koleda
Planning Department
City of Palmdale
38250 N. Sierra Highway
Palmdale, CA. 93550

IGR/CEQA # 120112/NY
NOP/Housing Element Update
SCH# 2012011007
LA / 14/59.80-64.68

Dear Ms. Koleda:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed update of the City's Housing Element.

Based on the information received Caltrans recommends that the City consider updating its Circulation Element as well, to determine future transportation enhancing projects, project costs, and funding sources. The transportation infrastructure should remain commensurate with the housing element. The Circulation Element should include a comprehensive traffic impact analysis that takes into account the City's cumulative impacts on the Congestion Management Program (CMP) Roadway System.

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 120112/NY.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief
Office of Regional Planning
Caltrans District 7

State of California -The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
http://www.dfg.ca.gov

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CHARLTON H. BONHAM, Director

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February 6, 2012

Ms. Susan Koleda
City of Palmdale
38250 North Sierra Highway
Palmdale, CA 93550

Subject: Notice of Preparation for Draft Environmental Impact Report for Palmdale Housing Element Update SCH # 2012011007, Los Angeles County

Dear Ms. Koleda:

The Department of Fish and Game (Department) has reviewed the Notice of Preparation (NOP) for the general plan amendment, specific plan amendment, zone change and zoning ordinance amendment necessary to accommodate the 2006-2012 regional housing needs allocation for the City of Palmdale, including a new R-4 zone allowing for a minimum of 30 dwelling units per acre (Project).

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the Project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. With these stressors in mind, the Department has previously worked with the City in recommending conservation and protective measures for biological and botanical resources and looks forward to continuing this effort. Please let Department staff know if you would like a copy of the California Wildlife Action Plan to review.

The Department is California's Trustee Agency for fish and wildlife resources, holding these resources in trust for the People of the State pursuant to various provisions of the California Fish and Game Code. (Fish & G. Code, §§ 711.7, subd. (a), 1802.) The Department submits these comments in that capacity under the California Environmental Quality Act (CEQA). (See generally Pub. Resources Code, §§ 21070; 21080.4.) Given its related permitting authority under the California Endangered Species Act (CESA) and Fish and Game Code section 1600 *et seq.*, the Department also submits these comments likely as a Responsible Agency for the Project under CEQA. (*Id.*, § 21069.)

To enable Department staff to adequately review and comment on the proposed Project we recommend the following information, where applicable, be included in the DEIR:

1. A complete, recent assessment of flora and fauna within and adjacent to the Project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats including:

    a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities. (See Protocols for Surveying and Evaluating Impacts to Special Status

Native Plant Populations and Natural Communities at: http://www.dfg.ca.gov/habcon/plant/).

b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use within the Project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.

c. Endangered, rare, and threatened species to address should include all those species which meet the related definition under the CEQA Guidelines. (See Cal. Code Regs., tit. 14, § 15380.)

d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 (www.dfg.ca.gov/biogeodata) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas or Environmentally Sensitive Habitats or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the Project area must be addressed.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

b. Project impacts including deposition of debris should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration and pest management.

c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

d. Impacts to migratory wildlife affected by the Project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

e. Impacts from Project activities (including but not limited to, staging and disturbances to native and non native vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from March 1-August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If Project activities cannot avoid the avian breeding season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department generally recommends a minimum 300 foot nest avoidance buffer or 500 feet for all active raptor nests).

f. Proposed impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed Project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

   a. Mitigation measures for Project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize Project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with off-site mitigation locations clearly identified.

   b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from Project-related impacts (Attachment).

   c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. An Incidental Take Permit (ITP) from the Department may be required if the Project, Project construction, or any Project-related activity during the life of the Project will result in "take" as defined by the Fish and Game Code of any species protected by CESA. (Fish & G. Code, §§86, 2080, 2081, subd. (b), (c).) Early consultation with Department regarding potential permitting obligations under CESA with respect to the Project is encouraged. (Cal. Code Regs., tit. 14, § 783.2, subd. (b).) It is imperative with these potential permitting obligations that the draft environmental document prepared by the Lead Agency includes a thorough and robust analysis of the potentially significant impacts to endangered, rare, and threatened species, and their habitat, that may occur as a result of the proposed Project. For any such potentially significant impacts the Lead Agency should also analyze and describe specific, potentially feasible mitigation measures to avoid or substantially lessen any such impacts as required by CEQA and, if an ITP is necessary, as required by the relevant permitting criteria prescribed by Fish and Game Code section 2081, subdivisions (b) and (c). The failure to include this analysis in an environmental document could preclude the Department from relying on the Lead Agency's analysis to issue an ITP without the Department first conducting its own, separate Lead Agency subsequent or supplemental

analysis for the Project. (See, e.g., Cal. Code Regs., tit. 14, § 15096, subd. (f).) For these reasons, the following information is requested:

a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.

b. A Department-approved Mitigation Agreement and Mitigation Plan for plants listed as rare under the Native Plant Protection Act.

5. The Department opposes the elimination of watercourses (including concrete channels, blue line streams and other watercourses not designated as blue line streams on USGS maps) and/or the channelization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of drainage.

   a. The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the Project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement (Agreement) is a project subject to CEQA. To facilitate issuance of an Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. Again, the failure to include this analysis in the Project environmental impact report could preclude the Department from relying on the Lead Agency's analysis to issue an Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the Project.

Thank you for this opportunity to provide comments. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed Project.

Sincerely,

Leslie MacNair

Leslie S. MacNair
Environmental Program Manager
South Coast Region

Attachment

cc: Ms. Leslie MacNair, CDFG, Laguna Hills
Ms. Terri Dickerson, CDFG, Laguna Niguel
Ms. Kelly Schmoker, CDFG, Pasadena
Mr. Scott Harris, CDFG, Pasadena
State Clearinghouse, Sacramento

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.

S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.

S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

S1.1 = very threatened
S2.2 = threatened
S3.3 = no current threats known

Sensitivity Rankings (February 1992)

Rank	Community Name
S1.1	Mojave Riparian Forest
	Sonoran Cottonwood Willow Riparian
	Mesquite Bosque
	Elephant Tree Woodland
	Crucifixion Thorn Woodland
	Allthorn Woodland
	Arizonan Woodland
	Southern California Walnut Forest
	Mainland Cherry Forest
	Southern Bishop Pine Forest
	Torrey Pine Forest
	Desert Mountain White Fir Forest
	Southern Dune Scrub
	Southern Coastal Bluff Scrub
	Maritime Succulent Scrub
	Riversidean Alluvial Fan Sage Scrub
	Southern Maritime Chaparral
	Valley Needlegrass Grassland
	Great Basin Grassland
	Mojave Desert Grassland
	Pebble Plains
	Southern Sedge Bog
	Cismontane Alkali Marsh

S1.2	Southern Foredunes Mono Pumice Flat Southern Interior Basalt Flow Vernal Pool
S2.1	Venturan Coastal Sage Scrub Diegan Coastal Sage Scrub Riversidean Upland Coastal Sage Scrub Riversidean Desert Sage Scrub Sagebrush Steppe Desert Sink Scrub Mafic Southern Mixed Chaparral San Diego Mesa Hardpan Vernal Pool San Diego Mesa Claypan Vernal Pool Alkali Meadow Southern Coastal Salt Marsh Coastal Brackish Marsh Transmontane Alkali Marsh Coastal and Valley Freshwater Marsh Southern Arroyo Willow Riparian Forest Southern Willow Scrub Modoc-Great Basin Cottonwood Willow Riparian Modoc-Great Basin Riparian Scrub Mojave Desert Wash Scrub Engelmann Oak Woodland Open Engelmann Oak Woodland Closed Engelmann Oak Woodland Island Oak Woodland California Walnut Woodland Island Ironwood Forest Island Cherry Forest Southern Interior Cypress Forest Bigcone Spruce-Canyon Oak Forest
S2.2	Active Coastal Dunes Active Desert Dunes Stabilized and Partially Stabilized Desert Dunes Stabilized and Partially Stabilized Desert Sandfield Mojave Mixed Steppe Transmontane Freshwater Marsh Coulter Pine Forest Southern California Fellfield White Mountains Fellfield
S2.3	Bristlecone Pine Forest Limber Pine Forest

STATE OF CALIFORNIA

EDMOND G. BROWN JR., *Governor*

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

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February 3, 2012

Susan Koleda
City of Palmdale-Planning Dept.
38250 Sierra Highway
Palmdale, CA 93550

Dear Ms. Koleda:

Re: SCH# 2012011007; Housing Element Update

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Negative Declaration* from the State Clearinghouse for the City's housing element update. RCES recommends that the City add language to the general plan update so that any future housing development adjacent to or near the Metrolink or Union Pacific Railraod Company right-of-way is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to shared right-of-way.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

Language should be in place so that any traffic impact studies undertaken should also address traffic increase impacts over affected crossings and associated proposed mitigation measures.

If you have any questions in this matter, please contact Jose Pereyra, responsible Engineer at (213) 576 – 7083 or email at jfp@cpuc.ca.gov or myself at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

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

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
JAN 30 2012
PLANNING DEPT.

January 25, 2012

Susan Koleda, Senior Planner
City of Palmdale
Planning Department
38250 North Sierra Highway
Palmdale, CA 93550

Dear Ms. Koleda:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, CITY OF PALMDALE HOUSING ELEMENT UPDATE, GENERAL PLAN AMENDMENT 11-03 WILL AMEND THE LAND USE AND HOUSING ELEMENTS OF THE CITY'S GENERAL PLAN TO ACCOMMODATE UNITS ASSIGNED TO THE CITY UNDER THE 2006-2014 REGIONAL HOUSING NEEDS ALLOCATION, CITYWIDE PALMDALE (FFER #201200006)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

N. Public Services

Fire Protection

1. The address for Fire Station 37 should be corrected to: 38318 E. 9th Street East.

LAND DEVELOPMENT UNIT:

1. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.

2. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for fire fighting operations and local/regional access issues. However we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within Contract Cities (cities that contract with the County of Los Angeles Fire Department for fire protection services).

   We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

3. The County of Los Angeles Fire Department, Land Development Units comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

4. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Joseph Youman, at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:ij

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

January 24, 2012

File No: 14-00.00-00
20-00.00-00

RECEIVED
JAN 26 2012
PLANNING DEPT.

Ms. Susan Koleda, Senior Planner
City of Palmdale
38300 Sierra Highway
Palmdale, CA 93550-4798

Dear Ms. Koleda:

Palmdale Housing Element Update

This is in reply to your notice, which was received by the County Sanitation Districts of Los Angeles County (Districts) on January 20, 2012. The City of Palmdale (City) is located within the jurisdictional boundaries of Districts Nos. 14 and 20. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City.

2. The wastewater generated within the City will be treated at the Palmdale Water Reclamation Plant (WRP), which has a design capacity of 15 million gallons per day (mgd) and currently processes an average flow of 9.6 mgd, or the Lancaster WRP, which has a design capacity of 16 mgd and currently processes an average flow of 13.6 mgd.

3. The Districts would appreciate the opportunity to review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by a project.

4. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2 for a copy of the Districts' average wastewater generation factors.

5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to

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construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

January 26, 2012

File No: 20-00.04-00

RECEIVED
JAN 30 2012
PLANNING DEPT.

Ms. Susan Koleda, Senior Planner
Planning Department
City of Planning
38250 Sierra Highway
Palmdale, CA 93550

Dear Ms. Koleda:

General Plan Amendment 11-03, Zone Change 11-01,
Zoning Ordinance Amendment 11-05, and Specific Plan Amendment 11-01

The County Sanitation Districts of Los Angeles County (Districts) received an Initial Study for the subject project on January 9, 2012. The City of Palmdale (City) is located within the jurisdictional boundaries of Districts Nos. 14 and 20. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City.

2. The wastewater generated by the City will be treated at the Palmdale Water Reclamation Plant (WRP), which has a design capacity of 15 million gallons per day (mgd) and currently processes an average flow of 9.6 mgd, or the Lancaster Water Reclamation Plant, which has a design capacity of 16 mgd and currently processes an average flow of 13.6 mgd.

3. The Districts should review developments and redevelopment projects within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by a project. Please forward information on projects within the City to the undersigned.

4. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2 for a copy of the Districts' average wastewater generation factors.

5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already

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connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program/Buildover Procedures, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace R. Chan

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

January 9, 2012

Mr. Richard Kite, Planning Manager
City of Palmdale
38300 Sierra Highway
Palmdale, CA 93550-4798

Sent by FAX to: 661-267-5122
No. of Pages: 3

Re_ Tribal Consultation Pursuant to Government Codes No. 127e §§ 65092, 65351, 65352.3, 65352 .4, 65560 and 65562.5 (SB 18) for **the General Plan Amendment 11-03 and Specific Plan Amendment 11-01; City of Palmdale Housing Element UpdateL** ; located in the City of Palmdale; Los Angeles County, California

Dear Mr. Kite:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. The Native American Heritage Commission is the state "trustee agency' designated for the protection of Native American Cultural Resource pursuant to CA Public Resources Code §21070. In the 1985 Appellate Court decision ((170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites

Attached is a consultation list of tribal governments with traditional lands or cultural places located within the Project Area of Potential Effect (APE. The tribal entities on the list are for your guidance for **government-to-government consultation** purposes. Pursuant to CA Public Resources Code §5097.95, please provide pertinent project information to the tribal consulting parties.

The NAHC did perform a Sacred Lands File search of the project location and Native American cultural resources were not identified in the project site area you identified.. Also, lack of surface evidence of archeological resources does not preclude the existence of archeological resources that may be discovered inadvertently during construction activity. California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the

California Public Records Act pursuant to. California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. Please contact the Native Americans on the attached list to determine, from their knowledge, if the proposed changes or governmental action might impact on Native American cultural resources. If so, Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "substantial," and Section 2183.2 requires documentation, data recovery of cultural resources identified. The NAHC recommends that lead agencies provide appropriate archaeological studies and pertinent project information to the consulting Native American tribes, as appropriate. Tribal Governments have 90 days to comment from the receipt of the letter inviting consultation.

The Native American Heritage Commission works with Native American tribal governments regarding its identification of 'Areas of Traditional Use,' The Commission may adjust the submitted data defining the 'Area of Traditional Use' in accordance with documentation provided by consulting tribes, generally accepted ethnographic, anthropological, archeological research and oral history.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Tribal Government Consultation List

California Native American Tribal Consultation List
Los Angeles County
January 9, 2011

San Manuel Band of Mission Indians
James Ramos, Chairperson
26569 Community Center Drive — Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX

Fernandeno Tataviam Band of Mission Indians
Ronnie Salas, Cultural Preservation Department
601 South Brand Boulevard, Suite 102 — Fernandeno
San Fernando , CA 91340 — Tataviam
rsalas@tataviam-nsn.gov
(818) 837-0794 Office

Tehachapi Indian Tribe
Attn: Charlie Cooke
32835 Santiago Road — Kawaiisu
Acton , CA 93510
suscol@intox.net
(661) 733-1812

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
981 N. Virginia — Yowlumne
Covina , CA 91722 — Kitanemuk
deedominguez@juno.com
(626) 339-6785

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 — Fernandeño
Newhall , CA 91322 — Tataviam
tsen2u@hotmail.com — Serrano
(661) 753-9833 Office — Vanyume
(760) 885-0955 Cell — Kitanemuk
(760) 949-2103 Home

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3. and 65362.4. et seq.

California Regional Water Quality Control Board
Lahontan Region

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • FAX (760) 241-7308
http://www.waterboards.ca.gov/lahontan

Matthew Rodriquez
Secretary for
Environmental Protection

Edmund G. Brown Jr.
Governor

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JAN 3 0 2012
PLANNING DEPT.

January 26, 2012

File: Environmental Doc Review
Los Angeles County

City of Palmdale Planning Department
c/o Susan Koleda
38250 Sierra Highway
Palmdale, CA 93550

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND INITIAL STUDY OF ENVIRONMENTAL IMPACT, CITY OF PALMDALE HOUSING ELEMENT UPDATE, STATE CLEARINGHOUSE NO. 2012011007, LOS ANGELES COUNTY

California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) and Initial Study (IS) of Environmental Impact on January 9, 2012, for the above-referenced project (Project). The NOP and IS were prepared by the City of Palmdale (City) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). The proposed Project would not authorize any plans for construction of new homes, or redevelopment of any properties to produce new homes. The General Plan Amendment (GPA) 11-03 would amend the Land Use and Housing Elements of the City's General Plan to accommodate units assigned to the City under the 2006-2014 Regional Housing Needs Allocation. This will include new policies within the Land Use Element associated with new medium-high and high density residential land use designations and amending the General Plan Land Use Map identifying the boundaries of new medium-high and high density residential land uses. Zone Change (ZC) 11-01 will amend the City of Palmdale Zoning Map to identify the boundaries of the new R-4 (30) (High Density Residential, minimum of 30 dwelling units per acre) and R-4 (50) (High Density Residential, minimum of 50 dwelling units per acre) zone. Zoning Ordinance Amendment (ZOA) 11-05 will amend various seconds of the Zoning Ordinance, including; a new Article 45 creating the R-4 zone, setting forth uses permitted subject to various types of approvals and standards of development; amending various sections regarding transitional and supportive housing, emergency housing, temporary dependent housing, and large residential care facilities. The ZOA will remove such identified uses from many of the commercial, industrial, and Public Facility zones and permit such uses within residential zones. Specific Plan Amendment (SPA) 11-01 would amend the permitted density within Neighborhood Zone C of the Palmdale Transit Village Specific Plan (SP-18) from 25-40 dwelling units per acre to 30-40 dwelling units per acre.

Water Board staff has reviewed the NOP and IS for the above-referenced Project and has submitted the following comments in compliance with CEQA Guidelines, California Code of Regulations (CCR), title 14, section 15096, which requires responsible agencies to specify the scope and content of the environmental information germane to their statutory responsibilities and lead agencies to include that information in their environmental documents.

AUTHORITY

The State Water Resources Control Board (SWRCB) and the Water Board regulate discharges of waste in order to protect water quality and, ultimately, the beneficial uses of waters of the State. State law assigns responsibility for protection of water quality in the Lahontan Region (Region) to the Water Board.

Basin Plan

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect water quality within the Region. The Basin Plan provides guidance regarding water quality and how the Water Board may regulate activities that have the potential to affect water quality within the region. All surface waters and groundwaters are considered waters of the State, which include, but are not limited to, aquifers, drainages, streams, washes, ponds, pools, or wetlands. Surface water bodies may be permanent or intermittent. All waters of the State are protected under California law. Additional protection is provided for waters of the United States (U.S.) under the Federal Clean Water Act (CWA). The Basin Plan sets forth water quality standards for the surface and groundwaters of the Region, which include both designated beneficial uses of water and the narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan includes prohibitions and policies for implementation of standards. The Basin Plan identifies general types of water quality problems which can threaten beneficial uses in the Region, and identifies required or recommended control measures for these problems. In some cases, it prohibits certain types of discharges in particular areas. The Basin Plan includes a program of implementation to protect beneficial uses and to achieve water quality objectives.

The current Basin Plan was adopted by the Water Board in 1995 and has since been amended several times; the last amendment was adopted in November 2010. The Basin Plan can be accessed via the Water Board's web site (http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml).

PERMITS

This Project is a policy-level plan. Future project level CEQA documentation and analysis will be required for specific components of this plan. Future projects and development as a result of implementation in accordance with the Project may require permits issued by either the SWRCB or Water Board because they have the potential to impact waters of the State. The required permits may include:

- Land disturbance of 1 acre or more may require a CWA, section 402(p) stormwater permit, including a National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit obtained from the SWRCB, or an individual stormwater permit obtained from the Water Board;

- Streambed alteration and/or discharge of fill material to a surface water may require a CWA, section 401 water quality certification (WQC) for impacts to federal waters (waters of the U.S.), or dredge and fill WDRs for impacts to non-federal waters, both issued by the Water Board.

Some waters of the State are "isolated" from waters of the U.S.; determinations of the jurisdictional extent of the waters of the U.S. are made by the United States Army Corps of Engineers (USACE). Projects that have the potential to impact surface waters will require the appropriate jurisdictional determinations. These determinations are necessary to discern if the proposed surface water impacts will be regulated under section 401 of the CWA or through dredge and fill WDRs issued by the Water Board. If the project is not subject to federal requirements, activities that involve fill or alteration of surface waters, including drainage channels, may still be subject to state permitting.

Information regarding these permits, including application forms, can be downloaded from our web site at http://www.waterboards.ca.gov/lahontan/.

POTENTIAL IMPACTS TO WATERS OF THE STATE

Watersheds are complex natural systems in which physical, chemical, and biological components can interact to create a source of high quality water on which our economy and well-being depend. Poorly planned development can upset these natural interactions and degrade water quality through a web of interrelated effects. The primary impacts of poorly planned development projects on water quality can include:

- Direct impacts – the direct physical impacts of filling and excavation on wetlands, riparian areas, and other waters;

- Pollutants – the generation of urban pollutants during and after construction;

- Hydrologic modification – the alteration of flow regimes and groundwater recharge by impervious surfaces and stormwater collector systems; and

- Watershed-level effects – the disruption of watershed-level aquatic functions, including pollutant removal, floodwater retention, and habitat connectivity.

These impacts have the potential to degrade water quality and impair a number of beneficial uses by reducing the available riparian habitat and eliminating the natural buffer system to filter runoff and enhance water quality. These impacts typically result in hydrologic changes by decreasing water storage capacity and increasing water flow velocity, which in turn leads to increases in the severity of peak discharges. These hydrologic changes can exacerbate flooding, erosion, scouring, sedimentation, and may ultimately lead to near-total loss of natural functions and values, resulting in the increased need for engineered solutions to re-establish the disrupted flow patterns. Many examples

of such degradation exist in California and elsewhere. The Water Boards are mandated to prevent such degradation.

Section D.5. of the IS states that there are no potential jurisdictional drainage features or wetland areas under the jurisdiction of the Water Board, and that the nearest jurisdictional feature (Anaverde Creek) is outside the Project area. Future projects and development as a result of the Project may be located in an area which may include marked (blue line) and unmarked surface waters that are either waters of the U.S. or waters of the State. Surface waters include, but are not limited to, drainages, streams, washes, ponds, pools, or wetlands, and may be permanent or intermittent. Waters of the State may include waters determined to be isolated or otherwise non-jurisdictional by the USACE.

The IS does not provide specific information regarding impacts to surface water resources. The environmental document needs to quantify these impacts and discuss the purpose of the Project, need for surface water disturbance, and alternatives (avoidance, minimize disturbances, and mitigation). We request that measures be incorporated into the Project to avoid surface waters and to provide buffer zones where possible. If future projects and development associated with the proposed Project impacts and alters drainages, then we request that the development be designed such that it would maintain existing hydrologic features and patterns to the extent feasible.

BMPs are used to reduce pollutants in runoff to waters of the State. The environmental document must specifically describe BMPs and their role in mitigation of Project impacts. Please include both on-site and off-site stormwater management strategies and BMPs as part of the planning process. Keep in mind that mitigation must protect functions and values and that measures to eliminate or reduce potential impacts must be identified and discussed in the environmental document. For more information regarding mitigation, see the Basin Plan, which can be accessed via the Water Board's web site (http://www.waterboards.ca.gov/ lahontan/water_issues/programs/basin_plan/references.shtml).

Low Impact Development Strategies

The foremost method of reducing impacts to watersheds from urban development is "Low Impact Development" (LID), the goals of which are to maintain a landscape functionally equivalent to predevelopment hydrologic conditions and to minimize generation of non-point source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters, the principles of which include:

- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge;
- Reducing the impervious cover created by development and the associated transportation network; and
- Managing runoff as close to the source as possible.

We understand that LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and maintenance costs, and could benefit air quality, open space, and habitat. Planning tools to implement the above principles and manuals are available to provide specific guidance regarding LID. We request you require LID principles to be incorporated into the design of future development associated with the Project. We request natural drainage patterns be maintained to the extent feasible.

Please include both on-site and off-site stormwater management strategies and BMPs as part of the planning process for both pre- and post-construction phases of future development associated with the Project. In this planning process, please incorporate measures to ensure that stormwater generated by the Project is managed on-site both pre- and post-construction.

CLOSING

Please note that obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required. The environmental document must specifically describe the BMPs and other mitigation measures used to mitigate Project impacts.

Thank you for the opportunity to comment on your Project. If you have any questions regarding this letter, please contact me at (760) 241-7305 (bbergen@waterboards.ca.gov) or Patrice Copeland, Senior Engineering Geologist, at (760) 241-7404 (pcopeland@waterboards.ca.gov).

Sincerely,

Brianna L Bergen

Brianna Bergen
Engineering Geologist

cc: State Clearinghouse (SCH No. 2012011007)

BB\rc\U:\CEQA\COMMENTS_ NOP-PalmdaleHousing.docx

Appendix C:
Traffic Impact Analysis

PALMDALE HOUSING ELEMENT PROJECT TRAFFIC ANALYSIS

Prepared for

CITY OF PALMDALE

Prepared by

14725 ALTON PARKWAY, IRVINE, CALIFORNIA 92618-2027
CONTACT: PAUL MARTIN 949.855.7005 pmartin@rbf.com

May 18, 2012

JN 10-108426

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EXECUTIVE SUMMARY

To address the City's needs for very low- and low-income housing, Palmdale must demonstrate that it has an adequate supply of land for higher density housing. Although zoning land for higher density development does not guarantee the construction of housing that is affordable to low- and moderate-income families, without such higher density zoning, the opportunity to provide housing for lower income households is limited. Palmdale has identified enough residentially zoned vacant land to accommodate its moderate- and above moderate-income need. However, the City has a shortfall of vacant and underutilized residential land to accommodate its very low- and low-income growth needs.

The proposed project plans the following land use changes:

- Addition of 13,253 multi-family dwelling units (categorized into 11,928 apartments and 1,325 condominiums);
- Displacement of 2,834 apartment dwelling units;
- Displacement of 204 single family dwelling units;
- Displacement of 1,714 square feet of Veterans of Foreign Wars (VFW) hall;
- Displacement of 30,000 square feet of Recreation Center; and
- Displacement of 39,916 square feet of Religious Facilities.

When accounting for the proposed and displaced land uses, the proposed project is forecast to generate approximately 65,131 net new daily trips, which includes 4,997 net new a.m. peak hour trips and 6,052 net new p.m. peak hour trips.

Mitigation measures are identified for the following four (4) roadway segments to address forecast existing with project conditions:

- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Mitigation measures are identified for the following six (6) study intersections to address forecast existing with project conditions:

- Northbound SR-14 Ramps/Palmdale Boulevard (SR-138);
- 5th Street East/Palmdale Boulevard (SR-138);
- Sierra Highway/Palmdale Boulevard (SR-138);
- 10th Street East/Palmdale Boulevard (SR-138);
- 12th Street East/Palmdale Boulevard (SR-138); and
- 15th Street East/Palmdale Boulevard (SR-138).

Mitigation measures are identified for the following five (5) roadway segments to address forecast year 2040 with project conditions:

- 10th Street East between Avenue Q and Palmdale Boulevard (SR-138);
- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Mitigation measures are identified for the following four (4) study intersections to address forecast year 2040 with project conditions:

- 5th Street East/Palmdale Boulevard (SR-138);
- 11th Street East/Palmdale Boulevard (SR-138);
- 12th Street East/Palmdale Boulevard (SR-138); and
- 15th Street East/Palmdale Boulevard (SR-138).

Consistent with CMP requirements, mitigation measures are identified to eliminate the significant impact at the CMP-monitored Sierra Highway/Palmdale Boulevard (SR-138) intersection and for transit impacts for forecast existing with project conditions.

INTRODUCTION

To address the City's needs for very low- and low-income housing, Palmdale must demonstrate that it has an adequate supply of land for higher density housing. Although zoning land for higher density development does not guarantee the construction of housing that is affordable to low- and moderate-income families, without such higher density zoning, the opportunity to provide housing for lower income households is limited. Palmdale has identified enough residentially zoned vacant land to accommodate its moderate- and above moderate-income need. However, the City has a shortfall of vacant and underutilized residential land to accommodate its very low- and low-income growth needs.

The proposed project plans the following land use changes:

- Addition of 13,253 multi-family dwelling units (categorized into 11,928 apartments and 1,325 condominiums);
- Displacement of 2,834 apartment dwelling units;
- Displacement of 204 single family dwelling units;
- Displacement of 1,714 square feet of Veterans of Foreign Wars (VFW) hall;
- Displacement of 30,000 square feet of Recreation Center; and
- Displacement of 39,916 square feet of Religious Facilities.

The project boundaries are generally Avenue Q to the north, Avenue R to the south, Division Street to the west, 15th Street East to the east, and including the Palmdale Transit Village Specific Plan area. State Route 14 (SR-14) is a north-south freeway facility west of the project area, and Palmdale Boulevard (State Route 138, SR-138) is an east-west arterial roadway that bisects the project area. Exhibit 1 shows the regional location of the project site. Exhibit 2 shows the project site location.

A separate project is under consideration in the area called the High Desert Corridor (HDC). The HDC project is under environmental review, and proposes a freeway/expressway facility connecting Palmdale between SR-14 to State Route 18 in the Apple Valley area. Environmental review of the HDC is expected to be completed in Spring 2013. Therefore, full construction of the HDC (4 to 8-lane facility) is expected for year 2040.

Study Area

This study evaluates operations at the following eleven (11) intersections:

1. Southbound SR-14 Ramps/Palmdale Boulevard (SR-138);
2. Northbound SR-14 Ramps/Palmdale Boulevard (SR-138);
3. Division Street/Palmdale Boulevard (SR-138);
4. 5th Street East/Palmdale Boulevard (SR-138);
5. 6th Street East/Palmdale Boulevard (SR-138);

6. Sierra Highway/Palmdale Boulevard (SR-138);
7. 9th Street East/Palmdale Boulevard (SR-138);
8. 10th Street East/Palmdale Boulevard (SR-138);
9. 11th Street East/Palmdale Boulevard (SR-138);
10. 12th Street East/Palmdale Boulevard (SR-138); and
11. 15th Street East/Palmdale Boulevard (SR-138).

Intersections 1 through 8 are signalized, while intersections 9 through 11 are stop-controlled with stops controlling the north-south movements crossing Palmdale Boulevard.

Additionally, this study evaluates operations at the following thirty-four (34) roadway segments:

1. Division Street north of Avenue Q;
2. Division Street between Avenue Q and Palmdale Boulevard (SR-138);
3. Division Street between Palmdale Boulevard (SR-138) and Avenue R;
4. 5th Street East between Avenue Q and Palmdale Boulevard (SR-138);
5. 5th Street East between Palmdale Boulevard (SR-138) and Avenue R;
6. 5th Street East between Avenue R and Avenue R-8;
7. 6th Street East north of Avenue Q;
8. 6th Street East between Avenue Q and Palmdale Boulevard (SR-138);
9. 6th Street East between Palmdale Boulevard (SR-138) and Avenue R;
10. Sierra Highway north of Avenue Q;
11. Sierra Highway between Avenue Q and Palmdale Boulevard (SR-138);
12. Sierra Highway between Palmdale Boulevard (SR-138) and Avenue R;
13. Sierra Highway between Avenue R and Avenue R-8;
14. 8th Street East north of Avenue Q;
15. 10th Street East north of Avenue Q;
16. 10th Street East between Avenue Q and Palmdale Boulevard (SR-138);
17. 10th Street East between Palmdale Boulevard (SR-138) and Avenue R;
18. 10th Street East between Avenue R and Avenue R-8;
19. 15th Street East north of Avenue Q;
20. 15th Street East between Avenue Q and Palmdale Boulevard (SR-138);
21. 15th Street East between Palmdale Boulevard (SR-138) and Avenue R;
22. Avenue Q between Division Street and 5th Street East;
23. Avenue Q between 5th Street East and 6th Street East;
24. Avenue Q between Sierra Highway and 8th Street East;

25. Avenue Q between 8th Street East and 10th Street East;
26. Avenue Q between 10th Street East and 15th Street East;
27. Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
28. Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
29. Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East;
30. Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East;
31. Avenue R between Division Street and 5th Street East;
32. Avenue R between 5th Street East and 6th Street East;
33. Avenue R between Sierra Highway and 10th Street East; and
34. Avenue R between 10th Street East and 15th Street East.

The study area is generally within the jurisdiction of the City of Palmdale, while Palmdale Boulevard (SR-138) is owned and managed by Caltrans.

Exhibit 3 shows the locations of the study intersections and roadway segments, which are analyzed for the following study scenarios:

- Existing Conditions;
- Forecast Existing With Project Conditions;
- Forecast Year 2040 Without Project Conditions; and
- Forecast Year 2040 With Project Conditions.

TRANSPORTATION NETWORK

This section discusses the surrounding roadway network, the transit network, the bicycle network, and the pedestrian network. Additionally, funding for circulation improvements is reviewed and consistency with the General Plan Circulation Element is discussed.

Roadway Network

The project is located east of State Route 14 (SR-14) and both north and south of State Route 138 (SR-138). Major arterials in the project vicinity include Palmdale Boulevard (SR-138), Sierra Highway, 10th Street East, Avenue Q, Avenue R, and Division Street. A full high-speed partial cloverleaf interchange is provided at Palmdale Boulevard for access to SR-14.

The characteristics of the roadway system in the vicinity of the project site are described below:

Antelope Valley Freeway (State Route 14) provides regional access for the Palmdale area as a major north-south freeway facility connecting Interstate 5 (I-5) in the San

Fernando Valley with the Antelope Valley. In the project vicinity, SR-14 is a six-lane freeway, consisting of two general purpose lanes and one high occupancy vehicle (HOV) lane in each direction.

5th Street East is a two-lane undivided roadway trending in a north-south direction. On-street parking is permitted on 5th Street East in the vicinity of Palmdale Boulevard (SR-138). The posted speed limit on 5th Street East is 35 miles per hour. Per the City of Palmdale General Plan Circulation Element, 5th Street East is classified as a Secondary Arterial with a median, no bike lanes, and a right-of-way width of 84 feet.

6th Street East is a two-lane divided roadway with a continuous left-turn lane trending in a north-south direction. On-street parking is permitted on 6th Street East in the vicinity of Palmdale Boulevard (SR-138). The posted speed limit on 6th Street East is 40 miles per hour north of Palmdale Boulevard (SR-138) and 45 miles per hour south of Palmdale Boulevard (SR-138). North of Avenue Q, 6th Street East changes names to Clock Tower Plaza Drive. Per the City of Palmdale General Plan Circulation Element, 6th Street East is classified as a Collector.

8th Street East is a two-lane undivided roadway trending in a north-south direction. On-street parking is generally prohibited on 8th Street East in the vicinity of the project site. The posted speed limit on 8th Street East is 35 miles per hour. Per the City of Palmdale General Plan Circulation Element, 8th Street East is classified as a Secondary Arterial with a median, no bike lanes, and a right-of-way width of 84 feet.

10th Street East is a two-lane undivided roadway north of Avenue Q, four-lane divided roadway with a continuous left-turn lane between Avenue Q and Palmdale Boulevard (SR-138), and a two-lane divided roadway with a continuous left-turn lane between Palmdale Boulevard (SR-138) and Avenue R trending in a north-south direction. A portion of 10th Street East north of Palmdale Boulevard currently provides one northbound lane and two southbound lanes. For purposes of this analysis, 10th Street East between Avenue Q and Palmdale Boulevard (SR-138) is analyzed as a two-lane roadway.

On-street parking is generally permitted on 10th Street East between Avenue Q and Avenue R. The posted speed limit on 10th Street East is 50 miles per hour north of Avenue Q and 45 miles per hour south of Avenue Q.

Per the City of Palmdale General Plan Circulation Element, 10th Street East north of Palmdale Boulevard is classified as a Major Arterial with a median, bike lanes (except for the segment north of Avenue Q there is no bike lane), and a right-of-way width of 104 feet. Additionally, 10th Street East south of Palmdale Boulevard is classified as a Secondary Arterial with a median, bike lanes (except for the segment south of Avenue R there is no bike lane), and a right-of-way width of 92 feet.

15th Street East is a two-lane undivided roadway trending in a north-south direction. On-street parking is generally prohibited on 15th Street East in the vicinity of the project site. The posted speed limit on 15th Street East varies from 40 miles per hour to 55

miles per hour. Per the City of Palmdale General Plan Circulation Element, 15th Street East is classified as a Secondary Arterial with a median, no bike lanes, and a right-of-way width of 84 feet.

Avenue Q is a two-lane divided roadway with a continuous left-turn lane west of 6th Street and a two-lane undivided roadway east of Sierra Highway trending in an east-west direction. On-street parking is generally prohibited on Avenue Q within the project vicinity. The posted speed limit on Avenue Q is 45 miles per hour. Per the City of Palmdale General Plan Circulation Element, Avenue Q west of Division Street is classified as a Major Arterial with a median, bike lanes, and a right-of-way width of 114 feet. Avenue Q east of Division Street is classified as a Major Arterial with bike lanes, no median, and a right-of-way width of 80 feet.

Avenue R is a two-lane divided roadway with a continuous left-turn lane between Division Street and 6th Street East and a four-lane divided roadway with a continuous left-turn lane east of 6th Street East trending in an east-west direction. West of SR-14, Avenue R changes name to Rayburn Road. On-street parking is prohibited on Avenue R. The posted speed limit on Avenue R is 50 miles per hour west of 5th Street East and 40 miles per hour east of 5th Street East. Per the City of Palmdale General Plan Circulation Element, Avenue R is classified as a Major Arterial with a median, bike lanes, and a right-of-way width of 114 feet.

Division Street is a two-lane undivided roadway trending in a north-south direction. On-street parking is prohibited on Division Street in the vicinity of the project site. The posted speed limit on Division Street is 25 miles per hour north of Palmdale Boulevard and 50 miles per hour south of Palmdale Boulevard. Division Street north of Avenue P-12 is not currently paved. Per the City of Palmdale General Plan Circulation Element, Division Street is classified as a Major Arterial with a median, no bike lanes, and a right-of-way width of 104 feet.

Palmdale Boulevard (SR-138) is a four to six-lane divided roadway trending in an east-west direction. West of SR-14, Palmdale Boulevard is a four-lane divided roadway with a raised median. Between SR-14 and 6th Street East, Palmdale Boulevard is a six-lane divided roadway with a raised median. East of 6th Street East, Palmdale Boulevard is a four-lane divided roadway with a raised median. On-street parking is prohibited on Palmdale Boulevard west of Sierra Highway. The posted speed limit varies on Palmdale Boulevard in the project vicinity from 40 miles per hour to 50 miles per hour. Per the City of Palmdale General Plan Circulation Element, Palmdale Boulevard (SR-138) is classified as a Major Arterial with a median, no bike lanes, and a right-of-way width of 104 feet.

Sierra Highway is a four-lane divided roadway with a continuous left-turn lane trending in a north-south direction. On-street parking is prohibited on Sierra Highway. The posted speed limit on Sierra Highway is 50 miles per hour south of Palmdale Boulevard and 55 miles per hour north of Palmdale Boulevard. Per the City of Palmdale General Plan Circulation Element, Sierra Highway is classified as a Major Arterial with a median, bike lanes, and a right-of-way width of 114 feet.

Per the City of Palmdale Circulation Element, designated truck routes are identified on the following roadways in the project vicinity:

- Palmdale Boulevard (SR-138) from SR-14 to 90th Street East;
- 10th Street West from Avenue P to Avenue M;
- Sierra Highway from SR-14 to Avenue M; and
- Avenue R from SR-14 to Sierra Highway.

Bicycle Network

The following bicycle routes are provided in the project area:

Class I (Off-Street Bike Trail): A Class I facility is a dedicated path for exclusive use by bicycles and potential pedestrians that is separated from motor vehicle traffic. Class I facilities are located at the following locations within the study area:

- East side of Sierra Highway north of Technology Drive;
- West side of Sierra Highway/6th Street East between Technology Drive and Palmdale Transportation Center; and
- West side of Sierra Highway between Avenue Q and Avenue Q-12.

Class II (On-Street Bike Lanes): A Class II facility is identified with a paved area of the roadway marked as a lane for use by bicycles only. It is identified by both pavement markings and through signage. Class II facilities are located at the following locations within the study area:

- On Clock Tower Plaza Drive/6th Street East from Palmdale Transportation Center to Avenue R,
- On 5th Street East between Avenue R and Avenue S; and
- On 10th Street East between Palmdale Boulevard (SR-138) and Avenue R.

Class III (On-Street Bike Route): A Class III bicycle facility is identified by “Bike Route” signs only. No special markings on the pavement are provided, and the bicycle facility is designated within the public right-of-way. No Class III bike facilities are located within the project area.

Pedestrian Network

Sidewalks within the project area are discontinuous based on the pattern of development that has occurred. Sidewalks are generally provided on roadways where development has occurred. Generally, sidewalks are provided for the entirety of Palmdale Boulevard (SR-138) within the project area, except for gaps east of 12th Street West. Crosswalks are generally provided at signalized intersections, but are notably absent at the 15th Street East/Palmdale Boulevard (SR-138) intersection where the intersection is two-way stop-controlled. AVTA Transit stops on both sides of Palmdale Boulevard at the 15th Street East/Palmdale Boulevard (SR-138) intersection support

pedestrian activity in the area, however, the nearest designated crosswalk is ¼ mile to the east.

Crosswalks are not provided adjacent to R. Rex Parris High School at 38801 Clock Tower Plaza Drive (northwest corner of the 6th Street East/Avenue Q intersection). Crosswalks are provided adjacent to Yucca Elementary School at 38440 2nd Street East (northeast corner of the 2nd Street East/Avenue Q-7 intersection).

Transit Network

The Palmdale Transportation Center (PTC), which is located within the project study area, opened in April 2005. The PTC is a multi-modal hub including Antelope Valley Transit Authority (AVTA) buses, Metrolink commuter rail service, Santa Clarita Transit service, Greyhound bus service, and Amtrak Throughway bus service. Hours of operation for the PTC are from 3:00 a.m. to midnight Monday through Friday, and 6:00 a.m. to 10:30 p.m. Saturday and Sunday.

Local bus service within the City of Palmdale is provided by the AVTA, a joint powers agency whose members include the City of Palmdale, Lancaster, and the County of Los Angeles. AVTA operates eleven (11) fixed bus routes for general transit use. Additionally, AVTA operates six (6) supplemental and special fixed bus routes serving local schools. Operating hours of AVTA fixed bus service are 6:00 a.m. to 11:00 p.m. Monday through Friday, and 7:00 a.m. to 7:00 p.m. Saturday and Sunday. Transfer centers are located at Lancaster City Park and the PTC.

Commuter bus services are facilitated by AVTA bus lines between the City of Palmdale, Los Angeles, and the San Fernando Valley. Commuter buses run Monday through Friday from 3:45 a.m. to 8:00 p.m. The County of Los Angeles provides a Summer Beach Bus, which transports passengers during summer months from the Antelope Valley to Santa Monica with service three (3) days a week on Tuesdays, Thursdays, and Saturdays.

Fixed rail service is provided on the Antelope Valley line offered by Metrolink. The commuter rail serves the City of Palmdale with a northern terminus at the City of Lancaster, and a southern terminus at Union Station in downtown Los Angeles. Currently, ten Metrolink trains (in each direction) stop at the PTC Monday through Friday, six Metrolink trains (in each direction) stop at the PTC during Saturday service, and three Metrolink trains (in each direction) stop at the PTC during Sunday service.

Future rail service is anticipated to include the California High Speed Rail, a north-south rail line linking Northern California to Southern California with a stop anticipated at the City of Palmdale. Additionally, future rail is anticipated to include the high speed DesertXpress connecting Las Vegas, Nevada to the City of Victorville, with a feeder line to the City of Palmdale.

An Antelope Express airport shuttle links Palmdale with Los Angeles International Airport (LAX) with seven (7) round trips daily, leaving a private parking lot located at 332 West Avenue S in the City of Palmdale.

The PTC is not a designated Park and Ride facility; the following three (3) locations are designated Park and Ride facilities in the City of Palmdale:

- East Avenue S Park and Ride (210 East Avenue S);
- West Avenue S Park and Ride (434 West Avenue S); and
- Pelona Vista Park and Ride (445 West Avenue R-8).

Capital Improvement Plan

The City of Palmdale publishes a Ten-Year Capital Improvement Plan (CIP) which serves as a planning tool to coordinate financing and scheduling of major infrastructure projects within the City. The 2011 Ten-Year CIP includes 210 projects categorized in the following five subjects:

- General;
- Parks and Recreation;
- Streets;
- Traffic; and
- Watershed Resources.

The Ten-Year CIP identifies projects desired to be implemented on the ten-year horizon with approximately $985,000,000. The CIP is reviewed annually to identify any new projects and to incorporate revisions. The following CIP projects are located within the project study area:

- 5th Street East Improvements (Palmdale Boulevard (SR-138) to Avenue S), as funded by the City of Palmdale Ten-Year CIP Project STR-007. Street widening of 5th Street East as a Secondary Arterial as identified on the Circulation Element.
- 10th Street East Improvements (Rancho Vista Boulevard to Avenue Q), as funded by the City of Palmdale Ten-Year CIP Project STR-008. Street widening of 10th Street East as a Major Arterial as identified on the Circulation Element.
- Division Street Improvements (Technology Drive to Palmdale Boulevard (SR-138)), as funded by the City of Palmdale Ten-Year CIP Project STR-065. Street widening of Division Street to a Major Arterial as identified on the Circulation Element.

HDC Project Funding

The *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Southern California Association of Governments, adopted April 4, 2012)* identifies $6.9 million in funding allocation for the Financially-Constrained Project 1C0404 to construct the HDC by year 2020, which is therefore included for year 2040 conditions. The RTP Project 1C0404 would construct the new four- to eight-lane facility east-west from SR-14 to United States 395 (US 395).

Consistency With General Plan Circulation Element

The General Plan Circulation Element (GPCE) includes discussion of issues and improvements that are relevant to roadway improvements in the vicinity of the proposed project. As provided below, the GPCE identifies issues related to roadway connectivity and interactions with the north-south railroad through the community:

- The need for increased arterial roadway capacity along north-south routes, especially east of State Route 14;
- The need for grade separations over the railroad tracks; and
- The need to connect and upgrade discontinuous streets and varying cross-sections on arterials.

The GPCE identifies the arterials that need to be improved for transportation continuity within the community, including the following roadways which are located in the project vicinity:

- Avenue P-8 (Technology Drive); and
- Division Street.

The GPCE provides a program for roadway improvements, increasing roadway capacity, and overall intersection traffic operations. Despite the improvements identified in the GPCE, some intersections are forecast to operate beyond LOS D. Therefore, the GPCE recommends reduction of traffic demand through aggressive local Transportation Demand Management (TDM) measures. The City TDM ordinance includes, but is not limited to, the following measures:

- Support a computerized rideshare service to facilitate creation of carpools between persons living and working in the same vicinities; and
- Provide information to businesses on how to establish carpool and vanpool programs.
- Continue to operate the City's Park-and-Ride facility at SR-14 and Avenue S and participate in construction and operation of an additional facility at Sierra Highway and State Route 14.
- Prepare a long-range park-and-ride plan for future facilities within the City including methods of financing these facilities.

This traffic analysis conservatively does not assume implementation of roadway improvements identified in the City of Palmdale GPCE unless an identified funding program is established, such as the Ten-Year CIP or the RTP. Funding is identified for the following circulation improvements, and therefore, the improvements are assumed in forecast year 2040 conditions analysis:

- 5th Street East Improvements (Palmdale Boulevard (SR-138) to Avenue S), as funded by the City of Palmdale Ten-Year CIP Project STR-007. Street widening of 5th Street East as a Secondary Arterial as identified on the Circulation Element.

- 10th Street East Improvements (Rancho Vista Boulevard to Avenue Q), as funded by the City of Palmdale Ten-Year CIP Project STR-008. Street widening of 10th Street East as a Major Arterial as identified on the Circulation Element.
- Division Street Improvements (Technology Drive to Palmdale Boulevard (SR-138)), as funded by the City of Palmdale Ten-Year CIP Project STR-065. Street widening of Division Street to a Major Arterial as identified on the Circulation Element.
- Construction of the HDC as a 4 to 8-lane grade-separated facility with an interchange at the junction of 10th Street East and HDC as funded by the RTP.

By limiting assumed improvements to those included in a funding program, this report helps to determine which items of the GPCE need to be implemented to provide acceptable operations supportive of the proposed project. Recommended mitigation measures note if an improvement exceeds that planned in the GPCE.

Exhibit 4 shows the western portion of the Circulation Plan. Appendix A includes the Circulation Plan in full.

ANALYSIS METHODOLOGY

Roadway Segment Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of roadway segment operation and is based on the capacity of the roadway segment and the volume of traffic using the roadway segment. The City of Palmdale utilizes the Volume-to-Capacity (V/C) analysis methodology to determine the operating LOS of the roadway segments.

The V/C analysis methodology describes the operation of a roadway segment using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in Table 1.

Table 1
V/C & LOS Ranges

Roadway Segment	
V/C Ratio	**LOS**
$\leq$ 0.60	A
> 0.61 $\leq$ 0.70	B
> 0.71 $\leq$ 0.80	C
> 0.81 $\leq$ 0.90	D
> 0.91 $\leq$ 1.00	E
> 1.00	F

Source: *1990 Transportation Research Board*.

The City of Palmdale General Plan Circulation Element (Adopted 1993) discusses the capacity and connectivity of the circulation system. The General Plan defines the capacity of roadways as follows:

> *The capacity of a roadway is affected by a number of factors, including the street's width, the number of crossing arterials and collectors, the amount of green time give to the street at each signal, the presence or absence of on-street parking, the number of turning lanes at each intersection and the number of driveways.*

The City of Palmdale roadway capacities used in this analysis to determine V/C ratios are shown in Table 2.

Table 2
City of Palmdale Roadway Segment Classification and Capacity

Facility Type	Number of Lanes	LOS E Capacity (Vehicles)
Regional Arterial	8	72,000
Major Arterial	6	54,000
Secondary Arterial	4	36,000
Collector	2	18,000

Source: City of Palmdale General Plan Circulation Element (Adopted 1993).

Intersection Analysis Methodology

Caltrans utilizes the *Highway Capacity Manual (HCM)* intersection analysis methodology to analyze the operation of study intersections. The *HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for unsignalized intersections shown in Table 3.

Table 3
LOS & Delay Ranges

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	< 10.0
B	> 10.0 ≤ 20.0	> 10.0 to < 15.0
C	> 20.0 ≤ 35.0	> 15.0 to < 25.0
D	> 35.0 ≤ 55.0	> 25.0 to < 35.0
E	> 55.0 ≤ 80.0	> 35.0 to < 50.0
F	> 80.0	> 50.0

Source: *2000 Highway Capacity Manual.*

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Analysis at closely spaced intersections at the SR-14/Palmdale Boulevard (SR-138) interchange was conducted utilizing the Synchro analysis software.

City of Palmdale Performance Criteria

The City of Palmdale strives to maintain LOS C or better to the extent practical; in some circumstances, a LOS D may be acceptable for a short duration during peak periods.

City of Palmdale Thresholds of Significance

For the purposes of this study this traffic analysis utilizes the following traffic threshold of significance for City of Palmdale roadway segments:

- A significant project impact occurs at a roadway segment when the addition of project-generated trips causes or worsens the level of service of the study roadway segment to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F).

State Highway Performance Criteria

As noted in the Caltrans *Guide for the Preparation of Traffic Impact Studies (Caltrans, December 2002),* Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities.

State Highway Intersection Thresholds of Significance

While Caltrans has not established traffic thresholds of significance, this traffic analysis utilizes the following traffic threshold of significance:

- A significant project impact occurs at a Caltrans State Highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

PROPOSED PROJECT

To address the City's needs for very low- and low-income housing, Palmdale must demonstrate that it has an adequate supply of land for higher density housing. Although zoning land for higher density development does not guarantee the construction of housing that is affordable to low- and moderate-income families, without such higher density zoning, the opportunity to provide housing for lower income households is limited. Palmdale has identified enough residentially zoned vacant land to accommodate its moderate- and above moderate-income need. However, the City has a shortfall of vacant and underutilized residential land to accommodate its very low- and low-income growth needs.

The proposed project plans the following land use changes:

- Addition of 13,253 multi-family dwelling units (categorized into 11,928 apartments and 1,325 condominiums);
- Displacement of 2,834 apartment dwelling units;
- Displacement of 204 single family dwelling units;
- Displacement of 1,714 square feet of Veterans of Foreign Wars (VFW) hall;
- Displacement of 30,000 square feet of Recreation Center; and
- Displacement of 39,916 square feet of Religious Facilities.

For traffic analysis purposes, the project area has been identified by nine (9) traffic zones. Traffic zones are necessary in order to allow each zone to have its own independent trip distribution/route characteristics. Each traffic zone was specifically created based on its proximity to major transportation facilities such as roadways and railroads, access to adjacent streets, study intersections, study roadways, and distribution of trips within the study area. Exhibit 5 shows the nine zones utilized for the purposes of the traffic analysis.

Forecast Project Trip Generation

To calculate trips forecast to be generated by the proposed land use, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. Table 4 summarizes the *ITE* trip generation rates used to calculate the number of trips forecast to be generated by uses proposed and displaced by the proposed project.

Table 4
***ITE* Trip Rates for Displaced & Proposed Project Site Uses**

Land Use (*ITE* Code)	Units	AM Peak Hour			PM Peak Hour			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing (210)	du	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Residential Townhouse (230)	du	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Recreational Community Center (496)	tsf	0.99	0.63	1.62	0.54	0.91	1.45	22.88
Church (560)	tsf	0.35	0.21	0.56	0.26	0.29	0.55	9.11

Source: *2008 ITE Trip Generation Manual, 8th Edition*.
Note: tsf = thousand square feet. du = dwelling unit.

Table 4 summarizes the net trips forecast to be generated by the proposed project by zone when accounting for proposed and displaced land uses.

Table 5
Forecast Trip Generation of Proposed Project

Location	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Zone 1							
- 40 Single Family Dwelling Units	-8	-22	-30	-26	-15	-41	-383
221 Apartment Dwelling Units	22	91	113	88	49	137	1,470
24 Townhouse Dwelling Units	2	9	11	8	4	12	139
Zone 1 Subtotal	**16**	**78**	**94**	**70**	**38**	**108**	**1,226**
Zone 2							
- 18 Single Family Dwelling Units	-3	-10	-13	-12	-7	-19	-172
287 Apartment Dwelling Units	29	118	147	115	63	178	1,909
53 Townhouse Dwelling Units	4	20	24	19	9	28	308
Zone 2 Subtotal	**30**	**128**	**158**	**122**	**65**	**187**	**2,045**
Zone 3							
- 3 Single Family Dwelling Units	-1	-2	-3	-2	-1	-3	-29
171 Apartment Dwelling Units	17	70	87	68	38	106	1,137
27 Townhouse Dwelling Units	2	10	12	9	5	14	157
Zone 3 Subtotal	18	78	96	75	42	117	1,265
Zone 4							
- 40 Single Family Dwelling Units	-8	-22	-30	-26	-15	-41	-383
1,416 Apartment Dwelling Units	142	581	723	566	312	878	9,416
191 Townhouse Dwelling Units	13	71	84	67	32	99	1,110
- 31.714-tsf Recreational Center/VFW	-31	-20	-51	-17	-29	-46	-726
- 22.254-tsf Church	-8	-5	-13	-6	-6	-12	-203
Zone 4 Subtotal	108	605	713	584	294	878	9,214
Zone 5							
- 46 Single Family Dwelling Units	-9	-26	-35	-29	-17	-46	-440
1,718 Apartment Dwelling Units	172	704	876	687	378	1,065	11,425
273 Townhouse Dwelling Units	19	101	120	96	46	142	1,586
Zone 5 Subtotal	182	779	961	754	407	1,161	12,571
Zone 6							
1,638 Apartment Dwelling Units	164	672	836	655	360	1,015	10,893
182 Townhouse Dwelling Units	13	67	80	64	31	95	1,057
Zone 6 Subtotal	177	739	916	719	391	1,110	11,950
Zone 7							
- 1 Single Family Dwelling Units	0	-1	-1	-1	0	-1	-10
399 Apartment Dwelling Units	40	164	204	160	88	248	2,653
95 Townhouse Dwelling Units	7	35	42	33	16	49	552
Zone 7 Subtotal	47	198	245	192	104	296	3,195
Zone 8							
- 2 Single Family Dwelling Units	0	-1	-1	-1	-1	-2	-19
564 Apartment Dwelling Units	56	231	287	226	124	350	3,751

Location	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
105 Townhouse Dwelling Units	7	39	46	37	18	55	610
Zone 8 Subtotal	63	269	332	262	141	403	4,342
Zone 9							
- 54 Single Family Dwelling Units	-10	-30	-40	-35	-20	-55	-517
2,680 Apartment Dwelling Units	268	1,099	1,367	1,072	590	1,662	17,822
375 Townhouse Dwelling Units	26	139	165	131	64	195	2,179
- 17.662-tsf Church	-6	-4	-10	-5	-5	-10	-161
Zone 9 Subtotal	**278**	**1,204**	**1,482**	**1,163**	**629**	**1,792**	**19,323**
Total Forecast Net Trip Generation of Project Zones 1-9	**919**	**4,078**	**4,997**	**3,941**	**2,111**	**6,052**	**65,131**

Note: tsf = thousand square feet.

As shown in Table 5, when accounting for the proposed and displaced land uses, the proposed project is forecast to generate approximately 65,131 net new daily trips, which includes 4,997 net new a.m. peak hour trips and 6,052 net new p.m. peak hour trips.

Trip Distribution of Proposed Project

Forecast trip distribution of the proposed project generated trips is based on field reconnaissance, understanding of the circulation system, and City-provided information. Exhibit 6 shows forecast trip percent distribution of project-generated trips for forecast existing with project conditions. Refinement of the trip distribution occurred locally where appropriate to account for the planned HDC/10th Street East interchange.

Project Trip Assignment

Exhibit 7 shows the corresponding assignment of project-generated daily trips assuming the trip percent distribution shown in Exhibit 6 for forecast existing plus project conditions. Exhibit 8 shows the corresponding assignment of project-generated daily trips assuming the trip percent distribution shown in Exhibit 6 for forecast year 2040 with project conditions.

EXISTING CONDITIONS ANALYSIS

This section analyzes operations of the circulation system with the addition of trips forecast to be generated by the proposed project to existing conditions.

Existing Conditions Peak Hour Traffic Volumes

To determine existing operation of the study roadways and intersections, weekday traffic counts were collected in January and February 2012. City of Palmdale staff provided some average daily traffic (ADT) volumes, and remaining locations were

collected in the field. Traffic movement counts at all study intersections were recently collected.

The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the peak period counted. Detailed traffic count data is contained in Appendix B.

Exhibit 9 shows existing ADT volumes at the study roadways. Exhibit 10 shows existing conditions roadway segment geometry. Exhibit 11 shows existing conditions study intersection geometry.

Existing Conditions Roadway Segment LOS

Table 6 summarizes existing conditions roadway segment ADT volumes and corresponding LOS.

Table 6
Existing Conditions Roadway Segment ADT & LOS

Study Roadway Segment	LOS E Capacity	Existing ADT	V/C Ratio	LOS
1. Division St n/o Ave Q	18,000	208	0.01	A
2. Division St btwn Ave Q and Palmdale Blvd	18,000	1,922	0.11	A
3. Division St btwn Palmdale Blvd and Ave R	18,000	8,198	0.46	A
4. 5th St East btwn Ave Q and Palmdale Blvd	18,000	1,703	0.09	A
5. 5th St East btwn Palmdale Blvd and Ave R	18,000	6,258	0.35	A
6. 5th St East btwn Ave R and Ave R-8	18,000	5,190	0.29	A
7. 6th St East n/o of Ave Q	18,000	3,433	0.19	A
8. 6th St East btwn Ave Q and Palmdale Blvd	18,000	4,115	0.23	A
9. 6th St East btwn Palmdale Blvd and Ave R	18,000	3,578	0.20	A
10. Sierra Hwy n/o Ave Q	36,000	17,364	0.48	A
11. Sierra Hwy btwn Ave Q and Palmdale Blvd	36,000	12,678	0.35	A
12. Sierra Hwy btwn Palmdale Blvd and Ave R	36,000	11,852	0.33	A
13. Sierra Hwy btwn Ave R and Ave R-8	36,000	7,947	0.22	A
14. 8th St East n/o Ave Q	18,000	1,195	0.07	A
15. 10th St East n/o Ave Q	18,000	4,500	0.25	A
16. 10th St East btwn Ave Q and Palmdale Blvd	18,000	4,897	0.27	A
17. 10th St East btwn Palmdale Blvd and Ave R	18,000	6,112	0.34	A
18. 10th St East btwn Ave R and Ave R-8	18,000	5,779	0.32	A
19. 15th St East n/o Ave R	18,000	2,802	0.16	A
20. 15th St East btwn Ave Q and Palmdale Blvd	18,000	1,683	0.09	A
21. 15th St East btwn Palmdale Blvd and Ave R	18,000	1,549	0.09	A
22. Ave Q btwn Division St and 5th St East	18,000	3,708	0.21	A
23. Ave Q btwn 5th St East and 6th St East	18,000	2,666	0.15	A
24. Ave Q btwn Sierra Hwy and 8th St East	18,000	11,237	0.62	B
25. Ave Q btwn 8th St East and 10th St East	18,000	7,626	0.42	A
26. Ave Q btwn 10th St East and 15th St East	18,000	8,619	0.48	A
27. Palmdale Blvd btwn Division St and 5th St East	54,000	33,064	0.61	B
28. Palmdale Blvd btwn 5th St East and 6th St East	54,000	27,389	0.51	A
29. Palmdale Blvd btwn 6th St East and 10th St East	36,000	25,257	0.70	B
30. Palmdale Blvd btwn 10th St East and 15th St East	36,000	26,264	0.73	C
31. Ave R btwn Division St and 5th St East	18,000	8,374	0.47	A
32. Ave R btwn 5th St East and 6th St East	18,000	12,867	0.71	C
33. Ave R btwn Sierra Hwy and 10th St East	36,000	17,455	0.48	A
34. Ave R btwn 10th St East and 15th St East	36,000	18,350	0.51	A

Note: n/o = north of; btwn = between.

As shown in Table 6, the study roadway segments are operating at an acceptable LOS according to agency performance criteria.

Existing Conditions Study Intersection LOS

Table 7 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 7
Existing Conditions
AM & PM Peak Hour Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. SB SR-14 Ramps/Palmdale Blvd (SR-138)	7.8 – A	9.4 – A
2. NB SR-14 Ramps/Palmdale Blvd (SR-138)	4.6 – A	5.2 – A
3. Division St/Palmdale Blvd (SR-138)	21.1 – C	19.2 – B
4. 5th St East/Palmdale Blvd (SR-138)	18.0 – B	18.2 – B
5. 6th St East/Palmdale Blvd (SR-138)	12.9 – B	16.1 – B
6. Sierra Hwy/Palmdale Blvd (SR-138)	25.2 – C	26.7 – C
7. 9th St East/Palmdale Blvd (SR-138)	8.2 – A	14.6 – B
8. 10th St East/Palmdale Blvd (SR-138)	17.0 – B	17.2 – B
9. 11th St East/Palmdale Blvd (SR-138)	**28.0 – D**	**88.2 – F**
10. 12th St East/Palmdale Blvd (SR-138)	23.0 – C	**48.2 – E**
11. 15th St East/Palmdale Blvd (SR-138)	17.8 – C	**39.7 – E**

Note: Delay shown in seconds; SB = Southbound; NB = Northbound.

As shown in Table 7, the following three (3) study intersections are currently operating at a deficient LOS (LOS D or worse) according to Caltrans performance criteria:

- 11th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours);
- 12th Street East/Palmdale Boulevard (SR-138) (p.m. peak hour only); and
- 15th Street East/Palmdale Boulevard (SR-138) (p.m. peak hour only).

FORECAST EXISTING WITH PROJECT CONDITIONS ANALYSIS

Forecast Existing With Project Conditions Traffic Volumes

Forecast existing with project conditions traffic volumes were derived by adding trips forecast to be generated by the proposed project to existing conditions traffic volumes. Exhibit 12 shows forecast existing with project conditions ADT volumes at the study roadways.

Forecast Existing With Project Conditions Roadway Segment LOS

Table 8 summarizes forecast existing with project conditions roadway segment ADT volumes and corresponding LOS.

Table 8
Forecast Existing With Project Conditions Roadway Segment ADT & LOS

Study Roadway Segment	LOS E Capacity	Forecast Existing With Project Conditions ADT	V/C Ratio	LOS
1. Division St n/o Ave Q	18,000	208	0.01	A
2. Division St btwn Ave Q and Palmdale Blvd	18,000	2,790	0.16	A
3. Division St btwn Palmdale Blvd and Ave R	18,000	9,372	0.52	A
4. 5th St East btwn Ave Q and Palmdale Blvd	18,000	3,347	0.19	A
5. 5th St East btwn Palmdale Blvd and Ave R	18,000	14,174	0.79	C
6. 5th St East btwn Ave R and Ave R-8	18,000	8,032	0.45	A
7.6th St East n/o of Ave Q	18,000	6,037	0.34	A
8. 6th St East btwn Ave Q and Palmdale Blvd	18,000	6,111	0.34	A
9. 6th St East btwn Palmdale Blvd and Ave R	18,000	5,228	0.29	A
10. Sierra Hwy n/o Ave Q	36,000	20,754	0.58	A
11. Sierra Hwy btwn Ave Q and Palmdale Blvd	36,000	17,784	0.49	A
12. Sierra Hwy btwn Palmdale Blvd and Ave R	36,000	15,172	0.42	A
13. Sierra Hwy btwn Ave R and Ave R-8	36,000	13,223	0.37	A
14. 8th St East n/o Ave Q	18,000	2,893	0.16	A
15. 10th St East n/o Ave Q	18,000	8,884	0.49	A
16. 10th St East btwn Ave Q and Palmdale Blvd	18,000	14,719	0.82	D
17. 10th St East btwn Palmdale Blvd and Ave R	18,000	12,656	0.70	B
18. 10th St East btwn Ave R and Ave R-8	18,000	8,931	0.50	A
19. 15th St East n/o Ave R	18,000	3,904	0.22	A
20. 15th St East btwn Ave Q and Palmdale Blvd	18,000	2,911	0.16	A
21. 15th St East btwn Palmdale Blvd and Ave R	18,000	5,085	0.28	A
22. Ave Q btwn Division St and 5th St East	18,000	4,034	0.22	A
23. Ave Q btwn 5th St East and 6th St East	18,000	3,274	0.18	A
24. Ave Q btwn Sierra Hwy and 8th St East	18,000	11,753	0.65	B
25. Ave Q btwn 8th St East and 10th St East	18,000	8,808	0.49	A
26. Ave Q btwn 10th St East and 15th St East	18,000	10,085	0.56	A
27. Palmdale Blvd btwn Division St and 5th St East	54,000	58,182	**1.08**	**F**
28. Palmdale Blvd btwn 5th St East and 6th St East	54,000	50,989	**0.94**	**E**
29. Palmdale Blvd btwn 6th St East and 10th St East	36,000	48,367	**1.34**	**F**
30. Palmdale Blvd btwn 10th St East and 15th St East	36,000	37,892	**1.05**	**F**
31. Ave R btwn Division St and 5th St East	18,000	11,432	0.64	B
32. Ave R btwn 5th St East and 6th St East	18,000	14,867	0.83	D
33. Ave R btwn Sierra Hwy and 10th St East	36,000	22,645	0.63	B
34. Ave R btwn 10th St East and 15th St East	36,000	25,834	0.72	C

Note: n/o = north of; btwn = between.

As shown in Table 8, with the addition of project-generated trips, the following four (4) roadway segments are forecast to operate at a deficient LOS according to agency performance criteria for forecast existing with project conditions:

- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Forecast Existing With Project Conditions Study Intersection LOS

Table 9 summarizes forecast existing with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 9
Forecast Existing With Project
Conditions AM & PM Peak Hour Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. SB SR-14 Ramps/Palmdale Blvd (SR-138)	7.8 – A	9.4 – A	9.4 – A	23.8 – C	No
2. NB SR-14 Ramps/Palmdale Blvd (SR-138)	4.6 – A	5.2 – A	3.3 – A	**71.0 – E**	**Yes**
3. Division St/Palmdale Blvd (SR-138)	21.1 – C	19.2 – B	19.3 – B	22.7 – C	No
4. 5th St East/Palmdale Blvd (SR-138)	18.0 – B	18.2 – B	27.8 – C	**47.5 – D**	**Yes**
5. 6th St East/Palmdale Blvd (SR-138)	12.9 – B	16.1 – B	13.7 – B	22.0 – C	No
6. Sierra Hwy/Palmdale Blvd (SR-138)	25.2 – C	26.7 – C	32.7 – C	**59.6 – E**	**Yes**
7. 9th St East/Palmdale Blvd (SR-138)	8.2 – A	14.6 – B	11.7 – B	18.7 – B	No
8. 10th St East/Palmdale Blvd (SR-138)	17.0 – B	17.2 – B	28.8 – C	**38.7 – D**	**Yes**
9. 11th St East/Palmdale Blvd (SR-138)	**28.0 – D**	**88.2 – F**	**OVRFL – F**	**OVRFL – F**	No
10. 12th St East/Palmdale Blvd (SR-138)	23.0 – C	**48.2 – E**	**OVRFL – F**	**OVRFL – F**	**Yes**
11. 15th St East/Palmdale Blvd (SR-138)	17.8 – C	**39.7 – E**	**282.1 – F**	**OVRFL – F**	**Yes**

Note: Delay Shown in seconds**;** SB = Southbound; NB = Northbound.

As shown in Table 9, with the addition of project-generated trips, the following seven (7) study intersections are forecast to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for forecast existing with project conditions:

- Northbound SR-14 Ramps/Palmdale Boulevard (SR-138) (p.m. peak hour only);
- 5th Street East/Palmdale Boulevard (SR-138) (p.m. peak hour only);

- Sierra Highway/Palmdale Boulevard (SR-138) (p.m. peak hour only);
- 10th Street East/Palmdale Boulevard (SR-138) (p.m. peak hour only);
- 11th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours);
- 12th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours); and
- 15th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours).

As also shown in Table 9, based on Caltrans thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the following six (6) study intersections for forecast existing with project conditions:

- Northbound SR-14 Ramps/Palmdale Boulevard (SR-138);
- 5th Street East/Palmdale Boulevard (SR-138);
- Sierra Highway/Palmdale Boulevard (SR-138);
- 10th Street East/Palmdale Boulevard (SR-138);
- 12th Street East/Palmdale Boulevard (SR-138); and
- 15th Street East/Palmdale Boulevard (SR-138).

Since the proposed project does not cause deficient operations at the 11th Street East/Palmdale Boulevard (SR-138) intersection for forecast existing with project conditions, no significant impact is identified.

Forecast Existing With Project Conditions Mitigation Measures

The following mitigation measures are identified to fully reduce the forecast traffic impacts to a less than significant level at the deficient intersections and roadway segments for forecast existing with project conditions:

Mitigation Measure No. 1 **Implement Project-Specific Transportation Demand Management Program –** As development occurs within the Traffic Impact Analysis study area, project applicants shall demonstrate, subject to the City's approval, implementation of transportation demand management (TDM) measures to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. TDM measures may include but are not limited to financial contribution to creation and operation of a local shuttle to link land uses with park-and-ride lots and transit facilities (regional bus stations, Palmdale Transportation Center, etc.), ridesharing, bike/transit integration, cycling improvements, improved bike/pedestrian facilities, increased park-and-ride, telework, and alternative work schedules, etc.

Mitigation Measure No. 2 **Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East –** Implement Mitigation Measure No. 1

to reduce daily and peak hour traffic generation by a minimum of ten (10) percent.

Mitigation Measure No. 3 **Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, widen/restripe Palmdale Boulevard (SR-138) between Sierra Highway and 10th Street East from a four-lane road to a six-lane road. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate.

Mitigation Measure No. 4 **Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, restripe Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East from a four-lane road to a six-lane road.

Mitigation Measure No. 5 **Northbound SR-14 Ramps/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent.

Mitigation Measure No. 6 **Sierra Highway/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Widen the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate.

Mitigation Measure No. 7 **10th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent.

Mitigation Measure No. 8 **12th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 12th Street East/Palmdale Boulevard (SR-138) intersection. If avoidance of an additional traffic signal is desired, implement alternative solutions which provide acceptable traffic operations in lieu of signalizing the study intersection.

Mitigation Measure No. 9 **15th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 15th Street East/Palmdale Boulevard (SR-138) intersection.

It should be noted that some of the mitigation measures overlap with each other and may provide increased roadway or intersection capacity which is required at a minimum to achieve the desired LOS.

The following mitigation measures are identified to partially reduce the forecast traffic impacts at the deficient intersections and roadway segments for forecast existing with project conditions:

Mitigation Measure No. 10 **Palmdale Boulevard (SR-138) between Division Street and 5th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between Division Street and 5th Street East from the Major Arterial Designation (6-lane roadway) to the Regional Arterial designation (8-lane roadway) would be required. This improvement has been deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation.

Mitigation Measure No. 11 **5th Street East/Palmdale Boulevard (SR-138) –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study intersection to a less than significant level, widening of the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to one left-turn lane, three through lanes, and one shared through/right-turn lane would be required. This improvement has been deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of businesses along Palmdale Boulevard.

Exhibit 13 shows the mitigated forecast existing with project conditions roadway segment geometry assuming implementation of the feasible mitigation measures. Exhibit 14 shows mitigated forecast existing with project conditions study intersection geometry assuming implementation of the feasible mitigation measures.

Mitigated Forecast Existing With Project Conditions Roadway Segment LOS

Table 10 summarizes mitigated forecast existing with project conditions roadway segment ADT volumes and corresponding LOS at affected locations assuming implementation of the feasible roadway segment mitigation measures.

Table 10
Mitigated Forecast Existing With Project Conditions Roadway Segment ADT & LOS

Study Roadway Segment	LOS E Capacity	Mitigated Forecast Existing With Project Conditions ADT	V/C Ratio	LOS
27. Palmdale Blvd btwn Division St and 5th St East	54,000	55,670	**1.03**	**E***
28. Palmdale Blvd btwn 5th St East and 6th St East	54,000	48,629	0.90	D
29. Palmdale Blvd btwn 6th St East and 10th St East	54,000	46,056	0.85	D
30. Palmdale Blvd btwn 10th St East and 15th St East	54,000	36,729	0.68	B

Note: n/o = north of; btwn = between.

* Only assumes implementation of the feasible mitigation measure. Project traffic impact is partially reduced but remains at a significant level.

As shown in Table 10, assuming implementation of the feasible roadway segment mitigation measures, the study roadway segments are forecast to operate at an acceptable LOS according to agency performance criteria for mitigated forecast existing with project conditions with the exception of the following study roadway segment which is forecast to remain a significant unavoidable impact:

- Palmdale Boulevard (SR-138) between Division Street and 5th Street East.

Mitigated Forecast Existing With Project Conditions Study Intersection LOS

Table 11 summarizes mitigated forecast existing with project conditions a.m. peak hour and p.m. peak hour LOS at affected study intersections assuming implementation of the feasible mitigation measures; detailed LOS analysis sheets are contained in Appendix C.

Table 11
Mitigated Forecast Existing With Project Conditions AM & PM Peak Hour Intersection LOS

Study Intersection	Existing Conditions		Mitigated Forecast Existing With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
2. NB SR-14 Ramps/Palmdale Blvd (SR-138)	4.6 – A	5.2 – A	3.4 – A	**52.4 – D**	No
4. 5th St East/Palmdale Blvd (SR-138)	18.0 – B	18.2 – B	25.9 – C	**36.7 – D**	**Yes**
6. Sierra Hwy/Palmdale Blvd (SR-138)	25.2 – C	26.7 – C	25.8 – C	32.9 – C	No
8. 10th St East/Palmdale Blvd (SR-138)	17.0 – B	17.2 – B	26.9 – C	33.3 – C	No
10. 12th St East/Palmdale Blvd (SR-138)	23.0 – C	**48.2 – E**	20.6 – C	16.8 – B	No
11. 15th St East/Palmdale Blvd (SR-138)	17.8 – C	**39.7 – E**	11.9 – B	9.7 – A	No

Note: Delay Shown in seconds**;** SB = Southbound; NB = Northbound.

As shown in Table 11, assuming implementation of the feasible mitigation measures, no significant impacts are forecast at the study intersections according to agency performance criteria for mitigated forecast existing with project conditions with the exception of the following study intersection, which is forecast to remain a significant unavoidable impact:

- 5th Street East/Palmdale Boulevard (SR-138).

Note the Northbound SR-14 Ramps/Palmdale Boulevard (SR-138) intersection is forecast to operate at LOS D with implementation of the mitigation measure. Upon construction of HDC in the project vicinity more traffic will divert from Palmdale Boulevard (SR-138) to the HDC, achieving improved operations that would avoid the need for widening and costly improvements at the Northbound SR-14 Ramps/Palmdale Boulevard (SR-138) intersection. Since the LOS D operation is temporary until construction of the HDC occurs, no further mitigation is required at the Northbound SR-14 Ramps/Palmdale Boulevard (SR-138) intersection.

FORECAST YEAR 2040 WITHOUT PROJECT CONDITIONS ANALYSIS

This traffic analysis conservatively does not assume implementation of mitigation measures identified for forecast existing with project conditions. As noted within this report, the following CIP projects are planned, programmed, and funded within the project study area, and therefore, are assumed in the year 2040 conditions analysis:

- 5th Street East Improvements (Palmdale Boulevard (SR-138) to Avenue S), as funded by the City of Palmdale Ten-Year CIP Project STR-007. Street widening of 5th Street East as a Secondary Arterial as identified on the Circulation Element.
- 10th Street East Improvements (Rancho Vista Boulevard to Avenue Q), as funded by the City of Palmdale Ten-Year CIP Project STR-008. Street widening of 10th Street East as a Major Arterial as identified on the Circulation Element.
- Division Street Improvements (Technology Drive to Palmdale Boulevard (SR-138)), as funded by the City of Palmdale Ten-Year CIP Project STR-065. Street widening of Division Street to a Major Arterial as identified on the Circulation Element.

Additionally, construction of the HDC as a 4 to 8-lane grade-separated facility with an interchange at the junction of 10th Street East and HDC is planned, programmed, and funded through the RTP. Therefore, the 4 to 8-lane HDC facility is assumed in year 2040 conditions analysis.

Forecast Year 2040 Without Project Conditions Peak Hour Traffic Volumes

The Southern California Association of Governments (SCAG) maintains a travel demand forecast model for Los Angeles County, including the Antelope Valley where the City of Palmdale is located. The model is based on input variables such as population, households, employment, school enrollment, income, traffic counts, traffic speeds, intersection configuration, and planned roadway networks from a variety of sources such as locally approved General Plan land use entitlements, local planning department input, and state and federal data sources. The model forecasts the demand for future transportation infrastructure by prediction of future traffic patterns based on the input variables.

Parsons Transportation Group (Parsons) provided regional traffic modeling forecast year 2040 volumes consistent with modeling underway for the HDC environmental review. Use of the Parsons HDC model outputs provides consistency with both the SCAG model and the HDC model, allowing for consistent results when the HDC environmental review occurs.

Forecast year 2040 conditions traffic volumes were obtained through review of the Parsons HDC model outputs, and peak hour volumes were derived through post-processing model peak period data. The SCAG model provides peak period and off-peak traffic volumes of varying lengths depending on the time of day. For the a.m. peak period, a 3-hour forecast is computed representing 6:00 a.m. to 9:00 a.m. For the p.m. peak period, a 4-hour forecast is computed representing 3:00 p.m. to 7:00 p.m. To convert the a.m. peak period forecast to a single hour, a factor of 35 percent was applied to all link volume forecasts, and to convert the p.m. peak period forecast to a

single hour, a factor of 27 percent was applied. The factors to derive peak hour link volumes from the SCAG model were determined by comparing existing measured count data to the model baseline peak period and calculating the percentage of the peak period that occurs in the peak hour.

Post-processing of the model data to provide peak hour intersection volumes was conducted utilizing TurnsW32 software. Where the SCAG model did not include two roadways analyzed, the year 2040 volumes were derived using parallel facility growth. Use of the multipliers and post-processing of forecast volumes provides consistency with other area studies.

Exhibit 15 shows forecast year 2040 without project conditions ADT volumes at the study roadways.

Forecast Year 2040 Without Project Conditions Roadway Segment LOS

Table 12 summarizes forecast year 2040 without project conditions roadway segment ADT volumes and corresponding LOS.

Table 12
Forecast Year 2040 Without Project Conditions Roadway Segment ADT & LOS

Study Roadway Segment	LOS E Capacity	Forecast Year 2040 Without Project Conditions ADT	V/C Ratio	LOS
1. Division St n/o Ave Q	54,000	10,265	0.19	A
2. Division St btwn Ave Q and Palmdale Blvd	54,000	16,292	0.30	A
3. Division St btwn Palmdale Blvd and Ave R	18,000	11,438	0.64	B
4. 5th St East btwn Ave Q and Palmdale Blvd	18,000	3,926	0.22	A
5. 5th St East btwn Palmdale Blvd and Ave R	36,000	10,869	0.30	A
6. 5th St East btwn Ave R and Ave R-8	36,000	16,259	0.45	A
7.6th St East n/o of Ave Q	18,000	9,000	0.50	A
8. 6th St East btwn Ave Q and Palmdale Blvd	18,000	7,054	0.39	A
9. 6th St East btwn Palmdale Blvd and Ave R	18,000	9,415	0.52	A
10. Sierra Hwy n/o Ave Q	36,000	18,264	0.51	A
11. Sierra Hwy btwn Ave Q and Palmdale Blvd	36,000	10,898	0.30	A
12. Sierra Hwy btwn Palmdale Blvd and Ave R	36,000	7,725	0.21	A
13. Sierra Hwy btwn Ave R and Ave R-8	36,000	13,367	0.37	A
14. 8th St East n/o Ave Q	18,000	2,700	0.15	A
15. 10th St East n/o Ave Q	54,000	10,298	0.19	A
16. 10th St East btwn Ave Q and Palmdale Blvd	18,000	8,237	0.46	A
17. 10th St East btwn Palmdale Blvd and Ave R	18,000	2,965	0.16	A
18. 10th St East btwn Ave R and Ave R-8	18,000	5,194	0.29	A
19. 15th St East n/o Ave R	18,000	1,629	0.09	A
20. 15th St East btwn Ave Q and Palmdale Blvd	18,000	6,700	0.37	A
21. 15th St East btwn Palmdale Blvd and Ave R	18,000	9,839	0.55	A
22. Ave Q btwn Division St and 5th St East	18,000	3,951	0.22	A
23. Ave Q btwn 5th St East and 6th St East	18,000	2,042	0.11	A
24. Ave Q btwn Sierra Hwy and 8th St East	18,000	7,183	0.40	A
25. Ave Q btwn 8th St East and 10th St East	18,000	7,620	0.42	A
26. Ave Q btwn 10th St East and 15th St East	18,000	7,869	0.44	A
27. Palmdale Blvd btwn Division St and 5th St East	54,000	44,928	0.83	D
28. Palmdale Blvd btwn 5th St East and 6th St East	54,000	38,809	0.72	C
29. Palmdale Blvd btwn 6th St East and 10th St East	36,000	42,922	**1.19**	**F**
30. Palmdale Blvd btwn 10th St East and 15th St East	36,000	39,049	**1.08**	**F**
31. Ave R btwn Division St and 5th St East	18,000	8,977	0.50	A
32. Ave R btwn 5th St East and 6th St East	18,000	11,815	0.66	B
33. Ave R btwn Sierra Hwy and 10th St East	36,000	19,133	0.53	A
34. Ave R btwn 10th St East and 15th St East	36,000	20,601	0.57	A

Note: n/o = north of; btwn = between.

As shown in Table 12, the following two (2) roadway segments are forecast to operate at a deficient LOS according to agency performance criteria for forecast year 2040 without project conditions:

- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Forecast Year 2040 Without Project Conditions Study Intersection LOS

Table 13 summarizes forecast year 2040 without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 13
Forecast Year 2040 Without Project Conditions
AM & PM Peak Hour Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	Delay – LOS	Delay – LOS
1. SB SR-14 Ramps/Palmdale Blvd (SR-138)	8.2 – A	12.6 – B
2. NB SR-14 Ramps/Palmdale Blvd (SR-138)	5.7 – A	12.4 – B
3. Division St/Palmdale Blvd (SR-138)	23.8 – C	25.3 – C
4. 5th St East/Palmdale Blvd (SR-138)	24.7 – C	28.0 – C
5. 6th St East/Palmdale Blvd (SR-138)	16.4 – B	18.4 – B
6. Sierra Hwy/Palmdale Blvd (SR-138)	25.6 – C	27.0 – C
7. 9th St East/Palmdale Blvd (SR-138)	7.6 – A	14.0 – B
8. 10th St East/Palmdale Blvd (SR-138)	17.6 – B	18.0 – B
9. 11th St East/Palmdale Blvd (SR-138)	**30.9 – D**	**107.2 – F**
10. 12th St East/Palmdale Blvd (SR-138)	**31.3 – D**	**383.9 – F**
11. 15th St East/Palmdale Blvd (SR-138)	**35.8 – E**	**OVRFL – F**

Note: Delay shown in seconds; SB = Southbound; NB = Northbound.

As shown in Table 13, the following three (3) study intersections are forecast to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for forecast year 2040 without project conditions:

- 11th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours);
- 12th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours); and
- 15th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours).

FORECAST YEAR 2040 WITH PROJECT CONDITIONS ANALYSIS

Forecast Year 2040 With Project Conditions Traffic Volumes

Forecast year 2040 with project conditions traffic volumes were derived by adding trips forecast to be generated by the proposed project to forecast year 2040 without project conditions traffic volumes. Exhibit 16 shows forecast year 2040 with project conditions ADT volumes at the study roadways, which accounts for the future HDC.

Forecast Year 2040 With Project Conditions Roadway Segment LOS

Table 14 summarizes forecast year 2030 with project conditions roadway segment ADT volumes and corresponding LOS.

Table 14
Forecast Year 2040 With Project Conditions Roadway Segment ADT & LOS

Study Roadway Segment	LOS E Capacity	Forecast Year 2040 With Project Conditions ADT	V/C Ratio	LOS
1. Division St n/o Ave Q	54,000	10,639	0.20	A
2. Division St btwn Ave Q and Palmdale Blvd	54,000	17,160	0.32	A
3. Division St btwn Palmdale Blvd and Ave R	18,000	12,612	0.70	B
4. 5th St East btwn Ave Q and Palmdale Blvd	18,000	5,570	0.31	A
5. 5th St East btwn Palmdale Blvd and Ave R	36,000	18,785	0.52	A
6. 5th St East btwn Ave R and Ave R-8	36,000	19,101	0.53	A
7.6th St East n/o of Ave Q	18,000	11,604	0.64	B
8. 6th St East btwn Ave Q and Palmdale Blvd	18,000	9,050	0.50	A
9. 6th St East btwn Palmdale Blvd and Ave R	18,000	11,065	0.61	B
10. Sierra Hwy n/o Ave Q	36,000	21,654	0.60	A
11. Sierra Hwy btwn Ave Q and Palmdale Blvd	36,000	15,266	0.42	A
12. Sierra Hwy btwn Palmdale Blvd and Ave R	36,000	10,937	0.30	A
13. Sierra Hwy btwn Ave R and Ave R-8	36,000	18,643	0.52	A
14. 8th St East n/o Ave Q	18,000	4,398	0.24	A
15. 10th St East n/o Ave Q	54,000	25,762	0.48	A
16. 10th St East btwn Ave Q and Palmdale Blvd	18,000	19,317	**1.07**	**F**
17. 10th St East btwn Palmdale Blvd and Ave R	18,000	9,617	0.53	A
18. 10th St East btwn Ave R and Ave R-8	18,000	8,346	0.46	A
19. 15th St East n/o Ave R	18,000	2,731	0.15	A
20. 15th St East btwn Ave Q and Palmdale Blvd	18,000	8,314	0.46	A
21. 15th St East btwn Palmdale Blvd and Ave R	18,000	13,375	0.74	C
22. Ave Q btwn Division St and 5th St East	18,000	4,277	0.24	A
23. Ave Q btwn 5th St East and 6th St East	18,000	2,650	0.15	A
24. Ave Q btwn Sierra Hwy and 8th St East	18,000	7,699	0.43	A
25. Ave Q btwn 8th St East and 10th St East	18,000	9,814	0.55	A
26. Ave Q btwn 10th St East and 15th St East	18,000	12,237	0.68	B
27. Palmdale Blvd btwn Division St and 5th St East	54,000	58,964	**1.09**	**F**
28. Palmdale Blvd btwn 5th St East and 6th St East	54,000	51,329	**0.95**	**E**
29. Palmdale Blvd btwn 6th St East and 10th St East	36,000	55,798	**1.55**	**F**
30. Palmdale Blvd btwn 10th St East and 15th St East	36,000	49,033	**1.36**	**F**
31. Ave R btwn Division St and 5th St East	18,000	12,035	0.67	B
32. Ave R btwn 5th St East and 6th St East	18,000	12,815	0.71	C
33. Ave R btwn Sierra Hwy and 10th St East	36,000	24,323	0.68	B
34. Ave R btwn 10th St East and 15th St East	36,000	27,699	0.77	C

Note: n/o = north of; btwn = between.

As shown in Table 14, with the addition of project-generated trips, the following five (5) roadway segments are forecast to operate at a deficient LOS according to agency performance criteria for forecast year 2040 with project conditions:

- 10th Street East between Avenue Q and Palmdale Boulevard (SR-138);
- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Forecast Year 2040 With Project Conditions Study Intersection LOS

Table 15 summarizes forecast year 2040 with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 15
Forecast Year 2040 With Project
Conditions AM & PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2040 Without Project Conditions		Forecast Year 2040 With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
1. SB SR-14 Ramps/Palmdale Blvd (SR-138)	8.2 – A	12.6 – B	8.6 – A	16.0 – B	No
2. NB SR-14 Ramps/Palmdale Blvd (SR-138)	5.7 – A	12.4 – B	4.6 – A	33.5 – C	No
3. Division St/Palmdale Blvd (SR-138)	23.8 – C	25.3 – C	24.1 – C	29.7 – C	No
4. 5th St East/Palmdale Blvd (SR-138)	24.7 – C	28.0 – C	**35.9 – D**	**99.6 – F**	**Yes**
5. 6th St East/Palmdale Blvd (SR-138)	16.4 – B	18.4 – B	16.1 – B	21.2 – C	No
6. Sierra Hwy/Palmdale Blvd (SR-138)	25.6 – C	27.0 – C	26.8 – C	39.3 – D	No
7. 9th St East/Palmdale Blvd (SR-138)	7.6 – A	14.0 – B	8.7 – A	15.6 – B	No
8. 10th St East/Palmdale Blvd (SR-138)	17.6 – B	18.0 – B	25.5 – C	30.6 – C	No
9. 11th St East/Palmdale Blvd (SR-138)	**30.9 – D**	**107.2 – F**	**OVRFL – F**	**OVRFL – F**	**Yes**
10. 12th St East/Palmdale Blvd (SR-138)	**31.3 – D**	**383.9 – F**	**OVRFL – F**	**OVRFL – F**	**Yes**
11. 15th St East/Palmdale Blvd (SR-138)	**35.8 – E**	**OVRFL – F**	**OVRFL – F**	**OVRFL – F**	**Yes**

Note: Delay Shown in seconds**;** SB = Southbound; NB = Northbound.

As shown in Table 15, with the addition of project-generated trips, the following four (4) study intersections are forecast to operate at a deficient LOS (LOS D or worse) according to Caltrans performance criteria for forecast year 2040 with project conditions:

- 5th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours);
- 11th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours);
- 12th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours); and
- 15th Street East/Palmdale Boulevard (SR-138) (both a.m. and p.m. peak hours).

As also shown in Table 15, based on Caltrans thresholds of significance, the addition of project-generated trips is forecast to result in a significant impact at the following six (6) study intersections for forecast existing with project conditions:

- 5th Street East/Palmdale Boulevard (SR-138);
- 11th Street East/Palmdale Boulevard (SR-138);
- 12th Street East/Palmdale Boulevard (SR-138); and
- 15th Street East/Palmdale Boulevard (SR-138).

Forecast Year 2040 With Project Conditions Mitigation Measures

The following mitigation measures are identified to fully reduce the forecast traffic impacts to a less than significant level at the deficient intersections and roadway segments for forecast year 2040 with project conditions:

Mitigation Measure No. 12 **Implement Project-Specific Transportation Demand Management Program –** As development occurs within the Traffic Impact Analysis study area, project applicants shall demonstrate, subject to the City's approval, implementation of transportation demand management (TDM) measures to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. TDM measures may include but are not limited to financial contribution to creation and operation of a local shuttle to link land uses with park-and-ride lots and transit facilities (regional bus stations, Palmdale Transportation Center, etc.), ridesharing, bike/transit integration, cycling improvements, improved bike/pedestrian facilities, increased park-and-ride, telework, and alternative work schedules, etc. *[Identical to Mitigation Measure No. 1.]*

Mitigation Measure No. 13 **10th Street East between Avenue Q and Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, widen/restripe 10th Street East between Avenue Q and Palmdale Boulevard (SR-138) from a 2-lane road to a 4-lane roadway. While most of the roadway is a 4-lane divided roadway, a portion near Palmdale Boulevard currently only provides one northbound lane.

Mitigation Measure No. 14 **Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, restripe Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East from a four-lane road to a six-lane road. *[Identical to Mitigation Measure No. 4.]*

Mitigation Measure No. 15 **11th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 11th Street East/Palmdale Boulevard (SR-138) intersection. If avoidance of an additional traffic

signal is desired, implement alternative solutions which provide acceptable traffic operations in lieu of signalizing the study intersection.

Mitigation Measure No. 16 **12th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 12th Street East/Palmdale Boulevard (SR-138) intersection. If avoidance of an additional traffic signal is desired, implement alternative solutions which provide acceptable traffic operations in lieu of signalizing the study intersection. *[Identical to Mitigation Measure No. 8.]*

Mitigation Measure No. 17 **15th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 15th Street East/Palmdale Boulevard (SR-138) intersection. *[Identical to Mitigation Measure No. 9.]*

It should be noted that some of the mitigation measures overlap with each other and may provide increased roadway or intersection capacity which is required at a minimum to achieve the desired LOS.

The following mitigation measures are identified to partially reduce the forecast traffic impacts at the deficient intersections and roadway segments for forecast existing with project conditions:

Mitigation Measure No. 18 **Palmdale Boulevard (SR-138) between Division Street and 5th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between Division Street and 5th Street East from the Major Arterial Designation (6-lane roadway) to the Regional Arterial designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation. *[Identical to Mitigation Measure No. 10.]*

Mitigation Measure No. 19 **Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between 5th Street East and Sierra Highway from the Major Arterial Designation (6-lane roadway) to the Regional Arterial designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation.

Mitigation Measure No. 20 **Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Additionally, consistent with the City of Palmdale Circulation Element, widen/restripe Palmdale Boulevard (SR-138) between Sierra Highway and 10th Street East from a four-lane road to a six-lane road. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between Sierra Highway and 10th Street East from the Major Arterial Designation (6-lane roadway)to the Regional Arterial designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate.

Mitigation Measure No. 21 **5th Street East/Palmdale Boulevard (SR-138) –** Partially reduce the level of significant traffic impact by

implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Additionally, widen the northbound 5th Street East approach from one left-turn lane, one through lane, and one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane. Implement protected traffic signal phasing for north-south movements. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening of the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to one left-turn lane, three through lanes, and one shared through/right-turn lane would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties and elimination of the businesses along Palmdale Boulevard.

Exhibit 17 shows the mitigated forecast year 2040 with project conditions roadway segment geometry assuming implementation of the feasible mitigation measures. Exhibit 18 shows mitigated forecast year 2040 with project conditions study intersection geometry assuming implementation of the feasible mitigation measures.

Mitigated Forecast Year 2040 With Project Conditions Roadway Segment LOS

Table 16 summarizes mitigated forecast year 2040 with project conditions roadway segment ADT volumes and corresponding LOS at affected locations assuming implementation of the feasible roadway segment mitigation measures.

Table 16
Mitigated Forecast Year 2040 With Project Conditions Roadway Segment ADT & LOS

Study Roadway Segment	LOS E Capacity	Mitigated Forecast Year 2040 With Project Conditions ADT	V/C Ratio	LOS
16. 10th St East btwn Ave Q and Palmdale Blvd	36,000	18,209	0.51	A
27. Palmdale Blvd btwn Division St and 5th St East	54,000	57,560	**1.07**	**E***
28. Palmdale Blvd btwn 5th St East and 6th St East	54,000	50,077	**0.93**	**E***
29. Palmdale Blvd btwn 6th St East and 10th St East	54,000	54,510	**1.01**	**E***
30. Palmdale Blvd btwn 10th St East and 15th St East	54,000	48,035	0.89	D

Note: n/o = north of; btwn = between.

* Only assumes implementation of the feasible mitigation measure. Project traffic impact is partially reduced but remains at a significant level.

As shown in Table 16, assuming implementation of the feasible roadway segment mitigation measures, the study roadway segments are forecast to operate at an acceptable LOS according to agency performance criteria for mitigated forecast year

2040 with project conditions with the exception of the following study roadway segments which are forecast to remain significant unavoidable impacts:

- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street and 6th Street; and
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East.

Mitigated Forecast Year 2040 With Project Conditions Study Intersection LOS

Table 17 summarizes mitigated forecast year 2040 with project conditions a.m. peak hour and p.m. peak hour LOS at affected study intersections assuming implementation of the feasible mitigation measures; detailed LOS analysis sheets are contained in Appendix C.

Table 17
Mitigated Forecast Year 2040 With Project Conditions AM & PM Peak Hour Intersection LOS

Study Intersection	Forecast Year 2040 Without Project Conditions		Mitigated Forecast Year 2040 With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	Delay – LOS	Delay – LOS	Delay – LOS	Delay – LOS	
4. 5th St East/Palmdale Blvd (SR-138)	13.0 – B	10.2 – B	28.3 – C	**38.7 – D**	**Yes**
9. 11th St East/Palmdale Blvd (SR-138)	8.0 – A	14.4 – B	14.4 – B	9.9 – A	No
10. 12th St East/Palmdale Blvd (SR-138)	17.1 – B	17.3 – B	17.8 – B	15.6 – B	No
11. 15th St East/Palmdale Blvd (SR-138)	**28.7 – D**	**89.6 – F**	16.0 – B	17.0 – B	No

Note: Delay Shown in seconds**;** SB = Southbound; NB = Northbound.

As shown in Table 17, assuming implementation of the feasible intersection mitigation measures, no significant impacts are forecast at the study intersections according to agency performance criteria for mitigated forecast year 2040 with project conditions with the exception of the following study intersection which is forecast to remain a significant unavoidable impact:

- 5th Street East/Palmdale Boulevard (SR-138).

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use and air quality planning programs throughout the County. The program is consistent with that of the Southern California Association of Governments (SCAG). The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.

According to the 2010 CMP *(Los Angeles County Metropolitan Transportation Authority)*, those proposed projects, which meet the following criteria, shall be evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The Sierra Highway/Palmdale Boulevard (SR-138) intersection is a CMP-monitored intersection, and therefore, is analyzed within this report.

CMP Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at the CMP study facility, and thus requires mitigation, the Los Angeles County CMP utilizes the following threshold of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a CMP study facility by two-percent or more of capacity (V/C $\geqslant$ 0.02), causing or worsening LOS F (V/C $>$ 1.00).

Forecast Existing With Project Conditions CMP Intersection Peak Hour LOS

Table 18 summarizes forecast existing with project conditions a.m. peak hour and p.m. peak hour LOS of the CMP study intersection; detailed LOS analysis sheets are contained in Appendix D.

Table 18
Forecast Existing With Project
Conditions AM & PM Peak Hour CMP Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
6. Sierra Hwy/Palmdale Blvd (SR-138)	0.43 – A	0.59 – A	0.88 – D	**1.03 – F**	**Yes**

Note: V/C = volume to capacity ratio.

As shown in Table 18, based on the CMP threshold of significance, the addition of project-generated trips is forecast to result in a significant impact at the CMP study intersection for forecast existing with project conditions.

The following mitigation measure is identified to fully reduce the forecast traffic impacts to a less than significant level at the CMP-monitored study intersection for forecast existing with project conditions:

Mitigation Measure No. 22 **Sierra Highway/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by approximately minimum of ten (10) percent. Widen the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate. *[Identical to Mitigation Measure No. 6.]*

Table 19 summarizes mitigated forecast existing with project conditions a.m. peak hour and p.m. peak hour LOS of the CMP study intersection assuming implementation of the feasible CMP study intersection mitigation measures; detailed LOS analysis sheets are contained in Appendix D.

Table 19
Mitigated Forecast Existing With Project Conditions AM & PM Peak Hour CMP Intersection LOS

Study Intersection	Existing Conditions		Mitigated Forecast Existing With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
6. Sierra Hwy/Palmdale Blvd (SR-138)	0.43 – A	0.59 – A	0.74 – C	0.85 – D	No

Note: V/C = volume to capacity ratio.

As shown in Table 19, assuming implementation of the feasible intersection mitigation measure, no significant impact is forecast at the CMP study intersection for forecast existing with project conditions.

Forecast Year 2040 With Project Conditions CMP Intersection Peak Hour LOS

Table 20 summarizes forecast year 2040 with project conditions a.m. peak hour and p.m. peak hour LOS of the CMP study intersection; detailed LOS analysis sheets are contained in Appendix D.

Table 20
Forecast Year 2040 With Project
Conditions AM & PM Peak Hour CMP Intersection LOS

Study Intersection	Forecast Year 2040 Without Project Conditions		Forecast Year 2040 With Project Conditions		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
	V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	
6. Sierra Hwy/Palmdale Blvd (SR-138)	0.45 – A	0.63 – B	0.69 – B	0.92 – E	No

Note: V/C = volume to capacity ratio.

As shown in Table 20, based on the CMP threshold of significance, the addition of project-generated trips is forecast to result in no significant impact at the CMP study intersection for forecast year 2040 with project conditions.

CMP Transit Impacts

The proposed project is forecast to generate approximately 65,131 net new daily trips, which includes 4,997 net new a.m. peak hour trips and 6,052 net new p.m. peak hour trips. In accordance with CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips, which results in a total of approximately 6,996 a.m. peak hour person trips, approximately 8,473 p.m. peak hour person trips, and approximately 91,183 daily person trips generated by the project.

Based on CMP guidelines for determining trips assigned to transit, the following factor applicable to the proposed project it utilized:

- 3.5 percent of Total Person Trips Generated.

Table 21 shows the calculation of project-generated transit trips, utilizing CMP guidelines.

Table 21
CMP Transit Trip Generation of Proposed Project

CMP Transit Review	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
Trip Generation of Proposed Project (Veh)	4,997	60,52	65,131
Person Trips Conversion Factor	1.4	1.4	1.4
Person Trips of Proposed Project	6,996	8,473	91,183
3.5% Transit Trips Conversion Factor	3.5%	3.5%	3.5%
Total Transit Trips of Proposed Project	245	296	3,191

Note: Veh = vehicles.

As shown in Table 21, based on the CMP guidelines, and the proximity of the various project land uses in relation to available transit in the project vicinity, the proposed project is forecast to generate approximately 245 a.m. peak hour transit trips, approximately 296 p.m. peak hour transit trips, and approximately 3,191 daily transit trips. While transit trips would likely be accommodated by current AVTA provided transit service, the following mitigation measure is recommended to support increased transit demands within the project area:

Mitigation Measure No. 23 **Implement Transit System Improvements –** As development occurs within the Traffic Impact Analysis study area, project applicants shall coordinate with the local transit agency and the City to identify transit-supportive infrastructure and the potential to contribute to transit system improvements, such as increased fixed route service frequency or implementation of a shuttle system linking the project area with the Palmdale Transportation Center and other key nodes of activity within the area such as the Civic Center, parks, and schools. Timing and implementation of improvements and/or contributions shall be identified and verification provided to the City.

Assuming implementation of the recommended mitigation measure, no significant CMP-related impact is forecast due to increased transit demands from the proposed project.

MITIGATION MEASURE IMPLEMENTATION

The purpose of this traffic impact analysis has been to identify project impacts and mitigation measures required to eliminate significant traffic impacts assuming implementation of the proposed project. As determined by the subsequent traffic studies, traffic mitigation measures identified in this report shall be implemented as a condition of the proposed project, either through direct construction by the project applicant or through payment of a fee.

The following recommendations are identified to establish a fee program for implementation of the Mitigation Measures identified to address circulation impacts:

- A funding and improvement program should be established to identify the financial resources required to construct in a timely basis, the Mitigation Measures identified in this report.
- The mitigation fee program should allow for acquisition of full or partial properties including business relocation where required to construct the Mitigation Measures. Surplus financial resources gained through sale of surplus acquired properties should be reinvested into the mitigation fee program.
- During development or redevelopment of properties within the project area, each project will participate in the mitigation fee program on a fair share per new development trip basis. The fair share should be based on the total cost to implement the Mitigation Measures, divided by the net peak hour trip generation increase forecast.
- The mitigation fee program should include resources to conduct preliminary engineering studies to complete alignment studies and project specific environmental clearances for roadway widening, new connections, or grade separated crossings.
- The mitigation fee program should raise funds from full development of the project to fund identified Mitigation Measures or adequately address traffic impacts.
- The program should include monitoring of traffic generation and phasing of development within the project area and adjacent land uses to defer or eliminate Mitigation Measures in response to potential circulation impact changes or reduced land use intensities.
- Monitoring will be achieved through preparation of project specific traffic impact studies at the discretion of the City's Traffic/Transportation Engineer. Traffic studies should be prepared under the supervision of a qualified traffic engineer.
- The City should consider inclusion of land uses within 1-2 miles of the project area to provide equity in usage of improved circulation system.
- Traffic studies for projects within the project area shall use trip generation rates approved by City staff. Traffic studies prepared for projects within the project area shall be reviewed and approved by City staff.

MITIGATION MEASURES

The following mitigation measures are identified to fully reduce the forecast traffic impacts to a less than significant level at the deficient intersections and roadway segments for forecast existing with project conditions:

Mitigation Measure No. 1 **Implement Project-Specific Transportation Demand Management Program –** As development occurs within the Traffic Impact Analysis study area, project applicants shall demonstrate, subject to the City's approval, implementation of transportation demand management (TDM) measures to

reduce daily and peak hour traffic generation by a minimum of ten (10) percent. TDM measures may include but are not limited to financial contribution to creation and operation of a local shuttle to link land uses with park-and-ride lots and transit facilities (regional bus stations, Palmdale Transportation Center, etc.), ridesharing, bike/transit integration, cycling improvements, improved bike/pedestrian facilities, increased park-and-ride, telework, and alternative work schedules, etc.

Mitigation Measure No. 2 **Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent.

Mitigation Measure No. 3 **Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, widen/restripe Palmdale Boulevard (SR-138) between Sierra Highway and 10th Street East from a four-lane road to a six-lane road. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate.

Mitigation Measure No. 4 **Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, restripe Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East from a four-lane road to a six-lane road.

Mitigation Measure No. 5 **Northbound SR-14 Ramps/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent.

Mitigation Measure No. 6 **Sierra Highway/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Widen the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes,

and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate.

Mitigation Measure No. 7 **10th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent.

Mitigation Measure No. 8 **12th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 12th Street East/Palmdale Boulevard (SR-138) intersection. If avoidance of an additional traffic signal is desired, implement alternative solutions which provide acceptable traffic operations in lieu of signalizing the study intersection.

Mitigation Measure No. 9 **15th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 15th Street East/Palmdale Boulevard (SR-138) intersection.

The following mitigation measures are identified to partially reduce the forecast traffic impacts at the deficient intersections and roadway segments for forecast existing with project conditions:

Mitigation Measure No. 10 **Palmdale Boulevard (SR-138) between Division Street and 5th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between Division Street and 5th Street East from the Major Arterial Designation (6-lane roadway) to the Regional Arterial

designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation.

Mitigation Measure No. 11 **5th Street East/Palmdale Boulevard (SR-138) –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study intersection to a less than significant level, widening of the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to one left-turn lane, three through lanes, and one shared through/right-turn lane would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard.

The following mitigation measures are identified to fully reduce the forecast traffic impacts to a level considered less than significant at the deficient intersections and roadway segments for forecast year 2040 with project conditions:

Mitigation Measure No. 12 **Implement Project-Specific Transportation Demand Management Program –** As development occurs within the Traffic Impact Analysis study area, project applicants shall demonstrate, subject to the City's approval, implementation of transportation demand management (TDM) measures to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. TDM measures may include but are not limited to financial contribution to creation and operation of a local shuttle to link land uses with park-and-ride lots and transit facilities (regional bus stations, Palmdale Transportation Center, etc.), ridesharing, bike/transit integration, cycling improvements, improved bike/pedestrian facilities, increased park-and-ride, telework, and alternative work schedules, etc. *[Identical to Mitigation Measure No. 1.]*

Mitigation Measure No. 13 **10th Street East between Avenue Q and Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of

Palmdale Circulation Element, widen/restripe 10th Street East between Avenue Q and Palmdale Boulevard (SR-138) from a 2-lane road to a 4-lane roadway. While most of the roadway is a 4-lane divided roadway, a portion near Palmdale Boulevard currently only provides one northbound lane.

Mitigation Measure No. 14 **Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Consistent with the City of Palmdale Circulation Element, restripe Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East from a four-lane road to a six-lane road. *[Identical to Mitigation Measure No. 4.]*

Mitigation Measure No. 15 **11th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 11th Street East/Palmdale Boulevard (SR-138) intersection. If avoidance of an additional traffic signal is desired, implement alternative solutions which provide acceptable traffic operations in lieu of signalizing the study intersection.

Mitigation Measure No. 16 **12th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 12th Street East/Palmdale Boulevard (SR-138) intersection. If avoidance of an additional traffic signal is desired, implement alternative solutions which provide acceptable traffic operations in lieu of signalizing the study intersection. *[Identical to Mitigation Measure No. 8.]*

Mitigation Measure No. 17 **15th Street East/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Signalize the 15th Street East/Palmdale Boulevard (SR-138) intersection. *[Identical to Mitigation Measure No. 9.]*

The following mitigation measures are identified to partially reduce the forecast traffic impacts at the deficient intersections and roadway segments for forecast existing with project conditions:

Mitigation Measure No. 18 **Palmdale Boulevard (SR-138) between Division Street and 5th Street East –** Partially reduce the level of

significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between Division Street and 5th Street East from the Major Arterial Designation (6-lane roadway) to the Regional Arterial designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation. *[Identical to Mitigation Measure No. 10.]*

Mitigation Measure No. 19 **Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between 5th Street East and Sierra Highway from the Major Arterial Designation (6-lane roadway) to the Regional Arterial designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation.

Mitigation Measure No. 20 **Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Additionally, consistent with the City of Palmdale Circulation Element, widen/restripe Palmdale Boulevard (SR-138) between Sierra Highway and 10th Street East from a four-lane road to a six-lane road. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening and upgrade of the Palmdale Boulevard (SR-138) between Sierra Highway and 10th Street East from the Major

Arterial Designation (6-lane roadway)to the Regional Arterial designation (8-lane roadway) would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard. The widening of this study roadway segment to eight lanes would also exceed the current General Plan designation. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate.

Mitigation Measure No. 21 **5th Street East/Palmdale Boulevard (SR-138) –** Partially reduce the level of significant traffic impact by implementing Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by a minimum of ten (10) percent. Additionally, widen the northbound 5th Street East approach from one left-turn lane, one through lane, and one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane. Implement protected traffic signal phasing for north-south movements. However, in order to completely reduce the traffic impact at this study roadway segment to a less than significant level, widening of the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to one left-turn lane, three through lanes, and one shared through/right-turn lane would be required which is deemed infeasible due to various constraints such as right-of-way impacts and potential impacts to the adjacent properties, which would involve elimination of the businesses along Palmdale Boulevard.

The following mitigation measure is identified to fully reduce the forecast traffic impacts to a less than significant level at the CMP-monitored study intersection for forecast existing with project conditions:

Mitigation Measure No. 22 **Sierra Highway/Palmdale Boulevard (SR-138) –** Implement Mitigation Measure No. 1 to reduce daily and peak hour traffic generation by approximately minimum of ten (10) percent. Widen the eastbound Palmdale Boulevard (SR-138) approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Palmdale Boulevard (SR-138)

approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. In order to support increased vehicular and rail traffic at the Palmdale Boulevard (SR-138)/Railroad crossing, preparation of a PSR is recommended to comprehensively review goals for the local circulation network and to determine if a roadway/railroad grade separation, widening, or other improvements are appropriate. *[Identical to Mitigation Measure No. 6.]*

While transit trips would likely be accommodated by current AVTA provided transit service, the following mitigation measure is recommended to support increased transit demands within the project area:

Mitigation Measure No. 23 **Implement Transit System Improvements –** As development occurs within the Traffic Impact Analysis study area, project applicants shall coordinate with the local transit agency and the City to identify transit-supportive infrastructure and the potential to contribute to transit system improvements, such as increased fixed route service frequency or implementation of a shuttle system linking the project area with the Palmdale Transportation Center and other key nodes of activity within the area such as the Civic Center, parks, and schools. Timing and implementation of improvements and/or contributions shall be identified and verification provided to the City.

CONCLUSIONS

When accounting for the proposed and displaced land uses, the proposed project is forecast to generate approximately 65,131 net new daily trips, which includes 4,997 net new a.m. peak hour trips and 6,052 net new p.m. peak hour trips.

Mitigation measures are identified for the following four (4) roadway segments to address forecast existing with project conditions:

- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Mitigation measures are identified for the following six (6) study intersections to address forecast existing with project conditions:

- Northbound SR-14 Ramps/Palmdale Boulevard (SR-138);

- 5th Street East/Palmdale Boulevard (SR-138);
- Sierra Highway/Palmdale Boulevard (SR-138);
- 10th Street East/Palmdale Boulevard (SR-138);
- 12th Street East/Palmdale Boulevard (SR-138); and
- 15th Street East/Palmdale Boulevard (SR-138).

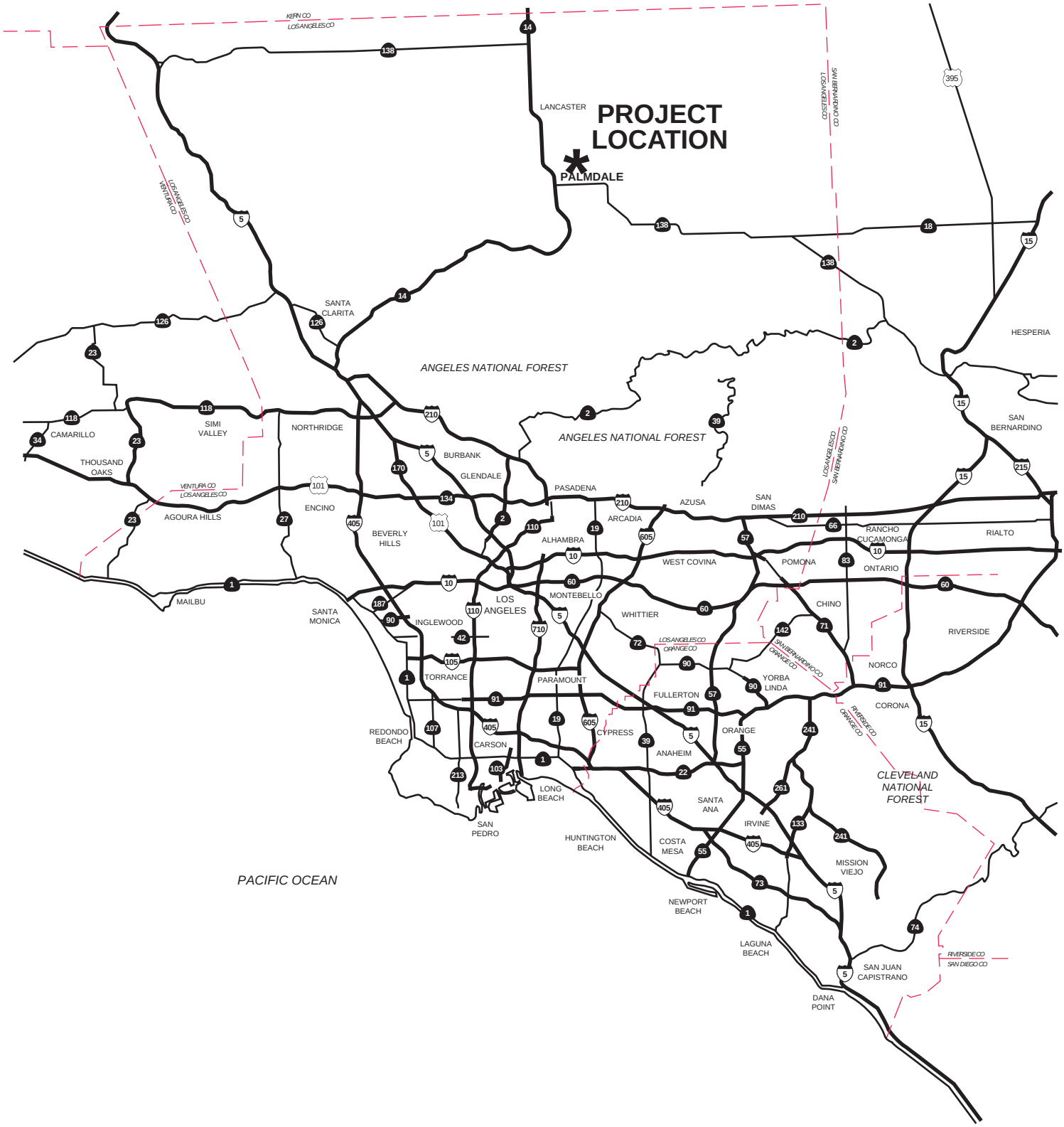
Mitigation measures are identified for the following five (5) roadway segments to address forecast year 2040 with project conditions:

- 10th Street East between Avenue Q and Palmdale Boulevard (SR-138);
- Palmdale Boulevard (SR-138) between Division Street and 5th Street East;
- Palmdale Boulevard (SR-138) between 5th Street East and 6th Street East;
- Palmdale Boulevard (SR-138) between 6th Street East and 10th Street East; and
- Palmdale Boulevard (SR-138) between 10th Street East and 15th Street East.

Mitigation measures are identified for the following four (4) study intersections to address forecast year 2040 with project conditions:

- 5th Street East/Palmdale Boulevard (SR-138);
- 11th Street East/Palmdale Boulevard (SR-138);
- 12th Street East/Palmdale Boulevard (SR-138); and
- 15th Street East/Palmdale Boulevard (SR-138).

Consistent with CMP requirements, mitigation measures are identified to eliminate the significant impact at the CMP-monitored Sierra Highway/Palmdale Boulevard (SR-138) intersection and for transit impacts for forecast existing with project conditions.



Not to Scale

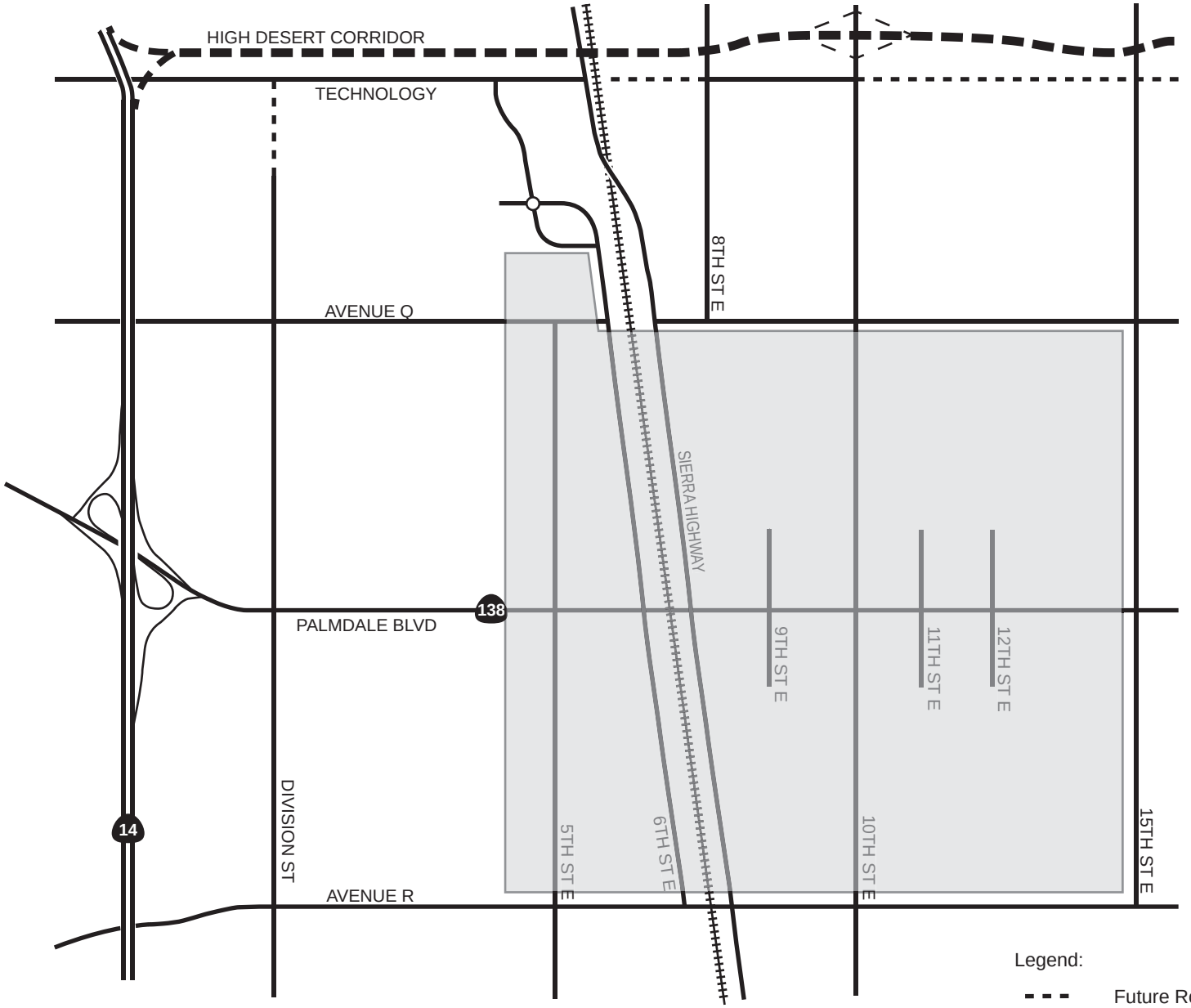
RBF

Regional Project Location

H:\pdata\10104580\Traffic\Exhibits\Exh01.ai

FEB/2007

Exhibit 1



Legend:

Future Roadway

Project Boundary

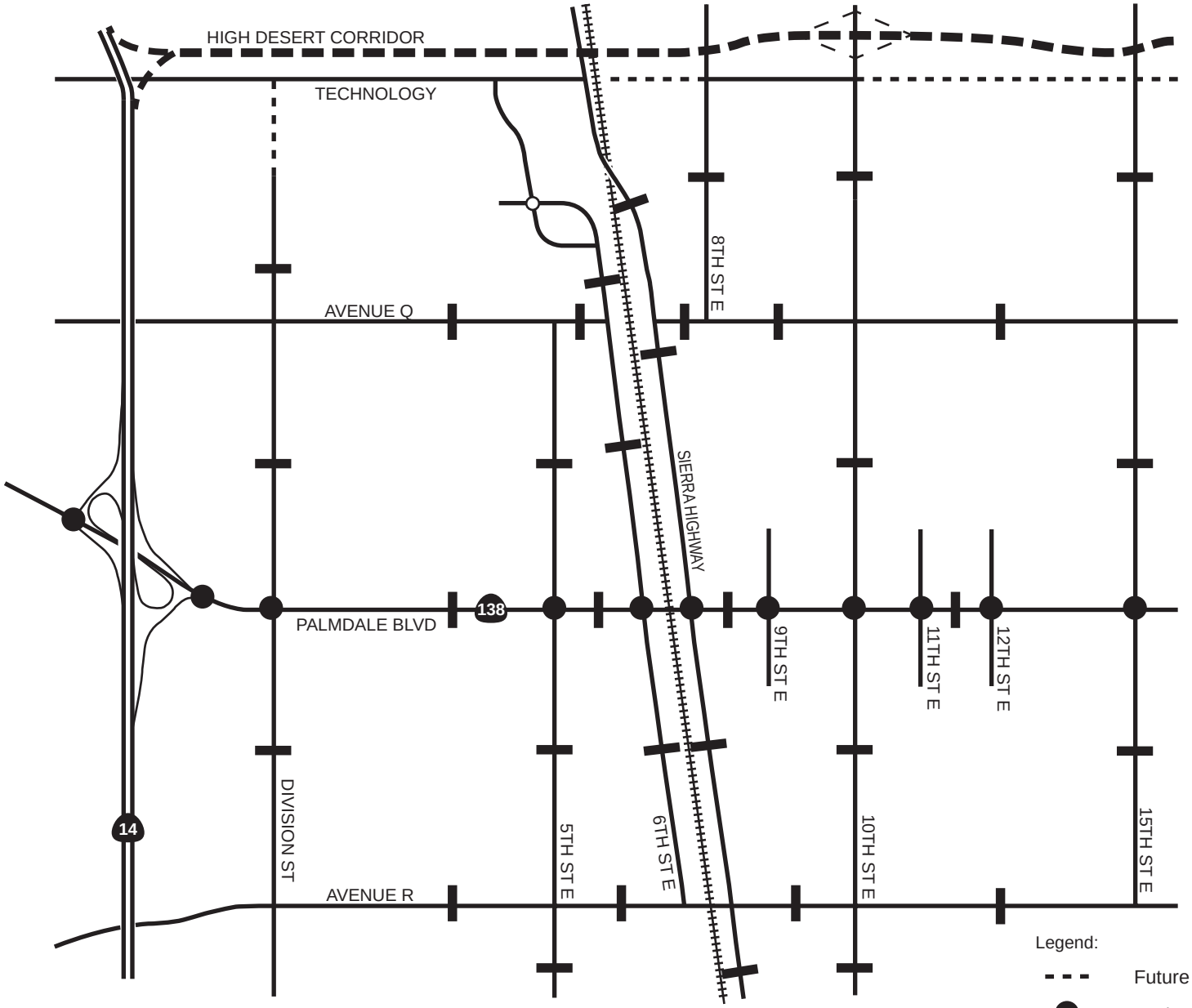
Not to Scale

RBF

Project Site Location

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh02.ai APR/2012

Exhibit 2



Legend:

- Future Roadway
- Study Intersection Locations
- Study Roadway Segment Locations

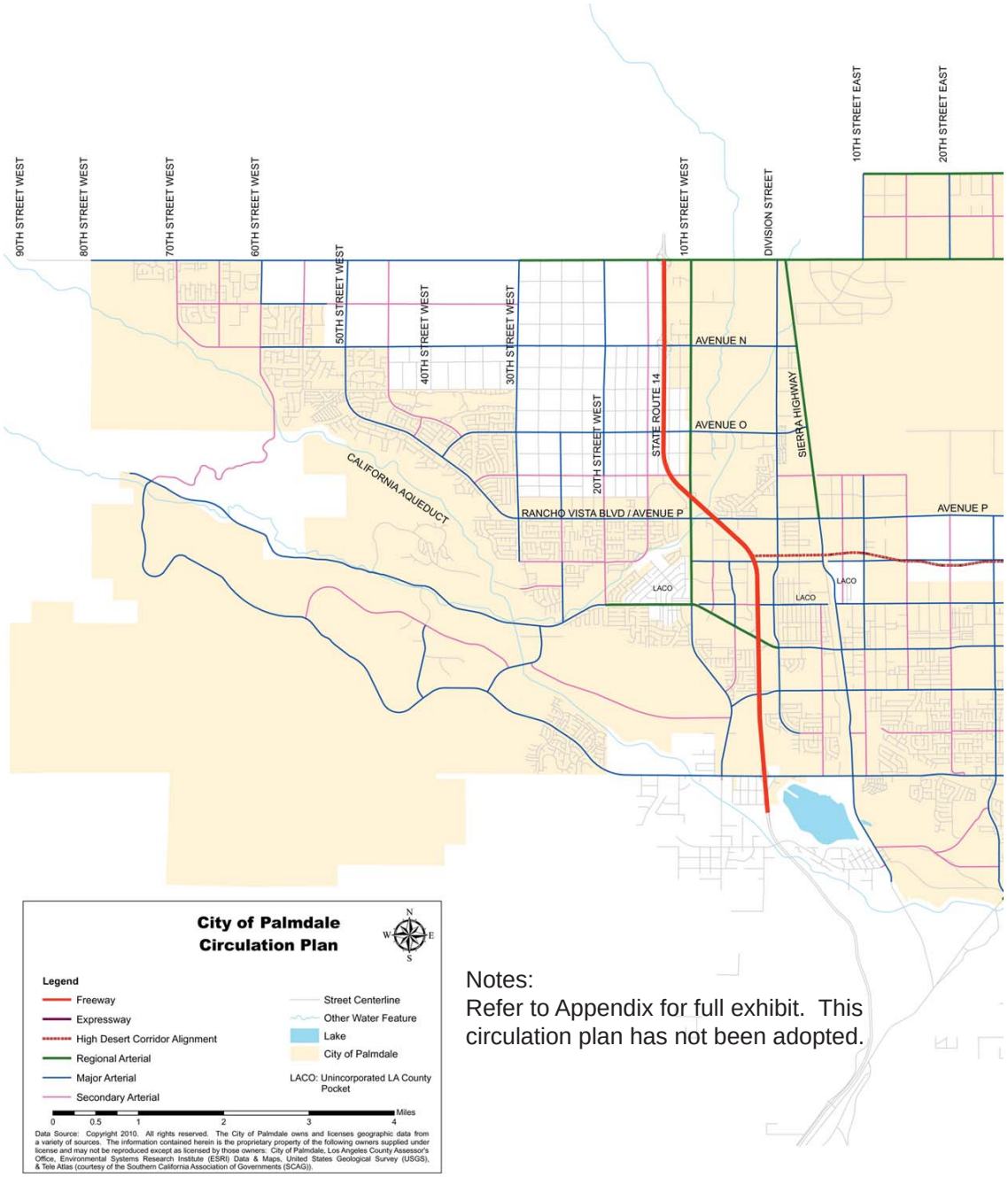
Not to Scale

RBF

Study Roadway Segment & Study Intersection Locations

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh03.ai APR/2012

Exhibit 3



Notes:
Refer to Appendix for full exhibit. This circulation plan has not been adopted.

Not to Scale

RBF

Updated General Plan Circulation Element

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh04.ai

APR/2012

Exhibit 4

Not to Scale

Legend:

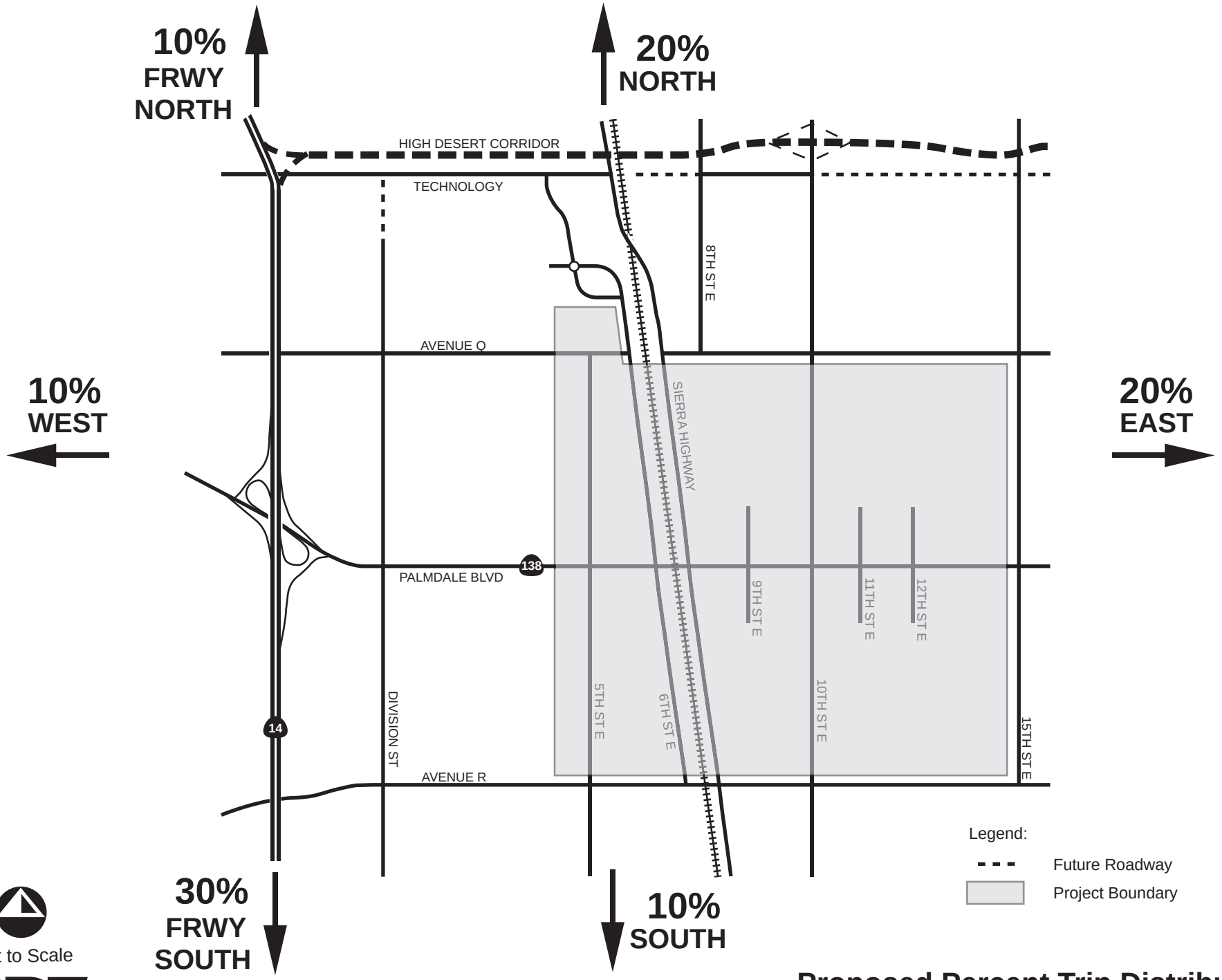
X Project Zones

Traffic Zones

Exhibit 5

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh05.ai

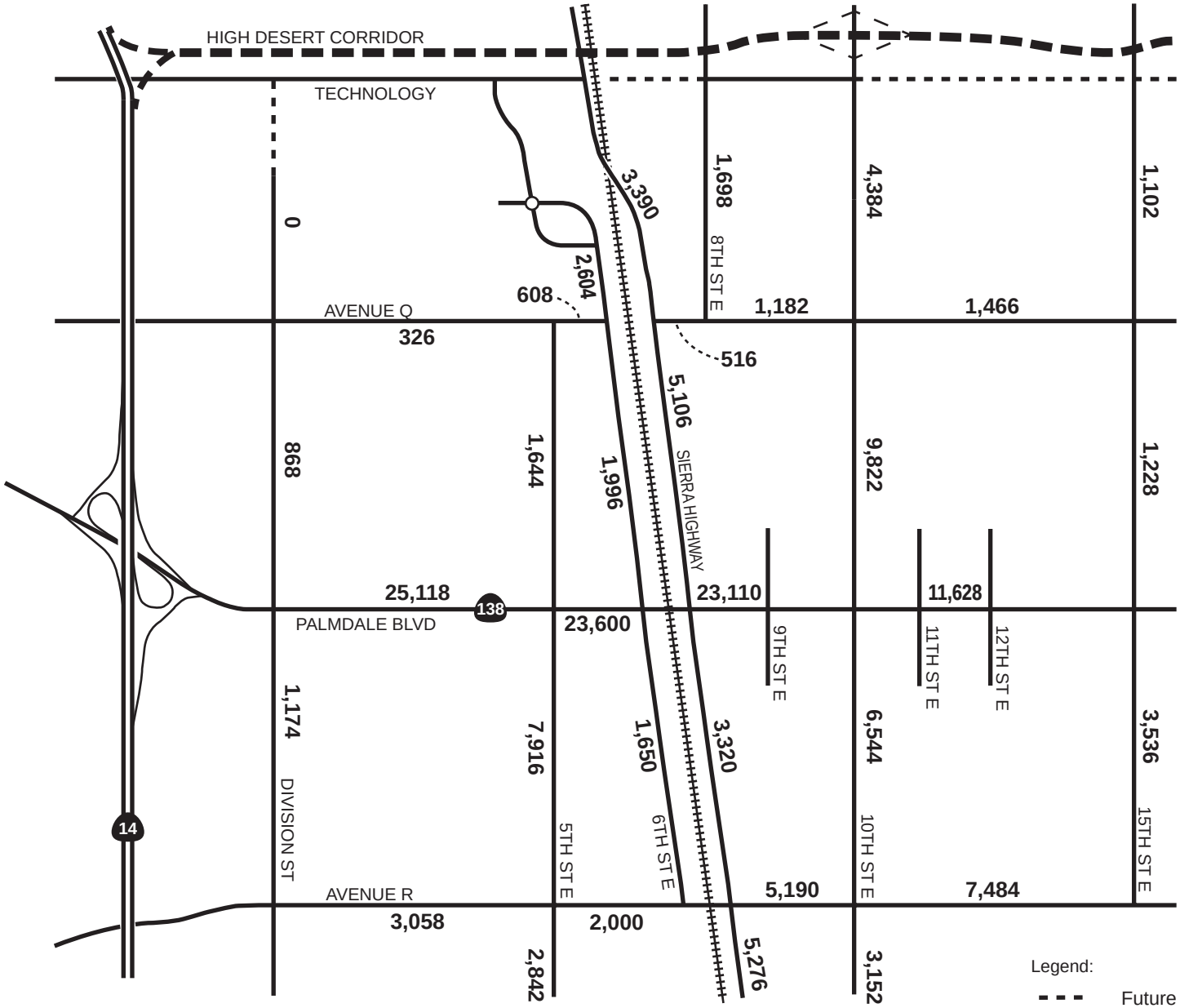
APR/2012



Proposed Percent Trip Distribution

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh6.ai APR/2012

Exhibit 6



Legend:

- - - Future Roadway

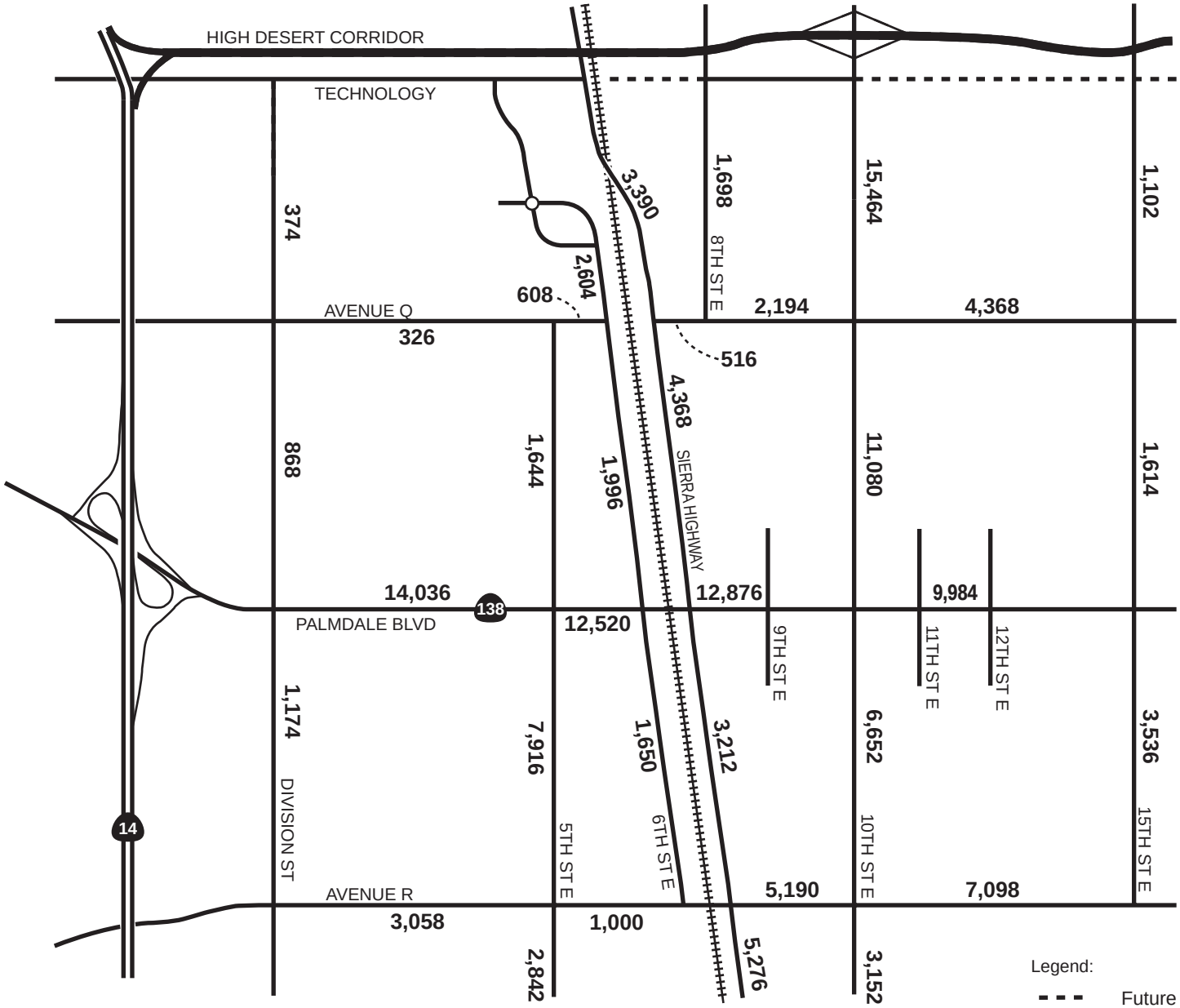
X,XXX ADT Assignment

Not to Scale

Proposed Project ADT Assignment
(Utilized for Forecast Existing With Project Conditions)

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh07ai APR/2012

Exhibit 7



Legend:

- - - Future Roadway

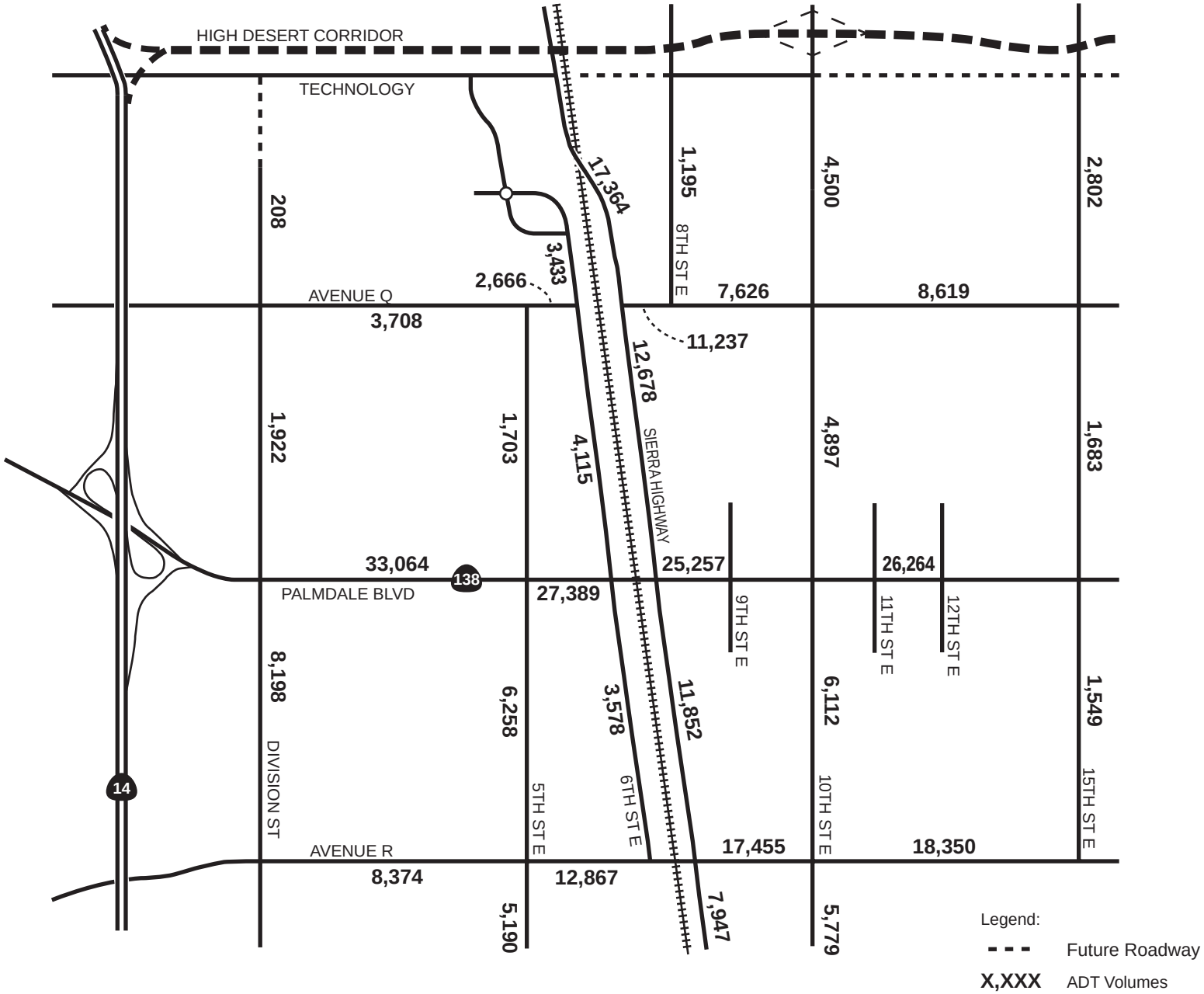
X,XXX ADT Assignment

Not to Scale

Proposed Project ADT Assignment
(Utilized for Forecast Year 2040 With Project Conditions)

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh08.ai APR/2012

Exhibit 8

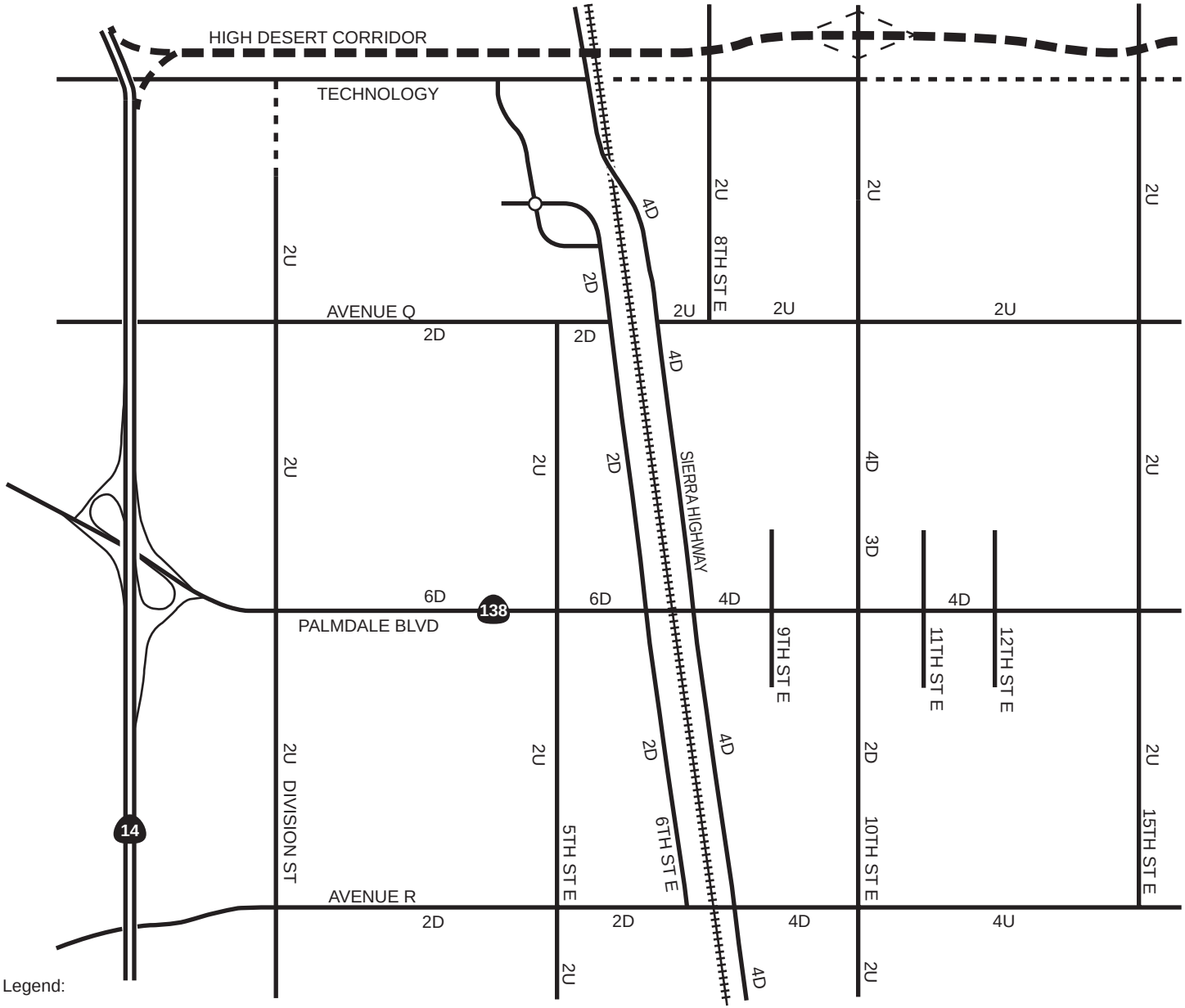


Not to Scale

Existing Conditions Roadway Segment ADT Volumes

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh09.ai APR/2012

Exhibit 9



Legend:

- - -	Future Roadway	4D	4-lane Divided Roadway
2U	2-lane Undivided Roadway	6D	6-lane Divided Roadway
2D	2-lane Divided Roadway		
3D	3-lane Divided Roadway (2 south, 1 north)		
4U	4-lane Undivided Roadway		

Not to Scale

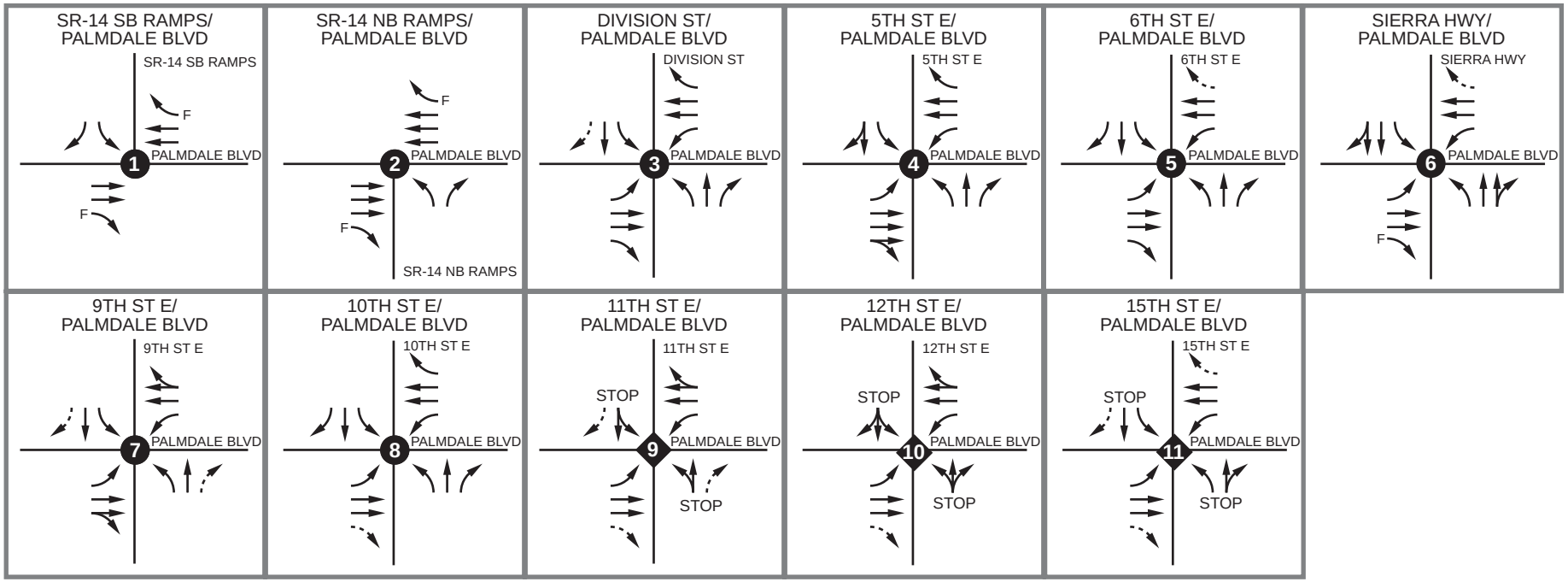
RBF

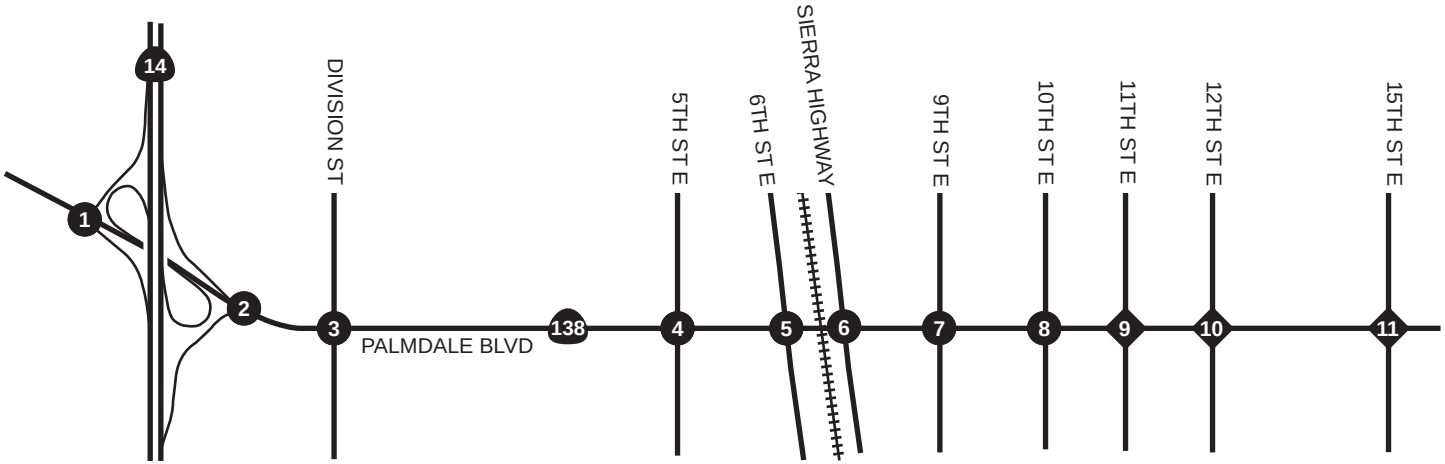
Existing Study Roadway Segment Geometry

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh10.ai

APR/2012

Exhibit 10





Legend:

- XX — Stop-Controlled Intersection
- XX — Signal-Controlled Intersection
- STOP — Stop-Controlled Approach
- F — Free Right-Turn Lane

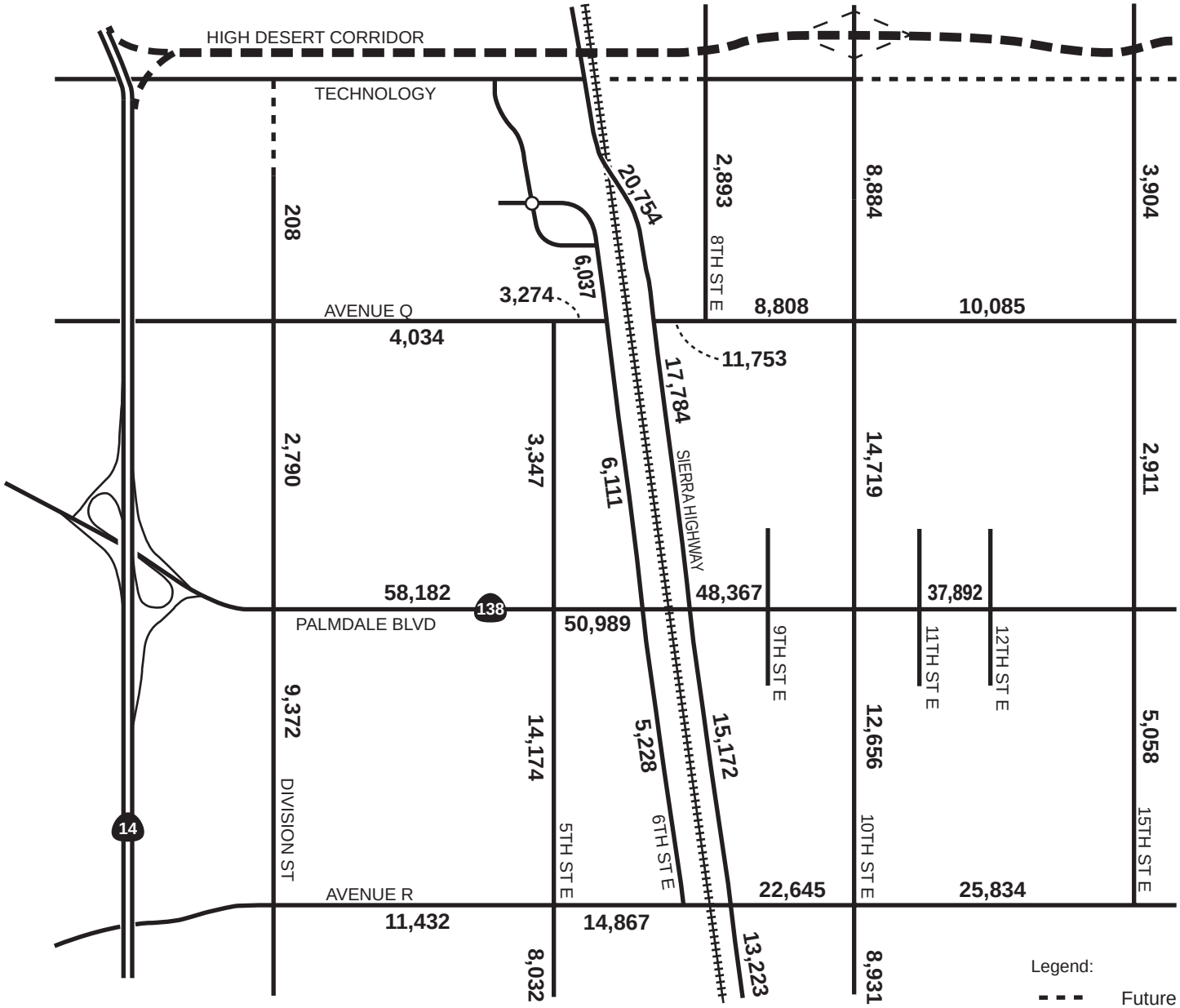
Not to Scale

RBF

Existing Study Intersection Geometry

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh11.ai APR/2012

Exhibit 11

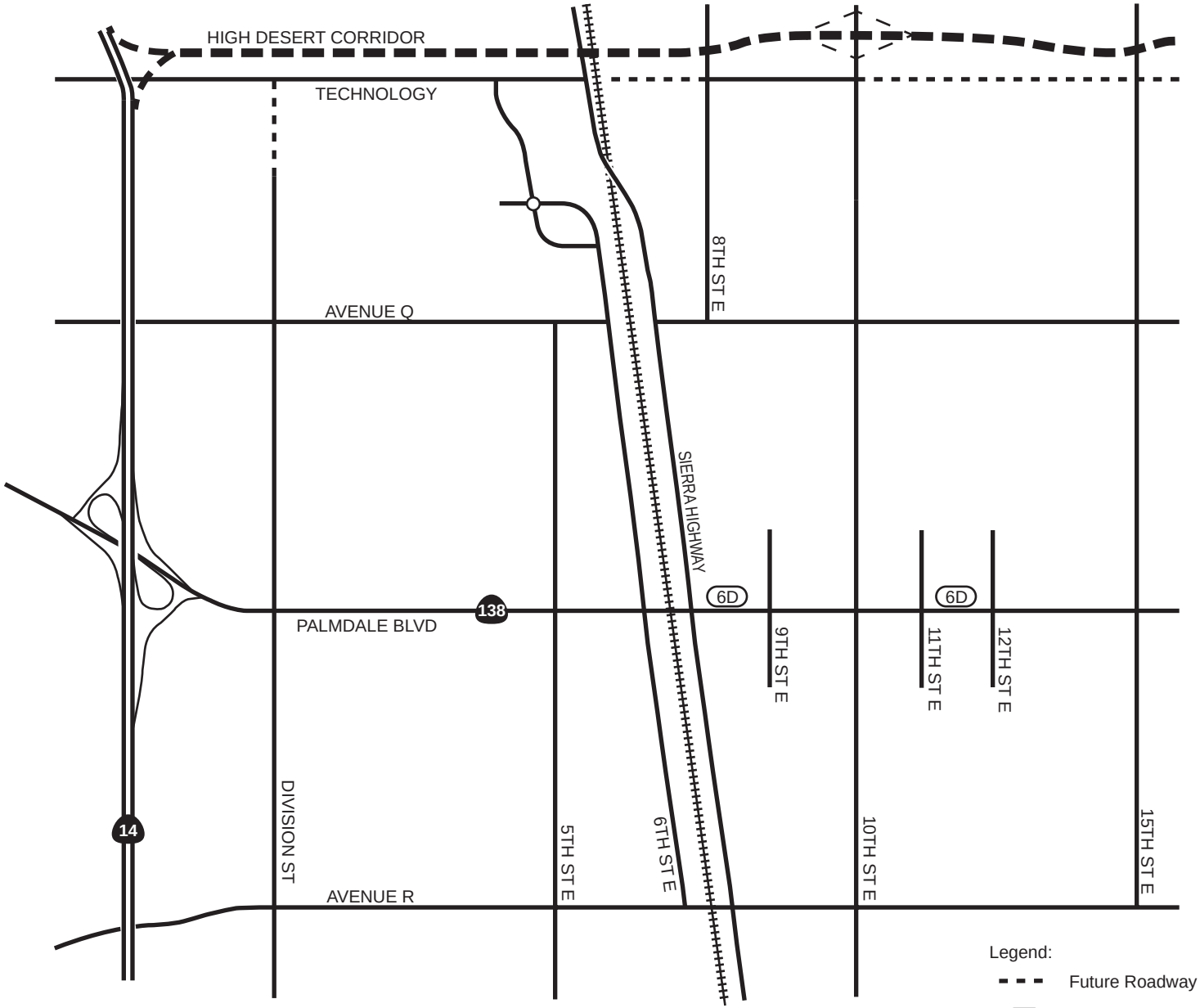


Not to Scale

Forecast Existing With Project Conditions Roadway Segment ADT Volumes

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh12.ai APR/2012

Exhibit 12



Legend:

Future Roadway

XX Mitigated Roadway Geometry

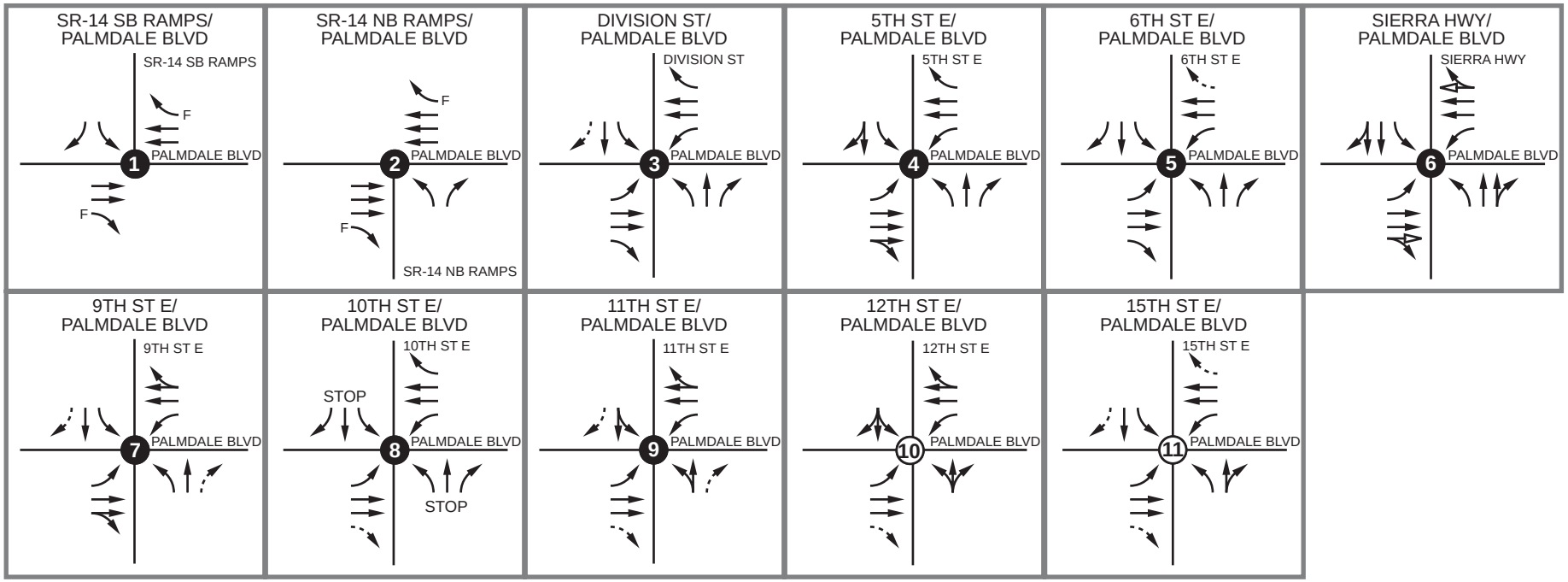
Not to Scale

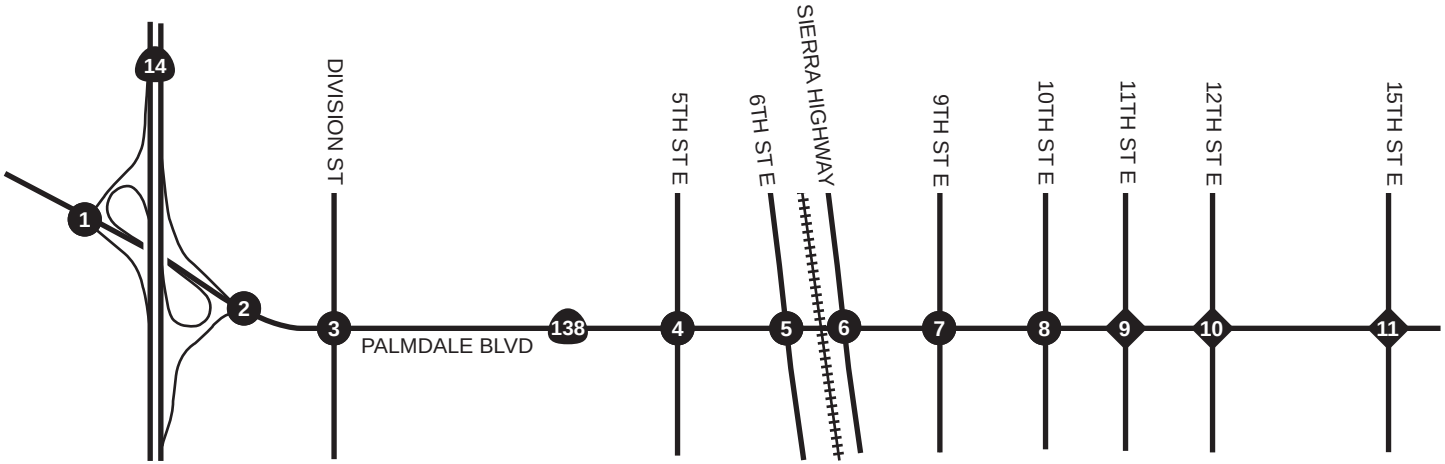
RBF

Mitigated Forecast Existing With Project Study Roadway Segment Geometry

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh13.ai APR/2012

Exhibit 13





Legend:

- XX Stop-Controlled Intersection
- XX Signal-Controlled Intersection
- STOP Stop-Controlled Approach
- F Free Right-Turn Lane
- XX Proposed Signal

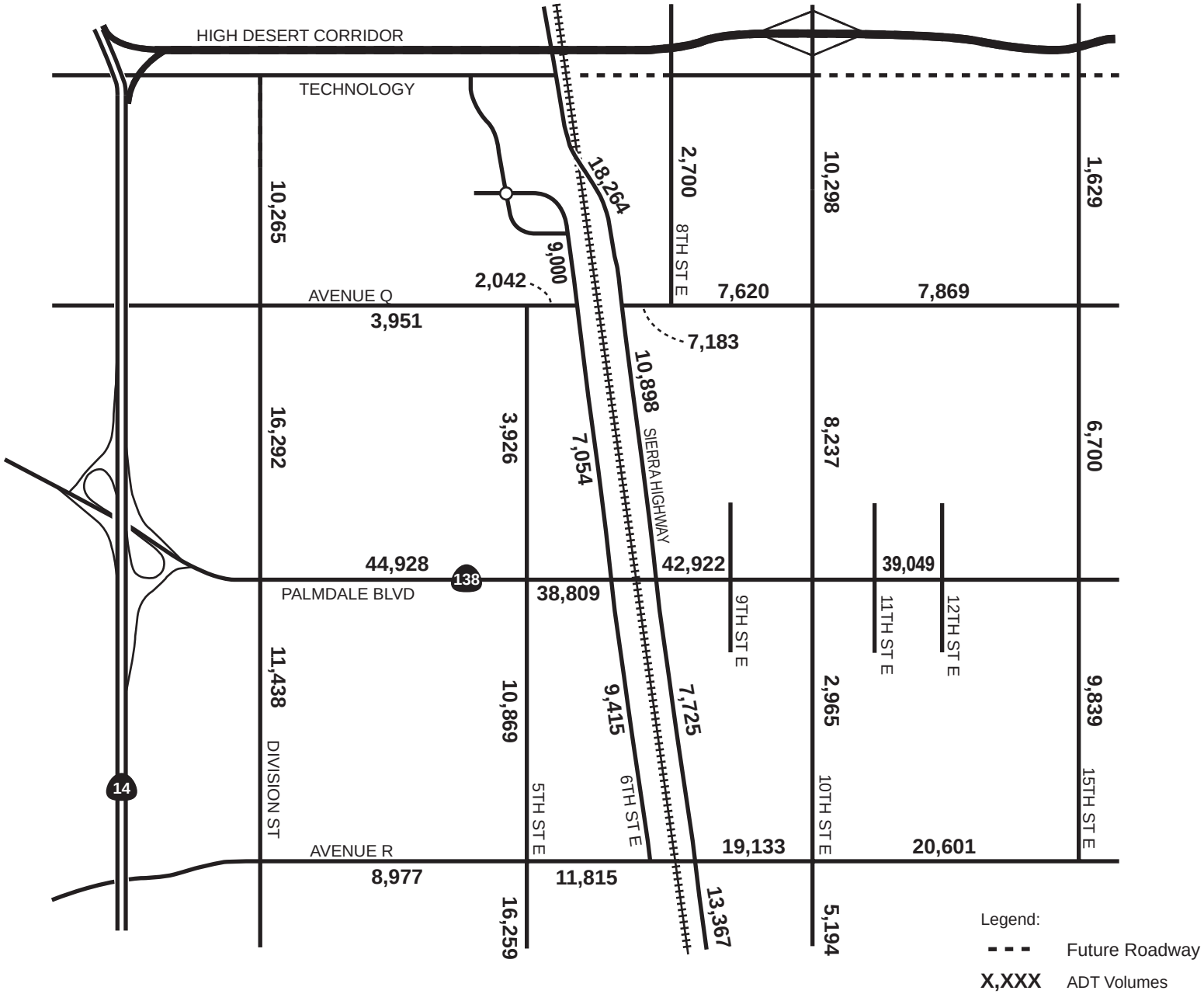
Not to Scale

RBF

Mitigated Forecast Existing With Project Conditions Study Intersection Geometry

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh14.ai APR/2012

Exhibit 14

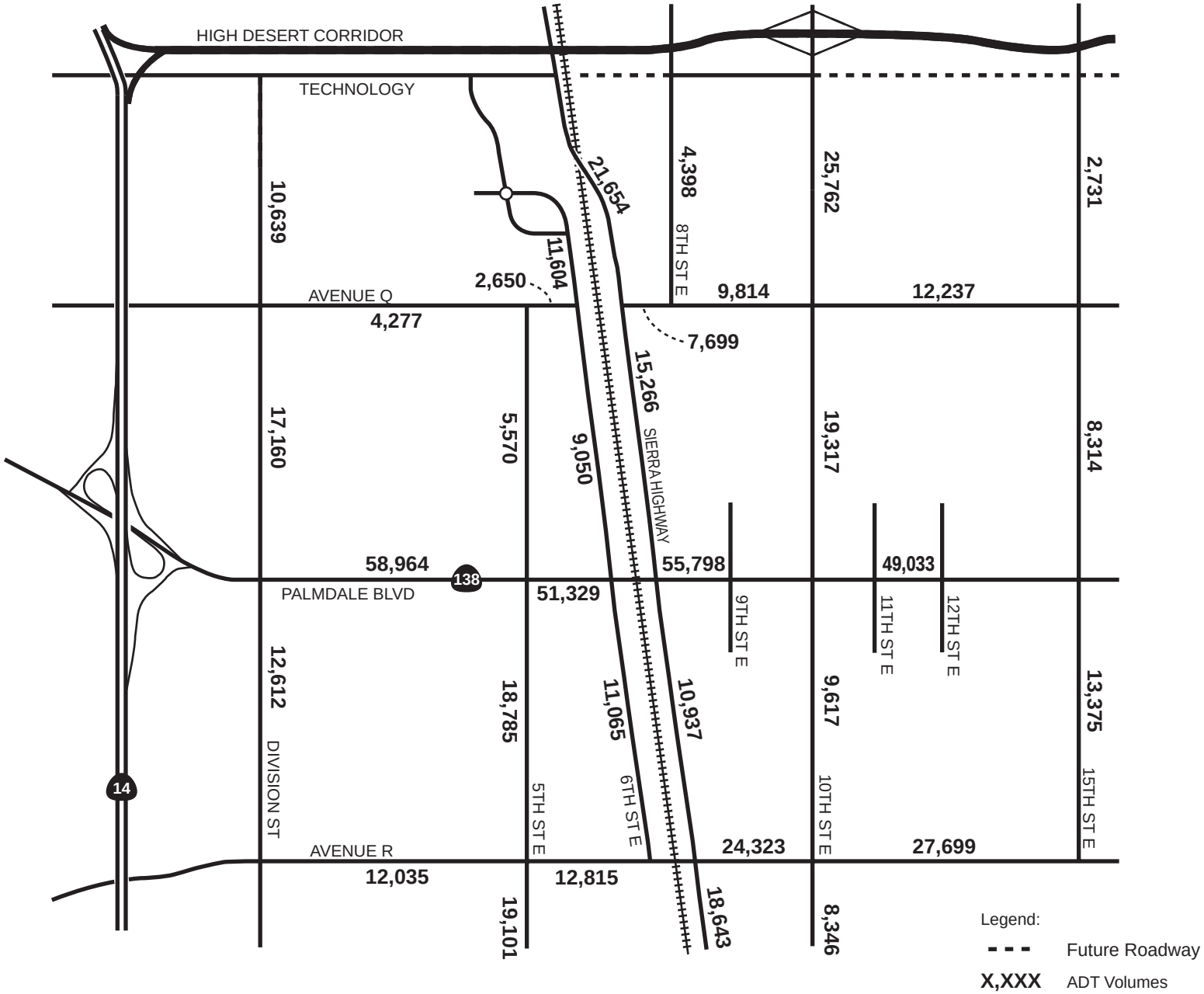


Not to Scale

Forecast Year 2040 Without Project Conditions Roadway Segment ADT Volumes

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh15.ai APR/2012

Exhibit 15

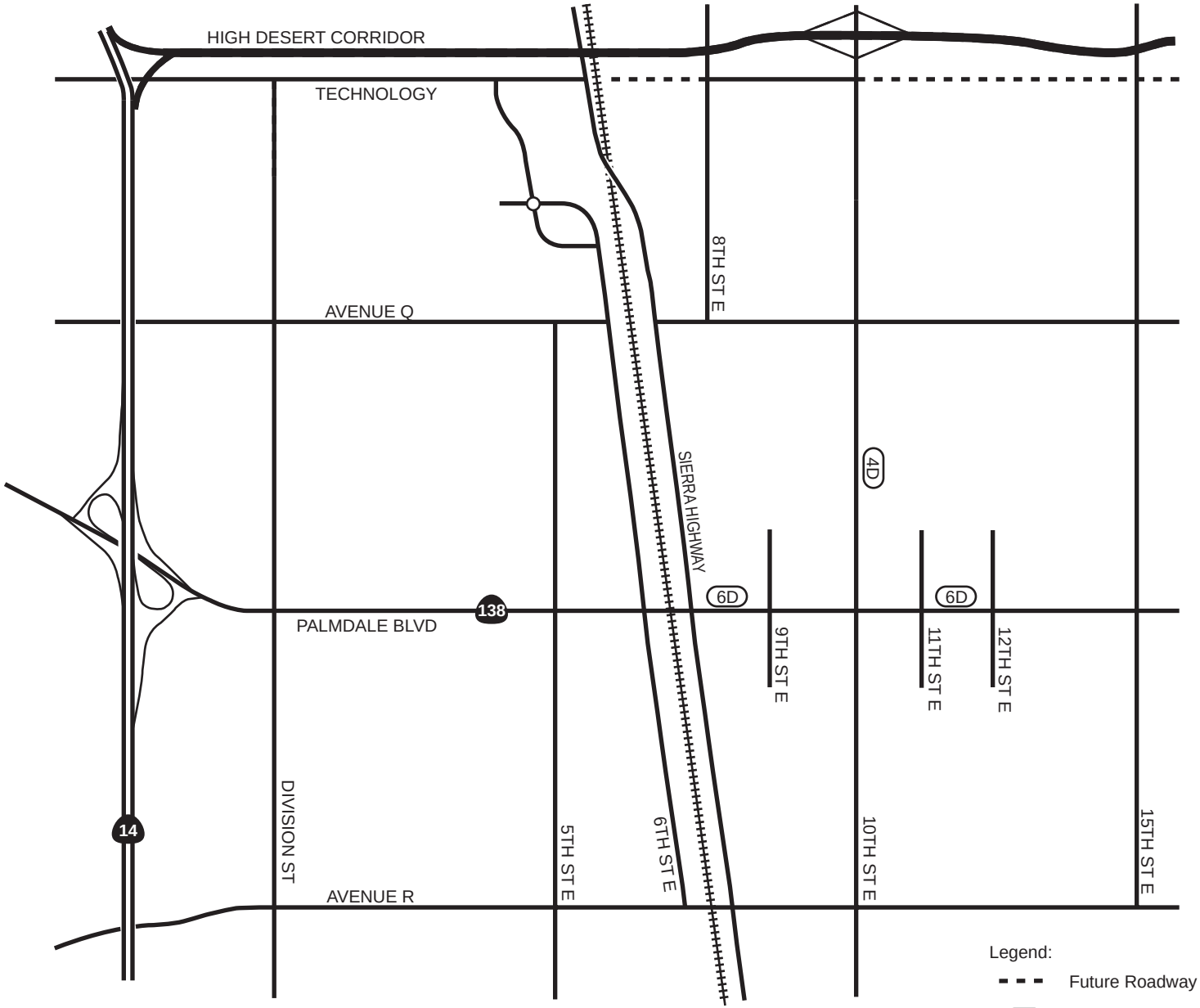


Not to Scale

Forecast Year 2040 With Project Conditions Roadway Segment ADT Volumes

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh16.ai APR/2012

Exhibit 16



Legend:

- - - Future Roadway

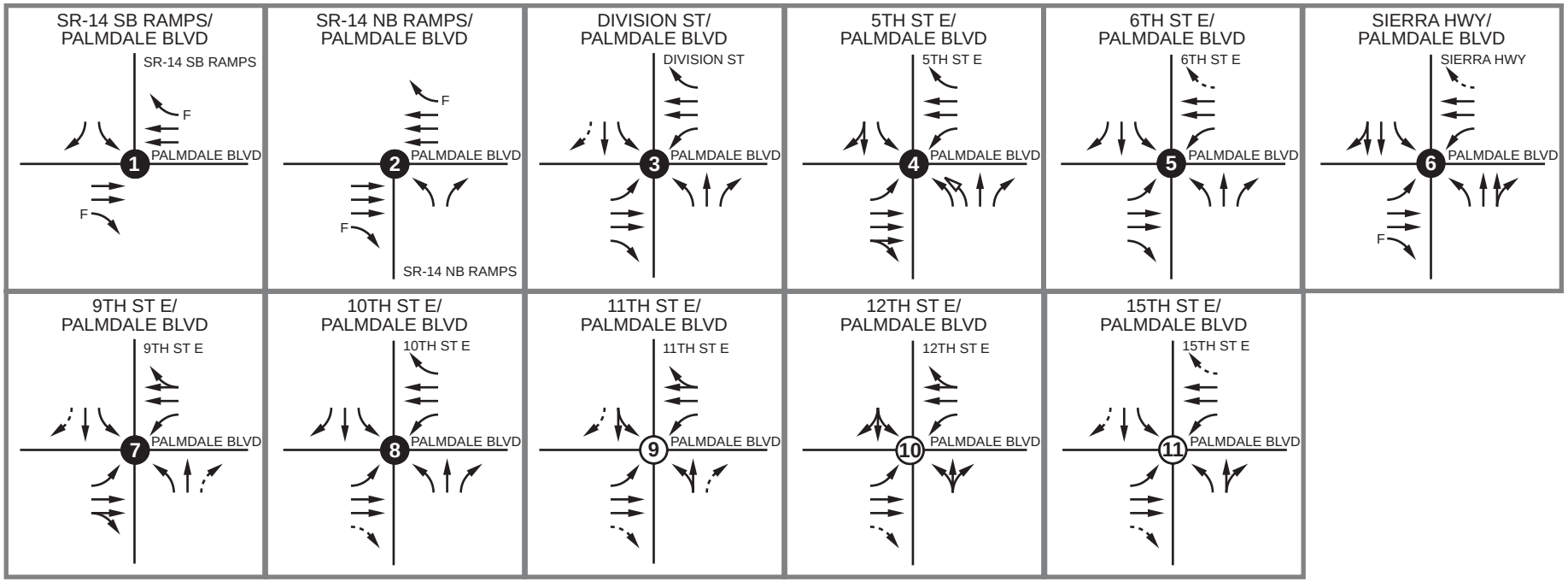
(XX) Mitigated Roadway Geometry

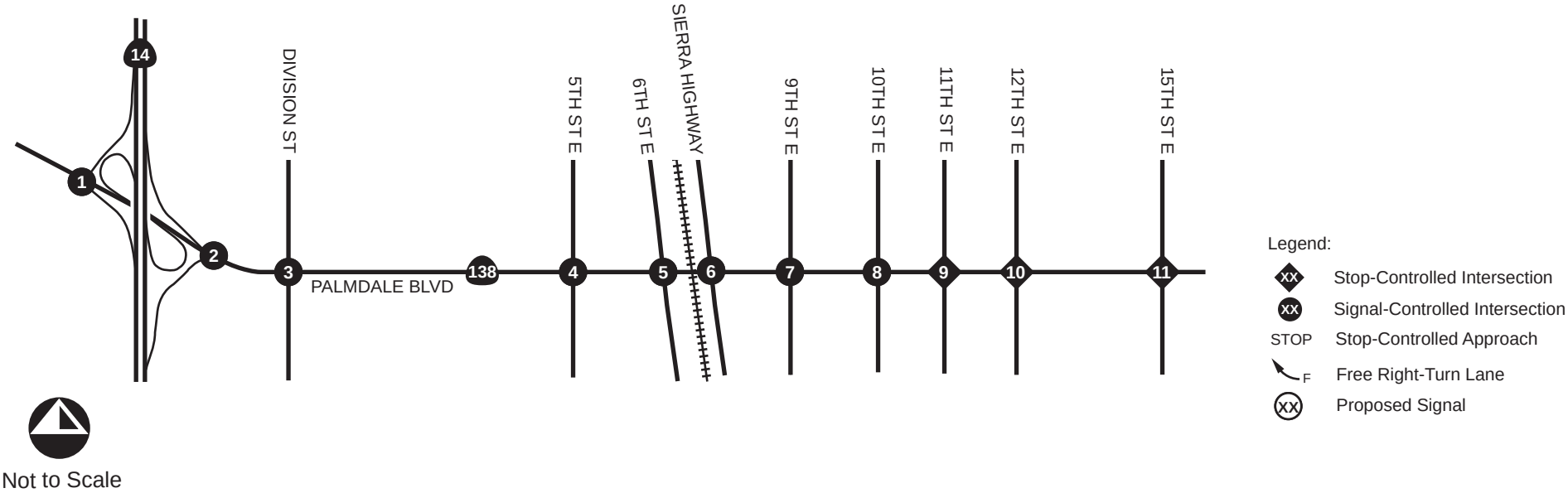
Not to Scale

Mitigated Forecast Year 2040 With Project Study Roadway Segment Geometry

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh17.ai APR/2012

Exhibit 17





Mitigated Forecast Year 2040 With Project Conditions Study Intersection Geometry

H:\pdata\10108426\Reports\Technical Studies\Traffic\Exhibits\Exh18.ai APR/2012

Exhibit 18

APPENDIX A
General Plan – Circulation Plan Graphics

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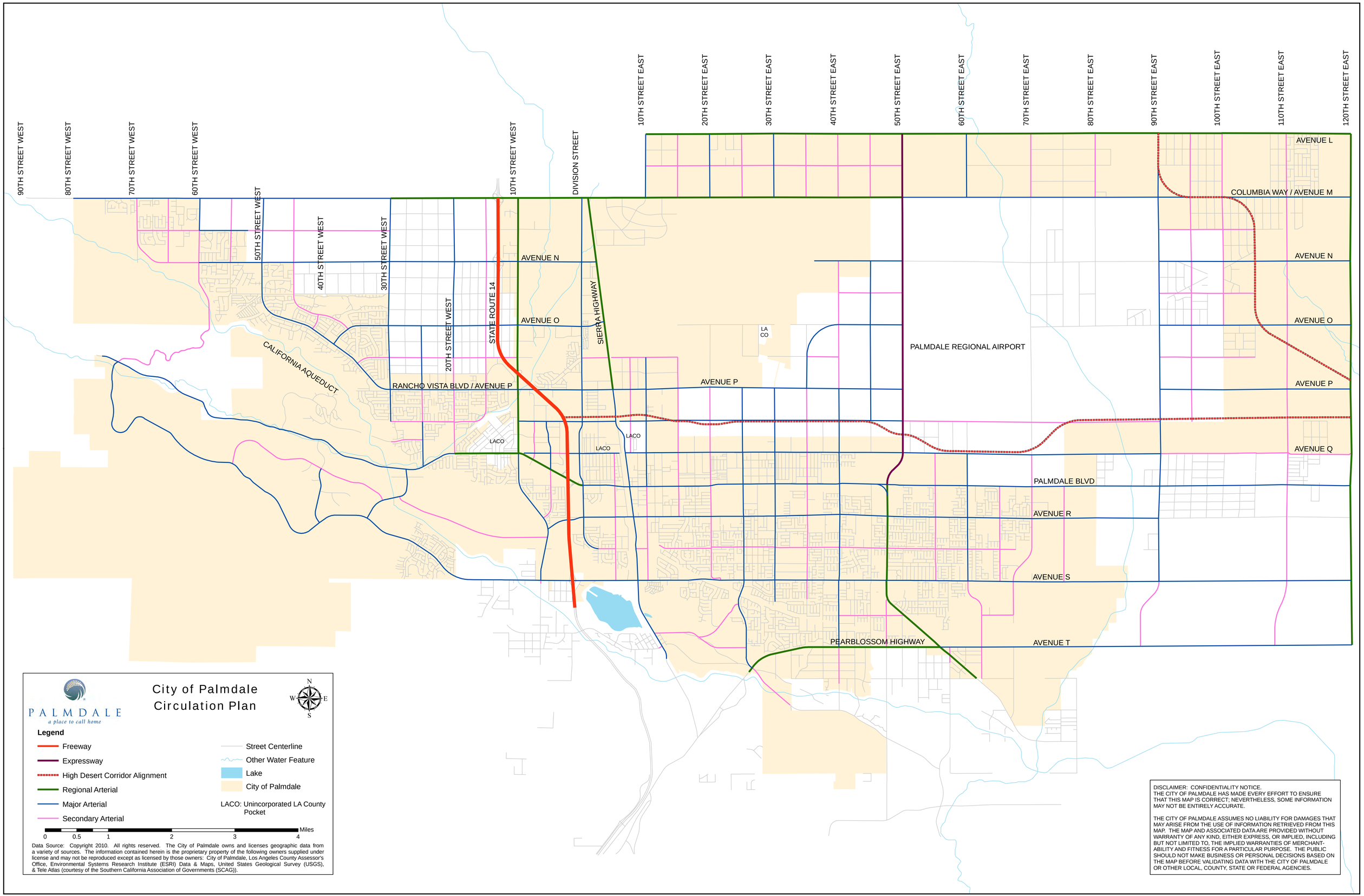

02-22-2010_GIS_00011-05

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APPENDIX B
Existing Count Data

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

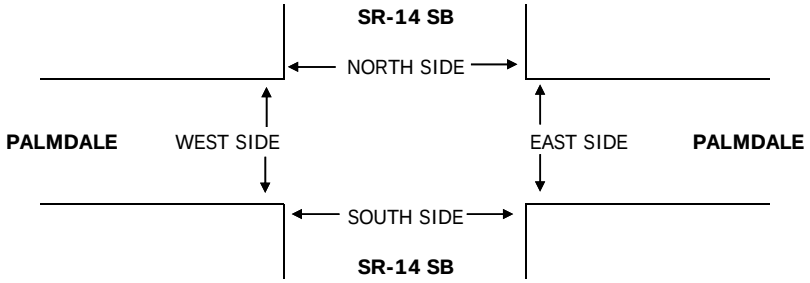
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	SR-14 SB	LOCATION #:	1
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND SR-14 SB			SOUTHBOUND SR-14 SB			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				65		31		103	78		138	53	468					0
	7:15 AM				76		48		154	93		117	39	527					0
	7:30 AM				112		59		195	65		75	43	549					0
	7:45 AM				110		91		135	50		126	30	542					0
	8:00 AM				81		56		140	65		143	34	519					0
	8:15 AM				64		52		127	63		139	23	468					0
	8:30 AM				89		61		106	56		139	34	485					0
	8:45 AM				104		51		155	52		124	25	511					0
	VOLUMES	0	0	0	701	0	449	0	1,115	522	0	1,001	281	4,069	0	0	0	0	0
	APPROACH %	0%	0%	0%	61%	0%	39%	0%	68%	32%	0%	78%	22%						
	APP/DEPART	0	/	281	1,150	/	522	1,637	/	1,816	1,282	/	1,450	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	379	0	254	0	624	273	0	461	146	2,137					
	APPROACH %	0%	0%	0%	60%	0%	40%	0%	70%	30%	0%	76%	24%						
	PEAK HR FACTOR		0.000			0.787			0.863			0.857		0.973					
	APP/DEPART	0	/	146	633	/	273	897	/	1,003	607	/	715	0					
PM	4:00 PM				122		50		174	57		182	32	617					0
	4:15 PM				107		68		168	39		181	32	595					0
	4:30 PM				136		74		169	45		176	26	626					0
	4:45 PM				119		76		167	51		200	29	642					0
	5:00 PM				158		81		216	73		198	34	760					0
	5:15 PM				139		86		178	59		170	31	663					0
	5:30 PM				129		67		156	46		166	37	601					0
	5:45 PM				123		59		143	43		177	22	567					0
	VOLUMES	0	0	0	1,033	0	561	0	1,371	413	0	1,450	243	5,071	0	0	0	0	0
	APPROACH %	0%	0%	0%	65%	0%	35%	0%	77%	23%	0%	86%	14%						
	APP/DEPART	0	/	243	1,594	/	413	1,784	/	2,404	1,693	/	2,011	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	552	0	317	0	730	228	0	744	120	2,691					
	APPROACH %	0%	0%	0%	64%	0%	36%	0%	76%	24%	0%	86%	14%						
	PEAK HR FACTOR		0.000			0.909			0.829			0.931		0.885					
	APP/DEPART	0	/	120	869	/	228	958	/	1,282	864	/	1,061	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

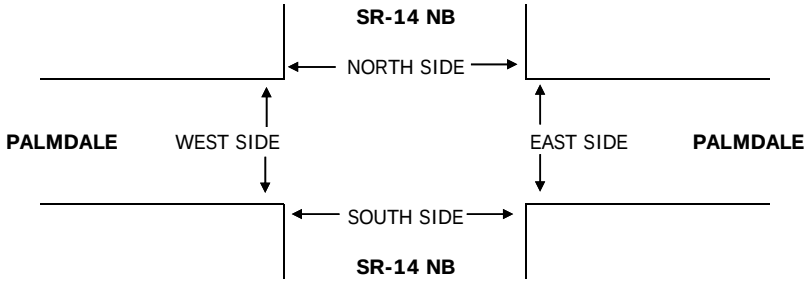
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	SR-14 NB	LOCATION #:	2
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND SR-14 NB			SOUTHBOUND SR-14 NB			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 3	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	35		25					125	46		154	101	486					0
	7:15 AM	24		33					177	51		133	88	506					0
	7:30 AM	29		34					253	54		90	137	597					0
	7:45 AM	40		18					188	58		118	121	543					0
	8:00 AM	57		28					173	47		117	100	522					0
	8:15 AM	46		32					154	39		116	128	515					0
	8:30 AM	41		24					147	47		130	119	508					0
	8:45 AM	44		45					196	62		106	136	589					0
	VOLUMES	316	0	239	0	0	0	0	1,413	404	0	964	930	4,266	0	0	0	0	0
	APPROACH %	57%	0%	43%	0%	0%	0%	0%	78%	22%	0%	51%	49%						
	APP/DEPART	555	/	930	0	/	404	1,817	/	1,652	1,894	/	1,280	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	172	0	112	0	0	0	0	768	198	0	441	486	2,177					
	APPROACH %	61%	0%	39%	0%	0%	0%	0%	80%	20%	0%	48%	52%						
	PEAK HR FACTOR		0.835			0.000			0.787			0.950		0.912					
	APP/DEPART	284	/	486	0	/	198	966	/	880	927	/	613	0					
PM	4:00 PM	54		46					239	53		160	147	699					0
	4:15 PM	62		56					223	54		153	110	658					0
	4:30 PM	55		65					247	59		144	141	711					0
	4:45 PM	67		66					235	49		163	142	722					0
	5:00 PM	58		57					302	75		174	169	835					0
	5:15 PM	67		56					258	58		135	132	706					0
	5:30 PM	63		70					243	44		138	150	708					0
	5:45 PM	68		55					224	42		131	117	637					0
	VOLUMES	494	0	471	0	0	0	0	1,971	434	0	1,198	1,108	5,676	0	0	0	0	0
	APPROACH %	51%	0%	49%	0%	0%	0%	0%	82%	18%	0%	52%	48%						
	APP/DEPART	965	/	1,108	0	/	434	2,405	/	2,442	2,306	/	1,692	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	247	0	244	0	0	0	0	1,042	241	0	616	584	2,974					
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	81%	19%	0%	51%	49%						
	PEAK HR FACTOR		0.923			0.000			0.851			0.875		0.890					
	APP/DEPART	491	/	584	0	/	241	1,283	/	1,286	1,200	/	863	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

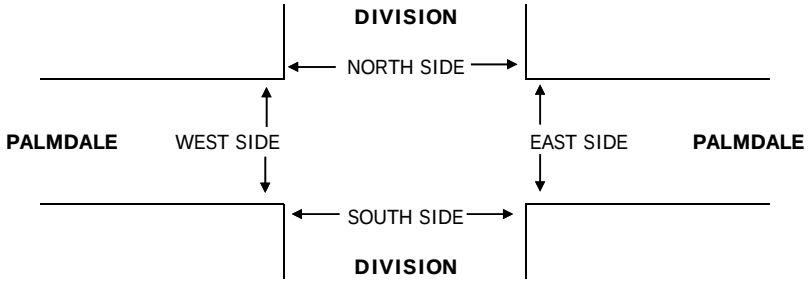
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	DIVISION	LOCATION #:	3
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND DIVISION			SOUTHBOUND DIVISION			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	1	1	1	0	1	3	0	1	3	0		X	X	X	X	
AM	7:00 AM	50	6	3	2	7	27	3	148	27	3	177	0	453			1	2	3
	7:15 AM	47	5	4	2	5	12	2	199	21	2	150	2	451			0	0	0
	7:30 AM	66	6	10	1	6	20	3	209	27	8	142	2	500			0	3	3
	7:45 AM	58	10	8	2	4	14	3	202	29	10	167	3	510			0	3	3
	8:00 AM	48	11	9	4	4	16	3	147	23	8	154	0	427			0	0	0
	8:15 AM	54	8	13	6	9	17	5	144	18	13	176	4	467			0	4	4
	8:30 AM	61	8	8	4	9	15	6	163	36	13	177	2	502			1	4	5
	8:45 AM	53	11	19	3	8	16	4	165	45	17	179	2	522			0	2	2
	VOLUMES	437	65	74	24	52	137	29	1,377	226	74	1,322	15	3,832	0	0	2	18	20
	APPROACH %	76%	11%	13%	11%	24%	64%	2%	84%	14%	5%	94%	1%						
	APP/DEPART	576	/	109	213	/	352	1,632	/	1,475	1,411	/	1,896	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	216	38	49	17	30	64	18	619	122	51	686	8	1,918					
	APPROACH %	71%	13%	16%	15%	27%	58%	2%	82%	16%	7%	92%	1%						
	PEAK HR FACTOR		0.913			0.867			0.887			0.941		0.919					
	APP/DEPART	303	/	64	111	/	203	759	/	685	745	/	966	0					
PM	4:00 PM	54	10	9	10	9	20	12	254	41	10	236	8	673			0	0	0
	4:15 PM	56	5	10	6	4	18	9	233	47	11	186	7	592			0	3	3
	4:30 PM	59	8	15	5	6	8	6	253	51	7	244	5	667			0	2	2
	4:45 PM	56	6	12	6	11	18	18	241	52	8	205	7	640			1	2	3
	5:00 PM	58	9	8	6	9	14	8	290	54	11	279	4	750			0	3	3
	5:15 PM	62	13	18	4	5	12	12	281	47	9	201	3	667			0	2	2
	5:30 PM	48	4	12	2	6	17	17	245	47	14	235	1	648			2	0	2
	5:45 PM	44	4	15	6	5	7	16	246	42	10	164	3	562			1	1	2
	VOLUMES	437	59	99	45	55	114	98	2,043	381	80	1,750	38	5,199	0	0	4	13	17
	APPROACH %	73%	10%	17%	21%	26%	53%	4%	81%	15%	4%	94%	2%						
	APP/DEPART	595	/	195	214	/	516	2,522	/	2,187	1,868	/	2,301	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	235	36	53	21	31	52	44	1,065	204	35	929	19	2,724					
	APPROACH %	73%	11%	16%	20%	30%	50%	3%	81%	16%	4%	95%	2%						
	PEAK HR FACTOR		0.871			0.743			0.933			0.836		0.908					
	APP/DEPART	324	/	99	104	/	270	1,313	/	1,139	983	/	1,216	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

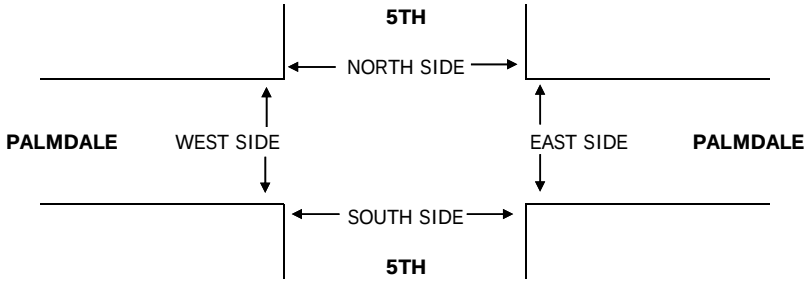
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	5TH	LOCATION #:	4
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 5TH			SOUTHBOUND 5TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	1	1	1	0	1	3	0	1	3	0		X	X	X	X	
AM	7:00 AM	21	6	6	7	9	5	2	102	9	4	142	3	316					0
	7:15 AM	13	8	5	6	5	2	3	157	10	5	124	8	346					0
	7:30 AM	25	11	7	3	6	7	1	202	9	9	125	7	412					0
	7:45 AM	30	16	7	4	10	6	5	183	7	4	148	2	422					0
	8:00 AM	42	27	8	8	22	1	10	140	9	11	138	6	422					0
	8:15 AM	32	15	9	10	13	4	6	143	9	9	152	2	404					0
	8:30 AM	28	14	17	5	12	3	5	136	10	10	140	5	385					0
	8:45 AM	31	12	4	7	10	9	5	159	8	16	173	4	438					0
	VOLUMES	222	109	63	50	87	37	37	1,222	71	68	1,142	37	3,145	0	0	0	0	0
	APPROACH %	56%	28%	16%	29%	50%	21%	3%	92%	5%	5%	92%	3%						
	APP/DEPART	394	/	183	174	/	226	1,330	/	1,335	1,247	/	1,401	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	129	69	31	25	51	18	22	668	34	33	563	17	1,660					
	APPROACH %	56%	30%	14%	27%	54%	19%	3%	92%	5%	5%	92%	3%						
	PEAK HR FACTOR		0.744			0.758			0.854			0.940		0.983					
	APP/DEPART	229	/	108	94	/	118	724	/	724	613	/	710	0					
PM	4:00 PM	36	24	21	10	24	7	6	238	15	16	200	12	609					0
	4:15 PM	38	21	21	9	16	6	5	226	15	25	196	6	584					0
	4:30 PM	27	20	26	5	16	7	7	217	19	25	215	9	593					0
	4:45 PM	38	21	19	10	13	7	13	207	16	30	209	6	589					0
	5:00 PM	37	13	8	9	15	8	6	219	20	18	235	5	593					0
	5:15 PM	22	15	20	8	14	8	15	254	32	21	206	7	622					0
	5:30 PM	20	20	18	9	25	8	3	213	28	19	182	12	557					0
	5:45 PM	33	14	14	5	17	5	11	208	16	18	174	9	524					0
	VOLUMES	251	148	147	65	140	56	66	1,782	161	172	1,617	66	4,671	0	0	0	0	0
	APPROACH %	46%	27%	27%	25%	54%	21%	3%	89%	8%	9%	87%	4%						
	APP/DEPART	546	/	280	261	/	473	2,009	/	1,994	1,855	/	1,924	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	124	69	73	32	58	30	41	897	87	94	865	27	2,397					
	APPROACH %	47%	26%	27%	27%	48%	25%	4%	88%	8%	10%	88%	3%						
	PEAK HR FACTOR		0.853			0.938			0.851			0.955		0.963					
	APP/DEPART	266	/	137	120	/	239	1,025	/	1,002	986	/	1,019	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

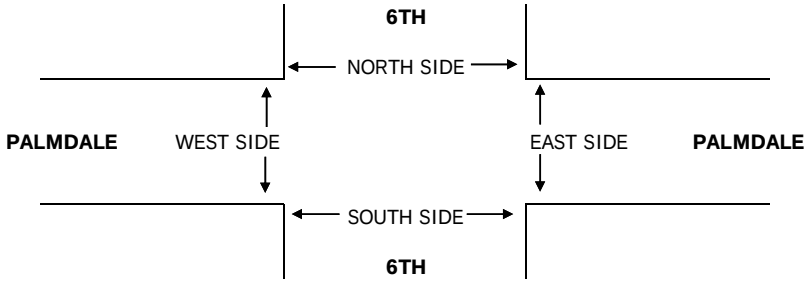
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	6TH	LOCATION #:	5
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 6TH			SOUTHBOUND 6TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	21	1	22	18	2	3	95	5	3	131	29	333			0		0
	7:15 AM	3	39	4	33	24	3	3	156	4	2	120	43	434			0		0
	7:30 AM	6	4	2	16	12	1	6	187	11	3	144	22	414			0		0
	7:45 AM	3	19	7	19	5	0	3	154	14	4	137	16	381			0		0
	8:00 AM	3	15	0	11	9	1	9	143	5	8	145	22	371			1		1
	8:15 AM	1	6	1	12	4	1	2	159	6	2	130	24	348			1		1
	8:30 AM	2	12	1	19	9	0	7	136	9	4	180	20	399			0		0
	8:45 AM	8	18	2	34	13	2	9	162	12	6	157	15	438			1		1
	VOLUMES	29	134	18	166	94	10	42	1,192	66	32	1,144	191	3,118	0	0	3	0	3
	APPROACH %	16%	74%	10%	61%	35%	4%	3%	92%	5%	2%	84%	14%						
	APP/DEPART	181	/	367	270	/	192	1,300	/	1,376	1,367	/	1,183	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	15	77	13	79	50	5	21	640	34	17	546	103	1,600					
	APPROACH %	14%	73%	12%	59%	37%	4%	3%	92%	5%	3%	82%	15%						
	PEAK HR FACTOR		0.571			0.558			0.852			0.951		0.922					
	APP/DEPART	105	/	201	134	/	101	695	/	732	666	/	566	0					
PM	4:00 PM	13	20	9	24	7	1	14	237	6	10	198	33	572			2		2
	4:15 PM	3	11	8	36	21	2	9	234	2	7	196	24	553			0		0
	4:30 PM	5	18	6	33	18	2	11	189	10	7	237	24	560			3		3
	4:45 PM	14	13	5	34	23	8	11	224	5	4	219	20	580			2		2
	5:00 PM	8	12	7	48	35	2	7	200	11	4	234	31	599			2		2
	5:15 PM	11	8	8	50	24	3	6	264	9	7	209	23	622			6		6
	5:30 PM	10	9	3	40	33	4	10	199	9	8	198	22	545			0		0
	5:45 PM	9	17	2	42	16	3	6	214	11	8	175	24	527			0		0
	VOLUMES	73	108	48	307	177	25	74	1,761	63	55	1,666	201	4,558	0	0	15	0	15
	APPROACH %	32%	47%	21%	60%	35%	5%	4%	93%	3%	3%	87%	10%						
	APP/DEPART	229	/	383	509	/	295	1,898	/	2,116	1,922	/	1,764	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	38	51	26	165	100	15	35	877	35	22	899	98	2,361					
	APPROACH %	33%	44%	23%	59%	36%	5%	4%	93%	4%	2%	88%	10%						
	PEAK HR FACTOR		0.898			0.824			0.849			0.947		0.949					
	APP/DEPART	115	/	184	280	/	157	947	/	1,068	1,019	/	952	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

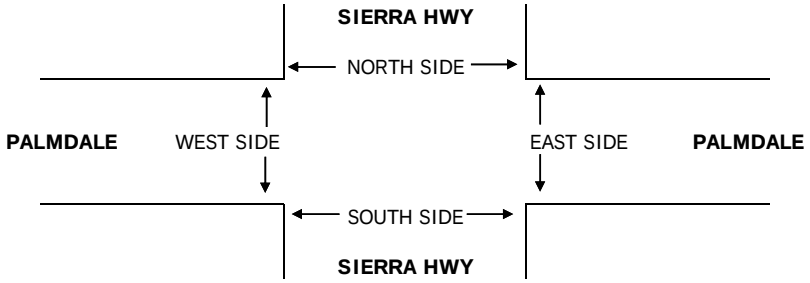
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	SIERRA HWY	LOCATION #:	6
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND SIERRA HWY			SOUTHBOUND SIERRA HWY			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	14	38	2	13	28	15	6	101	23	1	125	13	379					0
AM	7:15 AM	16	42	6	21	24	9	18	140	21	4	151	17	469					0
AM	7:30 AM	17	62	4	15	43	12	31	140	41	6	124	21	516					0
AM	7:45 AM	15	51	2	22	53	18	17	143	19	6	128	18	492					0
AM	8:00 AM	11	61	3	12	36	28	23	114	19	4	131	17	459					0
AM	8:15 AM	16	50	4	12	20	18	16	135	9	2	138	13	433					0
AM	8:30 AM	11	55	8	18	31	18	14	117	21	7	160	14	474					0
AM	8:45 AM	14	45	7	24	44	27	21	160	21	7	153	20	543					0
AM	VOLUMES	114	404	36	137	279	145	146	1,050	174	37	1,110	133	3,765	0	0	0	0	0
AM	APPROACH %	21%	73%	6%	24%	50%	26%	11%	77%	13%	3%	87%	10%						
AM	APP/DEPART	554	/	683	561	/	490	1,370	/	1,223	1,280	/	1,369	0					
AM	BEGIN PEAK HR		7:15 AM																
AM	VOLUMES	59	216	15	70	156	67	89	537	100	20	534	73	1,936					
AM	APPROACH %	20%	74%	5%	24%	53%	23%	12%	74%	14%	3%	85%	12%						
AM	PEAK HR FACTOR		0.873			0.788			0.856			0.911		0.938					
AM	APP/DEPART	290	/	378	293	/	276	726	/	622	627	/	660	0					
PM	4:00 PM	24	70	10	33	73	32	33	210	30	11	175	26	727					0
PM	4:15 PM	19	52	12	34	54	29	27	225	24	8	195	26	705					0
PM	4:30 PM	17	56	8	30	87	37	26	174	30	15	203	22	705					0
PM	4:45 PM	16	35	7	20	72	50	29	217	17	13	204	20	700					0
PM	5:00 PM	16	61	16	23	70	37	20	206	32	5	188	22	696					0
PM	5:15 PM	11	40	9	26	67	22	30	264	26	10	208	31	744					0
PM	5:30 PM	12	58	15	22	71	37	23	192	25	6	170	18	649					0
PM	5:45 PM	18	40	6	30	56	22	22	201	39	11	170	19	634					0
PM	VOLUMES	133	412	83	218	550	266	210	1,689	223	79	1,513	184	5,560	0	0	0	0	0
PM	APPROACH %	21%	66%	13%	21%	53%	26%	10%	80%	11%	4%	85%	10%						
PM	APP/DEPART	628	/	806	1,034	/	852	2,122	/	1,990	1,776	/	1,912	0					
PM	BEGIN PEAK HR		4:30 PM																
PM	VOLUMES	60	192	40	99	296	146	105	861	105	43	803	95	2,845					
PM	APPROACH %	21%	66%	14%	18%	55%	27%	10%	80%	10%	5%	85%	10%						
PM	PEAK HR FACTOR		0.785			0.878			0.837			0.945		0.956					
PM	APP/DEPART	292	/	392	541	/	444	1,071	/	1,000	941	/	1,009	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
AM	7:15 AM					0					0					0
AM	7:30 AM					0					0					0
AM	7:45 AM					0					0					0
AM	8:00 AM					0					0					0
AM	8:15 AM					0					0					0
AM	8:30 AM					0					0					0
AM	8:45 AM					0					0					0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
PM	4:15 PM					0					0					0
PM	4:30 PM					0					0					0
PM	4:45 PM					0					0					0
PM	5:00 PM					0					0					0
PM	5:15 PM					0					0					0
PM	5:30 PM					0					0					0
PM	5:45 PM					0					0					0
PM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

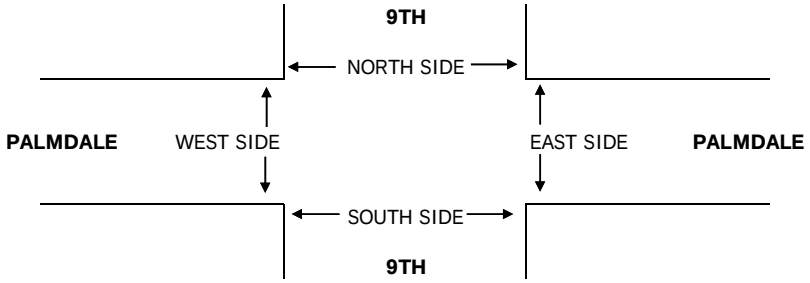
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	9TH	LOCATION #:	7
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 9TH			SOUTHBOUND 9TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	1	0	1	1	0	1	2	0	1	2	0		X	X	X	X	
AM	7:00 AM	2	1	0	3	0	0	2	115	3	3	152	2	283			0	0	0
AM	7:15 AM	2	2	1	1	1	1	6	141	8	3	176	1	343			1	0	1
AM	7:30 AM	3	1	1	2	0	2	2	145	8	2	154	3	323			0	0	0
AM	7:45 AM	3	2	0	5	4	1	2	135	11	1	162	9	335			0	0	0
AM	8:00 AM	1	2	2	5	4	3	7	127	12	2	156	2	323			0	0	0
AM	8:15 AM	3	1	3	8	4	6	10	129	4	2	149	5	324			0	1	1
AM	8:30 AM	2	3	1	9	3	3	15	143	2	1	186	3	371			3	0	3
AM	8:45 AM	4	2	5	8	1	6	12	154	7	3	167	11	380			1	1	2
AM	VOLUMES	20	14	13	41	17	22	56	1,089	55	17	1,302	36	2,682	0	0	5	2	7
AM	APPROACH %	43%	30%	28%	51%	21%	28%	5%	91%	5%	1%	96%	3%						
AM	APP/DEPART	47	/	106	80	/	89	1,200	/	1,143	1,355	/	1,344	0					
AM	BEGIN PEAK HR		8:00 AM																
AM	VOLUMES	10	8	11	30	12	18	44	553	25	8	658	21	1,398					
AM	APPROACH %	34%	28%	38%	50%	20%	30%	7%	89%	4%	1%	96%	3%						
AM	PEAK HR FACTOR		0.659			0.833			0.899			0.904		0.920					
AM	APP/DEPART	29	/	73	60	/	45	622	/	594	687	/	686	0					
PM	4:00 PM	9	7	4	17	10	9	26	206	4	2	206	13	513			3	0	3
PM	4:15 PM	11	4	3	21	1	11	21	224	3	12	200	11	522			3	4	7
PM	4:30 PM	15	2	3	21	8	10	23	199	7	2	224	16	530			5	1	6
PM	4:45 PM	18	3	3	32	8	15	20	218	5	3	201	9	535			2	1	3
PM	5:00 PM	25	6	6	26	2	13	23	206	6	5	197	15	530			4	1	5
PM	5:15 PM	11	8	4	22	9	14	32	283	2	6	213	12	616			5	1	6
PM	5:30 PM	11	7	2	25	7	12	18	213	4	1	185	12	497			3	0	3
PM	5:45 PM	5	8	5	20	5	6	14	229	3	2	179	6	482			3	0	3
PM	VOLUMES	105	45	30	184	50	90	177	1,778	34	33	1,605	94	4,225	0	0	28	8	36
PM	APPROACH %	58%	25%	17%	57%	15%	28%	9%	89%	2%	2%	93%	5%						
PM	APP/DEPART	180	/	316	324	/	117	1,989	/	1,992	1,732	/	1,800	0					
PM	BEGIN PEAK HR		4:30 PM																
PM	VOLUMES	69	19	16	101	27	52	98	906	20	16	835	52	2,211					
PM	APPROACH %	66%	18%	15%	56%	15%	29%	10%	88%	2%	2%	92%	6%						
PM	PEAK HR FACTOR		0.703			0.818			0.808			0.933		0.897					
PM	APP/DEPART	104	/	169	180	/	63	1,024	/	1,023	903	/	956	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
AM	7:15 AM					0					0					0
AM	7:30 AM					0					0					0
AM	7:45 AM					0					0					0
AM	8:00 AM					0					0					0
AM	8:15 AM					0					0					0
AM	8:30 AM					0					0					0
AM	8:45 AM					0					0					0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
PM	4:15 PM					0					0					0
PM	4:30 PM					0					0					0
PM	4:45 PM					0					0					0
PM	5:00 PM					0					0					0
PM	5:15 PM					0					0					0
PM	5:30 PM					0					0					0
PM	5:45 PM					0					0					0
PM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

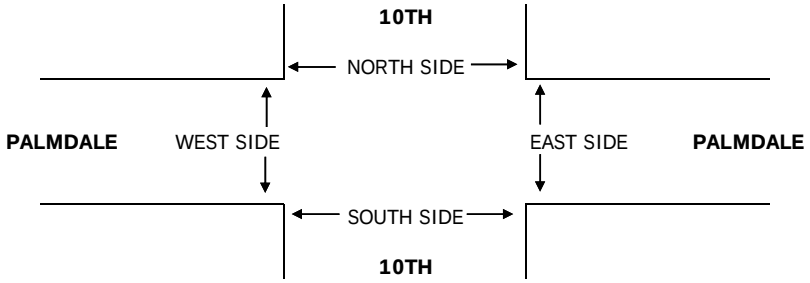
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	10TH	LOCATION #:	8
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 10TH			SOUTHBOUND 10TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	10	6	1	7	6	5	6	102	7	4	151	3	308			0	1	1
	7:15 AM	15	7	3	4	16	10	6	127	6	8	146	9	357			0	0	0
	7:30 AM	20	24	7	4	17	8	10	120	11	3	140	9	373			0	0	0
	7:45 AM	24	35	10	16	24	11	7	136	12	10	139	8	432			2	1	3
	8:00 AM	17	20	6	26	33	10	6	104	6	12	134	12	386			0	1	1
	8:15 AM	19	27	5	14	12	11	8	113	14	6	128	11	368			0	0	0
	8:30 AM	14	23	5	11	29	13	9	137	12	4	167	9	433			0	0	0
	8:45 AM	15	30	14	8	17	7	12	119	7	8	148	11	396			2	1	3
	VOLUMES	134	172	51	90	154	75	64	958	75	55	1,153	72	3,053	0	0	4	4	8
	APPROACH %	38%	48%	14%	28%	48%	24%	6%	87%	7%	4%	90%	6%						
	APP/DEPART	357	/	308	319	/	284	1,097	/	1,099	1,280	/	1,362	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	74	105	26	67	98	45	30	490	44	32	568	40	1,619					
	APPROACH %	36%	51%	13%	32%	47%	21%	5%	87%	8%	5%	89%	6%						
	PEAK HR FACTOR		0.743			0.761			0.892			0.889		0.935					
	APP/DEPART	205	/	175	210	/	174	564	/	583	640	/	687	0					
PM	4:00 PM	25	35	11	15	20	6	7	216	12	10	187	11	555			0	0	0
	4:15 PM	25	30	14	20	22	17	9	219	17	12	182	14	581			1	1	2
	4:30 PM	27	29	9	27	44	15	6	217	9	13	173	14	583			0	1	1
	4:45 PM	21	22	16	16	18	10	8	241	11	11	191	15	580			0	1	1
	5:00 PM	30	42	6	18	40	12	15	210	10	21	161	15	580			0	5	5
	5:15 PM	28	22	13	19	22	9	11	265	22	11	184	11	617			0	1	1
	5:30 PM	25	20	6	13	24	10	11	215	16	17	148	7	512			0	2	2
	5:45 PM	16	40	16	10	19	10	11	233	12	9	144	6	526			3	3	6
	VOLUMES	197	240	91	138	209	89	78	1,816	109	104	1,370	93	4,534	0	0	4	14	18
	APPROACH %	37%	45%	17%	32%	48%	20%	4%	91%	5%	7%	87%	6%						
	APP/DEPART	528	/	411	436	/	422	2,003	/	2,045	1,567	/	1,656	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	106	115	44	80	124	46	40	933	52	56	709	55	2,360					
	APPROACH %	40%	43%	17%	32%	50%	18%	4%	91%	5%	7%	86%	7%						
	PEAK HR FACTOR		0.849			0.727			0.860			0.945		0.956					
	APP/DEPART	265	/	210	250	/	232	1,025	/	1,057	820	/	861	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

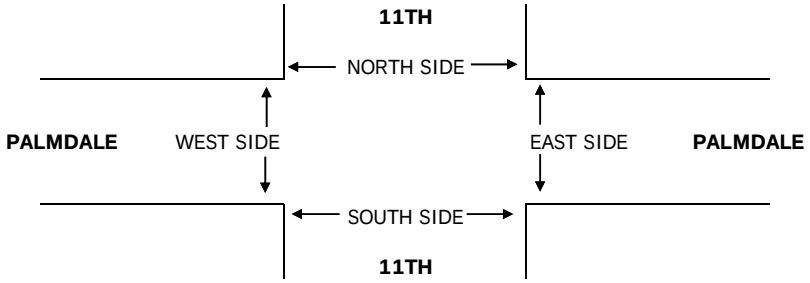
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	11TH	LOCATION #:	9
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	2 WAY STOP NS

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 11TH			SOUTHBOUND 11TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	0	4	2	0	3	3	96	5	7	141	1	267			1	0	1
	7:15 AM	6	2	4	1	3	2	2	135	5	21	151	2	334			0	2	2
	7:30 AM	6	3	4	2	3	6	5	119	1	35	146	5	335			1	9	10
	7:45 AM	9	1	8	2	2	8	7	134	17	51	144	17	400			2	23	25
	8:00 AM	5	0	4	0	1	5	5	99	9	26	147	3	304			2	7	9
	8:15 AM	5	1	10	2	1	8	8	108	11	14	136	6	310			1	0	1
	8:30 AM	8	4	5	4	2	7	8	122	7	11	160	5	343			0	0	0
	8:45 AM	9	3	2	1	1	11	9	146	9	11	146	4	352			2	0	2
	VOLUMES	53	14	41	14	13	50	47	959	64	176	1,171	43	2,645	0	0	9	41	50
	APPROACH %	49%	13%	38%	18%	17%	65%	4%	90%	6%	13%	84%	3%						
	APP/DEPART	108	/	104	77	/	253	1,070	/	1,014	1,390	/	1,274	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	26	6	20	5	9	21	19	487	32	133	588	27	1,373					
	APPROACH %	50%	12%	38%	14%	26%	60%	4%	91%	6%	18%	79%	4%						
	PEAK HR FACTOR		0.722			0.729			0.851			0.882		0.858					
	APP/DEPART	52	/	52	35	/	174	538	/	512	748	/	635	0					
PM	4:00 PM	5	4	18	4	1	6	4	230	9	19	192	16	508			1	2	3
	4:15 PM	7	1	10	2	1	6	12	239	7	17	200	5	507			3	3	6
	4:30 PM	2	5	12	6	3	5	10	232	5	20	204	7	511			1	1	2
	4:45 PM	6	3	10	5	2	4	10	225	7	19	196	7	494			2	0	2
	5:00 PM	6	3	10	4	6	10	11	242	8	12	192	2	506			0	0	0
	5:15 PM	3	4	8	3	3	5	12	283	7	16	184	3	531			0	0	0
	5:30 PM	5	2	12	1	1	5	11	224	7	13	162	9	452			2	0	2
	5:45 PM	4	2	5	5	2	7	13	212	18	8	147	5	428			1	0	1
	VOLUMES	38	24	85	30	19	48	83	1,887	68	124	1,477	54	3,937	0	0	10	6	16
	APPROACH %	26%	16%	58%	31%	20%	49%	4%	93%	3%	7%	89%	3%						
	APP/DEPART	147	/	161	97	/	211	2,038	/	2,002	1,655	/	1,563	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	17	15	40	18	14	24	43	982	27	67	776	19	2,042					
	APPROACH %	24%	21%	56%	32%	25%	43%	4%	93%	3%	8%	90%	2%						
	PEAK HR FACTOR		0.947			0.700			0.871			0.933		0.961					
	APP/DEPART	72	/	77	56	/	108	1,052	/	1,040	862	/	817	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

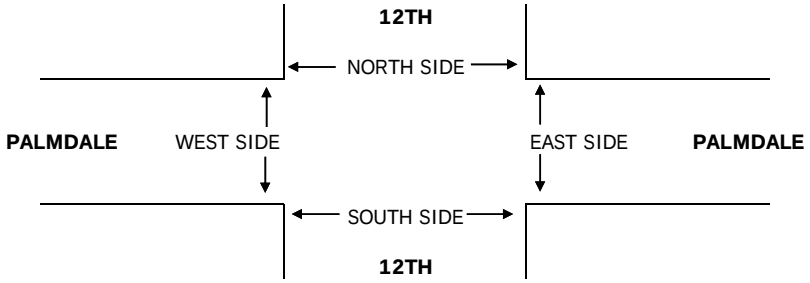
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	12TH	LOCATION #:	10
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	2 WAY STOP NS

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 12TH			SOUTHBOUND 12TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	1	2	0	1	2	0		X	X	X	X	
AM	7:00 AM	1	1	0	3	0	7	5	106	0	0	163	2	288			1	0	1
	7:15 AM	2	0	1	2	1	6	7	113	5	0	178	5	320			5	0	5
	7:30 AM	9	2	2	2	0	14	19	136	2	3	153	8	350			9	0	9
	7:45 AM	5	2	2	4	1	29	17	108	7	7	180	3	365			9	0	9
	8:00 AM	2	0	4	1	0	7	9	143	0	2	134	2	304			0	0	0
	8:15 AM	2	1	5	4	2	6	3	110	2	0	151	5	291			0	0	0
	8:30 AM	5	3	0	2	1	10	7	135	3	2	157	3	328			0	0	0
	8:45 AM	3	1	2	3	0	8	6	115	2	1	146	3	290			0	0	0
	VOLUMES	29	10	16	21	5	87	73	966	21	15	1,262	31	2,536	0	0	24	0	24
	APPROACH %	53%	18%	29%	19%	4%	77%	7%	91%	2%	1%	96%	2%						
	APP/DEPART	55	/	114	113	/	41	1,060	/	1,003	1,308	/	1,378	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	18	4	9	9	2	56	52	500	14	12	645	18	1,339					
	APPROACH %	58%	13%	29%	13%	3%	84%	9%	88%	2%	2%	96%	3%						
	PEAK HR FACTOR		0.596			0.493			0.901			0.888		0.917					
	APP/DEPART	31	/	74	67	/	28	566	/	518	675	/	719	0					
PM	4:00 PM	6	4	3	0	0	8	27	233	3	4	222	3	513			4	0	4
	4:15 PM	1	1	3	8	0	10	17	231	0	5	208	9	493			1	1	2
	4:30 PM	2	3	3	2	0	2	12	243	1	4	179	0	451			0	0	0
	4:45 PM	3	1	5	2	0	4	11	229	3	9	196	6	469			3	0	3
	5:00 PM	3	5	5	0	0	9	11	260	2	7	191	2	495			0	0	0
	5:15 PM	1	0	8	5	0	9	13	269	3	5	196	8	517			3	0	3
	5:30 PM	3	2	1	0	2	10	20	218	7	1	201	5	470			1	0	1
	5:45 PM	1	1	2	1	0	7	15	205	4	4	193	5	438			0	0	0
	VOLUMES	20	17	30	18	2	59	126	1,888	23	39	1,586	38	3,846	0	0	12	1	13
	APPROACH %	30%	25%	45%	23%	3%	75%	6%	93%	1%	2%	95%	2%						
	APP/DEPART	67	/	181	79	/	64	2,037	/	1,936	1,663	/	1,665	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	10	8	19	7	2	32	55	976	15	22	784	21	1,951					
	APPROACH %	27%	22%	51%	17%	5%	78%	5%	93%	1%	3%	95%	3%						
	PEAK HR FACTOR		0.712			0.732			0.918			0.980		0.943					
	APP/DEPART	37	/	84	41	/	39	1,046	/	1,002	827	/	826	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

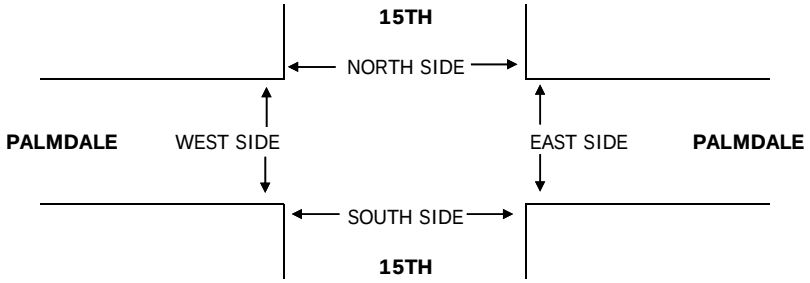
DATE:	LOCATION:	PALMDALE	PROJECT #:	CA12-0113-0070
1/10/12	NORTH & SOUTH:	15TH	LOCATION #:	11
TUESDAY	EAST & WEST:	PALMDALE	CONTROL:	2 WAY STOP NS

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND 15TH			SOUTHBOUND 15TH			EASTBOUND PALMDALE			WESTBOUND PALMDALE				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	2	4	2	0	1	7	97	1	1	140	1	257			1	0	1
	7:15 AM	6	1	3	3	0	8	9	97	2	5	163	1	298			0	0	0
	7:30 AM	7	2	3	1	1	16	5	127	2	7	150	0	321			0	2	2
	7:45 AM	7	1	8	4	1	14	12	106	3	4	161	2	323			0	1	1
	8:00 AM	4	1	6	5	1	9	7	115	4	8	152	1	313			0	2	2
	8:15 AM	3	1	4	2	1	15	8	103	4	5	146	2	294			0	1	1
	8:30 AM	3	1	3	6	5	8	13	116	2	2	165	2	326			2	1	3
	8:45 AM	3	3	3	4	3	9	8	128	0	6	152	6	325			1	1	2
	VOLUMES	34	12	34	27	12	80	69	889	18	38	1,229	15	2,457	0	0	4	8	12
	APPROACH %	43%	15%	43%	23%	10%	67%	7%	91%	2%	3%	96%	1%						
	APP/DEPART	80	/	96	119	/	68	976	/	950	1,282	/	1,343	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	13	6	16	17	10	41	36	462	10	21	615	11	1,258					
	APPROACH %	37%	17%	46%	25%	15%	60%	7%	91%	2%	3%	95%	2%						
	PEAK HR FACTOR		0.795			0.895			0.934			0.957		0.965					
	APP/DEPART	35	/	53	68	/	41	508	/	495	647	/	669	0					
PM	4:00 PM	3	1	12	2	1	13	10	231	5	10	225	5	518			2	3	5
	4:15 PM	6	3	4	1	1	9	3	240	7	6	190	4	474			0	0	0
	4:30 PM	6	2	8	1	3	11	5	230	8	9	201	2	486			0	0	0
	4:45 PM	3	2	8	6	2	7	9	246	7	10	198	2	500			0	2	2
	5:00 PM	4	1	4	5	1	12	9	217	5	5	199	5	467			0	0	0
	5:15 PM	2	4	4	3	2	6	12	271	7	4	180	6	501			0	0	0
	5:30 PM	3	1	6	7	1	10	14	233	4	2	184	3	468			0	0	0
	5:45 PM	4	1	6	4	3	3	9	180	7	6	137	3	363			0	0	0
	VOLUMES	31	15	52	29	14	71	71	1,848	50	52	1,514	30	3,777	0	0	2	5	7
	APPROACH %	32%	15%	53%	25%	12%	62%	4%	94%	3%	3%	95%	2%						
	APP/DEPART	98	/	116	114	/	116	1,969	/	1,929	1,596	/	1,616	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	18	8	32	10	7	40	27	947	27	35	814	13	1,978					
	APPROACH %	31%	14%	55%	18%	12%	70%	3%	95%	3%	4%	94%	2%						
	PEAK HR FACTOR		0.906			0.891			0.955			0.898		0.955					
	APP/DEPART	58	/	48	57	/	69	1,001	/	989	862	/	872	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Volumes for: Tuesday, September 11, 2007 City: Palmdale Project #: 07-2423-005

Location: Palmdale Blvd (SR-138) e/o of 3rd St East

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			44		22			12:00			290		285		
00:15			32		24			12:15			296		270		
00:30			28		19			12:30			267		261		
00:45			23	127	14	79	206	12:45			311	1164	280	1096	2260
01:00			30		15			13:00			316		246		
01:15			15		27			13:15			333		250		
01:30			23		15			13:30			305		235		
01:45			20	88	13	70	158	13:45			297	1251	259	990	2241
02:00			13		10			14:00			308		246		
02:15			14		17			14:15			277		304		
02:30			13		6			14:30			362		253		
02:45			14	54	10	43	97	14:45			375	1322	276	1079	2401
03:00			20		16			15:00			350		304		
03:15			25		18			15:15			353		248		
03:30			17		27			15:30			330		253		
03:45			32	94	25	86	180	15:45			337	1370	307	1112	2482
04:00			27		23			16:00			316		269		
04:15			27		36			16:15			302		266		
04:30			29		60			16:30			287		297		
04:45			28	111	61	180	291	16:45			308	1213	288	1120	2333
05:00			45		69			17:00			293		307		
05:15			51		94			17:15			327		267		
05:30			52		96			17:30			297		313		
05:45			71	219	126	385	604	17:45			313	1230	273	1160	2390
06:00			59		124			18:00			264		243		
06:15			116		121			18:15			273		211		
06:30			157		164			18:30			274		205		
06:45			166	498	152	561	1059	18:45			287	1098	179	838	1936
07:00			191		162			19:00			275		202		
07:15			185		180			19:15			207		214		
07:30			218		238			19:30			227		167		
07:45			271	865	218	798	1663	19:45			233	942	167	750	1692
08:00			276		219			20:00			187		171		
08:15			233		221			20:15			198		135		
08:30			253		214			20:30			185		141		
08:45			256	1018	215	869	1887	20:45			163	733	129	576	1309
09:00			266		212			21:00			151		115		
09:15			243		199			21:15			157		97		
09:30			225		226			21:30			128		103		
09:45			228	962	208	845	1807	21:45			110	546	96	411	957
10:00			240		226			22:00			106		78		
10:15			209		234			22:15			84		78		
10:30			213		234			22:30			93		56		
10:45			314	976	249	943	1919	22:45			76	359	46	258	617
11:00			253		269			23:00			77		70		
11:15			293		225			23:15			65		42		
11:30			275		290			23:30			49		29		
11:45			281	1102	288	1072	2174	23:45			41	232	28	169	401
Total Vol.				6114		5931	**12045**					11460		9559	**21019**

Daily Totals

NB	SB	EB	WB	**Combined**
		17574	15490	**33064**

	AM			**PM**		
Split %	50.8%	49.2%	**36.4%**	54.5%	45.5%	**63.6%**
Peak Hour	11:30	11:30	**11:30**	14:30	16:45	**14:30**
Volume	1142	1133	**2275**	1440	1175	**2521**
P.H.F.	0.96	0.98	**0.99**	0.96	0.94	**0.96**

Volumes for: Tuesday, September 11, 2007 City: Palmdale Project #: 07-2423-008

Location: Avenue R e/o Division St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			11		11			12:00			57		49		
00:15			8		7			12:15			53		43		
00:30			5		4			12:30			43		47		
00:45			5	29	3	25	54	12:45			45	198	42	181	379
01:00			6		3			13:00			42		43		
01:15			4		3			13:15			58		52		
01:30			4		3			13:30			54		48		
01:45			6	20	1	10	30	13:45			61	215	54	197	412
02:00			6		5			14:00			53		53		
02:15			4		1			14:15			71		61		
02:30			3		2			14:30			79		66		
02:45			3	16	2	10	26	14:45			78	281	86	266	547
03:00			4		3			15:00			70		89		
03:15			3		0			15:15			108		76		
03:30			2		0			15:30			87		56		
03:45			4	13	6	9	22	15:45			94	359	77	298	657
04:00			5		6			16:00			78		71		
04:15			10		15			16:15			85		99		
04:30			12		15			16:30			72		75		
04:45			17	44	19	55	99	16:45			74	309	77	322	631
05:00			16		26			17:00			78		76		
05:15			16		25			17:15			70		73		
05:30			38		49			17:30			100		93		
05:45			28	98	35	135	233	17:45			73	321	71	313	634
06:00			32		41			18:00			69		79		
06:15			29		36			18:15			69		63		
06:30			41		56			18:30			71		57		
06:45			50	152	54	187	339	18:45			62	271	62	261	532
07:00			48		49			19:00			62		62		
07:15			61		68			19:15			60		49		
07:30			63		93			19:30			59		59		
07:45			69	241	82	292	533	19:45			61	242	48	218	460
08:00			58		69			20:00			52		51		
08:15			76		69			20:15			47		33		
08:30			67		109			20:30			50		33		
08:45			73	274	93	340	614	20:45			40	189	25	142	331
09:00			71		100			21:00			36		30		
09:15			68		65			21:15			38		25		
09:30			44		43			21:30			34		26		
09:45			44	227	42	250	477	21:45			32	140	25	106	246
10:00			46		54			22:00			26		18		
10:15			52		53			22:15			21		20		
10:30			58		46			22:30			18		12		
10:45			62	218	50	203	421	22:45			17	82	14	64	146
11:00			50		53			23:00			15		9		
11:15			52		50			23:15			15		12		
11:30			68		76			23:30			8		8		
11:45			59	229	54	233	462	23:45			12	50	10	39	89
Total Vol.				1561		1749	**3310**					2657		2407	**5064**

Daily Totals

NB	SB	EB	WB	**Combined**
		4218	4156	**8374**

	AM			**PM**		
Split %	47.2%	52.8%	**39.5%**	52.5%	47.5%	**60.5%**
Peak Hour	08:15	08:15	**08:15**	15:15	16:15	**15:00**
Volume	287	371	**658**	367	327	**657**
P.H.F.	0.94	0.85	**0.93**	0.85	0.83	**0.89**

Volumes for: Tuesday, September 11, 2007 City: Palmdale Project #: 07-2423-009

Location: Division St s/o Palmdale Blvd (SR-138)

AM Period	NB		SB		EB		WB		PM Period	NB		SB		EB		WB	
00:00	6		11						12:00	58		49					
00:15	8		8						12:15	50		49					
00:30	4		7						12:30	66		49					
00:45	6	24	6	32				56	12:45	58	232	48	195				427
01:00	2		5						13:00	50		47					
01:15	3		3						13:15	61		49					
01:30	3		3						13:30	59		57					
01:45	0	8	1	12				20	13:45	73	243	61	214				457
02:00	2		4						14:00	48		51					
02:15	4		2						14:15	63		56					
02:30	4		2						14:30	68		63					
02:45	3	13	2	10				23	14:45	82	261	112	282				543
03:00	4		2						15:00	78		104					
03:15	1		0						15:15	122		124					
03:30	2		6						15:30	84		88					
03:45	14	21	4	12				33	15:45	68	352	68	384				736
04:00	10		6						16:00	57		57					
04:15	25		8						16:15	67		58					
04:30	21		6						16:30	67		59					
04:45	19	75	11	31				106	16:45	80	271	80	254				525
05:00	26		6						17:00	76		70					
05:15	25		4						17:15	78		71					
05:30	56		12						17:30	85		87					
05:45	50	157	10	32				189	17:45	74	313	64	292				605
06:00	42		7						18:00	79		75					
06:15	53		12						18:15	74		75					
06:30	57		15						18:30	68		59					
06:45	66	218	37	71				289	18:45	77	298	58	267				565
07:00	57		24						19:00	69		42					
07:15	85		41						19:15	59		68					
07:30	102		55						19:30	53		56					
07:45	98	342	57	177				519	19:45	47	228	47	213				441
08:00	78		61						20:00	57		58					
08:15	85		61						20:15	40		38					
08:30	97		75						20:30	40		40					
08:45	83	343	92	289				632	20:45	24	161	48	184				345
09:00	73		81						21:00	32		46					
09:15	76		37						21:15	33		48					
09:30	38		31						21:30	28		33					
09:45	56	243	28	177				420	21:45	31	124	46	173				297
10:00	51		38						22:00	15		34					
10:15	52		26						22:15	21		26					
10:30	46		36						22:30	14		17					
10:45	47	196	40	140				336	22:45	12	62	20	97				159
11:00	41		35						23:00	15		14					
11:15	52		38						23:15	18		16					
11:30	55		32						23:30	9		13					
11:45	54	202	52	157				359	23:45	10	52	21	64				116
Total Vol.		1842		1140				**2982**			2597		2619				**5216**

Daily Totals

NB	SB	EB	WB	**Combined**
4439	3759			**8198**

	AM			**PM**		
Split %	61.8%	38.2%	**36.4%**	49.8%	50.2%	**63.6%**
Peak Hour	07:15	08:15	**08:15**	14:45	14:45	**14:45**
Volume	363	309	**647**	366	428	**794**
P.H.F.	0.89	0.84	**0.92**	0.83	0.86	**0.81**

Volumes for: Tuesday, September 11, 2007 City: Palmdale Project #: 07-2423-010

Location: Sierra Hwy s/o Palmdale Blvd (SR-138)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		13					12:00	90		81				
00:15	9		5					12:15	97		80				
00:30	8		6					12:30	89		84				
00:45	7	34	7	31			65	12:45	99	375	86	331			706
01:00	2		9					13:00	111		85				
01:15	6		4					13:15	105		108				
01:30	4		7					13:30	107		84				
01:45	7	19	9	29			48	13:45	97	420	97	374			794
02:00	2		8					14:00	92		88				
02:15	6		2					14:15	105		101				
02:30	7		8					14:30	113		110				
02:45	7	22	8	26			48	14:45	121	431	145	444			875
03:00	4		8					15:00	109		115				
03:15	8		7					15:15	105		127				
03:30	6		8					15:30	111		116				
03:45	7	25	14	37			62	15:45	120	445	130	488			933
04:00	7		16					16:00	112		113				
04:15	8		16					16:15	97		105				
04:30	10		20					16:30	120		112				
04:45	16	41	26	78			119	16:45	105	434	122	452			886
05:00	18		35					17:00	112		119				
05:15	25		36					17:15	107		137				
05:30	21		40					17:30	115		150				
05:45	30	94	33	144			238	17:45	109	443	120	526			969
06:00	41		42					18:00	99		105				
06:15	50		56					18:15	97		109				
06:30	62		57					18:30	80		76				
06:45	70	223	82	237			460	18:45	81	357	115	405			762
07:00	57		72					19:00	77		72				
07:15	75		85					19:15	78		78				
07:30	97		81					19:30	80		74				
07:45	107	336	114	352			688	19:45	62	297	63	287			584
08:00	102		81					20:00	77		89				
08:15	99		85					20:15	76		60				
08:30	92		54					20:30	60		55				
08:45	97	390	48	268			658	20:45	51	264	43	247			511
09:00	90		80					21:00	40		43				
09:15	80		51					21:15	31		68				
09:30	87		70					21:30	21		46				
09:45	92	349	61	262			611	21:45	36	128	46	203			331
10:00	77		58					22:00	30		29				
10:15	76		63					22:15	21		38				
10:30	80		72					22:30	18		32				
10:45	82	315	70	263			578	22:45	27	96	28	127			223
11:00	71		63					23:00	20		19				
11:15	76		87					23:15	16		16				
11:30	65		86					23:30	16		11				
11:45	57	269	75	311			580	23:45	12	64	13	59			123
Total Vol.		2117		2038			**4155**			3754		3943			**7697**

Daily Totals

NB	SB	EB	WB	**Combined**
5871	5981			**11852**

	AM			**PM**		
Split %	51.0%	49.0%	**35.1%**	48.8%	51.2%	**64.9%**
Peak Hour	07:30	07:15	**07:30**	15:45	16:45	**17:00**
Volume	405	361	**766**	449	528	**969**
P.H.F.	0.95	0.79	**0.87**	0.89	0.88	**0.91**

City of Palmdale
Vehicle Volume Counts

Site Code: 000000004260
Station ID: 4260
15th Street East
Avenue Q
Date Start: 07-Jun-10

Weather: Clear and Dry
Counted By: JF, VH
Board #: 4260
Location: 15TH ST E N/O AVE Q

Start Time	07-Jun-10 SB	07-Jun-10 NB	Tue SB	Tue NB	Wed SB	Wed NB	Thu SB	Thu NB	Fri SB	Fri NB	Sat SB	Sat NB	Sun SB	Sun NB	Week Average SB	Week Average NB
12:00 AM	*	*	7	6	7	2	7	3	*	*	*	*	*	*	7	4
01:00	*	*	2	1	5	3	5	1	*	*	*	*	*	*	4	2
02:00	*	*	3	2	2	4	1	3	*	*	*	*	*	*	2	3
03:00	*	*	0	1	1	1	1	0	*	*	*	*	*	*	1	1
04:00	*	*	5	1	2	8	4	5	*	*	*	*	*	*	4	5
05:00	*	*	7	9	7	12	9	17	*	*	*	*	*	*	8	13
06:00	*	*	19	30	27	29	23	**45**	*	*	*	*	*	*	23	35
07:00	*	*	45	31	53	**35**	**49**	27	*	*	*	*	*	*	49	31
08:00	*	*	**55**	29	36	30	*	*	*	*	*	*	*	*	46	30
09:00	**51**	28	51	24	44	30	*	*	*	*	*	*	*	*	49	27
10:00	46	**39**	53	30	40	21	*	*	*	*	*	*	*	*	46	30
11:00	50	31	53	**48**	**56**	32	*	*	*	*	*	*	*	*	**53**	**37**
12:00 PM	60	24	**70**	33	47	**42**	*	*	*	*	*	*	*	*	59	33
01:00	56	**40**	58	**45**	67	42	*	*	*	*	*	*	*	*	60	**42**
02:00	56	39	55	40	40	37	*	*	*	*	*	*	*	*	50	39
03:00	**73**	36	67	26	**76**	37	*	*	*	*	*	*	*	*	**72**	33
04:00	64	37	49	36	55	38	*	*	*	*	*	*	*	*	56	37
05:00	65	32	61	37	63	36	*	*	*	*	*	*	*	*	63	35
06:00	34	21	40	31	40	33	*	*	*	*	*	*	*	*	38	28
07:00	34	29	30	29	30	22	*	*	*	*	*	*	*	*	31	27
08:00	33	15	29	24	31	25	*	*	*	*	*	*	*	*	31	21
09:00	23	14	13	14	20	15	*	*	*	*	*	*	*	*	19	14
10:00	14	3	13	3	15	5	*	*	*	*	*	*	*	*	14	4
11:00	10	3	1	2	6	2	*	*	*	*	*	*	*	*	6	2
Lane	669	391	786	532	770	541	99	101	0	0	0	0	0	0	791	533
Day	1060		1318		1311		200		0		0		0		1324	
AM Peak	09:00	10:00	08:00	11:00	11:00	07:00	07:00	06:00							11:00	11:00
Vol.	51	39	55	48	56	35	49	45							53	37
PM Peak	15:00	13:00	12:00	13:00	15:00	12:00									15:00	13:00
Vol.	73	40	70	45	76	42									72	42
Comb. Total	1060		1318		1311		200		0		0		0		1324	
ADT	Not Calculated															

City of Palmdale
Vehicle Volume Counts

Site Code: 000000005561
Station ID:
10th Street East
Avenue R
Date Start: 20-May-08

Weather: Clear and Dry
Counted By: SC and JF
Board #: 561
Location: 10TH ST E S/O AVE R

Start Time	19-May-08 SB	19-May-08 NB	Tue SB	Tue NB	Wed SB	Wed NB	Thu SB	Thu NB	Fri SB	Fri NB	Sat SB	Sat NB	Sun SB	Sun NB	Week Average SB	Week Average NB
12:00 AM	*	*	*	*	16	18	12	17	*	*	*	*	*	*	14	18
01:00	*	*	*	*	10	15	10	11	*	*	*	*	*	*	10	13
02:00	*	*	*	*	16	6	13	7	*	*	*	*	*	*	14	6
03:00	*	*	*	*	20	29	26	33	*	*	*	*	*	*	23	31
04:00	*	*	*	*	49	79	40	70	*	*	*	*	*	*	44	74
05:00	*	*	*	*	71	173	83	121	*	*	*	*	*	*	77	147
06:00	*	*	*	*	**166**	**260**	**167**	**241**	*	*	*	*	*	*	166	**250**
07:00	*	*	*	*	108	198	110	191	*	*	*	*	*	*	109	194
08:00	*	*	*	*	101	186	118	152	*	*	*	*	*	*	110	169
09:00	*	*	142	**205**	123	202	108	196	*	*	*	*	*	*	124	201
10:00	*	*	**174**	203	164	188	165	198	*	*	*	*	*	*	**168**	196
11:00	*	*	139	193	145	190	125	174	*	*	*	*	*	*	136	186
12:00 PM	*	*	184	225	159	203	183	177	*	*	*	*	*	*	175	202
01:00	*	*	170	247	172	260	190	241	*	*	*	*	*	*	177	249
02:00	*	*	**210**	**266**	194	**267**	**204**	**257**	*	*	*	*	*	*	**203**	**263**
03:00	*	*	209	224	**206**	235	134	185	*	*	*	*	*	*	183	215
04:00	*	*	185	214	197	212	*	*	*	*	*	*	*	*	191	213
05:00	*	*	139	167	140	212	*	*	*	*	*	*	*	*	140	190
06:00	*	*	122	127	157	183	*	*	*	*	*	*	*	*	140	155
07:00	*	*	103	120	130	96	*	*	*	*	*	*	*	*	116	108
08:00	*	*	92	80	88	94	*	*	*	*	*	*	*	*	90	87
09:00	*	*	45	50	45	61	*	*	*	*	*	*	*	*	45	56
10:00	*	*	27	32	30	32	*	*	*	*	*	*	*	*	28	32
11:00	*	*	19	30	14	20	*	*	*	*	*	*	*	*	16	25
Lane	0	0	1960	2383	2521	3419	1688	2271	0	0	0	0	0	0	2499	3280
Day	0		4343		5940		3959		0		0		0		5779	
AM Peak			10:00	09:00	06:00	06:00	06:00	06:00							10:00	06:00
Vol.			174	205	166	260	167	241							168	250
PM Peak			14:00	14:00	15:00	14:00	14:00	14:00							14:00	14:00
Vol.			210	266	206	267	204	257							203	263
Comb. Total	0		4343		5940		3959		0		0		0		5779	
ADT	Not Calculated															

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-002

5TH BTN PALMDALE & AVE R

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		4					12:00	56		55				
00:15	4		6					12:15	53		49				
00:30	2		3					12:30	46		42				
00:45	4	14	4	17			31	12:45	40	195	33	179			374
01:00	5		7					13:00	49		52				
01:15	1		2					13:15	53		57				
01:30	3		3					13:30	52		45				
01:45	3	12	1	13			25	13:45	57	211	50	204			415
02:00	3		5					14:00	55		62				
02:15	0		0					14:15	64		66				
02:30	1		1					14:30	84		84				
02:45	0	4	1	7			11	14:45	68	271	70	282			553
03:00	3		4					15:00	72		66				
03:15	1		1					15:15	68		48				
03:30	8		6					15:30	61		63				
03:45	4	16	7	18			34	15:45	57	258	51	228			486
04:00	6		3					16:00	64		69				
04:15	8		8					16:15	49		54				
04:30	8		6					16:30	56		57				
04:45	11	33	9	26			59	16:45	62	231	64	244			475
05:00	9		7					17:00	64		59				
05:15	13		14					17:15	57		68				
05:30	19		12					17:30	65		72				
05:45	14	55	12	45			100	17:45	68	254	71	270			524
06:00	13		10					18:00	51		59				
06:15	15		7					18:15	49		54				
06:30	19		12					18:30	50		50				
06:45	28	75	25	54			129	18:45	56	206	62	225			431
07:00	37		32					19:00	49		47				
07:15	35		25					19:15	41		55				
07:30	48		40					19:30	37		41				
07:45	61	181	42	139			320	19:45	34	161	29	172			333
08:00	56		44					20:00	36		38				
08:15	47		38					20:15	25		31				
08:30	42		30					20:30	34		40				
08:45	37	182	27	139			321	20:45	31	126	36	145			271
09:00	41		27					21:00	26		29				
09:15	37		31					21:15	24		24				
09:30	38		30					21:30	19		18				
09:45	27	143	25	113			256	21:45	23	92	20	91			183
10:00	33		30					22:00	18		17				
10:15	44		35					22:15	23		27				
10:30	44		36					22:30	11		10				
10:45	46	167	45	146			313	22:45	9	61	11	65			126
11:00	49		45					23:00	12		18				
11:15	46		44					23:15	7		11				
11:30	53		54					23:30	7		11				
11:45	62	210	57	200			410	23:45	6	32	6	46			78
Total Vol.		1092		917			**2009**			2098		2151			**4249**

Daily Totals

NB	SB	EB	WB	**Combined**
3190	3068			**6258**

	AM			**PM**		
Split %	54.4%	45.6%	**32.1%**	49.4%	50.6%	**67.9%**
Peak Hour	11:30	11:30	**11:30**	14:30	14:15	**14:15**
Volume	224	215	**439**	292	286	**574**
P.H.F.	0.90	0.94	**0.92**	0.88	0.85	**0.85**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-003

5TH BTN AVE R & AVE R-4

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		6					12:00	45		41				
00:15	1		3					12:15	45		49				
00:30	2		3					12:30	39		33				
00:45	4	12	4	16			28	12:45	33	162	33	156			318
01:00	6		4					13:00	38		38				
01:15	1		2					13:15	33		40				
01:30	2		2					13:30	42		44				
01:45	8	17	6	14			31	13:45	52	165	46	168			333
02:00	1		5					14:00	35		41				
02:15	3		2					14:15	35		54				
02:30	3		3					14:30	59		53				
02:45	1	8	1	11			19	14:45	54	183	59	207			390
03:00	4		4					15:00	56		46				
03:15	4		2					15:15	66		58				
03:30	1		5					15:30	61		58				
03:45	2	11	6	17			28	15:45	50	233	47	209			442
04:00	8		10					16:00	34		37				
04:15	5		10					16:15	44		37				
04:30	8		15					16:30	50		48				
04:45	16	37	19	54			91	16:45	59	187	59	181			368
05:00	8		12					17:00	55		50				
05:15	13		19					17:15	65		56				
05:30	15		20					17:30	54		55				
05:45	10	46	18	69			115	17:45	57	231	48	209			440
06:00	7		17					18:00	51		48				
06:15	20		18					18:15	53		44				
06:30	17		20					18:30	41		40				
06:45	25	69	28	83			152	18:45	52	197	39	171			368
07:00	31		33					19:00	38		34				
07:15	19		24					19:15	28		30				
07:30	44		39					19:30	31		32				
07:45	33	127	53	149			276	19:45	24	121	22	118			239
08:00	42		61					20:00	24		26				
08:15	23		31					20:15	17		20				
08:30	39		33					20:30	14		18				
08:45	31	135	30	155			290	20:45	20	75	21	85			160
09:00	28		29					21:00	22		21				
09:15	30		35					21:15	21		23				
09:30	38		32					21:30	14		17				
09:45	33	129	33	129			258	21:45	18	75	15	76			151
10:00	39		34					22:00	14		13				
10:15	34		34					22:15	9		12				
10:30	39		36					22:30	6		10				
10:45	32	144	33	137			281	22:45	4	33	4	39			72
11:00	32		37					23:00	8		9				
11:15	43		36					23:15	3		4				
11:30	33		33					23:30	8		7				
11:45	34	142	36	142			284	23:45	10	29	7	27			56
Total Vol.		877		976			**1853**			1691		1646			**3337**

Daily Totals

NB	SB	EB	WB	**Combined**
2568	2622			**5190**

	AM			**PM**		
Split %	47.3%	52.7%	**35.7%**	50.7%	49.3%	**64.3%**
Peak Hour	11:45	07:30	**07:30**	14:45	14:45	**14:45**
Volume	163	184	**326**	237	221	**458**
P.H.F.	0.91	0.75	**0.79**	0.92	0.94	**0.92**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-004

6TH BTN PALMDALE & AVE R

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		2					12:00	20		24				
00:15	2		0					12:15	23		32				
00:30	1		3					12:30	24		37				
00:45	2	5	1	6			11	12:45	26	93	44	137			230
01:00	0		3					13:00	47		29				
01:15	1		1					13:15	28		29				
01:30	3		4					13:30	16		38				
01:45	0	4	1	9			13	13:45	28	119	29	125			244
02:00	0		3					14:00	29		32				
02:15	2		1					14:15	29		34				
02:30	0		2					14:30	40		37				
02:45	1	3	1	7			10	14:45	34	132	45	148			280
03:00	0		0					15:00	37		44				
03:15	1		0					15:15	33		42				
03:30	3		2					15:30	33		38				
03:45	3	7	1	3			10	15:45	35	138	45	169			307
04:00	2		0					16:00	27		36				
04:15	0		3					16:15	24		45				
04:30	9		0					16:30	25		32				
04:45	9	20	7	10			30	16:45	33	109	46	159			268
05:00	10		6					17:00	27		44				
05:15	11		7					17:15	43		33				
05:30	11		7					17:30	29		44				
05:45	13	45	9	29			74	17:45	26	125	38	159			284
06:00	14		12					18:00	17		38				
06:15	14		12					18:15	28		35				
06:30	11		11					18:30	26		35				
06:45	19	58	16	51			109	18:45	44	115	27	135			250
07:00	29		21					19:00	33		44				
07:15	37		15					19:15	19		29				
07:30	19		22					19:30	15		26				
07:45	41	126	25	83			209	19:45	7	74	23	122			196
08:00	23		26					20:00	7		17				
08:15	27		27					20:15	11		13				
08:30	27		27					20:30	17		19				
08:45	28	105	23	103			208	20:45	13	48	12	61			109
09:00	18		17					21:00	13		23				
09:15	16		10					21:15	6		24				
09:30	21		15					21:30	9		20				
09:45	29	84	16	58			142	21:45	9	37	10	77			114
10:00	20		11					22:00	5		10				
10:15	24		14					22:15	9		4				
10:30	20		11					22:30	4		7				
10:45	29	93	15	51			144	22:45	3	21	5	26			47
11:00	47		21					23:00	2		4				
11:15	58		16					23:15	6		10				
11:30	34		23					23:30	5		4				
11:45	28	167	23	83			250	23:45	1	14	7	25			39
Total Vol.		717		493			**1210**			1025		1343			**2368**

Daily Totals

NB	SB	EB	WB	**Combined**
1742	1836			**3578**

	AM			**PM**		
Split %	59.3%	40.7%	**33.8%**	43.3%	56.7%	**66.2%**
Peak Hour	10:45	11:45	**11:00**	14:30	14:45	**14:30**
Volume	168	116	**250**	144	169	**312**
P.H.F.	0.72	0.78	**0.84**	0.93	0.94	**0.96**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-005

SIERRA HWY BTN TECHNOLOGY & AVE Q

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	8		19					12:00	152		139				
00:15	11		9					12:15	151		156				
00:30	9		13					12:30	149		174				
00:45	11	39	11	52			91	12:45	143	595	162	631			1226
01:00	9		7					13:00	175		139				
01:15	6		7					13:15	179		154				
01:30	7		14					13:30	148		185				
01:45	5	27	7	35			62	13:45	158	660	149	627			1287
02:00	7		7					14:00	168		142				
02:15	5		1					14:15	161		165				
02:30	3		4					14:30	188		167				
02:45	10	25	2	14			39	14:45	175	692	174	648			1340
03:00	10		2					15:00	168		186				
03:15	3		6					15:15	193		173				
03:30	15		11					15:30	184		180				
03:45	10	38	5	24			62	15:45	188	733	188	727			1460
04:00	10		8					16:00	173		172				
04:15	16		11					16:15	188		186				
04:30	21		21					16:30	235		167				
04:45	22	69	23	63			132	16:45	180	776	185	710			1486
05:00	26		17					17:00	200		164				
05:15	44		28					17:15	156		197				
05:30	43		47					17:30	168		166				
05:45	39	152	35	127			279	17:45	143	667	170	697			1364
06:00	42		36					18:00	141		155				
06:15	38		39					18:15	114		143				
06:30	99		61					18:30	113		131				
06:45	61	240	74	210			450	18:45	85	453	121	550			1003
07:00	91		63					19:00	71		114				
07:15	114		92					19:15	67		95				
07:30	137		131					19:30	67		78				
07:45	110	452	125	411			863	19:45	55	260	84	371			631
08:00	130		88					20:00	52		65				
08:15	136		99					20:15	58		99				
08:30	158		97					20:30	61		81				
08:45	113	537	116	400			937	20:45	61	232	62	307			539
09:00	129		111					21:00	66		79				
09:15	105		100					21:15	43		55				
09:30	149		103					21:30	47		51				
09:45	148	531	104	418			949	21:45	46	202	62	247			449
10:00	125		110					22:00	40		64				
10:15	142		122					22:15	23		47				
10:30	156		143					22:30	30		26				
10:45	150	573	126	501			1074	22:45	19	112	17	154			266
11:00	157		163					23:00	15		20				
11:15	159		132					23:15	14		24				
11:30	175		153					23:30	10		20				
11:45	160	651	141	589			1240	23:45	17	56	15	79			135
Total Vol.		3334		2844			**6178**			5438		5748			**11186**

Daily Totals

NB	SB	EB	WB	**Combined**
8772	8592			**17364**

	AM			**PM**		
Split %	54.0%	46.0%	**35.6%**	48.6%	51.4%	**64.4%**
Peak Hour	11:00	11:45	**11:00**	16:15	15:00	**16:15**
Volume	651	610	**1240**	803	727	**1505**
P.H.F.	0.93	0.88	**0.95**	0.83	0.97	**0.94**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-006

SIERRA BTN AVE Q & PALMDALE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	6		13					12:00	104		116				
00:15	7		14					12:15	105		123				
00:30	6		10					12:30	101		116				
00:45	13	32	14	51			83	12:45	102	412	130	485			897
01:00	9		8					13:00	94		116				
01:15	6		7					13:15	131		141				
01:30	8		11					13:30	108		131				
01:45	4	27	11	37			64	13:45	132	465	127	515			980
02:00	7		5					14:00	103		131				
02:15	7		1					14:15	115		127				
02:30	4		5					14:30	109		135				
02:45	10	28	3	14			42	14:45	110	437	131	524			961
03:00	5		3					15:00	103		119				
03:15	10		5					15:15	118		158				
03:30	8		9					15:30	111		128				
03:45	10	33	11	28			61	15:45	120	452	137	542			994
04:00	7		7					16:00	110		143				
04:15	9		14					16:15	97		150				
04:30	19		13					16:30	127		128				
04:45	16	51	24	58			109	16:45	107	441	138	559			1000
05:00	26		19					17:00	93		155				
05:15	40		25					17:15	96		120				
05:30	48		30					17:30	100		125				
05:45	35	149	22	96			245	17:45	101	390	123	523			913
06:00	30		40					18:00	82		109				
06:15	30		41					18:15	79		102				
06:30	67		43					18:30	64		87				
06:45	54	181	55	179			360	18:45	65	290	83	381			671
07:00	78		43					19:00	37		69				
07:15	86		59					19:15	49		59				
07:30	104		101					19:30	56		65				
07:45	96	364	85	288			652	19:45	31	173	71	264			437
08:00	99		75					20:00	42		47				
08:15	124		64					20:15	40		73				
08:30	98		89					20:30	36		57				
08:45	102	423	79	307			730	20:45	50	168	51	228			396
09:00	98		89					21:00	43		52				
09:15	86		94					21:15	36		41				
09:30	87		75					21:30	36		42				
09:45	119	390	87	345			735	21:45	35	150	34	169			319
10:00	82		96					22:00	22		46				
10:15	95		97					22:15	26		32				
10:30	108		120					22:30	25		28				
10:45	87	372	101	414			786	22:45	19	92	18	124			216
11:00	94		124					23:00	15		12				
11:15	106		115					23:15	15		21				
11:30	123		132					23:30	12		21				
11:45	115	438	94	465			903	23:45	11	53	17	71			124
Total Vol.		2488		2282			**4770**			3523		4385			**7908**

Daily Totals

NB	SB	EB	WB	**Combined**
6011	6667			**12678**

	AM			**PM**		
Split %	52.2%	47.8%	**37.6%**	44.5%	55.5%	**62.4%**
Peak Hour	11:15	10:45	**11:30**	13:15	16:15	**15:15**
Volume	448	472	**912**	474	571	**1025**
P.H.F.	0.91	0.89	**0.89**	0.95	0.92	**0.93**

THURSDAY - FEBRUARY 9, 2012 CITY: PROJECT:

SIERRA HWY BTN AVE R & AVE S

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	8		9					12:00	61		70				
00:15	7		13					12:15	60		58				
00:30	2		6					12:30	58		66				
00:45	8	25	11	39			64	12:45	44	223	63	257			480
01:00	9		7					13:00	52		70				
01:15	4		11					13:15	69		76				
01:30	6		5					13:30	68		73				
01:45	4	23	8	31			54	13:45	67	256	79	298			554
02:00	2		4					14:00	63		71				
02:15	4		4					14:15	73		70				
02:30	3		3					14:30	75		77				
02:45	5	14	2	13			27	14:45	70	281	73	291			572
03:00	1		2					15:00	84		79				
03:15	4		6					15:15	81		86				
03:30	7		5					15:30	83		90				
03:45	19	31	9	22			53	15:45	66	314	87	342			656
04:00	11		4					16:00	66		88				
04:15	9		9					16:15	67		84				
04:30	27		13					16:30	76		84				
04:45	17	64	18	44			108	16:45	66	275	80	336			611
05:00	28		18					17:00	61		115				
05:15	41		24					17:15	63		84				
05:30	41		18					17:30	60		89				
05:45	37	147	18	78			225	17:45	53	237	79	367			604
06:00	28		20					18:00	47		61				
06:15	20		25					18:15	52		91				
06:30	43		36					18:30	55		68				
06:45	41	132	27	108			240	18:45	43	197	51	271			468
07:00	44		49					19:00	35		52				
07:15	63		34					19:15	26		55				
07:30	65		65					19:30	29		57				
07:45	70	242	67	215			457	19:45	22	112	34	198			310
08:00	60		49					20:00	24		44				
08:15	80		47					20:15	19		40				
08:30	74		42					20:30	12		48				
08:45	60	274	44	182			456	20:45	15	70	40	172			242
09:00	65		55					21:00	22		34				
09:15	63		37					21:15	16		33				
09:30	49		45					21:30	13		34				
09:45	70	247	45	182			429	21:45	18	69	29	130			199
10:00	53		53					22:00	19		40				
10:15	51		37					22:15	11		30				
10:30	61		50					22:30	14		20				
10:45	57	222	60	200			422	22:45	15	59	14	104			163
11:00	45		70					23:00	9		6				
11:15	54		68					23:15	5		13				
11:30	60		65					23:30	5		17				
11:45	63	222	60	263			485	23:45	4	23	9	45			68
Total Vol.		1643		1377			**3020**			2116		2811			**4927**

Daily Totals

NB	SB	EB	WB	**Combined**
3759	4188			**7947**

	AM			**PM**		
Split %	54.4%	45.6%	**38.0%**	42.9%	57.1%	**62.0%**
Peak Hour	07:45	10:45	**07:30**	14:45	16:45	**15:00**
Volume	284	263	**503**	318	368	**656**
P.H.F.	0.89	0.94	**0.92**	0.94	0.80	**0.95**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-009

DIVISION BTN PALMDALE & AVE R

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		2					12:00	12		9				
00:15	1		1					12:15	9		8				
00:30	1		2					12:30	9		8				
00:45	0	3	1	6			9	12:45	10	40	8	33			73
01:00	1		1					13:00	8		8				
01:15	0		1					13:15	14		11				
01:30	0		1					13:30	12		9				
01:45	1	2	1	4			6	13:45	12	46	10	38			84
02:00	0		1					14:00	12		12				
02:15	1		0					14:15	14		12				
02:30	1		1					14:30	17		14				
02:45	0	2	1	3			5	14:45	9	52	11	49			101
03:00	1		1					15:00	9		16				
03:15	1		1					15:15	5		14				
03:30	2		1					15:30	7		8				
03:45	1	5	1	4			9	15:45	13	34	17	55			89
04:00	1		1					16:00	18		13				
04:15	1		1					16:15	5		18				
04:30	4		3					16:30	10		13				
04:45	5	11	4	9			20	16:45	7	40	9	53			93
05:00	3		3					17:00	7		14				
05:15	4		3					17:15	4		4				
05:30	10		6					17:30	2		9				
05:45	8	25	6	18			43	17:45	3	16	8	35			51
06:00	4		4					18:00	4		3				
06:15	5		4					18:15	0		4				
06:30	10		7					18:30	2		2				
06:45	10	29	7	22			51	18:45	3	9	4	13			22
07:00	13		11					19:00	4		1				
07:15	13		12					19:15	2		2				
07:30	15		12					19:30	3		4				
07:45	14	55	12	47			102	19:45	4	13	3	10			23
08:00	11		11					20:00	2		7				
08:15	14		13					20:15	1		3				
08:30	14		13					20:30	1		2				
08:45	13	52	14	51			103	20:45	4	8	0	12			20
09:00	13		17					21:00	1		1				
09:15	12		10					21:15	2		2				
09:30	11		9					21:30	3		3				
09:45	10	46	8	44			90	21:45	5	11	4	10			21
10:00	11		9					22:00	1		2				
10:15	11		10					22:15	2		0				
10:30	12		10					22:30	1		1				
10:45	11	45	9	38			83	22:45	0	4	2	5			9
11:00	9		9					23:00	1		2				
11:15	11		11					23:15	1		1				
11:30	8		10					23:30	2		1				
11:45	9	37	10	40			77	23:45	1	5	2	6			11
Total Vol.		312		286			**598**			278		319			**597**

Daily Totals

NB	SB	EB	WB	**Combined**
590	605			**1195**

	AM			**PM**		
Split %	52.2%	47.8%	**50.0%**	46.6%	53.4%	**50.0%**
Peak Hour	07:00	08:15	**08:15**	13:45	15:45	**15:45**
Volume	55	57	**111**	55	61	**107**
P.H.F.	0.92	0.84	**0.93**	0.93	0.85	**0.86**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-011

10TH BTN AVE & PALMDALE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		4					12:00	39		42				
00:15	2		5					12:15	47		41				
00:30	2		4					12:30	39		40				
00:45	7	14	1	14			28	12:45	71	196	43	166			362
01:00	5		4					13:00	62		42				
01:15	0		1					13:15	62		36				
01:30	1		2					13:30	45		44				
01:45	1	7	1	8			15	13:45	63	232	44	166			398
02:00	2		5					14:00	33		39				
02:15	6		2					14:15	47		46				
02:30	3		5					14:30	48		61				
02:45	0	11	4	16			27	14:45	42	170	37	183			353
03:00	2		2					15:00	64		59				
03:15	0		1					15:15	52		45				
03:30	3		1					15:30	53		53				
03:45	4	9	1	5			14	15:45	66	235	42	199			434
04:00	4		2					16:00	58		47				
04:15	0		3					16:15	62		44				
04:30	4		3					16:30	47		65				
04:45	6	14	5	13			27	16:45	52	219	55	211			430
05:00	8		3					17:00	68		37				
05:15	13		7					17:15	48		35				
05:30	24		10					17:30	46		35				
05:45	29	74	6	26			100	17:45	36	198	30	137			335
06:00	22		9					18:00	46		31				
06:15	15		14					18:15	34		22				
06:30	12		21					18:30	35		29				
06:45	7	56	22	66			122	18:45	30	145	43	125			270
07:00	14		16					19:00	33		22				
07:15	17		18					19:15	23		22				
07:30	40		21					19:30	21		18				
07:45	43	114	35	90			204	19:45	33	110	15	77			187
08:00	32		18					20:00	18		21				
08:15	50		41					20:15	19		16				
08:30	39		36					20:30	24		19				
08:45	35	156	27	122			278	20:45	13	74	20	76			150
09:00	43		35					21:00	14		15				
09:15	28		30					21:15	39		13				
09:30	40		26					21:30	13		11				
09:45	30	141	35	126			267	21:45	16	82	14	53			135
10:00	42		35					22:00	13		8				
10:15	46		33					22:15	10		13				
10:30	45		34					22:30	10		4				
10:45	41	174	30	132			306	22:45	8	41	6	31			72
11:00	43		28					23:00	8		6				
11:15	47		37					23:15	10		9				
11:30	51		44					23:30	2		2				
11:45	45	186	46	155			341	23:45	2	22	3	20			42
Total Vol.		956		773			**1729**			1724		1444			**3168**

Daily Totals

NB	SB	EB	WB	**Combined**
2680	2217			**4897**

	AM			**PM**		
Split %	55.3%	44.7%	**35.3%**	54.4%	45.6%	**64.7%**
Peak Hour	11:00	11:30	**11:30**	12:45	16:00	**15:00**
Volume	186	173	**355**	240	211	**434**
P.H.F.	0.91	0.94	**0.93**	0.90	0.81	**0.88**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-013

15TH BTN TECHNOLOGY & AVE Q

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		1					12:00	25		20				
00:15	1		0					12:15	26		19				
00:30	2		3					12:30	32		23				
00:45	2	6	3	7			13	12:45	26	109	18	80			189
01:00	0		0					13:00	28		17				
01:15	1		2					13:15	30		27				
01:30	2		1					13:30	22		15				
01:45	0	3	0	3			6	13:45	29	109	21	80			189
02:00	1		2					14:00	19		11				
02:15	0		0					14:15	23		19				
02:30	0		0					14:30	30		27				
02:45	5	6	3	5			11	14:45	22	94	20	77			171
03:00	1		0					15:00	35		28				
03:15	1		2					15:15	33		42				
03:30	3		2					15:30	31		37				
03:45	1	6	0	4			10	15:45	30	129	25	132			261
04:00	1		0					16:00	25		32				
04:15	0		0					16:15	24		28				
04:30	2		0					16:30	27		38				
04:45	0	3	0	0			3	16:45	17	93	21	119			212
05:00	3		1					17:00	18		24				
05:15	3		2					17:15	20		27				
05:30	3		0					17:30	31		38				
05:45	5	14	2	5			19	17:45	23	92	29	118			210
06:00	3		2					18:00	19		17				
06:15	11		12					18:15	17		24				
06:30	10		8					18:30	31		42				
06:45	10	34	4	26			60	18:45	10	77	8	91			168
07:00	13		14					19:00	14		15				
07:15	12		12					19:15	12		8				
07:30	28		37					19:30	8		9				
07:45	24	77	28	91			168	19:45	11	45	7	39			84
08:00	23		25					20:00	10		4				
08:15	15		18					20:15	17		20				
08:30	21		18					20:30	16		15				
08:45	19	78	17	78			156	20:45	11	54	9	48			102
09:00	27		28					21:00	14		18				
09:15	23		15					21:15	15		15				
09:30	23		22					21:30	7		2				
09:45	23	96	35	100			196	21:45	7	43	5	40			83
10:00	27		39					22:00	8		4				
10:15	20		15					22:15	9		8				
10:30	39		32					22:30	2		4				
10:45	27	113	32	118			231	22:45	5	24	7	23			47
11:00	25		25					23:00	2		2				
11:15	31		30					23:15	3		1				
11:30	21		17					23:30	3		2				
11:45	26	103	22	94			197	23:45	1	9	2	7			16
Total Vol.		539		531			**1070**			878		854			**1732**

Daily Totals

NB	SB	EB	WB	**Combined**
1417	1385			**2802**

	AM			**PM**		
Split %	50.4%	49.6%	**38.2%**	50.7%	49.3%	**61.8%**
Peak Hour	10:30	09:45	**10:30**	15:00	15:15	**15:00**
Volume	122	121	**241**	129	136	**261**
P.H.F.	0.78	0.78	**0.85**	0.93	0.81	**0.87**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-014

AVE Q BTN SIERRA & 8TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		6			12:00			103		104		
00:15			3		3			12:15			128		76		
00:30			5		3			12:30			101		84		
00:45			4	19	3	15	34	12:45			111	443	98	362	805
01:00			0		2			13:00			106		167		
01:15			2		3			13:15			113		93		
01:30			2		1			13:30			74		104		
01:45			4	8	2	8	16	13:45			126	419	88	452	871
02:00			1		1			14:00			66		111		
02:15			5		2			14:15			120		124		
02:30			3		0			14:30			166		103		
02:45			3	12	11	14	26	14:45			126	478	128	466	944
03:00			2		2			15:00			126		118		
03:15			2		2			15:15			116		138		
03:30			2		5			15:30			115		169		
03:45			4	10	4	13	23	15:45			130	487	136	561	1048
04:00			7		9			16:00			125		113		
04:15			4		8			16:15			93		162		
04:30			9		20			16:30			140		172		
04:45			11	31	27	64	95	16:45			113	471	154	601	1072
05:00			5		5			17:00			126		151		
05:15			4		34			17:15			97		103		
05:30			16		30			17:30			109		94		
05:45			35	60	25	94	154	17:45			123	455	75	423	878
06:00			32		53			18:00			116		71		
06:15			4		45			18:15			97		48		
06:30			13		45			18:30			89		67		
06:45			48	97	57	200	297	18:45			103	405	37	223	628
07:00			86		35			19:00			87		44		
07:15			82		62			19:15			65		39		
07:30			77		71			19:30			62		40		
07:45			22	267	55	223	490	19:45			24	238	26	149	387
08:00			68		70			20:00			35		39		
08:15			64		61			20:15			60		39		
08:30			113		94			20:30			55		41		
08:45			57	302	76	301	603	20:45			43	193	26	145	338
09:00			84		72			21:00			43		39		
09:15			66		88			21:15			29		24		
09:30			18		102			21:30			27		26		
09:45			80	248	64	326	574	21:45			37	136	17	106	242
10:00			101		83			22:00			48		13		
10:15			46		71			22:15			33		11		
10:30			50		83			22:30			22		11		
10:45			82	279	132	369	648	22:45			19	122	9	44	166
11:00			119		120			23:00			8		4		
11:15			137		92			23:15			8		12		
11:30			53		118			23:30			17		4		
11:45			99	408	91	421	829	23:45			12	45	4	24	69
Total Vol.				1741		2048	**3789**					3892		3556	**7448**

Daily Totals

NB	SB	EB	WB	**Combined**
		5633	5604	**11237**

	AM			**PM**		
Split %	45.9%	54.1%	**33.7%**	52.3%	47.7%	**66.3%**
Peak Hour	11:45	10:45	**10:45**	14:15	16:15	**16:15**
Volume	431	462	**853**	538	639	**1111**
P.H.F.	0.84	0.88	**0.89**	0.81	0.93	**0.89**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-015

AVE Q BTN 8TH & 10TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		5			12:00			74		64		
00:15			2		2			12:15			72		75		
00:30			3		3			12:30			75		67		
00:45			2	10	6	16	26	12:45			75	296	69	275	571
01:00			1		2			13:00			67		80		
01:15			1		2			13:15			58		77		
01:30			4		2			13:30			66		67		
01:45			3	9	5	11	20	13:45			81	272	83	307	579
02:00			3		3			14:00			44		64		
02:15			1		1			14:15			68		69		
02:30			0		1			14:30			101		86		
02:45			2	6	4	9	15	14:45			82	295	85	304	599
03:00			1		2			15:00			85		88		
03:15			1		2			15:15			77		82		
03:30			1		0			15:30			76		80		
03:45			2	5	3	7	12	15:45			77	315	83	333	648
04:00			1		2			16:00			80		81		
04:15			2		3			16:15			74		81		
04:30			3		5			16:30			89		123		
04:45			3	9	12	22	31	16:45			63	306	74	359	665
05:00			6		6			17:00			83		94		
05:15			6		11			17:15			77		77		
05:30			13		15			17:30			74		77		
05:45			23	48	22	54	102	17:45			78	312	69	317	629
06:00			14		17			18:00			65		71		
06:15			15		19			18:15			61		57		
06:30			12		18			18:30			66		57		
06:45			30	71	32	86	157	18:45			69	261	57	242	503
07:00			32		37			19:00			59		51		
07:15			52		49			19:15			53		45		
07:30			47		54			19:30			40		36		
07:45			47	178	53	193	371	19:45			25	177	23	155	332
08:00			45		50			20:00			28		24		
08:15			40		48			20:15			39		36		
08:30			50		58			20:30			26		29		
08:45			43	178	49	205	383	20:45			38	131	35	124	255
09:00			43		44			21:00			22		28		
09:15			40		45			21:15			26		22		
09:30			41		49			21:30			24		27		
09:45			49	173	50	188	361	21:45			27	99	24	101	200
10:00			47		53			22:00			32		26		
10:15			45		45			22:15			28		20		
10:30			47		52			22:30			9		10		
10:45			56	195	74	224	419	22:45			9	78	9	65	143
11:00			63		59			23:00			7		6		
11:15			83		75			23:15			7		6		
11:30			72		63			23:30			9		6		
11:45			77	295	58	255	550	23:45			8	31	6	24	55
Total Vol.				1177		1270	**2447**					2573		2606	**5179**

Daily Totals

NB	SB	EB	WB	**Combined**
		3750	3876	**7626**

	AM			**PM**		
Split %	48.1%	51.9%	**32.1%**	49.7%	50.3%	**67.9%**
Peak Hour	11:15	10:45	**11:15**	14:30	16:15	**15:45**
Volume	306	271	**566**	345	372	**688**
P.H.F.	0.92	0.90	**0.90**	0.85	0.76	**0.81**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-017

PALMDALE BTN 5TH & 6TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			30		22			12:00			234		269		
00:15			27		17			12:15			250		226		
00:30			7		8			12:30			271		253		
00:45			14	78	8	55	133	12:45			246	1001	229	977	1978
01:00			21		14			13:00			234		260		
01:15			11		14			13:15			225		245		
01:30			15		12			13:30			266		259		
01:45			16	63	11	51	114	13:45			244	969	267	1031	2000
02:00			14		7			14:00			221		283		
02:15			10		13			14:15			265		265		
02:30			9		14			14:30			266		227		
02:45			8	41	6	40	81	14:45			311	1063	244	1019	2082
03:00			8		21			15:00			244		271		
03:15			8		13			15:15			280		236		
03:30			23		13			15:30			277		239		
03:45			14	53	27	74	127	15:45			260	1061	255	1001	2062
04:00			19		29			16:00			280		213		
04:15			22		39			16:15			244		275		
04:30			28		47			16:30			280		261		
04:45			27	96	75	190	286	16:45			237	1041	280	1029	2070
05:00			53		58			17:00			269		246		
05:15			49		94			17:15			258		233		
05:30			57		110			17:30			230		218		
05:45			62	221	89	351	572	17:45			258	1015	222	919	1934
06:00			62		75			18:00			221		206		
06:15			99		106			18:15			220		224		
06:30			97		122			18:30			221		194		
06:45			123	381	156	459	840	18:45			214	876	158	782	1658
07:00			162		123			19:00			162		185		
07:15			211		143			19:15			143		94		
07:30			200		194			19:30			144		148		
07:45			172	745	166	626	1371	19:45			124	573	132	559	1132
08:00			166		184			20:00			119		93		
08:15			181		168			20:15			130		109		
08:30			195		171			20:30			99		92		
08:45			183	725	182	705	1430	20:45			113	461	100	394	855
09:00			170		185			21:00			97		108		
09:15			191		193			21:15			99		95		
09:30			217		186			21:30			88		77		
09:45			199	777	214	778	1555	21:45			91	375	92	372	747
10:00			210		213			22:00			69		64		
10:15			221		207			22:15			60		60		
10:30			198		229			22:30			55		44		
10:45			238	867	217	866	1733	22:45			43	227	35	203	430
11:00			239		235			23:00			38		24		
11:15			238		244			23:15			42		25		
11:30			270		245			23:30			25		36		
11:45			221	968	251	975	1943	23:45			30	135	36	121	256
Total Vol.				5015		5170	**10185**					8797		8407	**17204**

Daily Totals

NB	SB	EB	WB	**Combined**
		13812	13577	**27389**

	AM			**PM**		
Split %	49.2%	50.8%	**37.2%**	51.1%	48.9%	**62.8%**
Peak Hour	10:45	11:15	**11:45**	14:45	13:30	**14:45**
Volume	985	1009	**1975**	1112	1074	**2102**
P.H.F.	0.91	0.94	**0.94**	0.89	0.95	**0.95**

THURSDAY - FEBRUARY 9, 2012 CITY: PALMDALE PROJECT: CA12-0210-0139-019

AVE R BTN 5TH & 6TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		13			12:00			104		86		
00:15			4		6			12:15			111		75		
00:30			9		9			12:30			97		89		
00:45			9	37	5	33	70	12:45			120	432	82	332	764
01:00			6		7			13:00			141		85		
01:15			7		7			13:15			107		87		
01:30			4		10			13:30			145		93		
01:45			9	26	7	31	57	13:45			121	514	83	348	862
02:00			4		5			14:00			150		91		
02:15			4		2			14:15			150		87		
02:30			3		4			14:30			141		134		
02:45			6	17	3	14	31	14:45			151	592	129	441	1033
03:00			3		8			15:00			160		110		
03:15			6		4			15:15			138		134		
03:30			2		13			15:30			183		173		
03:45			5	16	13	38	54	15:45			120	601	104	521	1122
04:00			6		11			16:00			150		104		
04:15			9		20			16:15			123		96		
04:30			8		47			16:30			139		99		
04:45			12	35	49	127	162	16:45			131	543	118	417	960
05:00			12		33			17:00			104		127		
05:15			16		48			17:15			138		130		
05:30			25		70			17:30			135		127		
05:45			18	71	52	203	274	17:45			122	499	100	484	983
06:00			26		44			18:00			130		99		
06:15			37		53			18:15			105		98		
06:30			34		76			18:30			105		88		
06:45			51	148	90	263	411	18:45			106	446	110	395	841
07:00			72		100			19:00			81		82		
07:15			71		125			19:15			51		77		
07:30			91		103			19:30			76		86		
07:45			68	302	129	457	759	19:45			75	283	48	293	576
08:00			89		105			20:00			64		60		
08:15			86		115			20:15			47		58		
08:30			74		127			20:30			55		34		
08:45			75	324	135	482	806	20:45			47	213	41	193	406
09:00			100		125			21:00			39		46		
09:15			66		86			21:15			65		39		
09:30			64		95			21:30			67		29		
09:45			56	286	92	398	684	21:45			49	220	37	151	371
10:00			52		84			22:00			44		39		
10:15			64		105			22:15			37		29		
10:30			43		98			22:30			29		22		
10:45			63	222	104	391	613	22:45			17	127	11	101	228
11:00			74		105			23:00			19		15		
11:15			71		94			23:15			15		15		
11:30			77		97			23:30			9		8		
11:45			81	303	101	397	700	23:45			7	50	12	50	100
Total Vol.				1787		2834	**4621**					4520		3726	**8246**

Daily Totals

NB	SB	EB	WB	**Combined**
		6307	6560	**12867**

	AM			**PM**		
Split %	38.7%	61.3%	**35.9%**	54.8%	45.2%	**64.1%**
Peak Hour	11:45	08:15	**08:15**	14:45	14:45	**14:45**
Volume	393	502	**837**	632	546	**1178**
P.H.F.	0.89	0.93	**0.93**	0.86	0.79	**0.83**

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APPENDIX C
LOS Analysis Sheets

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Existing Conditions

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	624	273	0	461	0	0	0	0	379	0	254
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	678	297	0	501	0	0	0	0	412	0	276
RTOR Reduction (vph)	0	0	178	0	0	0	0	0	0	0	0	99
Lane Group Flow (vph)	0	678	119	0	501	0	0	0	0	412	0	177
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		60.0	22.0		22.0					30.0		30.0
Effective Green, g (s)		60.0	24.0		24.0					32.0		32.0
Actuated g/C Ratio		1.00	0.40		0.40					0.53		0.53
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	600		1341					894		800
v/s Ratio Prot		0.08			c0.15					c0.25		
v/s Ratio Perm		0.12	0.08									0.12
v/c Ratio		0.20	0.20		0.37					0.46		0.22
Uniform Delay, d1		0.0	11.7		12.7					8.7		7.4
Progression Factor		1.00	1.00		0.98					1.00		1.00
Incremental Delay, d2		0.1	0.7		0.8					1.7		0.6
Delay (s)		0.1	12.5		13.3					10.4		8.0
Level of Service		A	B		B					B		A
Approach Delay (s)		3.9			13.3			0.0			9.4	
Approach LOS		A			B			A			A	

Intersection Summary

HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.92		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4439		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4439		1676		1500			
Volume (vph)	0	768	0	0	441	486	172	0	112	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	835	0	0	479	528	187	0	122	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	48	0	0	0
Lane Group Flow (vph)	0	835	0	0	1007	0	187	0	74	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		25.0			60.0		27.0		27.0			
Effective Green, g (s)		27.0			60.0		29.0		29.0			
Actuated g/C Ratio		0.45			1.00		0.48		0.48			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2168			4439		810		725			
v/s Ratio Prot		c0.17			c0.10		0.11					
v/s Ratio Perm					0.12				0.05			
v/c Ratio		0.39			0.23		0.23		0.10			
Uniform Delay, d1		11.0			0.0		9.0		8.4			
Progression Factor		0.71			1.00		1.00		1.00			
Incremental Delay, d2		0.5			0.1		0.7		0.3			
Delay (s)		8.3			0.1		9.7		8.7			
Level of Service		A			A		A		A			
Approach Delay (s)		8.3			0.1			9.3			0.0	
Approach LOS		A			A			A			A	

Intersection Summary

HCM Average Control Delay	4.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	2.0
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	C	21.1	0.393	C	21.1	0.393	+ 0.000 D/V
# 4 5TH ST/PALMDALE AVE	B	18.0	0.300	B	18.0	0.300	+ 0.000 D/V
# 5 6TH ST/PALMDALE BLVD	B	12.9	0.295	B	12.9	0.295	+ 0.000 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	25.2	0.378	C	25.2	0.378	+ 0.000 D/V
# 7 9TH ST/PALMDALE BLVD	A	8.2	0.281	A	8.2	0.281	+ 0.000 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.0	0.275	B	17.0	0.275	+ 0.000 D/V
# 9 11TH ST/PALMDALE BLVD	D	28.0	0.185	D	28.0	0.185	+ 0.000 D/V
# 10 12TH ST/PALMDALE BLVD	C	23.0	0.096	C	23.0	0.096	+ 0.000 D/V
# 11 15TH ST/PALMDALE BLVD	C	17.8	0.087	C	17.8	0.087	+ 0.000 D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	216	38	49		17	30	64		18	619	122		51	686	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	216	38	49		17	30	64		18	619	122		51	686	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	216	38	49		17	30	64		18	619	122		51	686	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	216	38	49		17	30	64		18	619	122		51	686	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	216	38	49		17	30	64		18	619	122		51	686	8	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.74	1.00	0.85		0.74	1.00	0.85		0.95	0.89	0.89		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.51	0.49		1.00	2.97	0.03	
Final Sat.:	1337	1800	1530		1327	1800	1530		1710	4002	789		1710	4848	57	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.02	0.03		0.01	0.02	0.04		0.01	0.15	0.15		0.03	0.14	0.14	
Crit Moves:	****									****			****			
Green/Cycle:	0.41	0.41	0.41		0.41	0.41	0.41		0.03	0.39	0.39		0.08	0.44	0.44	
Volume/Cap:	0.39	0.05	0.08		0.03	0.04	0.10		0.32	0.39	0.39		0.39	0.32	0.32	
Delay/Veh:	21.2	17.8	18.0		17.6	17.7	18.2		50.7	21.9	21.9		46.0	18.6	18.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.2	17.8	18.0		17.6	17.7	18.2		50.7	21.9	21.9		46.0	18.6	18.6	
LOS by Move:	C	B	B		B	B	B		D	C	C		D	B	B	
HCM2kAvgQ:	5	1	1		0	1	1		1	6	6		2	5	5	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 12 Average Delay (sec/veh): 18.0
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 0	1	0	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	129	69	31		25	51	18		22	668	34		33	563	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	129	69	31		25	51	18		22	668	34		33	563	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	129	69	31		25	51	18		22	668	34		33	563	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	69	31		25	51	18		22	668	34		33	563	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	129	69	31		25	51	18		22	668	34		33	563	17	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.71	1.00	0.85		0.71	0.96	0.96		0.95	0.90	0.90		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	0.74	0.26		1.00	2.85	0.15		1.00	2.91	0.09	
Final Sat.:	1283	1800	1530		1283	1279	451		1710	4643	236		1710	4751	143	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.04	0.02		0.02	0.04	0.04		0.01	0.14	0.14		0.02	0.12	0.12	
Crit Moves:	****									****			****			
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.05	0.48	0.48		0.06	0.49	0.49	
Volume/Cap:	0.30	0.11	0.06		0.06	0.12	0.12		0.24	0.30	0.30		0.30	0.24	0.24	
Delay/Veh:	24.9	23.0	22.6		22.6	23.1	23.1		46.8	15.9	15.9		46.2	14.7	14.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.9	23.0	22.6		22.6	23.1	23.1		46.8	15.9	15.9		46.2	14.7	14.7	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	3	1	1		1	1	1		1	5	5		1	4	4	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 12 Average Delay (sec/veh): 12.9
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	15	77	13		79	50	5		21	640	34		17	546	103	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	77	13		79	50	5		21	640	34		17	546	103	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	77	13		79	50	5		21	640	34		17	546	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	77	13		79	50	5		21	640	34		17	546	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	77	13		79	50	5		21	640	34		17	546	103	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.73	1.00	0.85		0.71	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1309	1800	1530		1271	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.01		0.06	0.03	0.00		0.01	0.19	0.02		0.01	0.16	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.05	0.64	0.64		0.03	0.62	0.62	
Volume/Cap:	0.05	0.20	0.04		0.29	0.13	0.02		0.26	0.29	0.03		0.29	0.26	0.11	
Delay/Veh:	31.6	32.8	31.4		33.8	32.2	31.2		47.6	8.3	6.8		50.0	8.6	7.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.6	32.8	31.4		33.8	32.2	31.2		47.6	8.3	6.8		50.0	8.6	7.7	
LOS by Move:	C	C	C		C	C	C		D	A	A		D	A	A	
HCM2kAvgQ:	0	2	0		2	1	0		1	5	0		1	4	1	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 16 Average Delay (sec/veh): 25.2
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1
Volume Module:																
Base Vol:	59	216	15	70	156	67	89	537	100	20	534	73				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	59	216	15	70	156	67	89	537	100	20	534	73				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	59	216	15	70	156	67	89	537	0	20	534	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	59	216	15	70	156	67	89	537	0	20	534	73				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	59	216	15	70	156	67	89	537	0	20	534	73				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.94	0.94	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.95	0.85				
Lanes:	1.00	1.87	0.13	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1710	3166	220	1710	2285	981	1710	3420	1800	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07	0.04	0.07	0.07	0.05	0.16	0.00	0.01	0.16	0.05				
Crit Moves:		****		****			****				****					
Green/Cycle:	0.10	0.18	0.18	0.11	0.19	0.19	0.14	0.51	0.00	0.04	0.41	0.41				
Volume/Cap:	0.36	0.38	0.38	0.38	0.36	0.36	0.38	0.31	0.00	0.31	0.38	0.12				
Delay/Veh:	43.5	36.4	36.4	42.7	35.4	35.4	40.2	14.2	0.0	49.5	20.6	18.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	43.5	36.4	36.4	42.7	35.4	35.4	40.2	14.2	0.0	49.5	20.6	18.2				
LOS by Move:	D	D	D	D	D	D	D	B	A	D	C	B				
HCM2kAvgQ:	2	4	4	2	3	3	2	5	0	1	6	1				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 12 Average Delay (sec/veh): 8.2
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	0
Volume Module:																
Base Vol:	10	8	11	30	12	18	44	553	25	8	658	21				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	10	8	11	30	12	18	44	553	25	8	658	21				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	10	8	11	30	12	18	44	553	25	8	658	21				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	8	11	30	12	18	44	553	25	8	658	21				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	10	8	11	30	12	18	44	553	25	8	658	21				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.76	1.00	0.85	0.76	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.95				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.94	0.06				
Final Sat.:	1366	1800	1530	1372	1800	1530	1710	3252	147	1710	3298	105				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.01	0.03	0.17	0.17	0.00	0.20	0.20				
Crit Moves:				****			****				****					
Green/Cycle:	0.08	0.08	0.08	0.08	0.08	0.08	0.09	0.78	0.78	0.02	0.71	0.71				
Volume/Cap:	0.09	0.06	0.09	0.28	0.09	0.15	0.28	0.22	0.22	0.22	0.28	0.28				
Delay/Veh:	43.2	42.9	43.2	44.9	43.1	43.6	43.3	2.9	2.9	51.1	5.3	5.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	43.2	42.9	43.2	44.9	43.1	43.6	43.3	2.9	2.9	51.1	5.3	5.3				
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A				
HCM2kAvgQ:	0	0	0	1	0	1	1	2	2	0	4	4				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 12 Average Delay (sec/veh): 17.0
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	74	105	26	67	98	45	30	490	44	32	568	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	74	105	26	67	98	45	30	490	44	32	568	40				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	74	105	26	67	98	45	30	490	44	32	568	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	74	105	26	67	98	45	30	490	44	32	568	40				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	74	105	26	67	98	45	30	490	44	32	568	40				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.67	1.00	0.85	0.66	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1211	1800	1530	1184	1800	1530	1710	3420	1530	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.02	0.06	0.05	0.03	0.02	0.14	0.03	0.02	0.17	0.03				
Crit Moves:		****					****				****					
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.59	0.59	0.08	0.60	0.60				
Volume/Cap:	0.29	0.27	0.08	0.27	0.26	0.14	0.27	0.24	0.05	0.24	0.27	0.04				
Delay/Veh:	33.7	33.4	31.7	33.5	33.2	32.2	46.0	9.8	8.6	44.4	9.5	8.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	33.7	33.4	31.7	33.5	33.2	32.2	46.0	9.8	8.6	44.4	9.5	8.1				
LOS by Move:	C	C	C	C	C	C	D	A	A	D	A	A				
HCM2kAvgQ:	2	3	1	2	3	1	1	4	1	1	4	0				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[28.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	26	6	20	5	9	21	19	487	32	133	588	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	26	6	20	5	9	21	19	487	32	133	588	27				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	26	6	20	5	9	21	19	487	32	133	588	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	26	6	20	5	9	21	19	487	32	133	588	27				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1090	1406	244	1152	1425	308	615	xxxx	xxxxx	519	xxxx	xxxxx				
Potent Cap.:	172	140	763	155	137	694	974	xxxx	xxxxx	1057	xxxx	xxxxx				
Move Cap.:	140	120	763	130	117	694	974	xxxx	xxxxx	1057	xxxx	xxxxx				
Volume/Cap:	0.19	0.05	0.03	0.04	0.08	0.03	0.02	xxxx	xxxx	0.13	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	9.8	xxxxx	xxxx	10.3	8.8	xxxx	xxxxx	8.9	xxxx	xxxxx				
LOS by Move:	*	*	A	*	*	B	A	*	*	A	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	136	xxxx	xxxxx	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.9	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	39.4	xxxx	xxxxx	38.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	E	*	*	E	*	*	*	*	*	*	*	*				
ApproachDel:	28.0			21.6			xxxxxx			xxxxxx						
ApproachLOS:	D			C			*			*						

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[23.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	18		4	9	9		2	56	52		500	14	12		645	18
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	18		4	9	9		2	56	52		500	14	12		645	18
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	18		4	9	9		2	56	52		500	14	12		645	18
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	18		4	9	9		2	56	52		500	14	12		645	18
Critical Gap Module:																
Critical Gp:	7.5	6.5		6.9	7.5	6.5		6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	952	1291		250	1034	1296		332	663	xxxx	xxxxx		514	xxxx	xxxxx	
Potent Cap.:	217	165		756	189	164		670	935	xxxx	xxxxx		1062	xxxx	xxxxx	
Move Cap.:	187	154		756	174	153		670	935	xxxx	xxxxx		1062	xxxx	xxxxx	
Volume/Cap:	0.10	0.03		0.01	0.05	0.01		0.08	0.06	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.2	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	9.1	xxxx	xxxxx		8.4	xxxx	xxxxx	
LOS by Move:	*	*		*	*	*		*	A	*		*	A	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	231		xxxxx	xxxx	452		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	0.5		xxxxx	xxxxx	0.5		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	23.0		xxxxx	xxxxx	14.4		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	C		*	*	B		*	*	*		*	*	*		*
ApproachDel:	23.0				14.4				xxxxxx				xxxxxx			
ApproachLOS:	C				B				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[17.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	13		6	16	17		10	41	36		462	10	21		615	11
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	13		6	16	17		10	41	36		462	10	21		615	11
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	13		6	16	17		10	41	36		462	10	21		615	11
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	13		6	16	17		10	41	36		462	10	21		615	11
Critical Gap Module:																
Critical Gp:	7.5	6.5		6.9	7.5	6.5		6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0		3.3	3.5	4.0		3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	889	1202		231	963	1201		308	626	xxxx	xxxxx		472	xxxx	xxxxx	
Potent Cap.:	241	186		777	213	186		694	965	xxxx	xxxxx		1100	xxxx	xxxxx	
Move Cap.:	208	176		777	195	176		694	965	xxxx	xxxxx		1100	xxxx	xxxxx	
Volume/Cap:	0.06	0.03		0.02	0.09	0.06		0.06	0.04	xxxx	xxxx		0.02	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx		xxxxx	0.3	0.2		0.2	0.1	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	23.5	xxxx		xxxxx	25.3	26.7		10.5	8.9	xxxx	xxxxx		8.3	xxxx	xxxxx	
LOS by Move:	C	*		*	D	D		B	A	*		*	A	*		*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx		402	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		0.2	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		14.5	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		B	*	*		*	*	*		*	*	*		*
ApproachDel:	17.8				16.6				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

Note: Queue reported is the number of cars per lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	730	228	0	744	0	0	0	0	552	0	317
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	793	248	0	809	0	0	0	0	600	0	345
RTOR Reduction (vph)	0	0	157	0	0	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	793	91	0	809	0	0	0	0	600	0	320
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		60.0	20.0		20.0					32.0		32.0
Effective Green, g (s)		60.0	22.0		22.0					34.0		34.0
Actuated g/C Ratio		1.00	0.37		0.37					0.57		0.57
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	550		1229					950		850
v/s Ratio Prot		0.09			c0.24					c0.36		
v/s Ratio Perm		0.15	0.06									0.21
v/c Ratio		0.24	0.17		0.66					0.63		0.38
Uniform Delay, d1		0.0	12.8		15.9					8.8		7.2
Progression Factor		1.00	1.00		0.83					1.00		1.00
Incremental Delay, d2		0.2	0.6		2.7					3.2		1.3
Delay (s)		0.2	13.5		15.9					12.0		8.4
Level of Service		A	B		B					B		A
Approach Delay (s)		3.3			15.9			0.0			10.7	
Approach LOS		A			B			A			B	

Intersection Summary

HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.93		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4466		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4466		1676		1500			
Volume (vph)	0	1042	0	0	616	584	247	0	244	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1133	0	0	670	635	268	0	265	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	22	0	0	0
Lane Group Flow (vph)	0	1133	0	0	1305	0	268	0	243	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		26.0			60.0		26.0		26.0			
Effective Green, g (s)		28.0			60.0		28.0		28.0			
Actuated g/C Ratio		0.47			1.00		0.47		0.47			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2248			4466		782		700			
v/s Ratio Prot		c0.24			0.14		0.16					
v/s Ratio Perm					0.16				c0.16			
v/c Ratio		0.50			0.29		0.34		0.35			
Uniform Delay, d1		11.2			0.0		10.2		10.2			
Progression Factor		0.65			1.00		1.00		1.00			
Incremental Delay, d2		0.8			0.2		1.2		1.4			
Delay (s)		8.1			0.2		11.4		11.5			
Level of Service		A			A		B		B			
Approach Delay (s)		8.1			0.2			11.4			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	5.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	B	19.2	0.524	B	19.2	0.524	+ 0.000 D/V
# 4 5TH ST/PALMDALE AVE	B	18.2	0.405	B	18.2	0.405	+ 0.000 D/V
# 5 6TH ST/PALMDALE BLVD	B	16.1	0.465	B	16.1	0.465	+ 0.000 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	26.7	0.556	C	26.7	0.556	+ 0.000 D/V
# 7 9TH ST/PALMDALE BLVD	B	14.6	0.447	B	14.6	0.447	+ 0.000 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.2	0.456	B	17.2	0.456	+ 0.000 D/V
# 9 11TH ST/PALMDALE BLVD	F	88.2	0.345	F	88.2	0.345	+ 0.000 D/V
# 10 12TH ST/PALMDALE BLVD	E	48.2	0.142	E	48.2	0.142	+ 0.000 D/V
# 11 15TH ST/PALMDALE BLVD	E	39.7	0.253	E	39.7	0.253	+ 0.000 D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	235	36	53		21	31	52		44	1065	204		35	929	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	36	53		21	31	52		44	1065	204		35	929	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	235	36	53		21	31	52		44	1065	204		35	929	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	235	36	53		21	31	52		44	1065	204		35	929	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	235	36	53		21	31	52		44	1065	204		35	929	19	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.74	1.00	0.85		0.74	1.00	0.85		0.95	0.89	0.89		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.52	0.48		1.00	2.94	0.06	
Final Sat.:	1337	1800	1530		1330	1800	1530		1710	4025	771		1710	4801	98	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.02	0.03		0.02	0.02	0.03		0.03	0.26	0.26		0.02	0.19	0.19	
Crit Moves:	****									****			****			
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.06	0.51	0.51		0.04	0.48	0.48	
Volume/Cap:	0.52	0.06	0.10		0.05	0.05	0.10		0.40	0.52	0.52		0.52	0.40	0.40	
Delay/Veh:	27.9	22.6	23.0		22.5	22.5	22.9		47.4	16.8	16.8		54.5	16.8	16.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.9	22.6	23.0		22.5	22.5	22.9		47.4	16.8	16.8		54.5	16.8	16.8	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	6	1	1		0	1	1		1	9	9		2	7	7	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 12 Average Delay (sec/veh): 18.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	124	69	73	32	58	30	41	897	87	94	865	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	124	69	73	32	58	30	41	897	87	94	865	27				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	124	69	73	32	58	30	41	897	87	94	865	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	124	69	73	32	58	30	41	897	87	94	865	27				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	124	69	73	32	58	30	41	897	87	94	865	27				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.70	1.00	0.85	0.71	0.95	0.95	0.95	0.90	0.90	0.95	0.91	0.91				
Lanes:	1.00	1.00	1.00	1.00	0.66	0.34	1.00	2.73	0.27	1.00	2.91	0.09				
Final Sat.:	1256	1800	1530	1283	1126	582	1710	4421	429	1710	4746	148				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.04	0.05	0.02	0.05	0.05	0.02	0.20	0.20	0.05	0.18	0.18				
Crit Moves:	****							****		****						
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.07	0.50	0.50	0.14	0.56	0.56				
Volume/Cap:	0.41	0.16	0.20	0.10	0.21	0.21	0.32	0.41	0.41	0.41	0.32	0.32				
Delay/Veh:	32.6	29.9	30.3	29.5	30.4	30.4	45.4	15.7	15.7	40.7	11.8	11.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.6	29.9	30.3	29.5	30.4	30.4	45.4	15.7	15.7	40.7	11.8	11.8				
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B				
HCM2kAvgQ:	4	2	2	1	2	2	2	7	7	3	5	5				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	38	51	26	165	100	15	35	877	35	22	899	98				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	38	51	26	165	100	15	35	877	35	22	899	98				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	38	51	26	165	100	15	35	877	35	22	899	98				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	38	51	26	165	100	15	35	877	35	22	899	98				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	38	51	26	165	100	15	35	877	35	22	899	98				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.68	1.00	0.85	0.73	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1228	1800	1530	1307	1800	1530	1710	3420	1530	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.02	0.13	0.06	0.01	0.02	0.26	0.02	0.01	0.26	0.06				
Crit Moves:				****			****				****					
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.04	0.58	0.58	0.03	0.56	0.56				
Volume/Cap:	0.11	0.10	0.06	0.47	0.20	0.04	0.47	0.44	0.04	0.44	0.47	0.11				
Delay/Veh:	27.6	27.4	27.1	31.4	28.3	26.9	51.2	12.0	9.1	53.9	13.0	10.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	27.6	27.4	27.1	31.4	28.3	26.9	51.2	12.0	9.1	53.9	13.0	10.2				
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B				
HCM2kAvgQ:	1	1	1	5	2	0	1	8	0	1	8	1				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	16	Average Delay (sec/veh):	26.7
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	60	192	40	99	296	146	105	861	105	43	803	95				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	192	40	99	296	146	105	861	105	43	803	95				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	60	192	40	99	296	146	105	861	0	43	803	95				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	60	192	40	99	296	146	105	861	0	43	803	95				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	60	192	40	99	296	146	105	861	0	43	803	95				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.93	0.93	0.95	0.90	0.90	0.95	0.95	1.00	0.95	0.95	0.85				
Lanes:	1.00	1.66	0.34	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1710	2757	574	1710	2178	1074	1710	3420	1800	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.07	0.06	0.14	0.14	0.06	0.25	0.00	0.03	0.23	0.06				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.06	0.17	0.17	0.14	0.24	0.24	0.11	0.48	0.00	0.05	0.42	0.42				
Volume/Cap:	0.56	0.41	0.41	0.41	0.56	0.56	0.56	0.52	0.00	0.52	0.56	0.15				
Delay/Veh:	51.8	37.7	37.7	40.5	33.9	33.9	45.8	18.1	0.0	52.2	22.3	17.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	51.8	37.7	37.7	40.5	33.9	33.9	45.8	18.1	0.0	52.2	22.3	17.9				
LOS by Move:	D	D	D	D	C	C	D	B	A	D	C	B				
HCM2kAvgQ:	3	4	4	3	7	7	3	9	0	1	10	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	12	Average Delay (sec/veh):	14.6
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	69	19	16	101	27	52	98	906	20	16	835	52				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	69	19	16	101	27	52	98	906	20	16	835	52				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	69	19	16	101	27	52	98	906	20	16	835	52				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	19	16	101	27	52	98	906	20	16	835	52				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	69	19	16	101	27	52	98	906	20	16	835	52				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.88	0.12				
Final Sat.:	1343	1800	1530	1355	1800	1530	1710	3336	74	1710	3191	199				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.01	0.07	0.02	0.03	0.06	0.27	0.27	0.01	0.26	0.26				
Crit Moves:				****			****				****					
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.13	0.69	0.69	0.02	0.59	0.59				
Volume/Cap:	0.31	0.06	0.06	0.45	0.09	0.20	0.45	0.39	0.39	0.39	0.45	0.45				
Delay/Veh:	37.4	35.2	35.2	38.9	35.4	36.3	41.8	6.7	6.7	54.3	11.8	11.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.4	35.2	35.2	38.9	35.4	36.3	41.8	6.7	6.7	54.3	11.8	11.8				
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B				
HCM2kAvgQ:	2	1	0	3	1	1	3	6	6	1	8	8				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 12 Average Delay (sec/veh): 17.2
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	106	115	44		80	124	46		40	933	52		56	709	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	115	44		80	124	46		40	933	52		56	709	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	115	44		80	124	46		40	933	52		56	709	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	115	44		80	124	46		40	933	52		56	709	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	115	44		80	124	46		40	933	52		56	709	55	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.61	1.00	0.85		0.63	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1105	1800	1530		1141	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.06	0.03		0.07	0.07	0.03		0.02	0.27	0.03		0.03	0.21	0.04	
Crit Moves:	****									****			****			
Green/Cycle:	0.21	0.21	0.21		0.21	0.21	0.21		0.07	0.60	0.60		0.07	0.60	0.60	
Volume/Cap:	0.46	0.30	0.14		0.33	0.33	0.14		0.34	0.46	0.06		0.46	0.34	0.06	
Delay/Veh:	35.9	33.8	32.3		34.4	34.0	32.4		46.3	11.3	8.4		47.2	10.1	8.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.9	33.8	32.3		34.4	34.0	32.4		46.3	11.3	8.4		47.2	10.1	8.2	
LOS by Move:	D	C	C		C	C	C		D	B	A		D	B	A	
HCM2kAvgQ:	3	3	1		2	3	1		1	8	1		2	6	1	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: F[88.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	1	0	1 0	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	17	15	40		18	14	24		43	982	27		67	776	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	15	40		18	14	24		43	982	27		67	776	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	17	15	40		18	14	24		43	982	27		67	776	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	17	15	40		18	14	24		43	982	27		67	776	19	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1597	1997	491		1504	2015	398		795	xxxx	xxxxx		1009	xxxx	xxxxx	
Potent Cap.:	73	61	529		85	59	608		835	xxxx	xxxxx		695	xxxx	xxxxx	
Move Cap.:	49	52	529		55	51	608		835	xxxx	xxxxx		695	xxxx	xxxxx	
Volume/Cap:	0.35	0.29	0.08		0.33	0.28	0.04		0.05	xxxx	xxxx		0.10	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.2		xxxx	xxxx	0.1		0.2	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.4		xxxxx	xxxx	11.2		9.5	xxxx	xxxxx		10.7	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	B		A	*	*		B	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	51	xxxx	xxxxx		53	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	2.5	xxxx	xxxxx		2.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	158.1	xxxx	xxxxx		145.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	77.1				88.2				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: E[48.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	10	8	19		7	2	32		55	976	15		22	784	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	8	19		7	2	32		55	976	15		22	784	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	8	19		7	2	32		55	976	15		22	784	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	10	8	19		7	2	32		55	976	15		22	784	21	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1523	1935	488		1441	1940	403		805	xxxx	xxxxx		991	xxxx	xxxxx	
Potent Cap.:	83	67	531		95	66	603		828	xxxx	xxxxx		706	xxxx	xxxxx	
Move Cap.:	71	60	531		76	60	603		828	xxxx	xxxxx		706	xxxx	xxxxx	
Volume/Cap:	0.14	0.13	0.04		0.09	0.03	0.05		0.07	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.7	xxxx	xxxxx		10.3	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		B	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	119	xxxxx		xxxx	230	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	1.2	xxxxx		xxxxx	0.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	48.2	xxxxx		xxxxx	24.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	E	*		*	C	*		*	*	*		*	*	*	
ApproachDel:	48.2				24.0				xxxxxx				xxxxxx			
ApproachLOS:	E				C				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: E[39.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	18	8	32		10	7	40		27	947	27		35	814	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	8	32		10	7	40		27	947	27		35	814	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	8	32		10	7	40		27	947	27		35	814	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	18	8	32		10	7	40		27	947	27		35	814	13	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1482	1898	474		1416	1912	407		827	xxxx	xxxxx		974	xxxx	xxxxx	
Potent Cap.:	89	70	543		99	69	599		813	xxxx	xxxxx		716	xxxx	xxxxx	
Move Cap.:	71	65	543		79	63	599		813	xxxx	xxxxx		716	xxxx	xxxxx	
Volume/Cap:	0.25	0.12	0.06		0.13	0.11	0.07		0.03	xxxx	xxxx		0.05	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.9	xxxx	xxxxx		0.4	0.4	0.2		0.1	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	72.0	xxxx	xxxxx		56.8	68.9	11.4		9.6	xxxx	xxxxx		10.3	xxxx	xxxxx	
LOS by Move:	F	*	*		F	F	B		A	*	*		B	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	219		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	25.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	D		*	*	*		*	*	*		*	*	*	
ApproachDel:	39.7				26.4				xxxxxx				xxxxxx			
ApproachLOS:	E				D				*				*			

Note: Queue reported is the number of cars per lane.

Forecast Existing With Project Conditions

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	712	273	0	852	0	0	0	0	471	0	254
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	774	297	0	926	0	0	0	0	512	0	276
RTOR Reduction (vph)	0	0	173	0	0	0	0	0	0	0	0	27
Lane Group Flow (vph)	0	774	124	0	926	0	0	0	0	512	0	249
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		60.0	23.0		23.0					29.0		29.0
Effective Green, g (s)		60.0	25.0		25.0					31.0		31.0
Actuated g/C Ratio		1.00	0.42		0.42					0.52		0.52
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	625		1397					866		775
v/s Ratio Prot		0.10			c0.28					c0.31		
v/s Ratio Perm		0.13	0.08									0.17
v/c Ratio		0.23	0.20		0.66					0.59		0.32
Uniform Delay, d1		0.0	11.1		14.1					10.1		8.4
Progression Factor		1.00	1.00		0.87					1.00		1.00
Incremental Delay, d2		0.2	0.7		2.0					3.0		1.1
Delay (s)		0.2	11.8		14.3					13.0		9.5
Level of Service		A	B		B					B		A
Approach Delay (s)		3.4			14.3			0.0			11.8	
Approach LOS		A			B			A			B	

Intersection Summary

HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.95		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4568		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4568		1676		1500			
Volume (vph)	0	948	0	0	1694	894	172	0	303	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1030	0	0	1841	972	187	0	329	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	35	0	0	0
Lane Group Flow (vph)	0	1030	0	0	2813	0	187	0	294	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		27.0			60.0		25.0		25.0			
Effective Green, g (s)		29.0			60.0		27.0		27.0			
Actuated g/C Ratio		0.48			1.00		0.45		0.45			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2329			4568		754		675			
v/s Ratio Prot		0.21			c0.30		0.11					
v/s Ratio Perm					0.32				0.20			
v/c Ratio		0.44			0.62		0.25		0.44			
Uniform Delay, d1		10.2			0.0		10.2		11.3			
Progression Factor		0.61			1.00		1.00		1.00			
Incremental Delay, d2		0.6			0.3		0.8		2.0			
Delay (s)		6.8			0.3		11.0		13.3			
Level of Service		A			A		B		B			
Approach Delay (s)		6.8			0.3			12.5			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	C	21.1	0.393	B	19.3	0.772	-1.838 D/V
# 4 5TH ST/PALMDALE AVE	B	18.0	0.300	C	27.8	0.828	+ 9.800 D/V
# 5 6TH ST/PALMDALE BLVD	B	12.9	0.295	B	13.7	0.740	+ 0.801 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	25.2	0.378	C	32.7	0.884	+ 7.480 D/V
# 7 9TH ST/PALMDALE BLVD	A	8.2	0.281	B	11.7	0.729	+ 3.490 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.0	0.275	C	28.8	0.807	+11.865 D/V
# 9 11TH ST/PALMDALE BLVD	D	28.0	0.185	F	OVRFL	5.994	+1808.291 D/
# 10 12TH ST/PALMDALE BLVD	C	23.0	0.096	F	OVRFL	2.931	+1055.037 D/
# 11 15TH ST/PALMDALE BLVD	C	17.8	0.087	F	282.1	1.955	+264.305 D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 12 Average Delay (sec/veh): 19.3
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	216	38	49	17	30	64	18	619	122	51	686	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	216	38	49	17	30	64	18	619	122	51	686	8				
Added Vol:	52	16	1	0	7	36	8	351	12	2	1574	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	268	54	50	17	37	100	26	970	134	53	2260	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	268	54	50	17	37	100	26	970	134	53	2260	8				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	268	54	50	17	37	100	26	970	134	53	2260	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	268	54	50	17	37	100	26	970	134	53	2260	8				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.74	1.00	0.85	0.72	1.00	0.85	0.95	0.89	0.89	0.95	0.91	0.91				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.64	0.36	1.00	2.99	0.01				
Final Sat.:	1328	1800	1530	1303	1800	1530	1710	4240	586	1710	4892	17				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.03	0.03	0.01	0.02	0.07	0.02	0.23	0.23	0.03	0.46	0.46				
Crit Moves:	****						****				****					
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.02	0.54	0.54	0.07	0.60	0.60				
Volume/Cap:	0.77	0.11	0.12	0.05	0.08	0.25	0.77	0.42	0.42	0.42	0.77	0.77				
Delay/Veh:	44.4	28.2	28.3	27.7	27.9	29.5	117.9	13.5	13.5	46.5	16.3	16.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	44.4	28.2	28.3	27.7	27.9	29.5	117.9	13.5	13.5	46.5	16.3	16.3				
LOS by Move:	D	C	C	C	C	C	F	B	B	D	B	B				
HCM2kAvgQ:	10	1	1	0	1	3	1	7	7	2	20	20				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	12	Average Delay (sec/veh):	27.8
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1		1	0 0	1 0		1	0 2	1 0		1	0 2	1 0	
Volume Module:																
Base Vol:	129	69	31		25	51	18		22	668	34		33	563	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	129	69	31		25	51	18		22	668	34		33	563	17	
Added Vol:	257	8	212		23	17	59		14	282	62		51	1238	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	386	77	243		48	68	77		36	950	96		84	1801	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	386	77	243		48	68	77		36	950	96		84	1801	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	386	77	243		48	68	77		36	950	96		84	1801	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	386	77	243		48	68	77		36	950	96		84	1801	22	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.64	1.00	0.85		0.71	0.92	0.92		0.95	0.90	0.90		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	0.47	0.53		1.00	2.72	0.28		1.00	2.96	0.04	
Final Sat.:	1150	1800	1530		1271	777	879		1710	4401	445		1710	4845	59	
Capacity Analysis Module:																
Vol/Sat:	0.34	0.04	0.16		0.04	0.09	0.09		0.02	0.22	0.22		0.05	0.37	0.37	
Crit Moves:	****								****					****		
Green/Cycle:	0.41	0.41	0.41		0.41	0.41	0.41		0.03	0.39	0.39		0.09	0.45	0.45	
Volume/Cap:	0.83	0.11	0.39		0.09	0.22	0.22		0.83	0.56	0.56		0.56	0.83	0.83	
Delay/Veh:	38.3	18.5	21.4		18.4	19.5	19.5		122.3	24.4	24.4		48.4	26.9	26.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.3	18.5	21.4		18.4	19.5	19.5		122.3	24.4	24.4		48.4	26.9	26.9	
LOS by Move:	D	B	C		B	B	B		F	C	C		D	C	C	
HCM2kAvgQ:	13	1	5		1	3	3		3	10	10		2	18	18	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	12	Average Delay (sec/veh):	13.7
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	0 1		1	0 2	0 1	
Volume Module:																
Base Vol:	15	77	13		79	50	5		21	640	34		17	546	103	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	15	77	13		79	50	5		21	640	34		17	546	103	
Added Vol:	19	43	28		14	26	16		31	481	4		7	1259	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	120	41		93	76	21		52	1121	38		24	1805	113	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	120	41		93	76	21		52	1121	38		24	1805	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	120	41		93	76	21		52	1121	38		24	1805	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	120	41		93	76	21		52	1121	38		24	1805	113	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.71	1.00	0.85		0.56	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1273	1800	1530		999	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.03		0.09	0.04	0.01		0.03	0.33	0.02		0.01	0.53	0.07	
Crit Moves:					****				****					****		
Green/Cycle:	0.13	0.13	0.13		0.13	0.13	0.13		0.04	0.72	0.72		0.03	0.71	0.71	
Volume/Cap:	0.21	0.53	0.21		0.74	0.34	0.11		0.74	0.45	0.03		0.45	0.74	0.10	
Delay/Veh:	39.9	43.3	39.8		62.8	40.8	39.0		81.2	5.8	3.9		53.7	10.0	4.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.9	43.3	39.8		62.8	40.8	39.0		81.2	5.8	3.9		53.7	10.0	4.5	
LOS by Move:	D	D	D		E	D	D		F	A	A		D	A	A	
HCM2kAvgQ:	1	4	1		4	2	1		2	7	0		1	17	1	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	16	Average Delay (sec/veh):	32.7
Optimal Cycle:	110	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	59	216	15		70	156	67		89	537	100		20	534	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	59	216	15		70	156	67		89	537	100		20	534	73	
Added Vol:	24	98	20		19	64	82		50	453	18		30	1170	80	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	83	314	35		89	220	149		139	990	118		50	1704	153	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	83	314	35		89	220	149		139	990	0		50	1704	153	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	314	35		89	220	149		139	990	0		50	1704	153	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	83	314	35		89	220	149		139	990	0		50	1704	153	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	0.94	0.94		0.95	0.89	0.89		0.95	0.95	1.00		0.95	0.95	0.85	
Lanes:	1.00	1.80	0.20		1.00	1.19	0.81		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1710	3031	338		1710	1915	1297		1710	3420	1800		1710	3420	1530	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.10	0.10		0.05	0.11	0.11		0.08	0.29	0.00		0.03	0.50	0.10	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.05	0.12	0.12		0.06	0.13	0.13		0.09	0.60	0.00		0.06	0.56	0.56	
Volume/Cap:	0.88	0.84	0.84		0.84	0.88	0.88		0.88	0.49	0.00		0.49	0.88	0.18	
Delay/Veh:	104.0	57.3	57.3		89.0	62.3	62.3		85.2	11.7	0.0		49.1	24.3	10.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	104.0	57.3	57.3		89.0	62.3	62.3		85.2	11.7	0.0		49.1	24.3	10.7	
LOS by Move:	F	E	E		F	E	E		F	B	A		D	C	B	
HCM2kAvgQ:	5	8	8		5	9	9		5	9	0		1	25	2	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12	Average Delay (sec/veh):	11.7
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	10	8	11		30	12	18		44	553	25		8	658	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	8	11		30	12	18		44	553	25		8	658	21	
Added Vol:	38	0	13		30	0	85		15	468	9		3	1158	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	8	24		60	12	103		59	1021	34		11	1816	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	48	8	24		60	12	103		59	1021	34		11	1816	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	8	24		60	12	103		59	1021	34		11	1816	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	8	24		60	12	103		59	1021	34		11	1816	26	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.76	1.00	0.85		0.76	1.00	0.85		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.94	0.06		1.00	1.97	0.03	
Final Sat.:	1366	1800	1530		1372	1800	1530		1710	3293	110		1710	3365	48	
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.00	0.02		0.04	0.01	0.07		0.03	0.31	0.31		0.01	0.54	0.54	
Crit Moves:							****		****					****		
Green/Cycle:	0.09	0.09	0.09		0.09	0.09	0.09		0.05	0.77	0.77		0.02	0.74	0.74	
Volume/Cap:	0.38	0.05	0.17		0.47	0.07	0.73		0.73	0.40	0.40		0.40	0.73	0.73	
Delay/Veh:	44.6	41.5	42.4		45.9	41.7	61.6		75.2	3.9	3.9		58.1	8.4	8.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.6	41.5	42.4		45.9	41.7	61.6		75.2	3.9	3.9		58.1	8.4	8.4	
LOS by Move:	D	D	D		D	D	E		E	A	A		E	A	A	
HCM2kAvgQ:	2	0	1		2	0	5		2	6	6		0	16	16	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 12 Average Delay (sec/veh): 28.8
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	74	105	26	67	98	45	30	490	44	32	568	40				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	74	105	26	67	98	45	30	490	44	32	568	40				
Added Vol:	256	72	24	85	63	361	112	341	59	28	551	63				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	330	177	50	152	161	406	142	831	103	60	1119	103				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	330	177	50	152	161	406	142	831	103	60	1119	103				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	330	177	50	152	161	406	142	831	103	60	1119	103				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	330	177	50	152	161	406	142	831	103	60	1119	103				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.61	1.00	0.85	0.59	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1100	1800	1530	1062	1800	1530	1710	3420	1530	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.10	0.03	0.14	0.09	0.27	0.08	0.24	0.07	0.04	0.33	0.07				
Crit Moves:	****						****				****					
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.10	0.44	0.44	0.06	0.41	0.41				
Volume/Cap:	0.81	0.26	0.09	0.39	0.24	0.71	0.81	0.55	0.15	0.55	0.81	0.17				
Delay/Veh:	39.5	22.1	20.5	23.7	21.9	31.1	67.2	20.8	16.7	51.1	29.9	19.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	39.5	22.1	20.5	23.7	21.9	31.1	67.2	20.8	16.7	51.1	29.9	19.1				
LOS by Move:	D	C	C	C	C	C	E	C	B	D	C	B				
HCM2kAvgQ:	11	4	1	4	3	12	5	10	2	3	18	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): 169.3 Worst Case Level Of Service: F[1836.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	1	0	1 0	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	26	6	20	5	9	21	19	487	32	133	588	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	26	6	20	5	9	21	19	487	32	133	588	27				
Added Vol:	120	0	48	31	0	121	28	394	28	11	400	7				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	146	6	68	36	9	142	47	881	60	144	988	34				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	146	6	68	36	9	142	47	881	60	144	988	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	146	6	68	36	9	142	47	881	60	144	988	34				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1762	2285	441	1831	2328	511	1022	xxxx	xxxxx	941	xxxx	xxxxx				
Potent Cap.:	55	40	570	49	38	513	687	xxxx	xxxxx	737	xxxx	xxxxx				
Move Cap.:	24	30	570	29	28	513	687	xxxx	xxxxx	737	xxxx	xxxxx				
Volume/Cap:	5.99	0.20	0.12	1.22	0.32	0.28	0.07	xxxx	xxxx	0.20	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	1.1	0.2	xxxx	xxxxx	0.7	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	12.2	xxxxx	xxxx	14.7	10.6	xxxx	xxxxx	11.1	xxxx	xxxxx				
LOS by Move:	*	*	B	*	*	B	B	*	*	B	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	25	xxxx	xxxxx	29	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	18.9	xxxx	xxxxx	5.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	2652	xxxx	xxxxx	567.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*				
ApproachDel:	1836.3			147.6			xxxxxx			xxxxxx						
ApproachLOS:	F			F			*			*						

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 106.0 Worst Case Level Of Service: F[1078.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1!	0	1	0	2	0	1	1	0	1
Volume Module:																
Base Vol:	18	4	9	9	2	56	52	500	14	12	645	18				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	18	4	9	9	2	56	52	500	14	12	645	18				
Added Vol:	132	0	48	31	0	113	26	416	31	11	173	7				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	150	4	57	40	2	169	78	916	45	23	818	25				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	150	4	57	40	2	169	78	916	45	23	818	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	150	4	57	40	2	169	78	916	45	23	818	25				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1528	1961	458	1493	1994	422	843	xxxx	xxxxx	961	xxxx	xxxxx				
Potent Cap.:	82	64	555	87	61	586	802	xxxx	xxxxx	724	xxxx	xxxxx				
Move Cap.:	51	56	555	67	53	586	802	xxxx	xxxxx	724	xxxx	xxxxx				
Volume/Cap:	2.93	0.07	0.10	0.60	0.04	0.29	0.10	xxxx	xxxx	0.03	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	10.1	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	68	xxxxx	xxxx	228	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	21.6	xxxxx	xxxxx	7.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	1078	xxxxx	xxxxx	86.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	1078.0			86.6			xxxxxx			xxxxxx						
ApproachLOS:	F			F			*			*						

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): 39.8 Worst Case Level Of Service: F[282.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	13	6	16	17	10	41	36	462	10	21	615	11						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	13	6	16	17	10	41	36	462	10	21	615	11						
Added Vol:	84	28	96	31	21	1	5	470	19	22	106	7						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	97	34	112	48	31	42	41	932	29	43	721	18						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	97	34	112	48	31	42	41	932	29	43	721	18						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	97	34	112	48	31	42	41	932	29	43	721	18						
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1476	1839	466	1372	1850	361	739	xxxx	xxxxx	961	xxxx	xxxxx						
Potent Cap.:	89	76	549	107	75	642	876	xxxx	xxxxx	724	xxxx	xxxxx						
Move Cap.:	50	68	549	48	67	642	876	xxxx	xxxxx	724	xxxx	xxxxx						
Volume/Cap:	1.96	0.50	0.20	1.00	0.46	0.07	0.05	xxxx	xxxx	0.06	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	9.7	xxxx	xxxxx	4.2	1.8	0.2	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx						
Control Del:	624.2	xxxx	xxxxx	262.6	97.6	11.0	9.3	xxxx	xxxxx	10.3	xxxx	xxxxx						
LOS by Move:	F	*	*	F	F	B	A	*	*	B	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	208	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	4.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	54.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*						
ApproachDel:	282.1			133.0			xxxxxx			xxxxxx								
ApproachLOS:	F			F			*			*								

Note: Queue reported is the number of cars per lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	1109	228	0	947	0	0	0	0	946	0	317
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1205	248	0	1029	0	0	0	0	1028	0	345
RTOR Reduction (vph)	0	0	141	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	1205	107	0	1029	0	0	0	0	1028	0	340
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		90.0	27.0		27.0					55.0		55.0
Effective Green, g (s)		90.0	29.0		29.0					57.0		57.0
Actuated g/C Ratio		1.00	0.32		0.32					0.63		0.63
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	483		1080					1061		950
v/s Ratio Prot		0.12			c0.31					c0.61		
v/s Ratio Perm		0.24	0.07									0.23
v/c Ratio		0.36	0.22		0.95					0.97		0.36
Uniform Delay, d1		0.0	22.3		29.8					15.7		7.8
Progression Factor		1.00	1.00		0.87					1.00		1.00
Incremental Delay, d2		0.3	1.1		17.6					21.1		1.1
Delay (s)		0.3	23.3		43.5					36.7		8.9
Level of Service		A	C		D					D		A
Approach Delay (s)		4.2			43.5			0.0			29.7	
Approach LOS		A			D			A			C	

Intersection Summary

HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.94		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4538		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4538		1676		1500			
Volume (vph)	0	1815	0	0	1262	795	247	0	1076	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1973	0	0	1372	864	268	0	1170	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1973	0	0	2236	0	268	0	1170	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		29.0			90.0		53.0		53.0			
Effective Green, g (s)		31.0			90.0		55.0		55.0			
Actuated g/C Ratio		0.34			1.00		0.61		0.61			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		1660			4538		1024		917			
v/s Ratio Prot		c0.41			0.17		0.16					
v/s Ratio Perm					0.32				c0.78			
v/c Ratio		1.19			0.49		0.26		1.28			
Uniform Delay, d1		29.5			0.0		8.1		17.5			
Progression Factor		0.78			1.00		1.00		1.00			
Incremental Delay, d2		89.8			0.3		0.6		132.7			
Delay (s)		112.8			0.3		8.7		150.2			
Level of Service		F			A		A		F			
Approach Delay (s)		112.8			0.3			123.8			0.0	
Approach LOS		F			A			F			A	

Intersection Summary

HCM Average Control Delay	71.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	114.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	B	19.2	0.524	C	22.7	0.916	+ 3.464 D/V
# 4 5TH ST/PALMDALE AVE	B	18.2	0.405	D	47.5	1.044	+29.323 D/V
# 5 6TH ST/PALMDALE BLVD	B	16.1	0.465	C	22.0	0.914	+ 5.819 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	26.7	0.556	E	59.6	1.050	+32.897 D/V
# 7 9TH ST/PALMDALE BLVD	B	14.6	0.447	B	18.7	0.833	+ 4.121 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.2	0.456	D	38.7	0.965	+21.460 D/V
# 9 11TH ST/PALMDALE BLVD	F	88.2	0.345	F	OVRFL	3.871	+ +Inf D/V
# 10 12TH ST/PALMDALE BLVD	E	48.2	0.142	F	OVRFL	XXXXX	+5035.785 D/
# 11 15TH ST/PALMDALE BLVD	E	39.7	0.253	F	OVRFL	3.205	+ +Inf D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 118 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	235	36	53		21	31	52		44	1065	204		35	929	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	235	36	53		21	31	52		44	1065	204		35	929	19	
Added Vol:	27	11	2		0	16	18		33	1521	50		1	812	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	262	47	55		21	47	70		77	2586	254		36	1741	19	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	262	47	55		21	47	70		77	2586	254		36	1741	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	262	47	55		21	47	70		77	2586	254		36	1741	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	262	47	55		21	47	70		77	2586	254		36	1741	19	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.73	1.00	0.85		0.73	1.00	0.85		0.95	0.90	0.90		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.73	0.27		1.00	2.97	0.03	
Final Sat.:	1314	1800	1530		1314	1800	1530		1710	4416	434		1710	4851	53	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.03	0.04		0.02	0.03	0.05		0.05	0.59	0.59		0.02	0.36	0.36	
Crit Moves:	****									****			****			
Green/Cycle:	0.22	0.22	0.22		0.22	0.22	0.22		0.07	0.64	0.64		0.02	0.59	0.59	
Volume/Cap:	0.92	0.12	0.17		0.07	0.12	0.21		0.61	0.92	0.92		0.92	0.61	0.61	
Delay/Veh:	70.3	31.6	32.0		31.2	31.6	32.4		53.3	20.5	20.5		159.0	13.6	13.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.3	31.6	32.0		31.2	31.6	32.4		53.3	20.5	20.5		159.0	13.6	13.6	
LOS by Move:	E	C	C		C	C	C		D	C	C		F	B	B	
HCM2kAvgQ:	12	1	1		1	1	2		2	26	26		3	13	13	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	12	Average Delay (sec/veh):	47.5
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																		
Base Vol:	124	69	73		32	58	30		41	897	87		94	865	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	124	69	73		32	58	30		41	897	87		94	865	27	
Added Vol:	136	18	112		12	12	31		56	1200	250		206	645	22	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	260	87	185		44	70	61		97	2097	337		300	1510	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	260	87	185		44	70	61		97	2097	337		300	1510	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	87	185		44	70	61		97	2097	337		300	1510	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	87	185		44	70	61		97	2097	337		300	1510	49	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.61	1.00	0.85		0.70	0.93	0.93		0.95	0.89	0.89		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	0.53	0.47		1.00	2.58	0.42		1.00	2.91	0.09	
Final Sat.:	1094	1800	1530		1258	895	779		1710	4145	666		1710	4736	154	
Capacity Analysis Module:																		
Vol/Sat:	0.24	0.05	0.12		0.03	0.08	0.08		0.06	0.51	0.51		0.18	0.32	0.32	
Crit Moves:	****									****			****			
Green/Cycle:	0.23	0.23	0.23		0.23	0.23	0.23		0.10	0.48	0.48		0.17	0.55	0.55	
Volume/Cap:	1.04	0.21	0.53		0.15	0.34	0.34		0.58	1.04	1.04		1.04	0.58	0.58	
Delay/Veh:	107.7	31.6	35.5		31.2	32.9	32.9		47.9	57.2	57.2		106.7	14.9	14.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	107.7	31.6	35.5		31.2	32.9	32.9		47.9	57.2	57.2		106.7	14.9	14.9	
LOS by Move:	F	C	D		C	C	C		D	E	E		F	B	B	
HCM2kAvgQ:	14	2	6		1	4	4		4	38	38		12	11	11	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	12	Average Delay (sec/veh):	22.0
Optimal Cycle:	117	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	38	51	26		165	100	15		35	877	35		22	899	98	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	38	51	26		165	100	15		35	877	35		22	899	98	
Added Vol:	10	36	15		14	46	33		24	1282	18		27	830	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	48	87	41		179	146	48		59	2159	53		49	1729	113	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	48	87	41		179	146	48		59	2159	53		49	1729	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	87	41		179	146	48		59	2159	53		49	1729	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	87	41		179	146	48		59	2159	53		49	1729	113	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.52	1.00	0.85		0.69	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	929	1800	1530		1237	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.05	0.03		0.14	0.08	0.03		0.03	0.63	0.03		0.03	0.51	0.07	
Crit Moves:					****					****			****			
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.05	0.69	0.69		0.03	0.68	0.68	
Volume/Cap:	0.33	0.31	0.17		0.91	0.51	0.20		0.75	0.91	0.05		0.91	0.75	0.11	
Delay/Veh:	38.7	37.8	36.7		82.5	40.1	37.0		79.3	19.1	5.0		140.0	12.0	5.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.7	37.8	36.7		82.5	40.1	37.0		79.3	19.1	5.0		140.0	12.0	5.7	
LOS by Move:	D	D	D		F	D	D		E	B	A		F	B	A	
HCM2kAvgQ:	2	3	1		9	5	1		2	27	0		2	17	1	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 16 Average Delay (sec/veh): 59.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	60	192	40	99	296	146	105	861	105	43	803	95				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	192	40	99	296	146	105	861	105	43	803	95				
Added Vol:	24	88	33	78	108	72	90	1192	28	27	776	42				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	84	280	73	177	404	218	195	2053	133	70	1579	137				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	84	280	73	177	404	218	195	2053	0	70	1579	137				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	84	280	73	177	404	218	195	2053	0	70	1579	137				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	84	280	73	177	404	218	195	2053	0	70	1579	137				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.92	0.92	0.95	0.90	0.90	0.95	0.95	1.00	0.95	0.95	0.85				
Lanes:	1.00	1.59	0.41	1.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1710	2629	685	1710	2106	1136	1710	3420	1800	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.11	0.10	0.19	0.19	0.11	0.60	0.00	0.04	0.46	0.09				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.05	0.12	0.12	0.11	0.18	0.18	0.12	0.57	0.00	0.04	0.49	0.49				
Volume/Cap:	1.05	0.92	0.92	0.92	1.05	1.05	0.94	1.05	0.00	1.05	0.94	0.18				
Delay/Veh:	162.7	69.7	69.7	85.5	91.7	91.7	90.1	56.5	0.0	172.9	35.4	14.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	162.7	69.7	69.7	85.5	91.7	91.7	90.1	56.5	0.0	172.9	35.4	14.4				
LOS by Move:	F	E	E	F	F	F	F	E	A	F	D	B				
HCM2kAvgQ:	6	9	9	9	17	17	6	39	0	3	26	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): 18.7
Optimal Cycle: 85 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	69	19	16	101	27	52	98	906	20	16	835	52				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	69	19	16	101	27	52	98	906	20	16	835	52				
Added Vol:	20	0	7	15	0	41	82	1185	37	13	785	29				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	89	19	23	116	27	93	180	2091	57	29	1620	81				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	89	19	23	116	27	93	180	2091	57	29	1620	81				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	89	19	23	116	27	93	180	2091	57	29	1620	81				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	89	19	23	116	27	93	180	2091	57	29	1620	81				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.90	0.10				
Final Sat.:	1343	1800	1530	1355	1800	1530	1710	3316	90	1710	3234	162				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.01	0.02	0.09	0.02	0.06	0.11	0.63	0.63	0.02	0.50	0.50				
Crit Moves:				****				****		****						
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.13	0.76	0.76	0.02	0.64	0.64				
Volume/Cap:	0.65	0.10	0.15	0.83	0.15	0.59	0.78	0.83	0.83	0.83	0.78	0.78				
Delay/Veh:	53.2	40.9	41.3	76.9	41.2	48.8	57.4	10.5	10.5	136.2	14.7	14.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	53.2	40.9	41.3	76.9	41.2	48.8	57.4	10.5	10.5	136.2	14.7	14.7				
LOS by Move:	D	D	D	E	D	D	E	B	B	F	B	B				
HCM2kAvgQ:	4	1	1	6	1	4	5	21	21	1	18	18				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 12 Average Delay (sec/veh): 38.7
Optimal Cycle: 151 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	106	115	44	80	124	46	40	933	52	56	709	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	115	44	80	124	46	40	933	52	56	709	55
Added Vol:	134	79	32	83	85	215	360	600	247	31	478	96
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	194	76	163	209	261	400	1533	299	87	1187	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	194	76	163	209	261	400	1533	299	87	1187	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	194	76	163	209	261	400	1533	299	87	1187	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	194	76	163	209	261	400	1533	299	87	1187	151
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.50	1.00	0.85	0.52	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	895	1800	1530	940	1800	1530	1710	3420	1530	1710	3420	1530
Capacity Analysis Module:												
Vol/Sat:	0.27	0.11	0.05	0.17	0.12	0.17	0.23	0.45	0.20	0.05	0.35	0.10
Crit Moves:	****						****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.24	0.54	0.54	0.06	0.36	0.36
Volume/Cap:	0.97	0.39	0.18	0.62	0.42	0.61	0.97	0.83	0.36	0.83	0.97	0.27
Delay/Veh:	82.8	29.7	27.6	36.2	30.1	34.1	72.5	22.4	13.4	86.2	49.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	29.7	27.6	36.2	30.1	34.1	72.5	22.4	13.4	86.2	49.3	23.0
LOS by Move:	F	C	C	D	C	C	E	C	B	F	D	C
HCM2kAvgQ:	12	5	2	5	5	8	13	20	5	5	25	3

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	1	0 1	0	0	1	1 0	2	0	1	1 0	1	1	0
Volume Module:																
Base Vol:	17	15	40		18	14	24		43	982	27		67	776	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	15	40		18	14	24		43	982	27		67	776	19	
Added Vol:	63	0	25		16	0	63		117	482	116		47	479	30	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	80	15	65		34	14	87		160	1464	143		114	1255	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	80	15	65		34	14	87		160	1464	143		114	1255	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	80	15	65		34	14	87		160	1464	143		114	1255	49	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2647	3316	732		2567	3435	652		1304	xxxx	xxxxx		1607	xxxx	xxxxx	
Potent Cap.:	12	9	368		13	7	415		538	xxxx	xxxxx		412	xxxx	xxxxx	
Move Cap.:	0	4	368		0	4	415		538	xxxx	xxxxx		412	xxxx	xxxxx	
Volume/Cap:	xxxx	3.46	0.18		xxxx	3.87	0.21		0.30	xxxx	xxxx		0.28	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.6		xxxx	xxxx	0.8		1.2	xxxx	xxxxx		1.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	16.9		xxxxx	xxxx	15.9		14.5	xxxx	xxxxx		17.0	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	C		B	*	*		C	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	0	xxxx	xxxxx		0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	+Inf				+Inf				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 382.0 Worst Case Level Of Service: F[5084.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	10		8	19	7		2	32	55		976	15	22		784	21
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	10		8	19	7		2	32	55		976	15	22		784	21
Added Vol:	69		0	25	16		0	59	109		286	128	47		428	30
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	79		8	44	23		2	91	164		1262	143	69		1212	51
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	79		8	44	23		2	91	164		1262	143	69		1212	51
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	79		8	44	23		2	91	164		1262	143	69		1212	51
Critical Gap Module:																
Critical Gp:	7.5		6.5	6.9	7.5		6.5	6.9	4.1		xxxx	xxxxx	4.1		xxxx	xxxxx
FollowUpTim:	3.5		4.0	3.3	3.5		4.0	3.3	2.2		xxxx	xxxxx	2.2		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	2335		2991	631	2339		3109	632	1263		xxxx	xxxxx	1405		xxxx	xxxxx
Potent Cap.:	20		14	429	20		12	428	557		xxxx	xxxxx	492		xxxx	xxxxx
Move Cap.:	9		8	429	2		7	428	557		xxxx	xxxxx	492		xxxx	xxxxx
Volume/Cap:	9.03	0.94		0.10	10.29	0.28		0.21	0.29		xxxx	xxxx	0.14		xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	1.2		xxxx	xxxxx	0.5		xxxx	xxxxx
Control Del:	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	14.1		xxxx	xxxxx	13.5		xxxx	xxxxx
LOS by Move:	*		*	*	*		*	*	B		*	*	B		*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx			13 xxxxx	xxxx			11 xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx			17.5 xxxxx	xxxxx			15.9 xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	xxxxx			4653 xxxxx	xxxxx			5084 xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*		F	*	*		F	*	*		*	*	*		*	*
ApproachDel:	4653.3				5084.0				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	18		8	32	10		7	40	27		947	27	35		814	13
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	18		8	32	10		7	40	27		947	27	35		814	13
Added Vol:	44		28	50	16		31	5	3		244	81	93		455	30
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	62		36	82	26		38	45	30		1191	108	128		1269	43
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	62		36	82	26		38	45	30		1191	108	128		1269	43
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	62		36	82	26		38	45	30		1191	108	128		1269	43
Critical Gap Module:																
Critical Gp:	7.5		6.5	6.9	7.5		6.5	6.9	4.1		xxxx	xxxxx	4.1		xxxx	xxxxx
FollowUpTim:	3.5		4.0	3.3	3.5		4.0	3.3	2.2		xxxx	xxxxx	2.2		xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	2161		2819	596	2199		2884	635	1312		xxxx	xxxxx	1299		xxxx	xxxxx
Potent Cap.:	27		18	452	26		16	426	534		xxxx	xxxxx	540		xxxx	xxxxx
Move Cap.:	0		13	452	0		12	426	534		xxxx	xxxxx	540		xxxx	xxxxx
Volume/Cap:	xxxx	2.75		0.18	xxxx	3.21		0.11	0.06		xxxx	xxxx	0.24		xxxx	xxxx
Level Of Service Module:																
2Way95thQ:	xxxx		xxxx	xxxxx	xxxx		5.7	0.4	0.2		xxxx	xxxxx	0.9		xxxx	xxxxx
Control Del:	xxxxx		xxxx	xxxxx	xxxxx		1632	14.4	12.1		xxxx	xxxxx	13.7		xxxx	xxxxx
LOS by Move:	*		*	*	*		F	B	B		*	*	B		*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx		xxxx	40	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx	xxxx		xxxx	xxxxx
SharedQueue:	xxxxx		xxxx	13.1	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shrd ConDel:	xxxxx		xxxx	1085	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx	xxxxx		xxxx	xxxxx
Shared LOS:	*		*	F	*		*	*	*		*	*	*		*	*
ApproachDel:	+Inf				+Inf				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

Mitigated
Forecast Existing With Project Conditions

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.95		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4563		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4563		1676		1500			
Volume (vph)	0	929	0	0	1569	853	172	0	283	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1010	0	0	1705	927	187	0	308	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	32	0	0	0
Lane Group Flow (vph)	0	1010	0	0	2632	0	187	0	276	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		26.0			60.0		26.0		26.0			
Effective Green, g (s)		28.0			60.0		28.0		28.0			
Actuated g/C Ratio		0.47			1.00		0.47		0.47			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2248			4563		782		700			
v/s Ratio Prot		0.21			c0.27		0.11					
v/s Ratio Perm					0.31				0.18			
v/c Ratio		0.45			0.58		0.24		0.39			
Uniform Delay, d1		10.8			0.0		9.6		10.5			
Progression Factor		0.65			1.00		1.00		1.00			
Incremental Delay, d2		0.6			0.3		0.7		1.7			
Delay (s)		7.6			0.3		10.3		12.1			
Level of Service		A			A		B		B			
Approach Delay (s)		7.6			0.3			11.4			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	3.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	EX+P-AM
Command:	EX+P-AM
Volume:	EX-AM
Geometry:	EX GEO
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-AM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	EX+P-AM

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 4 5TH ST/PALMDALE AVE	B	18.0	0.300	C	25.9	0.768	+ 7.897 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	25.4	0.342	C	25.8	0.705	+ 0.338 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.0	0.275	C	26.9	0.750	+ 9.912 D/V
# 10 12TH ST/PALMDALE BLVD	B	11.0	0.305	C	20.6	0.527	+ 9.629 D/V
# 11 15TH ST/PALMDALE BLVD	A	7.4	0.228	B	11.9	0.367	+ 4.476 D/V

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PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	70	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																		
Base Vol:	129	69	31		25	51	18		22	668	34		33	563	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	129	69	31		25	51	18		22	668	34		33	563	17	
Added Vol:	232	7	191		20	16	53		12	254	54		45	1115	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	361	76	222		45	67	71		34	922	88		78	1678	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	361	76	222		45	67	71		34	922	88		78	1678	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	361	76	222		45	67	71		34	922	88		78	1678	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	361	76	222		45	67	71		34	922	88		78	1678	22	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.65	1.00	0.85		0.71	0.92	0.92		0.95	0.90	0.90		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	0.49	0.51		1.00	2.74	0.26		1.00	2.96	0.04	
Final Sat.:	1166	1800	1530		1273	807	855		1710	4428	423		1710	4841	63	
Capacity Analysis Module:																		
Vol/Sat:	0.31	0.04	0.15		0.04	0.08	0.08		0.02	0.21	0.21		0.05	0.35	0.35	
Crit Moves:	****								****					****		
Green/Cycle:	0.40	0.40	0.40		0.40	0.40	0.40		0.03	0.39	0.39		0.09	0.45	0.45	
Volume/Cap:	0.77	0.10	0.36		0.09	0.21	0.21		0.77	0.53	0.53		0.53	0.77	0.77	
Delay/Veh:	33.3	18.7	21.2		18.6	19.6	19.6		104.2	23.7	23.7		47.5	24.7	24.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.3	18.7	21.2		18.6	19.6	19.6		104.2	23.7	23.7		47.5	24.7	24.7	
LOS by Move:	C	B	C		B	B	B		F	C	C		D	C	C	
HCM2kAvgQ:	11	1	5		1	3	3		2	9	9		2	16	16	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	16	Average Delay (sec/veh):	25.8
Optimal Cycle:	70	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module:																		
Base Vol:	59	216	15		70	156	67		89	537	100		20	534	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	59	216	15		70	156	67		89	537	100		20	534	73	
Added Vol:	22	88	18		17	57	73		45	408	16		27	1052	72	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	304	33		87	213	140		134	945	116		47	1586	145	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	304	33		87	213	140		134	945	116		47	1586	145	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	304	33		87	213	140		134	945	116		47	1586	145	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	81	304	33		87	213	140		134	945	116		47	1586	145	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	0.94	0.94		0.95	0.89	0.89		0.95	0.90	0.90		0.95	0.90	0.90	
Lanes:	1.00	1.80	0.20		1.00	1.21	0.79		1.00	2.67	0.33		1.00	2.75	0.25	
Final Sat.:	1710	3039	330		1710	1940	1275		1710	4307	529		1710	4444	406	
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.10	0.10		0.05	0.11	0.11		0.08	0.22	0.22		0.03	0.36	0.36	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.07	0.15	0.15		0.08	0.16	0.16		0.11	0.55	0.55		0.07	0.51	0.51	
Volume/Cap:	0.71	0.68	0.68		0.68	0.71	0.71		0.71	0.40	0.40		0.40	0.71	0.71	
Delay/Veh:	63.7	44.1	44.1		58.6	44.6	44.6		54.3	13.2	13.2		46.8	19.9	19.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.7	44.1	44.1		58.6	44.6	44.6		54.3	13.2	13.2		46.8	19.9	19.9	
LOS by Move:	E	D	D		E	D	D		D	B	B		D	B	B	
HCM2kAvgQ:	4	6	6		4	7	7		4	7	7		1	15	15	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	26.9
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	2	0
Volume Module:																
Base Vol:	74	105	26		67	98	45		30	490	44		32	568	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	105	26		67	98	45		30	490	44		32	568	40	
Added Vol:	230	65	22		76	56	324		100	307	53		25	495	57	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	304	170	48		143	154	369		130	797	97		57	1063	97	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	304	170	48		143	154	369		130	797	97		57	1063	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	304	170	48		143	154	369		130	797	97		57	1063	97	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	304	170	48		143	154	369		130	797	97		57	1063	97	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.62	1.00	0.85		0.60	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1112	1800	1530		1075	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.09	0.03		0.13	0.09	0.24		0.08	0.23	0.06		0.03	0.31	0.06	
Crit Moves:	****								****					****		
Green/Cycle:	0.36	0.36	0.36		0.36	0.36	0.36		0.10	0.45	0.45		0.06	0.41	0.41	
Volume/Cap:	0.75	0.26	0.09		0.37	0.23	0.66		0.75	0.52	0.14		0.52	0.75	0.15	
Delay/Veh:	35.4	22.5	20.9		23.9	22.3	29.6		60.3	19.9	16.2		49.5	27.2	18.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.4	22.5	20.9		23.9	22.3	29.6		60.3	19.9	16.2		49.5	27.2	18.4	
LOS by Move:	D	C	C		C	C	C		E	B	B		D	C	B	
HCM2kAvgQ:	10	4	1		3	3	10		4	9	2		2	15	2	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	12	Average Delay (sec/veh):	20.6
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	2	0	1	
Volume Module:																
Base Vol:	18	4	9		9	2	56		52	500	14		12	645	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	4	9		9	2	56		52	500	14		12	645	18	
Added Vol:	119	0	43		28	0	102		24	374	28		10	155	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	137	4	52		37	2	158		76	874	42		22	800	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	137	4	52		37	2	158		76	874	42		22	800	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	137	4	52		37	2	158		76	874	42		22	800	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	137	4	52		37	2	158		76	874	42		22	800	25	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.60	0.60	0.60		0.82	0.82	0.82		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	0.71	0.02	0.27		0.19	0.01	0.80		1.00	2.00	1.00		1.00	1.94	0.06	
Final Sat.:	772	23	293		277	15	1183		1710	3420	1530		1710	3303	103	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.13	0.13	0.13		0.04	0.26	0.03		0.01	0.24	0.24	
Crit Moves:		****							****					****		
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.08	0.52	0.52		0.03	0.46	0.46	
Volume/Cap:	0.53	0.53	0.53		0.40	0.40	0.40		0.53	0.49	0.05		0.49	0.53	0.53	
Delay/Veh:	28.2	28.2	28.2		25.9	25.9	25.9		47.5	15.9	12.0		56.4	19.6	19.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.2	28.2	28.2		25.9	25.9	25.9		47.5	15.9	12.0		56.4	19.6	19.6	
LOS by Move:	C	C	C		C	C	C		D	B	B		E	B	B	
HCM2kAvgQ:	5	5	5		5	5	5		2	9	1		1	9	9	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	11.9
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	13	6	16		17	10	41		36	462	10		21	615	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	6	16		17	10	41		36	462	10		21	615	11	
Added Vol:	76	25	87		28	19	1		5	423	18		20	95	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	89	31	103		45	29	42		41	885	28		41	710	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	89	31	103		45	29	42		41	885	28		41	710	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	31	103		45	29	42		41	885	28		41	710	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	31	103		45	29	42		41	885	28		41	710	18	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.70	0.89	0.89		0.49	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	0.23	0.77		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1265	369	1224		875	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.08	0.08		0.05	0.02	0.03		0.02	0.26	0.02		0.02	0.21	0.01	
Crit Moves:		****								****			****			
Green/Cycle:	0.23	0.23	0.23		0.23	0.23	0.23		0.08	0.71	0.71		0.07	0.69	0.69	
Volume/Cap:	0.31	0.37	0.37		0.22	0.07	0.12		0.30	0.37	0.03		0.37	0.30	0.02	
Delay/Veh:	32.5	33.1	33.1		31.9	30.3	30.7		44.6	6.0	4.4		46.8	6.1	4.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.5	33.1	33.1		31.9	30.3	30.7		44.6	6.0	4.4		46.8	6.1	4.8	
LOS by Move:	C	C	C		C	C	C		D	A	A		D	A	A	
HCM2kAvgQ:	2	4	4		1	1	1		1	6	0		2	4	0	

Note: Queue reported is the number of cars per lane.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.94		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4534		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4534		1676		1500			
Volume (vph)	0	1738	0	0	1198	774	247	0	993	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1889	0	0	1302	841	268	0	1079	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1889	0	0	2143	0	268	0	1079	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		26.0			80.0		46.0		46.0			
Effective Green, g (s)		28.0			80.0		48.0		48.0			
Actuated g/C Ratio		0.35			1.00		0.60		0.60			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		1686			4534		1006		900			
v/s Ratio Prot		c0.39			0.17		0.16					
v/s Ratio Perm					0.31				c0.72			
v/c Ratio		1.12			0.47		0.27		1.20			
Uniform Delay, d1		26.0			0.0		7.6		16.0			
Progression Factor		0.78			1.00		1.00		1.00			
Incremental Delay, d2		61.1			0.3		0.6		100.3			
Delay (s)		81.4			0.3		8.3		116.3			
Level of Service		F			A		A		F			
Approach Delay (s)		81.4			0.3			94.8			0.0	
Approach LOS		F			A			F			A	

Intersection Summary

HCM Average Control Delay	52.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	EX+P-PM
Command:	EX+P-PM
Volume:	EX-PM
Geometry:	EX GEO
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-PM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	EX+P-PM

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 4 5TH ST/PALMDALE AVE	B	18.2	0.405	D	36.7	0.980	+18.485 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	26.8	0.498	C	32.9	0.831	+ 6.098 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.2	0.456	C	33.3	0.901	+16.078 D/V
# 10 12TH ST/PALMDALE BLVD	A	7.8	0.370	B	16.8	0.623	+ 9.008 D/V
# 11 15TH ST/PALMDALE BLVD	A	5.3	0.324	A	9.7	0.479	+ 4.366 D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	12	Average Delay (sec/veh):	36.7
Optimal Cycle:	165	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 0	1	0	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	124	69	73	32	58	30	41	897	87	94	865	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	124	69	73	32	58	30	41	897	87	94	865	27				
Added Vol:	123	16	101	11	11	28	51	1081	225	186	581	20				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	247	85	174	43	69	58	92	1978	312	280	1446	47				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	247	85	174	43	69	58	92	1978	312	280	1446	47				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	247	85	174	43	69	58	92	1978	312	280	1446	47				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	247	85	174	43	69	58	92	1978	312	280	1446	47				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.62	1.00	0.85	0.70	0.93	0.93	0.95	0.89	0.89	0.95	0.91	0.91				
Lanes:	1.00	1.00	1.00	1.00	0.54	0.46	1.00	2.59	0.41	1.00	2.91	0.09				
Final Sat.:	1109	1800	1530	1262	910	765	1710	4160	656	1710	4736	154				
Capacity Analysis Module:																
Vol/Sat:	0.22	0.05	0.11	0.03	0.08	0.08	0.05	0.48	0.48	0.16	0.31	0.31				
Crit Moves:	****							****		****						
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.49	0.49	0.17	0.55	0.55				
Volume/Cap:	0.98	0.21	0.50	0.15	0.33	0.33	0.55	0.98	0.98	0.98	0.55	0.55				
Delay/Veh:	89.2	31.6	34.8	31.1	32.8	32.8	46.9	39.3	39.3	88.9	14.5	14.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	89.2	31.6	34.8	31.1	32.8	32.8	46.9	39.3	39.3	88.9	14.5	14.5				
LOS by Move:	F	C	C	C	C	C	D	D	D	F	B	B				
HCM2kAvgQ:	12	2	5	1	3	3	4	32	32	10	10	10				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	16	Average Delay (sec/veh):	32.9
Optimal Cycle:	94	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	1	0	1	0 2	1	0
Volume Module:																
Base Vol:	60	192	40	99	296	146	105	861	105	43	803	95				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	60	192	40	99	296	146	105	861	105	43	803	95				
Added Vol:	21	80	30	70	98	65	81	1074	25	25	699	38				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	81	272	70	169	394	211	186	1935	130	68	1502	133				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	81	272	70	169	394	211	186	1935	130	68	1502	133				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	81	272	70	169	394	211	186	1935	130	68	1502	133				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	81	272	70	169	394	211	186	1935	130	68	1502	133				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.92	0.92	0.95	0.90	0.90	0.95	0.90	0.90	0.95	0.90	0.90				
Lanes:	1.00	1.59	0.41	1.00	1.30	0.70	1.00	2.81	0.19	1.00	2.76	0.24				
Final Sat.:	1710	2636	678	1710	2111	1131	1710	4563	307	1710	4460	395				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10	0.10	0.19	0.19	0.11	0.42	0.42	0.04	0.34	0.34				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.06	0.14	0.14	0.14	0.22	0.22	0.14	0.51	0.51	0.05	0.42	0.42				
Volume/Cap:	0.83	0.72	0.72	0.72	0.83	0.83	0.80	0.83	0.83	0.83	0.80	0.80				
Delay/Veh:	89.1	46.1	46.1	51.4	45.0	45.0	59.2	23.3	23.3	95.4	27.5	27.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	89.1	46.1	46.1	51.4	45.0	45.0	59.2	23.3	23.3	95.4	27.5	27.5				
LOS by Move:	F	D	D	D	D	D	E	C	C	F	C	C				
HCM2kAvgQ:	5	7	7	7	12	12	5	19	19	2	16	16				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	12	Average Delay (sec/veh):	33.3
Optimal Cycle:	110	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	1	0	1
Volume Module:																						
Base Vol:	106	115	44		80	124	46		40	933	52		56	709	55							
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	106	115	44		80	124	46		40	933	52		56	709	55							
Added Vol:	120	71	29		75	76	193		324	540	223		28	430	87							
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0							
Initial Fut:	226	186	73		155	200	239		364	1473	275		84	1139	142							
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	226	186	73		155	200	239		364	1473	275		84	1139	142							
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0							
Reduced Vol:	226	186	73		155	200	239		364	1473	275		84	1139	142							
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
FinalVolume:	226	186	73		155	200	239		364	1473	275		84	1139	142							
Saturation Flow Module:																						
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800							
Adjustment:	0.51	1.00	0.85		0.53	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85							
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00							
Final Sat.:	916	1800	1530		958	1800	1530		1710	3420	1530		1710	3420	1530							
Capacity Analysis Module:																						
Vol/Sat:	0.25	0.10	0.05		0.16	0.11	0.16		0.21	0.43	0.18		0.05	0.33	0.09							
Crit Moves:	****								****					****								
Green/Cycle:	0.27	0.27	0.27		0.27	0.27	0.27		0.24	0.54	0.54		0.06	0.37	0.37							
Volume/Cap:	0.90	0.38	0.17		0.59	0.41	0.57		0.90	0.79	0.33		0.79	0.90	0.25							
Delay/Veh:	66.9	29.9	27.9		35.0	30.2	33.1		59.6	20.7	12.9		78.3	38.8	22.1							
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
AdjDel/Veh:	66.9	29.9	27.9		35.0	30.2	33.1		59.6	20.7	12.9		78.3	38.8	22.1							
LOS by Move:	E	C	C		D	C	C		E	C	B		E	D	C							
HCM2kAvgQ:	10	5	2		5	5	7		11	19	4		3	19	3							

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	12	Average Delay (sec/veh):	16.8
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	2	0	1	1	0	1	1	0		
Volume Module:																						
Base Vol:	10	8	19		7	2	32		55	976	15		22	784	21							
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	10	8	19		7	2	32		55	976	15		22	784	21							
Added Vol:	62	0	23		15	0	53		98	258	115		42	385	27							
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0							
Initial Fut:	72	8	42		22	2	85		153	1234	130		64	1169	48							
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	72	8	42		22	2	85		153	1234	130		64	1169	48							
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0							
Reduced Vol:	72	8	42		22	2	85		153	1234	130		64	1169	48							
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
FinalVolume:	72	8	42		22	2	85		153	1234	130		64	1169	48							
Saturation Flow Module:																						
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800							
Adjustment:	0.67	0.67	0.67		0.84	0.84	0.84		0.95	0.95	0.85		0.95	0.94	0.94							
Lanes:	0.59	0.07	0.34		0.20	0.02	0.78		1.00	2.00	1.00		1.00	1.92	0.08							
Final Sat.:	711	79	415		304	28	1176		1710	3420	1530		1710	3265	134							
Capacity Analysis Module:																						
Vol/Sat:	0.10	0.10	0.10		0.07	0.07	0.07		0.09	0.36	0.08		0.04	0.36	0.36							
Crit Moves:		****							****					****								
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.14	0.65	0.65		0.07	0.57	0.57							
Volume/Cap:	0.62	0.62	0.62		0.45	0.45	0.45		0.62	0.55	0.13		0.55	0.62	0.62							
Delay/Veh:	45.2	45.2	45.2		39.1	39.1	39.1		45.2	9.9	6.7		51.0	14.8	14.8							
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
AdjDel/Veh:	45.2	45.2	45.2		39.1	39.1	39.1		45.2	9.9	6.7		51.0	14.8	14.8							
LOS by Move:	D	D	D		D	D	D		D	A	A		D	B	B							
HCM2kAvgQ:	5	5	5		4	4	4		4	11	1		2	13	13							

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	18	8	32		10	7	40		27	947	27		35	814	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	8	32		10	7	40		27	947	27		35	814	13	
Added Vol:	40	25	45		15	28	5		3	219	73		84	410	27	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	58	33	77		25	35	45		30	1166	100		119	1224	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	33	77		25	35	45		30	1166	100		119	1224	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	33	77		25	35	45		30	1166	100		119	1224	40	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	33	77		25	35	45		30	1166	100		119	1224	40	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.65	0.90	0.90		0.42	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	0.30	0.70		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1172	483	1128		747	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.07		0.03	0.02	0.03		0.02	0.34	0.07		0.07	0.36	0.03	
Crit Moves:		****								****			****			
Green/Cycle:	0.14	0.14	0.14		0.14	0.14	0.14		0.04	0.71	0.71		0.15	0.82	0.82	
Volume/Cap:	0.35	0.48	0.48		0.23	0.14	0.21		0.44	0.48	0.09		0.48	0.44	0.03	
Delay/Veh:	39.9	41.0	41.0		39.2	37.7	38.3		51.3	6.4	4.5		40.7	2.7	1.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	39.9	41.0	41.0		39.2	37.7	38.3		51.3	6.4	4.5		40.7	2.7	1.7	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	2	4	4		1	1	1		1	8	1		4	6	0	

Note: Queue reported is the number of cars per lane.

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Forecast Year 2040 Without Project Conditions

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	996	322	0	764	0	0	0	0	158	0	392
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1083	350	0	830	0	0	0	0	172	0	426
RTOR Reduction (vph)	0	0	204	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	0	1083	146	0	830	0	0	0	0	172	0	389
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		60.0	23.0		23.0					29.0		29.0
Effective Green, g (s)		60.0	25.0		25.0					31.0		31.0
Actuated g/C Ratio		1.00	0.42		0.42					0.52		0.52
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	625		1397					866		775
v/s Ratio Prot		0.13			c0.25					0.10		
v/s Ratio Perm		0.19	0.10									c0.26
v/c Ratio		0.32	0.23		0.59					0.20		0.50
Uniform Delay, d1		0.0	11.3		13.6					7.8		9.5
Progression Factor		1.00	1.00		0.98					1.00		1.00
Incremental Delay, d2		0.3	0.9		1.8					0.5		2.3
Delay (s)		0.3	12.2		15.0					8.3		11.8
Level of Service		A	B		B					A		B
Approach Delay (s)		3.2			15.0			0.0			10.8	
Approach LOS		A			B			A			B	

Intersection Summary

HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.95		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4560		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4560		1676		1500			
Volume (vph)	0	803	0	0	876	486	370	0	77	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	873	0	0	952	528	402	0	84	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	28	0	0	0
Lane Group Flow (vph)	0	873	0	0	1480	0	402	0	56	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		22.0			60.0		30.0		30.0			
Effective Green, g (s)		24.0			60.0		32.0		32.0			
Actuated g/C Ratio		0.40			1.00		0.53		0.53			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		1927			4560		894		800			
v/s Ratio Prot		c0.18			0.13		c0.24					
v/s Ratio Perm					0.19				0.04			
v/c Ratio		0.45			0.32		0.45		0.07			
Uniform Delay, d1		13.2			0.0		8.6		6.8			
Progression Factor		0.93			1.00		1.00		1.00			
Incremental Delay, d2		0.8			0.2		1.6		0.2			
Delay (s)		13.0			0.2		10.2		7.0			
Level of Service		B			A		B		A			
Approach Delay (s)		13.0			0.2			9.7			0.0	
Approach LOS		B			A			A			A	

Intersection Summary

HCM Average Control Delay	5.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	C	23.8	0.450	C	23.8	0.450	+ 0.000 D/V
# 4 5TH ST/PALMDALE AVE	C	24.7	0.524	C	24.7	0.524	+ 0.000 D/V
# 5 6TH ST/PALMDALE BLVD	B	16.4	0.315	B	16.4	0.315	+ 0.000 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	25.6	0.389	C	25.6	0.389	+ 0.000 D/V
# 7 9TH ST/PALMDALE BLVD	A	7.6	0.331	A	7.6	0.331	+ 0.000 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.6	0.343	B	17.6	0.343	+ 0.000 D/V
# 9 11TH ST/PALMDALE BLVD	D	30.9	0.206	D	30.9	0.206	+ 0.000 D/V
# 10 12TH ST/PALMDALE BLVD	D	31.3	0.323	D	31.3	0.323	+ 0.000 D/V
# 11 15TH ST/PALMDALE BLVD	E	35.8	0.497	E	35.8	0.497	+ 0.000 D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): 23.8
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	238	181	59		57	115	196		65	569	128		71	758	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	238	181	59		57	115	196		65	569	128		71	758	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	238	181	59		57	115	196		65	569	128		71	758	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	238	181	59		57	115	196		65	569	128		71	758	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	238	181	59		57	115	196		65	569	128		71	758	38	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.68	1.00	0.85		0.60	1.00	0.85		0.95	0.88	0.88		0.95	0.90	0.90	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.45	0.55		1.00	2.86	0.14	
Final Sat.:	1222	1800	1530		1084	1800	1530		1710	3899	877		1710	4647	233	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.10	0.04		0.05	0.06	0.13		0.04	0.15	0.15		0.04	0.16	0.16	
Crit Moves:	****								****					****		
Green/Cycle:	0.43	0.43	0.43		0.43	0.43	0.43		0.08	0.35	0.35		0.10	0.36	0.36	
Volume/Cap:	0.45	0.23	0.09		0.12	0.15	0.30		0.45	0.42	0.42		0.42	0.45	0.45	
Delay/Veh:	20.6	18.0	16.8		17.1	17.3	18.7		45.8	25.1	25.1		44.0	24.5	24.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	20.6	18.0	16.8		17.1	17.3	18.7		45.8	25.1	25.1		44.0	24.5	24.5	
LOS by Move:	C	B	B		B	B	B		D	C	C		D	C	C	
HCM2kAvgQ:	5	3	1		1	2	4		2	5	5		3	7	7	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	24.7
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	313	87	69	12	78	9	12	643	107	96	540	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	313	87	69	12	78	9	12	643	107	96	540	9				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	313	87	69	12	78	9	12	643	107	96	540	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	313	87	69	12	78	9	12	643	107	96	540	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	313	87	69	12	78	9	12	643	107	96	540	9				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.70	1.00	0.85	0.70	0.99	0.99	0.95	0.89	0.89	0.95	0.91	0.91				
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	2.57	0.43	1.00	2.95	0.05				
Final Sat.:	1258	1800	1530	1258	1590	183	1710	4124	686	1710	4824	80				
Capacity Analysis Module:																
Vol/Sat:	0.25	0.05	0.05	0.01	0.05	0.05	0.01	0.16	0.16	0.06	0.11	0.11				
Crit Moves:	****							****		****						
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.02	0.30	0.30	0.11	0.38	0.38				
Volume/Cap:	0.52	0.10	0.09	0.02	0.10	0.10	0.29	0.52	0.52	0.52	0.29	0.29				
Delay/Veh:	19.2	14.5	14.5	13.9	14.5	14.5	52.0	29.6	29.6	45.0	21.7	21.7				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	19.2	14.5	14.5	13.9	14.5	14.5	52.0	29.6	29.6	45.0	21.7	21.7				
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C				
HCM2kAvgQ:	7	1	1	0	1	1	1	7	7	3	4	4				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	12	Average Delay (sec/veh):	16.4
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	14	85	8	117	79	11	37	608	34	12	541	124				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	85	8	117	79	11	37	608	34	12	541	124				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	14	85	8	117	79	11	37	608	34	12	541	124				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	85	8	117	79	11	37	608	34	12	541	124				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	14	85	8	117	79	11	37	608	34	12	541	124				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.71	1.00	0.85	0.70	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1269	1800	1530	1262	1800	1530	1710	3420	1530	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.05	0.01	0.09	0.04	0.01	0.02	0.18	0.02	0.01	0.16	0.08				
Crit Moves:				****				****		****						
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.07	0.56	0.56	0.02	0.52	0.52				
Volume/Cap:	0.04	0.16	0.02	0.32	0.15	0.02	0.31	0.32	0.04	0.32	0.31	0.16				
Delay/Veh:	25.2	26.3	25.1	28.0	26.2	25.1	45.6	11.7	9.8	52.9	14.0	12.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.2	26.3	25.1	28.0	26.2	25.1	45.6	11.7	9.8	52.9	14.0	12.9				
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B				
HCM2kAvgQ:	0	2	0	3	2	0	1	5	0	0	5	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 16 Average Delay (sec/veh): 25.6
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	42	213	24		93	214	40		56	553	107		50	578	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	213	24		93	214	40		56	553	107		50	578	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	42	213	24		93	214	40		56	553	0		50	578	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	213	24		93	214	40		56	553	0		50	578	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	42	213	24		93	214	40		56	553	0		50	578	109	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	0.94	0.94		0.95	0.93	0.93		0.95	0.95	1.00		0.95	0.95	0.85	
Lanes:	1.00	1.80	0.20		1.00	1.69	0.31		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1710	3028	341		1710	2812	526		1710	3420	1800		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.07		0.05	0.08	0.08		0.03	0.16	0.00		0.03	0.17	0.07	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.18	0.18		0.14	0.24	0.24		0.08	0.44	0.00		0.08	0.43	0.43	
Volume/Cap:	0.31	0.39	0.39		0.39	0.31	0.31		0.39	0.37	0.00		0.37	0.39	0.16	
Delay/Veh:	44.9	36.5	36.5		40.2	31.3	31.3		45.1	18.9	0.0		45.3	19.4	17.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.9	36.5	36.5		40.2	31.3	31.3		45.1	18.9	0.0		45.3	19.4	17.3	
LOS by Move:	D	D	D		D	C	C		D	B	A		D	B	B	
HCM2kAvgQ:	2	4	4		3	3	3		2	6	0		1	6	2	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 12 Average Delay (sec/veh): 7.6
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	10	7	13		33	11	17		41	625	24		10	803	25	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	7	13		33	11	17		41	625	24		10	803	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	10	7	13		33	11	17		41	625	24		10	803	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	7	13		33	11	17		41	625	24		10	803	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	10	7	13		33	11	17		41	625	24		10	803	25	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.76	1.00	0.85		0.76	1.00	0.85		0.95	0.94	0.94		0.95	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.93	0.07		1.00	1.94	0.06	
Final Sat.:	1368	1800	1530		1373	1800	1530		1710	3274	126		1710	3303	103	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01		0.02	0.01	0.01		0.02	0.19	0.19		0.01	0.24	0.24	
Crit Moves:					****				****					****		
Green/Cycle:	0.07	0.07	0.07		0.07	0.07	0.07		0.07	0.78	0.78		0.02	0.73	0.73	
Volume/Cap:	0.10	0.05	0.12		0.33	0.08	0.15		0.33	0.24	0.24		0.24	0.33	0.33	
Delay/Veh:	43.8	43.3	43.8		46.0	43.5	44.1		45.6	2.9	2.9		51.0	4.7	4.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.8	43.3	43.8		46.0	43.5	44.1		45.6	2.9	2.9		51.0	4.7	4.7	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	0	0	0		1	0	1		1	3	3		0	5	5	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 12 Average Delay (sec/veh): 17.6
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	107	99	18		58	102	82		47	554	60		20	637	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	99	18		58	102	82		47	554	60		20	637	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	107	99	18		58	102	82		47	554	60		20	637	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	99	18		58	102	82		47	554	60		20	637	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	99	18		58	102	82		47	554	60		20	637	29	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.68	1.00	0.85		0.68	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1217	1800	1530		1226	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.06	0.01		0.05	0.06	0.05		0.03	0.16	0.04		0.01	0.19	0.02	
Crit Moves:	****								****					****		
Green/Cycle:	0.26	0.26	0.26		0.26	0.26	0.26		0.08	0.58	0.58		0.04	0.54	0.54	
Volume/Cap:	0.34	0.21	0.05		0.18	0.22	0.21		0.34	0.28	0.07		0.28	0.34	0.03	
Delay/Veh:	31.0	29.5	28.0		29.3	29.5	29.5		45.0	10.5	9.1		48.5	12.9	10.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.0	29.5	28.0		29.3	29.5	29.5		45.0	10.5	9.1		48.5	12.9	10.6	
LOS by Move:	C	C	C		C	C	C		D	B	A		D	B	B	
HCM2kAvgQ:	3	2	0		1	3	2		1	4	1		1	6	0	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[30.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	27	6	19		5	9	21		21	525	36		130	591	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	6	19		5	9	21		21	525	36		130	591	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	6	19		5	9	21		21	525	36		130	591	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	27	6	19		5	9	21		21	525	36		130	591	26	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1127	1444	263		1172	1467	309		617	xxxx	xxxxx		561	xxxx	xxxxx	
Potent Cap.:	162	133	742		150	129	693		973	xxxx	xxxxx		1020	xxxx	xxxxx	
Move Cap.:	131	114	742		125	110	693		973	xxxx	xxxxx		1020	xxxx	xxxxx	
Volume/Cap:	0.21	0.05	0.03		0.04	0.08	0.03		0.02	xxxx	xxxx		0.13	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.1		xxxx	xxxx	0.1		0.1	xxxx	xxxxx		0.4	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	10.0		xxxxx	xxxx	10.4		8.8	xxxx	xxxxx		9.0	xxxx	xxxxx	
LOS by Move:	*	*	A		*	*	B		A	*	*		A	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	127	xxxx	xxxxx		115	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	1.0	xxxx	xxxxx		0.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	42.9	xxxx	xxxxx		40.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	E	*	*		E	*	*		*	*	*		*	*	*	
ApproachDel:	30.9				22.5				xxxxxx				xxxxxx			
ApproachLOS:	D				C				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[31.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	62	11	27		7	4	52		49	484	33		24	604	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	62	11	27		7	4	52		49	484	33		24	604	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	11	27		7	4	52		49	484	33		24	604	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	62	11	27		7	4	52		49	484	33		24	604	14	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	934	1248	242		1005	1274	309		618	xxxx	xxxxx		517	xxxx	xxxxx	
Potent Cap.:	224	175	765		199	169	693		972	xxxx	xxxxx		1059	xxxx	xxxxx	
Move Cap.:	192	162	765		172	157	693		972	xxxx	xxxxx		1059	xxxx	xxxxx	
Volume/Cap:	0.32	0.07	0.04		0.04	0.03	0.08		0.05	xxxx	xxxx		0.02	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.9	xxxx	xxxxx		8.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	234	xxxxx		xxxx	446	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	2.0	xxxxx		xxxxx	0.5	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	31.3	xxxxx		xxxxx	14.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	D	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	31.3				14.4				xxxxxx				xxxxxx			
ApproachLOS:	D				B				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: E[35.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	69	16	46		13	53	56		32	436	68		73	544	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	16	46		13	53	56		32	436	68		73	544	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	69	16	46		13	53	56		32	436	68		73	544	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	69	16	46		13	53	56		32	436	68		73	544	5	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	945	1195	218		980	1258	272		549	xxxx	xxxxx		504	xxxx	xxxxx	
Potent Cap.:	220	188	792		207	172	732		1031	xxxx	xxxxx		1071	xxxx	xxxxx	
Move Cap.:	139	170	792		168	156	732		1031	xxxx	xxxxx		1071	xxxx	xxxxx	
Volume/Cap:	0.50	0.09	0.06		0.08	0.34	0.08		0.03	xxxx	xxxx		0.07	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	2.3	xxxx	xxxxx		0.2	1.4	0.2		0.1	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	54.1	xxxx	xxxxx		28.3	39.6	10.3		8.6	xxxx	xxxxx		8.6	xxxx	xxxxx	
LOS by Move:	F	*	*		D	E	B		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	407		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	15.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	C		*	*	*		*	*	*		*	*	*	
ApproachDel:	35.8				25.0				xxxxxx				xxxxxx			
ApproachLOS:	E				C				*				*			

Note: Queue reported is the number of cars per lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	1140	228	0	1405	0	0	0	0	361	0	475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1239	248	0	1527	0	0	0	0	392	0	516
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	1239	132	0	1527	0	0	0	0	392	0	503
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		60.0	30.0		30.0					22.0		22.0
Effective Green, g (s)		60.0	32.0		32.0					24.0		24.0
Actuated g/C Ratio		1.00	0.53		0.53					0.40		0.40
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	800		1788					670		600
v/s Ratio Prot		0.20			c0.46					0.23		
v/s Ratio Perm		0.17	0.09									c0.34
v/c Ratio		0.37	0.17		0.85					0.59		0.84
Uniform Delay, d1		0.0	7.2		12.0					14.1		16.2
Progression Factor		1.00	1.00		0.98					1.00		1.00
Incremental Delay, d2		0.3	0.4		4.4					3.7		13.1
Delay (s)		0.3	7.6		16.3					17.8		29.4
Level of Service		A	A		B					B		C
Approach Delay (s)		1.5			16.3			0.0			24.4	
Approach LOS		A			B			A			C	

Intersection Summary

HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.93		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4504		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4504		1676		1500			
Volume (vph)	0	1286	0	0	763	584	795	0	400	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1398	0	0	829	635	864	0	435	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	0	1398	0	0	1464	0	864	0	434	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		18.0			60.0		34.0		34.0			
Effective Green, g (s)		20.0			60.0		36.0		36.0			
Actuated g/C Ratio		0.33			1.00		0.60		0.60			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		1606			4504		1006		900			
v/s Ratio Prot		c0.29			0.11		c0.52					
v/s Ratio Perm					0.22				0.29			
v/c Ratio		0.87			0.33		0.86		0.48			
Uniform Delay, d1		18.8			0.0		9.9		6.8			
Progression Factor		0.83			1.00		1.00		1.00			
Incremental Delay, d2		6.4			0.2		9.5		1.8			
Delay (s)		22.0			0.2		19.4		8.6			
Level of Service		C			A		B		A			
Approach Delay (s)		22.0			0.2			15.8			0.0	
Approach LOS		C			A			B			A	

Intersection Summary

HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	C	25.3	0.637	C	25.3	0.637	+ 0.000 D/V
# 4 5TH ST/PALMDALE AVE	C	28.0	0.729	C	28.0	0.729	+ 0.000 D/V
# 5 6TH ST/PALMDALE BLVD	B	18.4	0.508	B	18.4	0.508	+ 0.000 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	27.0	0.600	C	27.0	0.600	+ 0.000 D/V
# 7 9TH ST/PALMDALE BLVD	B	14.0	0.503	B	14.0	0.503	+ 0.000 D/V
# 8 10TH ST/PALMDALE BLVD	B	18.0	0.498	B	18.0	0.498	+ 0.000 D/V
# 9 11TH ST/PALMDALE BLVD	F	107.2	0.464	F	107.2	0.464	+ 0.000 D/V
# 10 12TH ST/PALMDALE BLVD	F	383.9	1.004	F	383.9	1.004	+ 0.000 D/V
# 11 15TH ST/PALMDALE BLVD	F	OVRFL	2.744	F	OVRFL	2.744	Nan D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	236	204	63		67	144	139		232	1179	330		55	841	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	236	204	63		67	144	139		232	1179	330		55	841	97	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	236	204	63		67	144	139		232	1179	330		55	841	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	204	63		67	144	139		232	1179	330		55	841	97	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	236	204	63		67	144	139		232	1179	330		55	841	97	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.62	1.00	0.85		0.54	1.00	0.85		0.95	0.88	0.88		0.95	0.90	0.90	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.34	0.66		1.00	2.69	0.31	
Final Sat.:	1121	1800	1530		967	1800	1530		1710	3713	1039		1710	4340	501	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.11	0.04		0.07	0.08	0.09		0.14	0.32	0.32		0.03	0.19	0.19	
Crit Moves:	****									****			****			
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.23	0.50	0.50		0.05	0.32	0.32	
Volume/Cap:	0.64	0.34	0.12		0.21	0.24	0.27		0.60	0.64	0.64		0.64	0.60	0.60	
Delay/Veh:	32.0	25.6	23.5		24.4	24.6	24.9		37.2	19.0	19.0		61.3	29.1	29.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.0	25.6	23.5		24.4	24.6	24.9		37.2	19.0	19.0		61.3	29.1	29.1	
LOS by Move:	C	C	C		C	C	C		D	B	B		E	C	C	
HCM2kAvgQ:	7	5	1		2	3	3		6	11	11		3	9	9	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12	Average Delay (sec/veh):	28.0
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	0	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	391	69	53	11	74	46	59	938	324	90	1010	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	391	69	53	11	74	46	59	938	324	90	1010	10				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	391	69	53	11	74	46	59	938	324	90	1010	10				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	391	69	53	11	74	46	59	938	324	90	1010	10				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	391	69	53	11	74	46	59	938	324	90	1010	10				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.68	1.00	0.85	0.71	0.94	0.94	0.95	0.87	0.87	0.95	0.91	0.91				
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.23	0.77	1.00	2.97	0.03				
Final Sat.:	1217	1800	1530	1283	1047	651	1710	3510	1212	1710	4861	48				
Capacity Analysis Module:																
Vol/Sat:	0.32	0.04	0.03	0.01	0.07	0.07	0.03	0.27	0.27	0.05	0.21	0.21				
Crit Moves:	****							****		****						
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.06	0.37	0.37	0.07	0.38	0.38				
Volume/Cap:	0.73	0.09	0.08	0.02	0.16	0.16	0.55	0.73	0.73	0.73	0.55	0.55				
Delay/Veh:	28.0	16.3	16.2	15.8	16.9	16.9	51.6	29.0	29.0	65.0	24.9	24.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	28.0	16.3	16.2	15.8	16.9	16.9	51.6	29.0	29.0	65.0	24.9	24.9				
LOS by Move:	C	B	B	B	B	B	D	C	C	E	C	C				
HCM2kAvgQ:	11	1	1	0	2	2	3	14	14	3	9	9				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	12	Average Delay (sec/veh):	18.4
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	47	90	29	196	114	20	55	871	33	19	885	138				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	47	90	29	196	114	20	55	871	33	19	885	138				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	47	90	29	196	114	20	55	871	33	19	885	138				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	47	90	29	196	114	20	55	871	33	19	885	138				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	47	90	29	196	114	20	55	871	33	19	885	138				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.67	1.00	0.85	0.70	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1197	1800	1530	1255	1800	1530	1710	3420	1530	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.05	0.02	0.16	0.06	0.01	0.03	0.25	0.02	0.01	0.26	0.09				
Crit Moves:				****			****				****					
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.55	0.55	0.02	0.51	0.51				
Volume/Cap:	0.13	0.16	0.06	0.51	0.21	0.04	0.51	0.46	0.04	0.46	0.51	0.18				
Delay/Veh:	25.1	25.4	24.5	29.5	25.8	24.3	49.3	13.9	10.4	56.3	16.5	13.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.1	25.4	24.5	29.5	25.8	24.3	49.3	13.9	10.4	56.3	16.5	13.3				
LOS by Move:	C	C	C	C	C	C	D	B	B	E	B	B				
HCM2kAvgQ:	1	2	1	5	3	0	2	8	0	1	9	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	16	Average Delay (sec/veh):	27.0
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	68	231	102	137	304	90	55	949	86	76	850	106				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	68	231	102	137	304	90	55	949	86	76	850	106				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	68	231	102	137	304	90	55	949	0	76	850	106				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	68	231	102	137	304	90	55	949	0	76	850	106				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	68	231	102	137	304	90	55	949	0	76	850	106				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.95	1.00	0.95	0.95	0.85				
Lanes:	1.00	1.39	0.61	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1710	2263	999	1710	2549	755	1710	3420	1800	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.10	0.08	0.12	0.12	0.03	0.28	0.00	0.04	0.25	0.07				
Crit Moves:		****		****				****		****						
Green/Cycle:	0.08	0.17	0.17	0.13	0.23	0.23	0.06	0.46	0.00	0.07	0.47	0.47				
Volume/Cap:	0.52	0.60	0.60	0.60	0.52	0.52	0.52	0.60	0.00	0.60	0.52	0.15				
Delay/Veh:	48.3	40.2	40.2	45.2	34.5	34.5	50.2	20.6	0.0	52.6	18.7	14.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	48.3	40.2	40.2	45.2	34.5	34.5	50.2	20.6	0.0	52.6	18.7	14.9				
LOS by Move:	D	D	D	D	C	C	D	C	A	D	B	B				
HCM2kAvgQ:	3	6	6	5	6	6	2	11	0	2	9	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	12	Average Delay (sec/veh):	14.0
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	65	18	20	114	24	43	90	1114	19	20	975	61				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	65	18	20	114	24	43	90	1114	19	20	975	61				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	65	18	20	114	24	43	90	1114	19	20	975	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	65	18	20	114	24	43	90	1114	19	20	975	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	65	18	20	114	24	43	90	1114	19	20	975	61				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00	1.88	0.12				
Final Sat.:	1348	1800	1530	1357	1800	1530	1710	3353	57	1710	3190	200				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.01	0.08	0.01	0.03	0.05	0.33	0.33	0.01	0.31	0.31				
Crit Moves:				****			****				****					
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.10	0.69	0.69	0.02	0.61	0.61				
Volume/Cap:	0.29	0.06	0.08	0.50	0.08	0.17	0.50	0.48	0.48	0.48	0.50	0.50				
Delay/Veh:	37.2	35.1	35.3	39.6	35.3	36.0	44.6	7.4	7.4	56.8	11.3	11.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	37.2	35.1	35.3	39.6	35.3	36.0	44.6	7.4	7.4	56.8	11.3	11.3				
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	B				
HCM2kAvgQ:	2	0	1	4	1	1	3	8	8	1	9	9				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 12 Average Delay (sec/veh): 18.0
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	137	107	22		50	119	73		80	1012	86		39	818	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	137	107	22		50	119	73		80	1012	86		39	818	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	137	107	22		50	119	73		80	1012	86		39	818	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	137	107	22		50	119	73		80	1012	86		39	818	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	137	107	22		50	119	73		80	1012	86		39	818	46	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.64	1.00	0.85		0.66	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1147	1800	1530		1192	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.06	0.01		0.04	0.07	0.05		0.05	0.30	0.06		0.02	0.24	0.03	
Crit Moves:	****									****			****			
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.10	0.59	0.59		0.05	0.54	0.54	
Volume/Cap:	0.50	0.25	0.06		0.17	0.28	0.20		0.45	0.50	0.09		0.50	0.45	0.06	
Delay/Veh:	34.2	31.0	29.4		30.4	31.3	30.6		43.8	11.9	8.8		51.5	14.4	11.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.2	31.0	29.4		30.4	31.3	30.6		43.8	11.9	8.8		51.5	14.4	11.2	
LOS by Move:	C	C	C		C	C	C		D	B	A		D	B	B	
HCM2kAvgQ:	4	3	1		1	3	2		2	9	1		2	8	1	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: F[107.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	20	14	37		16	14	27		46	988	31		64	859	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	14	37		16	14	27		46	988	31		64	859	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	14	37		16	14	27		46	988	31		64	859	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	20	14	37		16	14	27		46	988	31		64	859	17	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1645	2084	494		1589	2107	438		876	xxxx	xxxxx		1019	xxxx	xxxxx	
Potent Cap.:	67	54	526		74	52	572		779	xxxx	xxxxx		689	xxxx	xxxxx	
Move Cap.:	43	46	526		47	44	572		779	xxxx	xxxxx		689	xxxx	xxxxx	
Volume/Cap:	0.46	0.31	0.07		0.34	0.32	0.05		0.06	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.2		xxxx	xxxx	0.1		0.2	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.4		xxxxx	xxxx	11.6		9.9	xxxx	xxxxx		10.8	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	B		A	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	44	xxxx	xxxxx		46	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	3.0	xxxx	xxxxx		2.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	210.3	xxxx	xxxxx		177.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	107.2				99.2				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 26.9 Worst Case Level Of Service: F[383.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0	0	0	1!	0	1	0	2	0	1	1	0	1
Volume Module:																
Base Vol:	56	24	61		5	7	39		49	936	77		68	798	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	24	61		5	7	39		49	936	77		68	798	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	24	61		5	7	39		49	936	77		68	798	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	56	24	61		5	7	39		49	936	77		68	798	11	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1573	1979	468		1518	2051	405		809	xxxx	xxxxx		1013	xxxx	xxxxx	
Potent Cap.:	76	62	547		83	56	601		825	xxxx	xxxxx		692	xxxx	xxxxx	
Move Cap.:	56	53	547		43	48	601		825	xxxx	xxxxx		692	xxxx	xxxxx	
Volume/Cap:	1.00	0.45	0.11		0.12	0.15	0.06		0.06	xxxx	xxxx		0.10	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.6	xxxx	xxxxx		10.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	90	xxxxx		xxxx	155	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	11.1	xxxxx		xxxxx	1.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	384	xxxxx		xxxxx	39.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*		*	E	*		*	*	*		*	*	*	
ApproachDel:	383.9				39.1				xxxxxx				xxxxxx			
ApproachLOS:	F				E				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1	0	1	0	1	1	0	2	0	1	1	0	1
Volume Module:																
Base Vol:	93	62	101		6	19	37		62	882	119		102	816	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	62	101		6	19	37		62	882	119		102	816	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	62	101		6	19	37		62	882	119		102	816	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	93	62	101		6	19	37		62	882	119		102	816	20	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1628	2046	441		1616	2145	408		836	xxxx	xxxxx		1001	xxxx	xxxxx	
Potent Cap.:	69	57	570		70	49	598		807	xxxx	xxxxx		700	xxxx	xxxxx	
Move Cap.:	34	45	570		0	39	598		807	xxxx	xxxxx		700	xxxx	xxxxx	
Volume/Cap:	2.74	1.39	0.18		xxxx	0.49	0.06		0.08	xxxx	xxxx		0.15	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	10.7	xxxx	xxxxx		xxxx	1.7	0.2		0.2	xxxx	xxxxx		0.5	xxxx	xxxxx	
Control Del:	1038	xxxx	xxxxx		xxxxx	167	11.4		9.8	xxxx	xxxxx		11.0	xxxx	xxxxx	
LOS by Move:	F	*	*		*	F	B		A	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	104		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	12.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	367.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	F		*	*	*		*	*	*		*	*	*	
ApproachDel:	610.8				+Inf				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

Forecast Year 2040 With Project Conditions

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	1084	322	0	1155	0	0	0	0	187	0	392
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1178	350	0	1255	0	0	0	0	203	0	426
RTOR Reduction (vph)	0	0	169	0	0	0	0	0	0	0	0	24
Lane Group Flow (vph)	0	1178	181	0	1255	0	0	0	0	203	0	402
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		60.0	29.0		29.0					23.0		23.0
Effective Green, g (s)		60.0	31.0		31.0					25.0		25.0
Actuated g/C Ratio		1.00	0.52		0.52					0.42		0.42
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	775		1732					698		625
v/s Ratio Prot		0.18			c0.37					0.12		
v/s Ratio Perm		0.17	0.12									c0.27
v/c Ratio		0.35	0.23		0.72					0.29		0.64
Uniform Delay, d1		0.0	8.0		11.2					11.6		13.9
Progression Factor		1.00	1.00		0.87					1.00		1.00
Incremental Delay, d2		0.3	0.7		2.3					1.1		5.0
Delay (s)		0.3	8.7		12.1					12.7		19.0
Level of Service		A	A		B					B		B
Approach Delay (s)		2.2			12.1			0.0			16.9	
Approach LOS		A			B			A			B	

Intersection Summary

HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.96		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4628		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4628		1676		1500			
Volume (vph)	0	920	0	0	1714	608	370	0	181	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	0	0	1863	661	402	0	197	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	21	0	0	0
Lane Group Flow (vph)	0	1000	0	0	2524	0	402	0	176	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		23.0			60.0		29.0		29.0			
Effective Green, g (s)		25.0			60.0		31.0		31.0			
Actuated g/C Ratio		0.42			1.00		0.52		0.52			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		2008			4628		866		775			
v/s Ratio Prot		0.21			c0.23		0.24					
v/s Ratio Perm					0.32				0.12			
v/c Ratio		0.50			0.55		0.46		0.23			
Uniform Delay, d1		12.9			0.0		9.2		7.9			
Progression Factor		0.88			1.00		1.00		1.00			
Incremental Delay, d2		0.9			0.4		1.8		0.7			
Delay (s)		12.1			0.4		11.0		8.6			
Level of Service		B			A		B		A			
Approach Delay (s)		12.1			0.4			10.2			0.0	
Approach LOS		B			A			B			A	

Intersection Summary

HCM Average Control Delay	4.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	C	23.8	0.450	C	24.1	0.713	+ 0.322 D/V
# 4 5TH ST/PALMDALE AVE	C	24.7	0.524	D	35.9	0.882	+11.200 D/V
# 5 6TH ST/PALMDALE BLVD	B	16.4	0.315	B	16.1	0.546	-0.303 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	25.6	0.389	C	26.8	0.656	+ 1.215 D/V
# 7 9TH ST/PALMDALE BLVD	A	7.6	0.331	A	8.7	0.556	+ 1.165 D/V
# 8 10TH ST/PALMDALE BLVD	B	17.6	0.343	C	25.5	0.710	+ 7.934 D/V
# 9 11TH ST/PALMDALE BLVD	D	30.9	0.206	F	OVRFL	4.021	+1123.766 D/
# 10 12TH ST/PALMDALE BLVD	D	31.3	0.323	F	OVRFL	2.807	+1016.402 D/
# 11 15TH ST/PALMDALE BLVD	E	35.8	0.497	F	OVRFL	1.379	+ +Inf D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	238	181	59		57	115	196		65	569	128		71	758	38	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	238	181	59		57	115	196		65	569	128		71	758	38	
Added Vol:	52	16	1		0	7	36		8	201	12		2	873	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	290	197	60		57	122	232		73	770	140		73	1631	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	290	197	60		57	122	232		73	770	140		73	1631	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	197	60		57	122	232		73	770	140		73	1631	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	290	197	60		57	122	232		73	770	140		73	1631	38	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.66	1.00	0.85		0.55	1.00	0.85		0.95	0.89	0.89		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.54	0.46		1.00	2.93	0.07	
Final Sat.:	1186	1800	1530		994	1800	1530		1710	4062	739		1710	4788	112	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.11	0.04		0.06	0.07	0.15		0.04	0.19	0.19		0.04	0.34	0.34	
Crit Moves:	****								****					****		
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.06	0.44	0.44		0.10	0.48	0.48	
Volume/Cap:	0.71	0.32	0.11		0.17	0.20	0.44		0.71	0.43	0.43		0.43	0.71	0.71	
Delay/Veh:	34.5	24.6	22.6		23.2	23.3	26.1		67.2	19.6	19.6		44.2	21.8	21.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.5	24.6	22.6		23.2	23.3	26.1		67.2	19.6	19.6		44.2	21.8	21.8	
LOS by Move:	C	C	C		C	C	C		E	B	B		D	C	C	
HCM2kAvgQ:	9	5	1		1	3	6		2	6	6		3	16	16	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	12	Average Delay (sec/veh):	35.9
Optimal Cycle:	102	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																		
Base Vol:	313	87	69		12	78	9		12	643	107		96	540	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	313	87	69		12	78	9		12	643	107		96	540	9	
Added Vol:	257	8	212		23	17	59		14	132	62		51	538	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	570	95	281		35	95	68		26	775	169		147	1078	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	570	95	281		35	95	68		26	775	169		147	1078	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	570	95	281		35	95	68		26	775	169		147	1078	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	570	95	281		35	95	68		26	775	169		147	1078	14	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.64	1.00	0.85		0.69	0.94	0.94		0.95	0.89	0.89		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	0.58	0.42		1.00	2.46	0.54		1.00	2.96	0.04	
Final Sat.:	1157	1800	1530		1247	983	704		1710	3925	856		1710	4841	63	
Capacity Analysis Module:																		
Vol/Sat:	0.49	0.05	0.18		0.03	0.10	0.10		0.02	0.20	0.20		0.09	0.22	0.22	
Crit Moves:	****									****			****			
Green/Cycle:	0.56	0.56	0.56		0.56	0.56	0.56		0.02	0.22	0.22		0.10	0.30	0.30	
Volume/Cap:	0.88	0.09	0.33		0.05	0.17	0.17		0.74	0.88	0.88		0.88	0.74	0.74	
Delay/Veh:	32.6	10.3	12.2		10.1	10.9	10.9		106.8	46.2	46.2		82.6	33.5	33.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.6	10.3	12.2		10.1	10.9	10.9		106.8	46.2	46.2		82.6	33.5	33.5	
LOS by Move:	C	B	B		B	B	B		F	D	D		F	C	C	
HCM2kAvgQ:	19	1	5		0	2	2		2	14	14		5	11	11	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	0	1
Volume Module:																		
Base Vol:	14	85	8		117	79	11		37	608	34		12	541	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	85	8		117	79	11		37	608	34		12	541	124	
Added Vol:	19	43	28		14	26	16		31	331	4		7	558	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	33	128	36		131	105	27		68	939	38		19	1099	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	128	36		131	105	27		68	939	38		19	1099	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	128	36		131	105	27		68	939	38		19	1099	134	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	128	36		131	105	27		68	939	38		19	1099	134	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.66	1.00	0.85		0.61	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1188	1800	1530		1098	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.07	0.02		0.12	0.06	0.02		0.04	0.27	0.02		0.01	0.32	0.09	
Crit Moves:					****				****					****		
Green/Cycle:	0.22	0.22	0.22		0.22	0.22	0.22		0.07	0.64	0.64		0.03	0.59	0.59	
Volume/Cap:	0.13	0.33	0.11		0.55	0.27	0.08		0.55	0.43	0.04		0.43	0.55	0.15	
Delay/Veh:	31.6	33.4	31.4		37.3	32.8	31.2		49.7	9.3	6.8		54.7	12.8	9.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.6	33.4	31.4		37.3	32.8	31.2		49.7	9.3	6.8		54.7	12.8	9.4	
LOS by Move:	C	C	C		D	C	C		D	A	A		D	B	A	
HCM2kAvgQ:	1	3	1		4	3	1		2	7	0		1	10	2	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	16	Average Delay (sec/veh):	26.8
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	42	213	24		93	214	40		56	553	107		50	578	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	213	24		93	214	40		56	553	107		50	578	109	
Added Vol:	18	98	20		19	64	33		42	313	17		30	524	80	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	60	311	44		112	278	73		98	866	124		80	1102	189	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	60	311	44		112	278	73		98	866	0		80	1102	189	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	311	44		112	278	73		98	866	0		80	1102	189	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	60	311	44		112	278	73		98	866	0		80	1102	189	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	0.93	0.93		0.95	0.92	0.92		0.95	0.95	1.00		0.95	0.95	0.85	
Lanes:	1.00	1.75	0.25		1.00	1.58	0.42		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1710	2939	416		1710	2625	689		1710	3420	1800		1710	3420	1530	
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.11	0.11		0.07	0.11	0.11		0.06	0.25	0.00		0.05	0.32	0.12	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.07	0.16	0.16		0.10	0.20	0.20		0.09	0.49	0.00		0.09	0.49	0.49	
Volume/Cap:	0.54	0.66	0.66		0.66	0.54	0.54		0.66	0.52	0.00		0.52	0.66	0.25	
Delay/Veh:	50.6	42.2	42.2		52.3	37.0	37.0		54.3	17.8	0.0		46.5	20.0	14.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	42.2	42.2		52.3	37.0	37.0		54.3	17.8	0.0		46.5	20.0	14.9	
LOS by Move:	D	D	D		D	D	D		D	B	A		D	C	B	
HCM2kAvgQ:	3	7	7		5	6	6		3	9	0		2	13	3	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	12	Average Delay (sec/veh):	8.7
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	10	7	13		33	11	17		41	625	24		10	803	25	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	7	13		33	11	17		41	625	24		10	803	25	
Added Vol:	31	0	20		30	0	12		2	342	7		5	592	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	41	7	33		63	11	29		43	967	31		15	1395	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	7	33		63	11	29		43	967	31		15	1395	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	7	33		63	11	29		43	967	31		15	1395	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	41	7	33		63	11	29		43	967	31		15	1395	30	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.76	1.00	0.85		0.76	1.00	0.85		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.94	0.06		1.00	1.96	0.04	
Final Sat.:	1368	1800	1530		1373	1800	1530		1710	3297	106		1710	3338	72	
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.00	0.02		0.05	0.01	0.02		0.03	0.29	0.29		0.01	0.42	0.42	
Crit Moves:					****				****					****		
Green/Cycle:	0.08	0.08	0.08		0.08	0.08	0.08		0.05	0.77	0.77		0.02	0.75	0.75	
Volume/Cap:	0.36	0.05	0.26		0.56	0.07	0.23		0.56	0.38	0.38		0.38	0.56	0.56	
Delay/Veh:	45.4	42.4	44.1		50.1	42.6	43.8		55.4	3.7	3.7		54.1	5.5	5.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.4	42.4	44.1		50.1	42.6	43.8		55.4	3.7	3.7		54.1	5.5	5.5	
LOS by Move:	D	D	D		D	D	D		E	A	A		D	A	A	
HCM2kAvgQ:	2	0	1		3	0	1		1	5	5		0	10	10	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 12 Average Delay (sec/veh): 25.5
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	107	99	18		58	102	82		47	554	60		20	637	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	99	18		58	102	82		47	554	60		20	637	29	
Added Vol:	194	140	24		96	78	85		60	288	45		28	323	111	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	301	239	42		154	180	167		107	842	105		48	960	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	301	239	42		154	180	167		107	842	105		48	960	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	239	42		154	180	167		107	842	105		48	960	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	301	239	42		154	180	167		107	842	105		48	960	140	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.59	1.00	0.85		0.52	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1069	1800	1530		941	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.13	0.03		0.16	0.10	0.11		0.06	0.25	0.07		0.03	0.28	0.09	
Crit Moves:	****								****					****		
Green/Cycle:	0.40	0.40	0.40		0.40	0.40	0.40		0.09	0.43	0.43		0.05	0.40	0.40	
Volume/Cap:	0.71	0.33	0.07		0.41	0.25	0.28		0.71	0.57	0.16		0.57	0.71	0.23	
Delay/Veh:	30.9	21.3	18.8		22.5	20.4	20.7		58.9	21.8	17.3		55.2	27.2	20.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.9	21.3	18.8		22.5	20.4	20.7		58.9	21.8	17.3		55.2	27.2	20.3	
LOS by Move:	C	C	B		C	C	C		E	C	B		E	C	C	
HCM2kAvgQ:	9	5	1		4	4	4		3	10	2		2	14	3	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): 114.7 Worst Case Level Of Service: F[1154.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	27	6	19		5	9	21		21	525	36		130	591	26	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	6	19		5	9	21		21	525	36		130	591	26	
Added Vol:	120	0	48		31	0	43		10	370	28		11	298	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	147	6	67		36	9	64		31	895	64		141	889	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	147	6	67		36	9	64		31	895	64		141	889	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	147	6	67		36	9	64		31	895	64		141	889	33	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1688	2161	448		1700	2209	461		922	xxxx	xxxxx		959	xxxx	xxxxx	
Potent Cap.:	62	48	564		61	45	553		749	xxxx	xxxxx		725	xxxx	xxxxx	
Move Cap.:	37	37	564		39	35	553		749	xxxx	xxxxx		725	xxxx	xxxxx	
Volume/Cap:	4.02	0.16	0.12		0.92	0.26	0.12		0.04	xxxx	xxxx		0.19	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.4		xxxx	xxxx	0.4		0.1	xxxx	xxxxx		0.7	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	12.2		xxxxx	xxxx	12.4		10.0	xxxx	xxxxx		11.2	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	B		B	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	37	xxxx	xxxxx		38	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	17.8	xxxx	xxxxx		4.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	1655	xxxx	xxxxx		369.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	1154.6				159.8				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): 135.8 Worst Case Level Of Service: F[1047.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	62	11	27	7	4	52	49	484	33	24	604	14				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	62	11	27	7	4	52	49	484	33	24	604	14				
Added Vol:	132	0	48	31	0	35	8	410	31	11	149	7				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	194	11	75	38	4	87	57	894	64	35	753	21				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	194	11	75	38	4	87	57	894	64	35	753	21				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	194	11	75	38	4	87	57	894	64	35	753	21				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1457	1852	447	1400	1906	387	774	xxxx	xxxxx	958	xxxx	xxxxx				
Potent Cap.:	93	75	564	102	69	617	851	xxxx	xxxxx	726	xxxx	xxxxx				
Move Cap.:	69	67	564	71	62	617	851	xxxx	xxxxx	726	xxxx	xxxxx				
Volume/Cap:	2.81	0.17	0.13	0.54	0.06	0.14	0.07	xxxx	xxxx	0.05	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	10.2	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	90	xxxxx	xxxx	174	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	27.5	xxxxx	xxxxx	4.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	1048	xxxxx	xxxxx	69.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*				
ApproachDel:	1047.7				69.4		xxxxxx			xxxxxx						
ApproachLOS:	F				F		*			*						

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	69	16	46	13	53	56	32	436	68	73	544	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	69	16	46	13	53	56	32	436	68	73	544	5				
Added Vol:	60	52	96	31	27	1	5	470	14	22	106	7				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	129	68	142	44	80	57	37	906	82	95	650	12				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	129	68	142	44	80	57	37	906	82	95	650	12				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	129	68	142	44	80	57	37	906	82	95	650	12				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1535	1832	453	1401	1902	325	662	xxxx	xxxxx	988	xxxx	xxxxx				
Potent Cap.:	81	77	559	102	70	677	936	xxxx	xxxxx	708	xxxx	xxxxx				
Move Cap.:	0	64	559	0	58	677	936	xxxx	xxxxx	708	xxxx	xxxxx				
Volume/Cap:	xxxx	1.06	0.25	xxxx	1.38	0.08	0.04	xxxx	xxxx	0.13	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	7.0	0.3	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	366	10.8	9.0	xxxx	xxxxx	10.9	xxxx	xxxxx				
LOS by Move:	*	*	*	*	F	B	A	*	*	B	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	160	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	12.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	233.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	F	*	*	*	*	*	*	*	*	*				
ApproachDel:	+Inf				+Inf		xxxxxx			xxxxxx						
ApproachLOS:	F				F		*			*						

Note: Queue reported is the number of cars per lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0	2.0		2.0					2.0		2.0
Lane Util. Factor		0.95	1.00		0.95					1.00		1.00
Frt		1.00	0.85		1.00					1.00		0.85
Flt Protected		1.00	1.00		1.00					0.95		1.00
Satd. Flow (prot)		3353	1500		3353					1676		1500
Flt Permitted		1.00	1.00		1.00					0.95		1.00
Satd. Flow (perm)		3353	1500		3353					1676		1500
Volume (vph)	0	1519	228	0	1608	0	0	0	0	479	0	475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1651	248	0	1748	0	0	0	0	521	0	516
RTOR Reduction (vph)	0	0	109	0	0	0	0	0	0	0	0	10
Lane Group Flow (vph)	0	1651	140	0	1748	0	0	0	0	521	0	506
Turn Type			Perm							Prot		custom
Protected Phases		4			8					6		
Permitted Phases		Free	4									6
Actuated Green, G (s)		80.0	43.0		43.0					29.0		29.0
Effective Green, g (s)		80.0	45.0		45.0					31.0		31.0
Actuated g/C Ratio		1.00	0.56		0.56					0.39		0.39
Clearance Time (s)		4.0	4.0		4.0					4.0		4.0
Vehicle Extension (s)		3.0	3.0		3.0					3.0		3.0
Lane Grp Cap (vph)		3353	844		1886					649		581
v/s Ratio Prot		0.28			c0.52					0.31		
v/s Ratio Perm		0.22	0.09									c0.34
v/c Ratio		0.49	0.17		0.93					0.80		0.87
Uniform Delay, d1		0.0	8.4		16.0					21.8		22.7
Progression Factor		1.00	1.00		0.78					1.00		1.00
Incremental Delay, d2		0.5	0.4		7.6					10.1		16.4
Delay (s)		0.5	8.9		20.2					31.9		39.0
Level of Service		A	A		C					C		D
Approach Delay (s)		1.6			20.2			0.0			35.4	
Approach LOS		A			C			A			D	

Intersection Summary

HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		2.0			2.0		2.0		2.0			
Lane Util. Factor		0.91			0.91		1.00		1.00			
Frt		1.00			0.95		1.00		0.85			
Flt Protected		1.00			1.00		0.95		1.00			
Satd. Flow (prot)		4818			4564		1676		1500			
Flt Permitted		1.00			1.00		0.95		1.00			
Satd. Flow (perm)		4818			4564		1676		1500			
Volume (vph)	0	1782	0	0	1199	648	795	0	830	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1937	0	0	1303	704	864	0	902	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1937	0	0	2007	0	864	0	902	0	0	0
Turn Type							Prot		custom			
Protected Phases		4			8		2					
Permitted Phases					Free				2			
Actuated Green, G (s)		29.0			80.0		43.0		43.0			
Effective Green, g (s)		31.0			80.0		45.0		45.0			
Actuated g/C Ratio		0.39			1.00		0.56		0.56			
Clearance Time (s)		4.0			4.0		4.0		4.0			
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)		1867			4564		943		844			
v/s Ratio Prot		c0.40			0.17		0.52					
v/s Ratio Perm					0.27				c0.60			
v/c Ratio		1.04			0.44		0.92		1.07			
Uniform Delay, d1		24.5			0.0		15.8		17.5			
Progression Factor		0.94			1.00		1.00		1.00			
Incremental Delay, d2		29.8			0.2		14.9		50.9			
Delay (s)		52.9			0.2		30.7		68.4			
Level of Service		D			A		C		E			
Approach Delay (s)		52.9			0.2			50.0			0.0	
Approach LOS		D			A			D			A	

Intersection Summary

HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 3 DIVISION ST/PALMDALE BLVD	C	25.3	0.637	C	29.7	0.893	+ 4.333 D/V
# 4 5TH ST/PALMDALE AVE	C	28.0	0.729	F	99.6	1.231	+71.635 D/V
# 5 6TH ST/PALMDALE BLVD	B	18.4	0.508	C	21.2	0.731	+ 2.746 D/V
# 6 SIERRA HWY/PALMDALE BLVD	C	27.0	0.600	D	39.3	0.915	+12.213 D/V
# 7 9TH ST/PALMDALE BLVD	B	14.0	0.503	B	15.6	0.735	+ 1.624 D/V
# 8 10TH ST/PALMDALE BLVD	B	18.0	0.498	C	30.6	0.838	+12.536 D/V
# 9 11TH ST/PALMDALE BLVD	F	107.2	0.464	F	OVRFL	2.272	+ +Inf D/V
# 10 12TH ST/PALMDALE BLVD	F	383.9	1.004	F	OVRFL	XXXXX	+ 1.8E+0308
# 11 15TH ST/PALMDALE BLVD	F	OVRFL	2.744	F	OVRFL	XXXXX	Nan D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 DIVISION ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): 29.7
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	236	204	63		67	144	139		232	1179	330		55	841	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	236	204	63		67	144	139		232	1179	330		55	841	97	
Added Vol:	27	11	2		0	16	18		33	843	50		1	455	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	263	215	65		67	160	157		265	2022	380		56	1296	97	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	263	215	65		67	160	157		265	2022	380		56	1296	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	263	215	65		67	160	157		265	2022	380		56	1296	97	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	263	215	65		67	160	157		265	2022	380		56	1296	97	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.58	1.00	0.85		0.49	1.00	0.85		0.95	0.89	0.89		0.95	0.90	0.90	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.53	0.47		1.00	2.79	0.21	
Final Sat.:	1044	1800	1530		884	1800	1530		1710	4037	759		1710	4526	339	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.12	0.04		0.08	0.09	0.10		0.15	0.50	0.50		0.03	0.29	0.29	
Crit Moves:	****									****			****			
Green/Cycle:	0.28	0.28	0.28		0.28	0.28	0.28		0.21	0.56	0.56		0.04	0.39	0.39	
Volume/Cap:	0.89	0.42	0.15		0.27	0.31	0.36		0.74	0.89	0.89		0.89	0.74	0.74	
Delay/Veh:	61.4	29.8	27.1		28.5	28.6	29.2		44.8	23.5	23.5		124.4	27.8	27.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.4	29.8	27.1		28.5	28.6	29.2		44.8	23.5	23.5		124.4	27.8	27.8	
LOS by Move:	E	C	C		C	C	C		D	C	C		F	C	C	
HCM2kAvgQ:	11	6	2		2	4	4		7	22	22		4	15	15	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	1.231
Loss Time (sec):	12	Average Delay (sec/veh):	99.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																		
Base Vol:	391	69	53		11	74	46		59	938	324		90	1010	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	391	69	53		11	74	46		59	938	324		90	1010	10	
Added Vol:	136	18	112		12	12	31		56	523	250		206	288	22	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	527	87	165		23	86	77		115	1461	574		296	1298	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	527	87	165		23	86	77		115	1461	574		296	1298	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	527	87	165		23	86	77		115	1461	574		296	1298	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	527	87	165		23	86	77		115	1461	574		296	1298	32	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.61	1.00	0.85		0.70	0.93	0.93		0.95	0.87	0.87		0.95	0.91	0.91	
Lanes:	1.00	1.00	1.00		1.00	0.53	0.47		1.00	2.15	0.85		1.00	2.93	0.07	
Final Sat.:	1103	1800	1530		1258	882	790		1710	3380	1328		1710	4777	118	
Capacity Analysis Module:																		
Vol/Sat:	0.48	0.05	0.11		0.02	0.10	0.10		0.07	0.43	0.43		0.17	0.27	0.27	
Crit Moves:	****									****			****			
Green/Cycle:	0.39	0.39	0.39		0.39	0.39	0.39		0.10	0.35	0.35		0.14	0.39	0.39	
Volume/Cap:	1.23	0.12	0.28		0.05	0.25	0.25		0.69	1.23	1.23		1.23	0.69	0.69	
Delay/Veh:	153.4	19.8	21.2		19.1	20.9	20.9		55.2	142	141.8		177.6	26.3	26.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	153.4	19.8	21.2		19.1	20.9	20.9		55.2	142	141.8		177.6	26.3	26.3	
LOS by Move:	F	B	C		B	C	C		E	F	F		F	C	C	
HCM2kAvgQ:	31	2	4		0	3	3		5	42	42		16	12	12	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 6TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	12	Average Delay (sec/veh):	21.2
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:																		
Base Vol:	47	90	29		196	114	20		55	871	33		19	885	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	90	29		196	114	20		55	871	33		19	885	138	
Added Vol:	10	36	15		14	46	33		24	604	18		27	473	15	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	57	126	44		210	160	53		79	1475	51		46	1358	153	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	126	44		210	160	53		79	1475	51		46	1358	153	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	126	44		210	160	53		79	1475	51		46	1358	153	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	57	126	44		210	160	53		79	1475	51		46	1358	153	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.56	1.00	0.85		0.63	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1017	1800	1530		1132	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.07	0.03		0.19	0.09	0.03		0.05	0.43	0.03		0.03	0.40	0.10	
Crit Moves:					****					****			****			
Green/Cycle:	0.25	0.25	0.25		0.25	0.25	0.25		0.07	0.59	0.59		0.04	0.56	0.56	
Volume/Cap:	0.22	0.28	0.11		0.73	0.35	0.14		0.71	0.73	0.06		0.73	0.71	0.18	
Delay/Veh:	29.9	30.3	28.8		43.5	31.0	29.0		64.6	16.2	8.7		82.9	17.2	10.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.9	30.3	28.8		43.5	31.0	29.0		64.6	16.2	8.7		82.9	17.2	10.8	
LOS by Move:	C	C	C		D	C	C		E	B	A		F	B	B	
HCM2kAvgQ:	2	3	1		8	4	1		2	16	1		1	15	2	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	16	Average Delay (sec/veh):	39.3
Optimal Cycle:	123	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	68	231	102	137	304	90	55	949	86	76	850	106				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	68	231	102	137	304	90	55	949	86	76	850	106				
Added Vol:	20	88	33	78	108	48	43	568	21	27	446	42				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	88	319	135	215	412	138	98	1517	107	103	1296	148				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	88	319	135	215	412	138	98	1517	0	103	1296	148				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	88	319	135	215	412	138	98	1517	0	103	1296	148				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	88	319	135	215	412	138	98	1517	0	103	1296	148				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	1.00	0.95	0.95	0.85				
Lanes:	1.00	1.41	0.59	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1710	2295	971	1710	2465	826	1710	3420	1800	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.14	0.14	0.13	0.17	0.17	0.06	0.44	0.00	0.06	0.38	0.10				
Crit Moves:		****		****				****		****						
Green/Cycle:	0.07	0.15	0.15	0.14	0.22	0.22	0.07	0.48	0.00	0.07	0.48	0.48				
Volume/Cap:	0.76	0.91	0.91	0.91	0.76	0.76	0.79	0.91	0.00	0.91	0.79	0.20				
Delay/Veh:	70.0	63.3	63.3	79.0	40.9	40.9	74.1	32.1	0.0	105.1	24.6	15.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	70.0	63.3	63.3	79.0	40.9	40.9	74.1	32.1	0.0	105.1	24.6	15.2				
LOS by Move:	E	E	E	E	D	D	E	C	A	F	C	B				
HCM2kAvgQ:	4	11	11	10	10	10	3	24	0	4	17	2				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 9TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	12	Average Delay (sec/veh):	15.6
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	65	18	20	114	24	43	90	1114	19	20	975	61				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	65	18	20	114	24	43	90	1114	19	20	975	61				
Added Vol:	16	0	11	15	0	6	12	637	30	20	493	29				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	81	18	31	129	24	49	102	1751	49	40	1468	90				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	81	18	31	129	24	49	102	1751	49	40	1468	90				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	81	18	31	129	24	49	102	1751	49	40	1468	90				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	81	18	31	129	24	49	102	1751	49	40	1468	90				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.75	1.00	0.85	0.75	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.95	0.05	1.00	1.88	0.12				
Final Sat.:	1348	1800	1530	1357	1800	1530	1710	3314	93	1710	3193	196				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.01	0.02	0.10	0.01	0.03	0.06	0.53	0.53	0.02	0.46	0.46				
Crit Moves:				****				****		****						
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.09	0.72	0.72	0.03	0.66	0.66				
Volume/Cap:	0.46	0.08	0.16	0.74	0.10	0.25	0.69	0.74	0.74	0.74	0.69	0.69				
Delay/Veh:	42.3	38.4	39.1	56.8	38.6	39.8	57.6	9.6	9.6	88.4	11.4	11.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	42.3	38.4	39.1	56.8	38.6	39.8	57.6	9.6	9.6	88.4	11.4	11.4				
LOS by Move:	D	D	D	E	D	D	E	A	A	F	B	B				
HCM2kAvgQ:	3	1	1	5	1	2	3	16	16	1	15	15				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 10TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	12	Average Delay (sec/veh):	30.6
Optimal Cycle:	87	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	137	107	22		50	119	73		80	1012	86		39	818	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	137	107	22		50	119	73		80	1012	86		39	818	46	
Added Vol:	102	115	32		130	151	81		96	379	188		31	359	121	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	239	222	54		180	270	154		176	1391	274		70	1177	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	239	222	54		180	270	154		176	1391	274		70	1177	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	239	222	54		180	270	154		176	1391	274		70	1177	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	239	222	54		180	270	154		176	1391	274		70	1177	167	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.46	1.00	0.85		0.52	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	824	1800	1530		936	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.12	0.04		0.19	0.15	0.10		0.10	0.41	0.18		0.04	0.34	0.11	
Crit Moves:	****									****			****			
Green/Cycle:	0.35	0.35	0.35		0.35	0.35	0.35		0.12	0.49	0.49		0.05	0.41	0.41	
Volume/Cap:	0.84	0.36	0.10		0.56	0.43	0.29		0.84	0.84	0.37		0.84	0.84	0.27	
Delay/Veh:	49.3	24.8	22.3		28.6	25.7	24.1		67.3	26.3	16.4		96.5	31.0	19.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.3	24.8	22.3		28.6	25.7	24.1		67.3	26.3	16.4		96.5	31.0	19.7	
LOS by Move:	D	C	C		C	C	C		E	C	B		F	C	B	
HCM2kAvgQ:	9	5	1		5	7	4		6	20	5		4	19	3	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	20	14	37		16	14	27		46	988	31		64	859	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	14	37		16	14	27		46	988	31		64	859	17	
Added Vol:	63	0	25		16	0	22		41	384	116		47	426	30	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	83	14	62		32	14	49		87	1372	147		111	1285	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	14	62		32	14	49		87	1372	147		111	1285	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	83	14	62		32	14	49		87	1372	147		111	1285	47	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2418	3100	686		2398	3224	666		1332	xxxx	xxxxx		1519	xxxx	xxxxx	
Potent Cap.:	17	12	395		18	10	407		525	xxxx	xxxxx		445	xxxx	xxxxx	
Move Cap.:	0	7	395		0	6	407		525	xxxx	xxxxx		445	xxxx	xxxxx	
Volume/Cap:	xxxx	1.88	0.16		xxxx	2.27	0.12		0.17	xxxx	xxxx		0.25	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.6		xxxx	xxxx	0.4		0.6	xxxx	xxxxx		1.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	15.8		xxxxx	xxxx	15.1		13.2	xxxx	xxxxx		15.7	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	C		B	*	*		C	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	0	xxxx	xxxxx		0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	+Inf				+Inf				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	56	24	61		5	7	39		49	936	77		68	798	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	24	61		5	7	39		49	936	77		68	798	11	
Added Vol:	69	0	25		16	0	18		34	263	128		47	415	30	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	125	24	86		21	7	57		83	1199	205		115	1213	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	125	24	86		21	7	57		83	1199	205		115	1213	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	125	24	86		21	7	57		83	1199	205		115	1213	41	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2205	2849	600		2241	3034	627		1254	xxxx	xxxxx		1404	xxxx	xxxxx	
Potent Cap.:	25	17	449		24	13	431		562	xxxx	xxxxx		493	xxxx	xxxxx	
Move Cap.:	5	11	449		0	9	431		562	xxxx	xxxxx		493	xxxx	xxxxx	
Volume/Cap:	23.01	2.12	0.19		xxxx	0.82	0.13		0.15	xxxx	xxxx		0.23	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx		0.9	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		12.5	xxxx	xxxxx		14.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		B	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	9	xxxxx		xxxx	0	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	31.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	F	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	93	62	101		6	19	37		62	882	119		102	816	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	62	101		6	19	37		62	882	119		102	816	20	
Added Vol:	31	40	50		16	55	5		3	244	58		93	455	30	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	124	102	151		22	74	42		65	1126	177		195	1271	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	124	102	151		22	74	42		65	1126	177		195	1271	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	124	102	151		22	74	42		65	1126	177		195	1271	50	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2319	2967	563		2405	3094	636		1321	xxxx	xxxxx		1303	xxxx	xxxxx	
Potent Cap.:	21	15	475		18	12	426		530	xxxx	xxxxx		538	xxxx	xxxxx	
Move Cap.:	0	8	475		0	7	426		530	xxxx	xxxxx		538	xxxx	xxxxx	
Volume/Cap:	xxxx	12.55	0.32		xxxx	11.04	0.10		0.12	xxxx	xxxx		0.36	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	10.9	0.3		0.4	xxxx	xxxxx		1.6	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	5588	14.4		12.7	xxxx	xxxxx		15.4	xxxx	xxxxx	
LOS by Move:	*	*	*		*	F	B		B	*	*		C	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	20		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	32.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	5722		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	F		*	*	*		*	*	*		*	*	*	
ApproachDel:	+Inf				+Inf				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

Mitigated
Forecast Year 2040 With Project Conditions

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PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	2040WP-AM
Command:	2035WP-AM
Volume:	2040-AM
Geometry:	EX GEO
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-AM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2035WP-AM

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 4 5TH ST/PALMDALE AVE	C	24.1	0.404	C	28.3	0.605	+ 4.210 D/V
# 9 11TH ST/PALMDALE BLVD	A	9.9	0.252	B	14.4	0.442	+ 4.465 D/V
# 10 12TH ST/PALMDALE BLVD	B	11.6	0.280	B	17.8	0.474	+ 6.251 D/V
# 11 15TH ST/PALMDALE BLVD	B	14.5	0.236	B	16.0	0.427	+ 1.538 D/V

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	12	Average Delay (sec/veh):	28.3
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0 1	1	0	0	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	313	87	69	12	78	9	12	643	107	96	540	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	313	87	69	12	78	9	12	643	107	96	540	9				
Added Vol:	232	7	191	20	16	53	12	119	55	46	484	5				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	545	94	260	32	94	62	24	762	162	142	1024	14				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	545	94	260	32	94	62	24	762	162	142	1024	14				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	545	94	260	32	94	62	24	762	162	142	1024	14				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	545	94	260	32	94	62	24	762	162	142	1024	14				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.92	1.00	0.85	0.95	0.94	0.94	0.95	0.89	0.89	0.95	0.91	0.91				
Lanes:	2.00	1.00	1.00	1.00	0.60	0.40	1.00	2.47	0.53	1.00	2.96	0.04				
Final Sat.:	3317	1800	1530	1710	1020	672	1710	3947	839	1710	4838	66				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.05	0.17	0.02	0.09	0.09	0.01	0.19	0.19	0.08	0.21	0.21				
Crit Moves:	****				****			****		****						
Green/Cycle:	0.27	0.38	0.38	0.04	0.15	0.15	0.03	0.32	0.32	0.14	0.43	0.43				
Volume/Cap:	0.61	0.14	0.45	0.45	0.61	0.61	0.49	0.61	0.61	0.61	0.49	0.49				
Delay/Veh:	32.9	20.3	23.6	51.1	43.6	43.6	55.6	29.4	29.4	45.0	20.9	20.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.9	20.3	23.6	51.1	43.6	43.6	55.6	29.4	29.4	45.0	20.9	20.9				
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C				
HCM2kAvgQ:	8	2	6	2	5	5	1	9	9	4	8	8				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	0	Average Delay (sec/veh):	14.4
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	27	6	19	5	9	21	21	525	36	130	591	26				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	27	6	19	5	9	21	21	525	36	130	591	26				
Added Vol:	108	0	43	28	0	39	9	333	25	10	268	7				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	135	6	62	33	9	60	30	858	61	140	859	33				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	135	6	62	33	9	60	30	858	61	140	859	33				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	135	6	62	33	9	60	30	858	61	140	859	33				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	135	6	62	33	9	60	30	858	61	140	859	33				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.72	0.72	0.85	0.79	0.79	0.85	0.95	0.95	0.85	0.95	0.94	0.94				
Lanes:	0.96	0.04	1.00	0.79	0.21	1.00	1.00	2.00	1.00	1.00	1.93	0.07				
Final Sat.:	1239	55	1530	1122	306	1530	1710	3420	1530	1710	3274	126				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.04	0.03	0.03	0.04	0.02	0.25	0.04	0.08	0.26	0.26				
Crit Moves:		****						****		****						
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.05	0.57	0.57	0.19	0.71	0.71				
Volume/Cap:	0.44	0.44	0.16	0.12	0.12	0.16	0.37	0.44	0.07	0.44	0.37	0.37				
Delay/Veh:	32.8	32.8	29.8	29.4	29.4	29.7	49.1	12.6	9.8	37.1	6.0	6.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	32.8	32.8	29.8	29.4	29.4	29.7	49.1	12.6	9.8	37.1	6.0	6.0				
LOS by Move:	C	C	C	C	C	C	D	B	A	D	A	A				
HCM2kAvgQ:	4	4	2	1	1	1	1	8	1	4	6	6				

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 Average Delay (sec/veh): 17.8
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	1!	0	0	1	0	2	0	1	1	0
Volume Module:																
Base Vol:	62	11	27		7	4	52		49	484	33		24	604	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	62	11	27		7	4	52		49	484	33		24	604	14	
Added Vol:	119	0	43		28	0	32		7	369	28		10	134	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	181	11	70		35	4	84		56	853	61		34	738	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	181	11	70		35	4	84		56	853	61		34	738	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	11	70		35	4	84		56	853	61		34	738	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	181	11	70		35	4	84		56	853	61		34	738	21	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.71	0.71	0.71		0.80	0.80	0.80		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	0.69	0.04	0.27		0.28	0.03	0.69		1.00	2.00	1.00		1.00	1.94	0.06	
Final Sat.:	886	54	343		411	47	987		1710	3420	1530		1710	3312	94	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.20		0.09	0.09	0.09		0.03	0.25	0.04		0.02	0.22	0.22	
Crit Moves:		****								****			****			
Green/Cycle:	0.43	0.43	0.43		0.43	0.43	0.43		0.07	0.53	0.53		0.04	0.50	0.50	
Volume/Cap:	0.47	0.47	0.47		0.20	0.20	0.20		0.45	0.47	0.08		0.47	0.45	0.45	
Delay/Veh:	21.0	21.0	21.0		17.8	17.8	17.8		47.0	15.1	11.7		51.7	16.6	16.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.0	21.0	21.0		17.8	17.8	17.8		47.0	15.1	11.7		51.7	16.6	16.6	
LOS by Move:	C	C	C		B	B	B		D	B	B		D	B	B	
HCM2kAvgQ:	6	6	6		2	2	2		2	8	1		1	8	8	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 Average Delay (sec/veh): 16.0
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	1
Volume Module:																
Base Vol:	69	16	46		13	53	56		32	436	68		73	544	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	16	46		13	53	56		32	436	68		73	544	5	
Added Vol:	54	47	87		28	24	1		5	423	13		20	95	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	123	63	133		41	77	57		37	859	81		93	639	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	123	63	133		41	77	57		37	859	81		93	639	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	63	133		41	77	57		37	859	81		93	639	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	63	133		41	77	57		37	859	81		93	639	12	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.63	0.90	0.90		0.43	1.00	0.85		0.95	0.95	0.85		0.95	0.95	0.85	
Lanes:	1.00	0.32	0.68		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1129	520	1097		781	1800	1530		1710	3420	1530		1710	3420	1530	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.12	0.12		0.05	0.04	0.04		0.02	0.25	0.05		0.05	0.19	0.01	
Crit Moves:		****								****			****			
Green/Cycle:	0.28	0.28	0.28		0.28	0.28	0.28		0.07	0.59	0.59		0.13	0.64	0.64	
Volume/Cap:	0.38	0.43	0.43		0.18	0.15	0.13		0.29	0.43	0.09		0.43	0.29	0.01	
Delay/Veh:	29.5	29.8	29.8		27.4	26.9	26.8		45.1	11.5	9.0		41.6	8.0	6.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.5	29.8	29.8		27.4	26.9	26.8		45.1	11.5	9.0		41.6	8.0	6.5	
LOS by Move:	C	C	C		C	C	C		D	B	A		D	A	A	
HCM2kAvgQ:	3	5	5		1	2	1		1	7	1		3	5	0	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	2040WP-PM
Command:	2035WP-PM
Volume:	2040-PM
Geometry:	EX GEO
Impact Fee:	Default Impact Fee
Trip Generation:	PROJ-PM
Trip Distribution:	DIST
Paths:	Default Path
Routes:	Default Route
Configuration:	2035WP-PM

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 4 5TH ST/PALMDALE AVE	C	24.1	0.578	D	38.7	0.940	+14.609
# 9 11TH ST/PALMDALE BLVD	A	6.7	0.349	A	9.9	0.520	+ 3.167
# 10 12TH ST/PALMDALE BLVD	B	11.4	0.408	B	15.6	0.562	+ 4.213
# 11 15TH ST/PALMDALE BLVD	B	14.3	0.417	B	17.0	0.580	+ 2.744

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 5TH ST/PALMDALE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	12	Average Delay (sec/veh):	38.7
Optimal Cycle:	132	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	0	1	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																		
Base Vol:	391	69	53		11	74	46		59	938	324		90	1010	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	391	69	53		11	74	46		59	938	324		90	1010	10	
Added Vol:	123	16	101		11	11	28		51	471	225		186	259	20	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	514	85	154		22	85	74		110	1409	549		276	1269	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	514	85	154		22	85	74		110	1409	549		276	1269	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	514	85	154		22	85	74		110	1409	549		276	1269	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	514	85	154		22	85	74		110	1409	549		276	1269	30	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	1.00	0.85		0.95	0.93	0.93		0.95	0.87	0.87		0.95	0.91	0.91	
Lanes:	2.00	1.00	1.00		1.00	0.53	0.47		1.00	2.16	0.84		1.00	2.93	0.07	
Final Sat.:	3317	1800	1530		1710	895	779		1710	3388	1320		1710	4786	113	
Capacity Analysis Module:																		
Vol/Sat:	0.15	0.05	0.10		0.01	0.09	0.09		0.06	0.42	0.42		0.16	0.27	0.27	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.16	0.24	0.24		0.03	0.10	0.10		0.12	0.44	0.44		0.17	0.49	0.49	
Volume/Cap:	0.94	0.20	0.43		0.43	0.94	0.94		0.54	0.94	0.94		0.94	0.54	0.54	
Delay/Veh:	65.7	30.9	33.3		53.3	96.4	96.4		44.2	35.8	35.8		77.7	17.6	17.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.7	30.9	33.3		53.3	96.4	96.4		44.2	35.8	35.8		77.7	17.6	17.6	
LOS by Move:	E	C	C		D	F	F		D	D	D		E	B	B	
HCM2kAvgQ:	12	2	4		1	8	8		4	26	26		10	10	10	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 11TH ST/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0	1	0	1	0	0	1	1		1	0	2	0	1	1	0	1	0
Volume Module:																		
Base Vol:	20	14	37		16	14	27		46	988	31		64	859	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	14	37		16	14	27		46	988	31		64	859	17	
Added Vol:	57	0	23		15	0	20		37	345	105		42	383	27	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	77	14	60		31	14	47		83	1333	136		106	1242	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	77	14	60		31	14	47		83	1333	136		106	1242	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	77	14	60		31	14	47		83	1333	136		106	1242	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	77	14	60		31	14	47		83	1333	136		106	1242	44	
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.75	0.75	0.85		0.79	0.79	0.85		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	0.85	0.15	1.00		0.69	0.31	1.00		1.00	2.00	1.00		1.00	1.93	0.07	
Final Sat.:	1135	206	1530		973	440	1530		1710	3420	1530		1710	3286	116	
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.07	0.04		0.03	0.03	0.03		0.05	0.39	0.09		0.06	0.38	0.38	
Crit Moves:		****								****			****			
Green/Cycle:	0.13	0.13	0.13		0.13	0.13	0.13		0.10	0.75	0.75		0.12	0.77	0.77	
Volume/Cap:	0.52	0.52	0.30		0.24	0.24	0.24		0.49	0.52	0.12		0.52	0.49	0.49	
Delay/Veh:	43.3	43.3	40.2		39.7	39.7	39.6		44.9	5.3	3.5		43.7	4.4	4.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.3	43.3	40.2		39.7	39.7	39.6		44.9	5.3	3.5		43.7	4.4	4.4	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	3	3	2		1	1	1		2	8	1		3	8	8	

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 12TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 Average Delay (sec/veh): 15.6
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																		
Base Vol:	56	24	61	5	7	39	49	936	77	68	798	11						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	56	24	61	5	7	39	49	936	77	68	798	11						
Added Vol:	62	0	23	15	0	16	31	237	115	42	374	27						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	118	24	84	20	7	55	80	1173	192	110	1172	38						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	118	24	84	20	7	55	80	1173	192	110	1172	38						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	118	24	84	20	7	55	80	1173	192	110	1172	38						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	118	24	84	20	7	55	80	1173	192	110	1172	38						
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800						
Adjustment:	0.78	0.78	0.78	0.84	0.84	0.84	0.95	0.95	0.85	0.95	0.95	0.95						
Lanes:	0.52	0.11	0.37	0.24	0.09	0.67	1.00	2.00	1.00	1.00	1.94	0.06						
Final Sat.:	737	150	525	368	129	1011	1710	3420	1530	1710	3296	107						
Capacity Analysis Module:																		
Vol/Sat:	0.16	0.16	0.16	0.05	0.05	0.05	0.05	0.34	0.13	0.06	0.36	0.36						
Crit Moves:		****					****				****							
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.08	0.60	0.60	0.11	0.63	0.63						
Volume/Cap:	0.56	0.56	0.56	0.19	0.19	0.19	0.56	0.57	0.21	0.57	0.56	0.56						
Delay/Veh:	32.3	32.3	32.3	27.3	27.3	27.3	49.2	12.4	9.1	46.0	10.8	10.8						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	32.3	32.3	32.3	27.3	27.3	27.3	49.2	12.4	9.1	46.0	10.8	10.8						
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B						
HCM2kAvgQ:	7	7	7	2	2	2	2	11	3	3	11	11						

Note: Queue reported is the number of cars per lane.

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 15TH ST/PALMDALE BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 Average Delay (sec/veh): 17.0
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																		
Base Vol:	93	62	101	6	19	37	62	882	119	102	816	20						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	93	62	101	6	19	37	62	882	119	102	816	20						
Added Vol:	28	36	45	15	49	5	3	219	52	84	410	27						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	121	98	146	21	68	42	65	1101	171	186	1226	47						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	121	98	146	21	68	42	65	1101	171	186	1226	47						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	121	98	146	21	68	42	65	1101	171	186	1226	47						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	121	98	146	21	68	42	65	1101	171	186	1226	47						
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800						
Adjustment:	0.63	0.91	0.91	0.33	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85						
Lanes:	1.00	0.40	0.60	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00						
Final Sat.:	1138	658	980	590	1800	1530	1710	3420	1530	1710	3420	1530						
Capacity Analysis Module:																		
Vol/Sat:	0.11	0.15	0.15	0.04	0.04	0.03	0.04	0.32	0.11	0.11	0.36	0.03						
Crit Moves:		****						****		****								
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.07	0.56	0.56	0.19	0.67	0.67						
Volume/Cap:	0.41	0.58	0.58	0.14	0.15	0.11	0.53	0.58	0.20	0.58	0.53	0.05						
Delay/Veh:	31.8	34.5	34.5	29.0	28.8	28.5	49.4	15.0	11.2	39.7	8.6	5.6						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	31.8	34.5	34.5	29.0	28.8	28.5	49.4	15.0	11.2	39.7	8.6	5.6						
LOS by Move:	C	C	C	C	C	C	D	B	B	D	A	A						
HCM2kAvgQ:	3	7	7	1	2	1	2	11	3	6	10	0						

Note: Queue reported is the number of cars per lane.

APPENDIX D
CMP Analysis – LOS Analysis Sheets

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PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	59	216	15	70	156	67	89	537	100	20	534	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	216	15	70	156	67	89	537	100	20	534	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	59	216	15	70	156	67	89	537	0	20	534	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	216	15	70	156	67	89	537	0	20	534	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	59	216	15	70	156	67	89	537	0	20	534	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2992	208	1600	2239	961	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.04	0.07	0.07	0.06	0.17	0.00	0.01	0.17	0.05
Crit Moves:	****				****		****				****	

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	60	192	40	99	296	146	105	861	105	43	803	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	192	40	99	296	146	105	861	105	43	803	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	192	40	99	296	146	105	861	0	43	803	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	192	40	99	296	146	105	861	0	43	803	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	192	40	99	296	146	105	861	0	43	803	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2648	552	1600	2143	1057	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.06	0.14	0.14	0.07	0.27	0.00	0.03	0.25	0.06
Crit Moves:	****				****		****				****	

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	59	216	15	70	156	67	89	537	100	20	534	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	216	15	70	156	67	89	537	100	20	534	73
Added Vol:	24	98	20	19	64	82	50	453	18	30	1170	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	314	35	89	220	149	139	990	118	50	1704	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	83	314	35	89	220	149	139	990	0	50	1704	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	314	35	89	220	149	139	990	0	50	1704	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	83	314	35	89	220	149	139	990	0	50	1704	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2879	321	1600	1908	1292	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.12	0.12	0.09	0.31	0.00	0.03	0.53	0.10
Crit Moves:		****		****			****				****	

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	60	192	40	99	296	146	105	861	105	43	803	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	192	40	99	296	146	105	861	105	43	803	95
Added Vol:	24	88	33	78	108	72	90	1192	28	27	776	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	280	73	177	404	218	195	2053	133	70	1579	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	84	280	73	177	404	218	195	2053	0	70	1579	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	280	73	177	404	218	195	2053	0	70	1579	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	84	280	73	177	404	218	195	2053	0	70	1579	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.30	0.70	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2538	662	1600	2078	1122	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.11	0.19	0.19	0.12	0.64	0.00	0.04	0.49	0.09
Crit Moves:	****				****			****		****		

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED CMP ANALYSIS EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	59	216	15	70	156	67	89	537	100	20	534	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	216	15	70	156	67	89	537	100	20	534	73
Added Vol:	24	98	20	19	64	82	50	453	18	30	1170	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	314	35	89	220	149	139	990	118	50	1704	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	314	35	89	220	149	139	990	118	50	1704	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	314	35	89	220	149	139	990	118	50	1704	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	314	35	89	220	149	139	990	118	50	1704	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.19	0.81	1.00	2.68	0.32	1.00	2.75	0.25
Final Sat.:	1600	2879	321	1600	1908	1292	1600	4289	511	1600	4405	395
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.12	0.12	0.09	0.23	0.23	0.03	0.39	0.39
Crit Moves:		****		****			****				****	

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
MITIGATED CMP ANALYSIS EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	60	192	40	99	296	146	105	861	105	43	803	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	192	40	99	296	146	105	861	105	43	803	95
Added Vol:	24	88	33	78	108	72	90	1192	28	27	776	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	280	73	177	404	218	195	2053	133	70	1579	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	280	73	177	404	218	195	2053	133	70	1579	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	280	73	177	404	218	195	2053	133	70	1579	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	280	73	177	404	218	195	2053	133	70	1579	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.30	0.70	1.00	2.82	0.18	1.00	2.76	0.24
Final Sat.:	1600	2538	662	1600	2078	1122	1600	4508	292	1600	4417	383
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.11	0.19	0.19	0.12	0.46	0.46	0.04	0.36	0.36
Crit Moves:	****				****			****		****		

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS 2040 WITHOUT PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	42	213	24	93	214	40	56	553	107	50	578	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	213	24	93	214	40	56	553	107	50	578	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	42	213	24	93	214	40	56	553	0	50	578	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	213	24	93	214	40	56	553	0	50	578	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	42	213	24	93	214	40	56	553	0	50	578	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2876	324	1600	2696	504	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.06	0.08	0.08	0.04	0.17	0.00	0.03	0.18	0.07
Crit Moves:		****		****			****				****	

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS 2040 WITHOUT PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	68	231	102	137	304	90	55	949	86	76	850	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	231	102	137	304	90	55	949	86	76	850	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	231	102	137	304	90	55	949	0	76	850	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	231	102	137	304	90	55	949	0	76	850	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	231	102	137	304	90	55	949	0	76	850	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.39	0.61	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2220	980	1600	2469	731	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.09	0.12	0.12	0.03	0.30	0.00	0.05	0.27	0.07
Crit Moves:		****		****				****		****		

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS 2040 WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	42	213	24	93	214	40	56	553	107	50	578	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	213	24	93	214	40	56	553	107	50	578	109
Added Vol:	18	98	20	19	64	33	42	313	17	30	524	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	311	44	112	278	73	98	866	124	80	1102	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	60	311	44	112	278	73	98	866	0	80	1102	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	311	44	112	278	73	98	866	0	80	1102	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	60	311	44	112	278	73	98	866	0	80	1102	189
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2803	397	1600	2534	666	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.07	0.11	0.11	0.06	0.27	0.00	0.05	0.34	0.12
Crit Moves:		****		****			****				****	

PALMDALE HOUSING ELEMENT UPDATE (10-108426)
CMP ANALYSIS 2040 WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 SIERRA HWY/PALMDALE BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	68	231	102	137	304	90	55	949	86	76	850	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	231	102	137	304	90	55	949	86	76	850	106
Added Vol:	20	88	33	78	108	48	43	568	21	27	446	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	319	135	215	412	138	98	1517	107	103	1296	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	88	319	135	215	412	138	98	1517	0	103	1296	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	319	135	215	412	138	98	1517	0	103	1296	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	88	319	135	215	412	138	98	1517	0	103	1296	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2248	952	1600	2397	803	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.13	0.17	0.17	0.06	0.47	0.00	0.06	0.41	0.09
Crit Moves:		****		****				****		****		

Appendix D:
Air Quality/Greenhouse Gas Emissions Data

Parenthetical CalEEMod Assumptions
For: Palmdale Housing Element
Date: April 2012

LAND USES

Amount	Land Use Type	Unit Type	Trip Rate
Displaced			
39.92	Places of Worship	1,000 Square feet	9.11
31.71	Recreation Center	1,000 Square feet	22.88
2,834	Residential - Apartment	Dwelling Units	6.65
204	Residential - Single Family	Dwelling Units	9.57
Proposed			
11,928	Residential - Apartment	Dwelling Units	6.65
1,325	Residential - Condominiums/Townhomes	Dwelling Units	5.81
2,786	Residential - Single Family	Dwelling Units	9.57

Palmdale Housing Element - Existing

Mojave Desert Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Apartments Mid Rise	2834	Dwelling Unit
Single Family Housing	204	Dwelling Unit
Place of Worship	39.916	1000sqft
Health Club	31.714	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	9		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Health Club=Veterans Hall and Rec Center

Construction Phase - No construction; operational run only.

Vehicle Trips - Trip rates from Traffic Study.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Energy	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
Mobile	232.96	1,258.09	2,078.33	2.18	224.91	42.58	267.49	3.72	39.61	43.34		259,279.35		15.23		259,599.18
Total	**1,943.66**	**1,302.78**	**4,714.13**	**4.51**	**224.91**	**42.58**	**614.19**	**3.72**	**39.61**	**390.02**	**39,130.30**	**311,763.33**		**93.93**	**2.95**	**353,780.47**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Energy	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
Mobile	232.96	1,258.09	2,078.33	2.18	224.91	42.58	267.49	3.72	39.61	43.34		259,279.35		15.23		259,599.18
Total	**1,943.66**	**1,302.78**	**4,714.13**	**4.51**	**224.91**	**42.58**	**614.19**	**3.72**	**39.61**	**390.02**	**39,130.30**	**311,763.33**		**93.93**	**2.95**	**353,780.47**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

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	232.96	1,258.09	2,078.33	2.18	224.91	42.58	267.49	3.72	39.61	43.34		259,279.35		15.23		259,599.18
Unmitigated	232.96	1,258.09	2,078.33	2.18	224.91	42.58	267.49	3.72	39.61	43.34		259,279.35		15.23		259,599.18
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	18,846.10	20,291.44	17202.38	53,444,697	53,444,697
Health Club	725.62	661.87	847.72	1,268,025	1,268,025
Place of Worship	363.63	413.93	1462.12	987,249	987,249
Single Family Housing	1,952.28	2,056.32	1789.08	5,520,706	5,520,706
Total	21,887.63	23,423.56	21,301.30	61,220,677	61,220,677

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60
Health Club	9.50	7.30	7.30	16.90	64.10	19.00
Place of Worship	9.50	7.30	7.30	0.00	95.00	5.00
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

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	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
NaturalGas Unmitigated	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Mid Rise	114638	1.24	10.56	4.50	0.07		0.00	0.85		0.00	0.85		13,486.82		0.26	0.25	13,568.89
Health Club	1634.36	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		192.28		0.00	0.00	193.45
Place of Worship	2057.04	0.02	0.20	0.17	0.00		0.00	0.02		0.00	0.02		242.00		0.00	0.00	243.48
Single Family Housing	23139.7	0.25	2.13	0.91	0.01		0.00	0.17		0.00	0.17		2,722.32		0.05	0.05	2,738.89
Total		**1.53**	**13.05**	**5.71**	**0.08**		**0.00**	**1.05**		**0.00**	**1.05**		**16,643.42**		**0.31**	**0.30**	**16,744.71**

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	lb/day										lb/day					
Apartments Mid Rise	114.638	1.24	10.56	4.50	0.07		0.00	0.85		0.00	0.85		13,486.82		0.26	0.25	13,568.89
Health Club	1.63436	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		192.28		0.00	0.00	193.45
Place of Worship	2.05704	0.02	0.20	0.17	0.00		0.00	0.02		0.00	0.02		242.00		0.00	0.00	243.48
Single Family Housing	23.1397	0.25	2.13	0.91	0.01		0.00	0.17		0.00	0.17		2,722.32		0.05	0.05	2,738.89
Total		**1.53**	**13.05**	**5.71**	**0.08**		**0.00**	**1.05**		**0.00**	**1.05**		**16,643.42**		**0.31**	**0.30**	**16,744.71**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Unmitigated	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	27.87					0.00	0.00		0.00	0.00						0.00
Consumer Products	70.04					0.00	0.00		0.00	0.00						0.00
Hearth	1,602.28	28.48	2,366.41	2.24		0.00	344.29		0.00	344.27	39,130.30	35,383.76		77.86	2.64	76,968.95
Landscaping	8.98	3.15	263.68	0.01		0.00	1.36		0.00	1.36		456.79		0.52		467.63

Total	**1,709.17**	**31.63**	**2,630.09**	**2.25**		**0.00**	**345.65**		**0.00**	**345.63**	**39,130.30**	**35,840.55**		**78.38**	**2.64**	**77,436.58**

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	27.87					0.00	0.00		0.00	0.00						0.00
Consumer Products	70.04					0.00	0.00		0.00	0.00						0.00
Hearth	1,602.28	28.48	2,366.41	2.24		0.00	344.29		0.00	344.27	39,130.30	35,383.76		77.86	2.64	76,968.95
Landscaping	8.98	3.15	263.68	0.01		0.00	1.36		0.00	1.36		456.79		0.52		467.63
Total	**1,709.17**	**31.63**	**2,630.09**	**2.25**		**0.00**	**345.65**		**0.00**	**345.63**	**39,130.30**	**35,840.55**		**78.38**	**2.64**	**77,436.58**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Palmdale Housing Element - Existing

Mojave Desert Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Apartments Mid Rise	2834	Dwelling Unit
Single Family Housing	204	Dwelling Unit
Place of Worship	39.916	1000sqft
Health Club	31.714	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	9		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Health Club=Veterans Hall and Rec Center

Construction Phase - No construction; operational run only.

Vehicle Trips - Trip rates from Traffic Study.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Energy	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
Mobile	247.06	1,232.98	2,228.77	2.49	224.91	41.27	266.18	3.72	38.39	42.11		283,502.15		15.10		283,819.20
Total	**1,957.76**	**1,277.67**	**4,864.57**	**4.82**	**224.91**	**41.27**	**612.88**	**3.72**	**38.39**	**388.79**	**39,130.30**	**335,986.13**		**93.80**	**2.95**	**378,000.49**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Energy	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
Mobile	247.06	1,232.98	2,228.77	2.49	224.91	41.27	266.18	3.72	38.39	42.11		283,502.15		15.10		283,819.20
Total	**1,957.76**	**1,277.67**	**4,864.57**	**4.82**	**224.91**	**41.27**	**612.88**	**3.72**	**38.39**	**388.79**	**39,130.30**	**335,986.13**		**93.80**	**2.95**	**378,000.49**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

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	247.06	1,232.98	2,228.77	2.49	224.91	41.27	266.18	3.72	38.39	42.11		283,502.15		15.10		283,819.20
Unmitigated	247.06	1,232.98	2,228.77	2.49	224.91	41.27	266.18	3.72	38.39	42.11		283,502.15		15.10		283,819.20
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	18,846.10	20,291.44	17202.38	53,444,697	53,444,697
Health Club	725.62	661.87	847.72	1,268,025	1,268,025
Place of Worship	363.63	413.93	1462.12	987,249	987,249
Single Family Housing	1,952.28	2,056.32	1789.08	5,520,706	5,520,706
Total	21,887.63	23,423.56	21,301.30	61,220,677	61,220,677

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60
Health Club	9.50	7.30	7.30	16.90	64.10	19.00
Place of Worship	9.50	7.30	7.30	0.00	95.00	5.00
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

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	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
NaturalGas Unmitigated	1.53	13.06	5.71	0.08		0.00	1.05		0.00	1.05		16,643.42		0.32	0.31	16,744.71
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Mid Rise	114638	1.24	10.56	4.50	0.07		0.00	0.85		0.00	0.85		13,486.82		0.26	0.25	13,568.89
Health Club	1634.36	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		192.28		0.00	0.00	193.45
Place of Worship	2057.04	0.02	0.20	0.17	0.00		0.00	0.02		0.00	0.02		242.00		0.00	0.00	243.48
Single Family Housing	23139.7	0.25	2.13	0.91	0.01		0.00	0.17		0.00	0.17		2,722.32		0.05	0.05	2,738.89
Total		**1.53**	**13.05**	**5.71**	**0.08**		**0.00**	**1.05**		**0.00**	**1.05**		**16,643.42**		**0.31**	**0.30**	**16,744.71**

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	lb/day										lb/day					
Apartments Mid Rise	114.638	1.24	10.56	4.50	0.07		0.00	0.85		0.00	0.85		13,486.82		0.26	0.25	13,568.89
Health Club	1.63436	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		192.28		0.00	0.00	193.45
Place of Worship	2.05704	0.02	0.20	0.17	0.00		0.00	0.02		0.00	0.02		242.00		0.00	0.00	243.48
Single Family Housing	23.1397	0.25	2.13	0.91	0.01		0.00	0.17		0.00	0.17		2,722.32		0.05	0.05	2,738.89
Total		**1.53**	**13.05**	**5.71**	**0.08**		**0.00**	**1.05**		**0.00**	**1.05**		**16,643.42**		**0.31**	**0.30**	**16,744.71**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Unmitigated	1,709.17	31.63	2,630.09	2.25		0.00	345.65		0.00	345.63	39,130.30	35,840.56		78.38	2.64	77,436.58
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	27.87					0.00	0.00		0.00	0.00						0.00
Consumer Products	70.04					0.00	0.00		0.00	0.00						0.00
Hearth	1,602.28	28.48	2,366.41	2.24		0.00	344.29		0.00	344.27	39,130.30	35,383.76		77.86	2.64	76,968.95
Landscaping	8.98	3.15	263.68	0.01		0.00	1.36		0.00	1.36		456.79		0.52		467.63

Total	**1,709.17**	**31.63**	**2,630.09**	**2.25**		**0.00**	**345.65**		**0.00**	**345.63**	**39,130.30**	**35,840.55**		**78.38**	**2.64**	**77,436.58**

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	27.87					0.00	0.00		0.00	0.00						0.00
Consumer Products	70.04					0.00	0.00		0.00	0.00						0.00
Hearth	1,602.28	28.48	2,366.41	2.24		0.00	344.29		0.00	344.27	39,130.30	35,383.76		77.86	2.64	76,968.95
Landscaping	8.98	3.15	263.68	0.01		0.00	1.36		0.00	1.36		456.79		0.52		467.63
Total	**1,709.17**	**31.63**	**2,630.09**	**2.25**		**0.00**	**345.65**		**0.00**	**345.63**	**39,130.30**	**35,840.55**		**78.38**	**2.64**	**77,436.58**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Palmdale Housing Element - Existing

Mojave Desert Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Apartments Mid Rise	2834	Dwelling Unit
Single Family Housing	204	Dwelling Unit
Place of Worship	39.916	1000sqft
Health Club	31.714	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	9		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Health Club=Veterans Hall and Rec Center

Construction Phase - No construction; operational run only.

Vehicle Trips - Trip rates from Traffic Study.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	209.56	2.87	258.55	0.09		0.00	33.30		0.00	33.30	3,138.13	3,985.52	7,123.64	2.99	0.30	7,277.88
Energy	0.28	2.38	1.04	0.02		0.00	0.19		0.00	0.19	0.00	6,275.22	6,275.22	0.21	0.11	6,314.05
Mobile	37.06	200.90	341.25	0.37	33.52	6.90	40.42	0.61	6.41	7.03	0.00	39,730.22	39,730.22	2.25	0.00	39,777.37
Waste						0.00	0.00		0.00	0.00	396.03	0.00	396.03	23.40	0.00	887.52
Water						0.00	0.00		0.00	0.00	0.00	1,177.05	1,177.05	6.19	0.17	1,360.48
Total	**246.90**	**206.15**	**600.84**	**0.48**	**33.52**	**6.90**	**73.91**	**0.61**	**6.41**	**40.52**	**3,534.16**	**51,168.01**	**54,702.16**	**35.04**	**0.58**	**55,617.30**

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	209.56	2.87	258.55	0.09		0.00	33.30		0.00	33.30	3,138.13	3,985.52	7,123.64	2.99	0.30	7,277.88
Energy	0.28	2.38	1.04	0.02		0.00	0.19		0.00	0.19	0.00	6,275.22	6,275.22	0.21	0.11	6,314.05
Mobile	37.06	200.90	341.25	0.37	33.52	6.90	40.42	0.61	6.41	7.03	0.00	39,730.22	39,730.22	2.25	0.00	39,777.37
Waste						0.00	0.00		0.00	0.00	396.03	0.00	396.03	23.40	0.00	887.52

Water						0.00	0.00		0.00	0.00	0.00	1,177.05	1,177.05	6.19	0.17	1,360.48
Total	**246.90**	**206.15**	**600.84**	**0.48**	**33.52**	**6.90**	**73.91**	**0.61**	**6.41**	**40.52**	**3,534.16**	**51,168.01**	**54,702.16**	**35.04**	**0.58**	**55,617.30**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

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	37.06	200.90	341.25	0.37	33.52	6.90	40.42	0.61	6.41	7.03	0.00	39,730.22	39,730.22	2.25	0.00	39,777.37

Unmitigated	37.06	200.90	341.25	0.37	33.52	6.90	40.42	0.61	6.41	7.03	0.00	39,730.22	39,730.22	2.25	0.00	39,777.37
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	18,846.10	20,291.44	17202.38	53,444,697	53,444,697
Health Club	725.62	661.87	847.72	1,268,025	1,268,025
Place of Worship	363.63	413.93	1462.12	987,249	987,249
Single Family Housing	1,952.28	2,056.32	1789.08	5,520,706	5,520,706
Total	21,887.63	23,423.56	21,301.30	61,220,677	61,220,677

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60
Health Club	9.50	7.30	7.30	16.90	64.10	19.00
Place of Worship	9.50	7.30	7.30	0.00	95.00	5.00
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	3,519.71	3,519.71	0.16	0.06	3,541.77
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	3,519.71	3,519.71	0.16	0.06	3,541.77
NaturalGas Mitigated	0.28	2.38	1.04	0.02		0.00	0.19		0.00	0.19	0.00	2,755.51	2,755.51	0.05	0.05	2,772.27
NaturalGas Unmitigated	0.28	2.38	1.04	0.02		0.00	0.19		0.00	0.19	0.00	2,755.51	2,755.51	0.05	0.05	2,772.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Apartments Mid Rise	4.18428e+007	0.23	1.93	0.82	0.01		0.00	0.16		0.00	0.16	0.00	2,232.89	2,232.89	0.04	0.04	2,246.48
Health Club	596540	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	31.83	31.83	0.00	0.00	32.03
Place of Worship	750820	0.00	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	40.07	40.07	0.00	0.00	40.31
Single Family Housing	8.44601e+006	0.05	0.39	0.17	0.00		0.00	0.03		0.00	0.03	0.00	450.71	450.71	0.01	0.01	453.45
Total		**0.28**	**2.39**	**1.04**	**0.01**		**0.00**	**0.19**		**0.00**	**0.19**	**0.00**	**2,755.50**	**2,755.50**	**0.05**	**0.05**	**2,772.27**

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	tons/yr										MT/yr					
Apartments Mid Rise	4.18428e+007	0.23	1.93	0.82	0.01		0.00	0.16		0.00	0.16	0.00	2,232.89	2,232.89	0.04	0.04	2,246.48
Health Club	596540	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	31.83	31.83	0.00	0.00	32.03
Place of Worship	750820	0.00	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	40.07	40.07	0.00	0.00	40.31
Single Family Housing	8.44601e+006	0.05	0.39	0.17	0.00		0.00	0.03		0.00	0.03	0.00	450.71	450.71	0.01	0.01	453.45
Total		**0.28**	**2.39**	**1.04**	**0.01**		**0.00**	**0.19**		**0.00**	**0.19**	**0.00**	**2,755.50**	**2,755.50**	**0.05**	**0.05**	**2,772.27**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Mid Rise	9.85297e+006					2,865.94	0.13	0.05	2,883.90
Health Club	382154					111.16	0.01	0.00	111.85
Place of Worship	480988					139.91	0.01	0.00	140.78
Single Family Housing	1.3845e+006					402.71	0.02	0.01	405.23
Total						**3,519.72**	**0.17**	**0.06**	**3,541.76**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Mid Rise	9.85297e+006					2,865.94	0.13	0.05	2,883.90
Health Club	382154					111.16	0.01	0.00	111.85

Place of Worship	480988					139.91	0.01	0.00	140.78
Single Family Housing	1.3845e+006					402.71	0.02	0.01	405.23
Total						**3,519.72**	**0.17**	**0.06**	**3,541.76**

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	209.56	2.87	258.55	0.09		0.00	33.30		0.00	33.30	3,138.13	3,985.52	7,123.64	2.99	0.30	7,277.88
Unmitigated	209.56	2.87	258.55	0.09		0.00	33.30		0.00	33.30	3,138.13	3,985.52	7,123.64	2.99	0.30	7,277.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	5.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Consumer Products	12.78					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	190.89	2.59	234.84	0.09		0.00	33.18		0.00	33.17	3,138.13	3,948.25	7,086.38	2.95	0.30	7,239.73
Landscaping	0.81	0.28	23.71	0.00		0.00	0.12		0.00	0.12	0.00	37.27	37.27	0.04	0.00	38.15
Total	**209.57**	**2.87**	**258.55**	**0.09**		**0.00**	**33.30**		**0.00**	**33.29**	**3,138.13**	**3,985.52**	**7,123.65**	**2.99**	**0.30**	**7,277.88**

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	5.09					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	12.78					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	190.89	2.59	234.84	0.09		0.00	33.18		0.00	33.17	3,138.13	3,948.25	7,086.38	2.95	0.30	7,239.73
Landscaping	0.81	0.28	23.71	0.00		0.00	0.12		0.00	0.12	0.00	37.27	37.27	0.04	0.00	38.15
Total	**209.57**	**2.87**	**258.55**	**0.09**		**0.00**	**33.30**		**0.00**	**33.29**	**3,138.13**	**3,985.52**	**7,123.65**	**2.99**	**0.30**	**7,277.88**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					1,177.05	6.19	0.17	1,360.48
Unmitigated					1,177.05	6.19	0.17	1,360.48
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Mid Rise	184.647 / 116.408					1,077.59	5.68	0.16	1,246.02
Health Club	1.87543 / 1.14946					10.84	0.06	0.00	12.55
Place of Worship	1.24905 / 1.95365					11.06	0.04	0.00	12.22
Single Family Housing	13.2914 / 8.37937					77.57	0.41	0.01	89.69
Total						**1,177.06**	**6.19**	**0.17**	**1,360.48**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Mid Rise	184.647 / 116.408					1,077.59	5.68	0.16	1,246.02
Health Club	1.87543 / 1.14946					10.84	0.06	0.00	12.55

Place of Worship	1.24905 / 1.95365					11.06	0.04	0.00	12.22
Single Family Housing	13.2914 / 8.37937					77.57	0.41	0.01	89.69
Total						**1,177.06**	**6.19**	**0.17**	**1,360.48**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					396.03	23.40	0.00	887.52
Unmitigated					396.03	23.40	0.00	887.52
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Mid Rise	1303.64					264.63	15.64	0.00	593.05

Health Club	180.75					36.69	2.17	0.00	82.23
Place of Worship	227.54					46.19	2.73	0.00	103.51
Single Family Housing	239.03					48.52	2.87	0.00	108.74
Total						**396.03**	**23.41**	**0.00**	**887.53**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Mid Rise	1303.64					264.63	15.64	0.00	593.05
Health Club	180.75					36.69	2.17	0.00	82.23
Place of Worship	227.54					46.19	2.73	0.00	103.51
Single Family Housing	239.03					48.52	2.87	0.00	108.74
Total						**396.03**	**23.41**	**0.00**	**887.53**

9.0 Vegetation

Palmdale Housing Element - Proposed

Mojave Desert Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Apartments Mid Rise	11928	Dwelling Unit
Condo/Townhouse	1325	Dwelling Unit
Single Family Housing	2786	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	9		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - No construction; operational run only

Vehicle Trips - Trip rates from Traffic Study

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Energy	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
Mobile	449.46	2,843.63	3,924.55	11.99	1,166.73	75.08	1,241.80	20.10	73.93	94.04		1,239,774.36		29.94		1,240,403.05
Total	**9,505.41**	**3,091.16**	**17,785.44**	**24.39**	**1,166.73**	**75.08**	**3,073.49**	**20.10**	**73.93**	**1,925.60**	**206,586.87**	**1,533,459.06**		**445.29**	**15.88**	**1,754,318.97**

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	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Energy	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
Mobile	449.46	2,843.63	3,924.55	11.99	1,166.73	75.08	1,241.80	20.10	73.93	94.04		1,239,774.36		29.94		1,240,403.05
Total	**9,505.41**	**3,091.16**	**17,785.44**	**24.39**	**1,166.73**	**75.08**	**3,073.49**	**20.10**	**73.93**	**1,925.60**	**206,586.87**	**1,533,459.06**		**445.29**	**15.88**	**1,754,318.97**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

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	449.46	2,843.63	3,924.55	11.99	1,166.73	75.08	1,241.80	20.10	73.93	94.04		1,239,774.36		29.94		1,240,403.05
Unmitigated	449.46	2,843.63	3,924.55	11.99	1,166.73	75.08	1,241.80	20.10	73.93	94.04		1,239,774.36		29.94		1,240,403.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	79,321.20	85,404.48	72402.96	224,942,958	224,942,958
Condo/Townhouse	7,698.25	9,487.00	8042.75	22,729,480	22,729,480
Single Family Housing	26,662.02	28,082.88	24433.22	75,395,530	75,395,530
Total	113,681.47	122,974.36	104,878.93	323,067,968	323,067,968

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60
Condo/Townhouse	10.80	7.30	7.50	40.20	19.20	40.60
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

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	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
NaturalGas Unmitigated	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Mid Rise	482499	5.20	44.47	18.92	0.28		0.00	3.60		0.00	3.60		56,764.55		1.09	1.04	57,110.01
Condo/Townhouse	89445.2	0.96	8.24	3.51	0.05		0.00	0.67		0.00	0.67		10,522.96		0.20	0.19	10,587.00
Single Family Housing	316016	3.41	29.12	12.39	0.19		0.00	2.35		0.00	2.35		37,178.40		0.71	0.68	37,404.66
Total		**9.57**	**81.83**	**34.82**	**0.52**		**0.00**	**6.62**		**0.00**	**6.62**		**104,465.91**		**2.00**	**1.91**	**105,101.67**

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	lb/day										lb/day					
Apartments Mid Rise	482.499	5.20	44.47	18.92	0.28		0.00	3.60		0.00	3.60		56,764.55		1.09	1.04	57,110.01
Condo/Townhouse	89.4452	0.96	8.24	3.51	0.05		0.00	0.67		0.00	0.67		10,522.96		0.20	0.19	10,587.00
Single Family Housing	316.016	3.41	29.12	12.39	0.19		0.00	2.35		0.00	2.35		37,178.40		0.71	0.68	37,404.66
Total		**9.57**	**81.83**	**34.82**	**0.52**		**0.00**	**6.62**		**0.00**	**6.62**		**104,465.91**		**2.00**	**1.91**	**105,101.67**

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	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Unmitigated	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	156.45					0.00	0.00		0.00	0.00						0.00
Consumer Products	390.93					0.00	0.00		0.00	0.00						0.00
Hearth	8,459.16	150.38	12,493.34	11.81		0.00	1,817.67		0.00	1,817.55	206,586.87	186,807.18		411.06	13.96	406,354.51
Landscaping	39.83	15.33	1,332.72	0.07		0.00	7.39		0.00	7.39		2,411.61		2.29		2,459.74
Total	**9,046.37**	**165.71**	**13,826.06**	**11.88**		**0.00**	**1,825.06**		**0.00**	**1,824.94**	**206,586.87**	**189,218.79**		**413.35**	**13.96**	**408,814.25**

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	156.45					0.00	0.00		0.00	0.00						0.00
Consumer Products	390.93					0.00	0.00		0.00	0.00						0.00
Hearth	8,459.16	150.38	12,493.34	11.81		0.00	1,817.67		0.00	1,817.55	206,586.87	186,807.18		411.06	13.96	406,354.51
Landscaping	39.83	15.33	1,332.72	0.07		0.00	7.39		0.00	7.39		2,411.61		2.29		2,459.74
Total	**9,046.37**	**165.71**	**13,826.06**	**11.88**		**0.00**	**1,825.06**		**0.00**	**1,824.94**	**206,586.87**	**189,218.79**		**413.35**	**13.96**	**408,814.25**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Palmdale Housing Element - Proposed

Mojave Desert Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Apartments Mid Rise	11928	Dwelling Unit
Condo/Townhouse	1325	Dwelling Unit
Single Family Housing	2786	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	9		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - No construction; operational run only

Vehicle Trips - Trip rates from Traffic Study

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Energy	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
Mobile	455.27	2,936.50	3,827.12	13.32	1,166.73	74.08	1,240.81	20.10	73.44	93.54		1,335,064.46		30.04		1,335,695.34
Total	**9,511.22**	**3,184.03**	**17,688.01**	**25.72**	**1,166.73**	**74.08**	**3,072.50**	**20.10**	**73.44**	**1,925.10**	**206,586.87**	**1,628,749.16**		**445.39**	**15.88**	**1,849,611.26**

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	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Energy	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
Mobile	455.27	2,936.50	3,827.12	13.32	1,166.73	74.08	1,240.81	20.10	73.44	93.54		1,335,064.46		30.04		1,335,695.34
Total	**9,511.22**	**3,184.03**	**17,688.01**	**25.72**	**1,166.73**	**74.08**	**3,072.50**	**20.10**	**73.44**	**1,925.10**	**206,586.87**	**1,628,749.16**		**445.39**	**15.88**	**1,849,611.26**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

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	455.27	2,936.50	3,827.12	13.32	1,166.73	74.08	1,240.81	20.10	73.44	93.54		1,335,064.46		30.04		1,335,695.34
Unmitigated	455.27	2,936.50	3,827.12	13.32	1,166.73	74.08	1,240.81	20.10	73.44	93.54		1,335,064.46		30.04		1,335,695.34
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	79,321.20	85,404.48	72402.96	224,942,958	224,942,958
Condo/Townhouse	7,698.25	9,487.00	8042.75	22,729,480	22,729,480
Single Family Housing	26,662.02	28,082.88	24433.22	75,395,530	75,395,530
Total	113,681.47	122,974.36	104,878.93	323,067,968	323,067,968

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60
Condo/Townhouse	10.80	7.30	7.50	40.20	19.20	40.60
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

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	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
NaturalGas Unmitigated	9.58	81.83	34.82	0.52		0.00	6.62		0.00	6.62		104,465.91		2.00	1.92	105,101.67
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	lb/day										lb/day					
Apartments Mid Rise	482499	5.20	44.47	18.92	0.28		0.00	3.60		0.00	3.60		56,764.55		1.09	1.04	57,110.01
Condo/Townhouse	89445.2	0.96	8.24	3.51	0.05		0.00	0.67		0.00	0.67		10,522.96		0.20	0.19	10,587.00
Single Family Housing	316016	3.41	29.12	12.39	0.19		0.00	2.35		0.00	2.35		37,178.40		0.71	0.68	37,404.66
Total		**9.57**	**81.83**	**34.82**	**0.52**		**0.00**	**6.62**		**0.00**	**6.62**		**104,465.91**		**2.00**	**1.91**	**105,101.67**

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	lb/day										lb/day					
Apartments Mid Rise	482.499	5.20	44.47	18.92	0.28		0.00	3.60		0.00	3.60		56,764.55		1.09	1.04	57,110.01
Condo/Townhouse	89.4452	0.96	8.24	3.51	0.05		0.00	0.67		0.00	0.67		10,522.96		0.20	0.19	10,587.00
Single Family Housing	316.016	3.41	29.12	12.39	0.19		0.00	2.35		0.00	2.35		37,178.40		0.71	0.68	37,404.66
Total		**9.57**	**81.83**	**34.82**	**0.52**		**0.00**	**6.62**		**0.00**	**6.62**		**104,465.91**		**2.00**	**1.91**	**105,101.67**

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	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Unmitigated	9,046.37	165.70	13,826.07	11.88		0.00	1,825.07		0.00	1,824.94	206,586.87	189,218.79		413.35	13.96	408,814.25
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	156.45					0.00	0.00		0.00	0.00						0.00
Consumer Products	390.93					0.00	0.00		0.00	0.00						0.00
Hearth	8,459.16	150.38	12,493.34	11.81		0.00	1,817.67		0.00	1,817.55	206,586.87	186,807.18		411.06	13.96	406,354.51
Landscaping	39.83	15.33	1,332.72	0.07		0.00	7.39		0.00	7.39		2,411.61		2.29		2,459.74
Total	**9,046.37**	**165.71**	**13,826.06**	**11.88**		**0.00**	**1,825.06**		**0.00**	**1,824.94**	**206,586.87**	**189,218.79**		**413.35**	**13.96**	**408,814.25**

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	156.45					0.00	0.00		0.00	0.00						0.00
Consumer Products	390.93					0.00	0.00		0.00	0.00						0.00
Hearth	8,459.16	150.38	12,493.34	11.81		0.00	1,817.67		0.00	1,817.55	206,586.87	186,807.18		411.06	13.96	406,354.51
Landscaping	39.83	15.33	1,332.72	0.07		0.00	7.39		0.00	7.39		2,411.61		2.29		2,459.74
Total	**9,046.37**	**165.71**	**13,826.06**	**11.88**		**0.00**	**1,825.06**		**0.00**	**1,824.94**	**206,586.87**	**189,218.79**		**413.35**	**13.96**	**408,814.25**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Palmdale Housing Element - Proposed

Mojave Desert Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Apartments Mid Rise	11928	Dwelling Unit
Condo/Townhouse	1325	Dwelling Unit
Single Family Housing	2786	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	9		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - No construction; operational run only

Vehicle Trips - Trip rates from Traffic Study

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1,111.27	15.03	1,359.67	0.49		0.00	175.81		0.00	175.80	16,567.61	21,041.38	37,608.99	15.74	1.56	38,422.54
Energy	1.75	14.93	6.36	0.10		0.00	1.21		0.00	1.21	0.00	36,532.10	36,532.10	1.20	0.65	36,757.92
Mobile	71.90	482.32	632.64	2.08	177.26	12.55	189.82	3.38	12.44	15.83	0.00	193,170.77	193,170.77	4.52	0.00	193,265.70
Waste						0.00	0.00		0.00	0.00	1,900.66	0.00	1,900.66	112.33	0.00	4,259.50
Water						0.00	0.00		0.00	0.00	0.00	6,098.59	6,098.59	32.17	0.90	7,051.83
Total	**1,184.92**	**512.28**	**1,998.67**	**2.67**	**177.26**	**12.55**	**366.84**	**3.38**	**12.44**	**192.84**	**18,468.27**	**256,842.84**	**275,311.11**	**165.96**	**3.11**	**279,757.49**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1,111.27	15.03	1,359.67	0.49		0.00	175.81		0.00	175.80	16,567.61	21,041.38	37,608.99	15.74	1.56	38,422.54
Energy	1.75	14.93	6.36	0.10		0.00	1.21		0.00	1.21	0.00	36,532.10	36,532.10	1.20	0.65	36,757.92
Mobile	71.90	482.32	632.64	2.08	177.26	12.55	189.82	3.38	12.44	15.83	0.00	193,170.77	193,170.77	4.52	0.00	193,265.70
Waste						0.00	0.00		0.00	0.00	1,900.66	0.00	1,900.66	112.33	0.00	4,259.50
Water						0.00	0.00		0.00	0.00	0.00	6,098.59	6,098.59	32.17	0.90	7,051.83

Total	**1,184.92**	**512.28**	**1,998.67**	**2.67**	**177.26**	**12.55**	**366.84**	**3.38**	**12.44**	**192.84**	**18,468.27**	**256,842.84**	**275,311.11**	**165.96**	**3.11**	**279,757.49**

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

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	71.90	482.32	632.64	2.08	177.26	12.55	189.82	3.38	12.44	15.83	0.00	193,170.77	193,170.77	4.52	0.00	193,265.70
Unmitigated	71.90	482.32	632.64	2.08	177.26	12.55	189.82	3.38	12.44	15.83	0.00	193,170.77	193,170.77	4.52	0.00	193,265.70

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	79,321.20	85,404.48	72402.96	224,942,958	224,942,958
Condo/Townhouse	7,698.25	9,487.00	8042.75	22,729,480	22,729,480
Single Family Housing	26,662.02	28,082.88	24433.22	75,395,530	75,395,530
Total	113,681.47	122,974.36	104,878.93	323,067,968	323,067,968

4.3 Trip Type Information

	Miles			Trip %		
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
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60
Condo/Townhouse	10.80	7.30	7.50	40.20	19.20	40.60
Single Family Housing	10.80	7.30	7.50	40.20	19.20	40.60

5.0 Energy Detail

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						0.00	0.00		0.00	0.00	0.00	19,236.59	19,236.59	0.87	0.33	19,357.16
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	19,236.59	19,236.59	0.87	0.33	19,357.16
NaturalGas Mitigated	1.75	14.93	6.36	0.10		0.00	1.21		0.00	1.21	0.00	17,295.50	17,295.50	0.33	0.32	17,400.76
NaturalGas Unmitigated	1.75	14.93	6.36	0.10		0.00	1.21		0.00	1.21	0.00	17,295.50	17,295.50	0.33	0.32	17,400.76
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	tons/yr										MT/yr					
Apartments Mid Rise	1.76112e+008	0.95	8.11	3.45	0.05		0.00	0.66		0.00	0.66	0.00	9,398.01	9,398.01	0.18	0.17	9,455.20
Condo/Townhouse	3.26475e+007	0.18	1.50	0.64	0.01		0.00	0.12		0.00	0.12	0.00	1,742.19	1,742.19	0.03	0.03	1,752.80
Single Family Housing	1.15346e+008	0.62	5.31	2.26	0.03		0.00	0.43		0.00	0.43	0.00	6,155.30	6,155.30	0.12	0.11	6,192.76
Total		**1.75**	**14.92**	**6.35**	**0.09**		**0.00**	**1.21**		**0.00**	**1.21**	**0.00**	**17,295.50**	**17,295.50**	**0.33**	**0.31**	**17,400.76**

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	tons/yr										MT/yr					
Apartments Mid Rise	1.76112e+008	0.95	8.11	3.45	0.05		0.00	0.66		0.00	0.66	0.00	9,398.01	9,398.01	0.18	0.17	9,455.20

Condo/Townhouse	3.26475e+007	0.18	1.50	0.64	0.01		0.00	0.12		0.00	0.12	0.00	1,742.19	1,742.19	0.03	0.03	1,752.80
Single Family Housing	1.15346e+008	0.62	5.31	2.26	0.03		0.00	0.43		0.00	0.43	0.00	6,155.30	6,155.30	0.12	0.11	6,192.76
Total		**1.75**	**14.92**	**6.35**	**0.09**		**0.00**	**1.21**		**0.00**	**1.21**	**0.00**	**17,295.50**	**17,295.50**	**0.33**	**0.31**	**17,400.76**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Mid Rise	4.14701e+007					12,062.43	0.55	0.21	12,138.03
Condo/Townhouse	5.75657e+006					1,674.42	0.08	0.03	1,684.91
Single Family Housing	1.89079e+007					5,499.75	0.25	0.09	5,534.22
Total						**19,236.60**	**0.88**	**0.33**	**19,357.16**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Mid Rise	4.14701e+007					12,062.43	0.55	0.21	12,138.03
Condo/Townhouse	5.75657e+006					1,674.42	0.08	0.03	1,684.91
Single Family Housing	1.89079e+007					5,499.75	0.25	0.09	5,534.22
Total						**19,236.60**	**0.88**	**0.33**	**19,357.16**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1,111.27	15.03	1,359.67	0.49		0.00	175.81		0.00	175.80	16,567.61	21,041.38	37,608.99	15.74	1.56	38,422.54
Unmitigated	1,111.27	15.03	1,359.67	0.49		0.00	175.81		0.00	175.80	16,567.61	21,041.38	37,608.99	15.74	1.56	38,422.54
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

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	28.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	71.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	1,007.79	13.65	1,239.84	0.48		0.00	175.15		0.00	175.13	16,567.61	20,844.64	37,412.25	15.56	1.56	38,221.87
Landscaping	3.58	1.38	119.84	0.01		0.00	0.66		0.00	0.66	0.00	196.74	196.74	0.19	0.00	200.67
Total	**1,111.26**	**15.03**	**1,359.68**	**0.49**		**0.00**	**175.81**		**0.00**	**175.79**	**16,567.61**	**21,041.38**	**37,608.99**	**15.75**	**1.56**	**38,422.54**

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	28.55					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	71.34					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	1,007.79	13.65	1,239.84	0.48		0.00	175.15		0.00	175.13	16,567.61	20,844.64	37,412.25	15.56	1.56	38,221.87
Landscaping	3.58	1.38	119.84	0.01		0.00	0.66		0.00	0.66	0.00	196.74	196.74	0.19	0.00	200.67
Total	**1,111.26**	**15.03**	**1,359.68**	**0.49**		**0.00**	**175.81**		**0.00**	**175.79**	**16,567.61**	**21,041.38**	**37,608.99**	**15.75**	**1.56**	**38,422.54**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					6,098.59	32.17	0.90	7,051.83
Unmitigated					6,098.59	32.17	0.90	7,051.83

Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Mid Rise	777.157 / 489.947					4,535.44	23.93	0.67	5,244.36
Condo/Townhouse	86.3291 / 54.4249					503.81	2.66	0.07	582.56
Single Family Housing	181.519 / 114.436					1,059.33	5.59	0.16	1,224.91
Total						**6,098.58**	**32.18**	**0.90**	**7,051.83**

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Mid Rise	777.157 / 489.947					4,535.44	23.93	0.67	5,244.36
Condo/Townhouse	86.3291 / 54.4249					503.81	2.66	0.07	582.56
Single Family Housing	181.519 / 114.436					1,059.33	5.59	0.16	1,224.91
Total						**6,098.58**	**32.18**	**0.90**	**7,051.83**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					1,900.66	112.33	0.00	4,259.50
Unmitigated					1,900.66	112.33	0.00	4,259.50
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Mid Rise	5486.88					1,113.79	65.82	0.00	2,496.07
Condo/Townhouse	609.5					123.72	7.31	0.00	277.27
Single Family Housing	3266.88					663.15	39.19	0.00	1,486.16
Total						**1,900.66**	**112.32**	**0.00**	**4,259.50**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Mid Rise	5486.88					1,113.79	65.82	0.00	2,496.07
Condo/Townhouse	609.5					123.72	7.31	0.00	277.27
Single Family Housing	3266.88					663.15	39.19	0.00	1,486.16
Total						**1,900.66**	**112.32**	**0.00**	**4,259.50**

9.0 Vegetation

Appendix E:
Noise Data

Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	208
Peak Hour Traffic:	**20.8**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

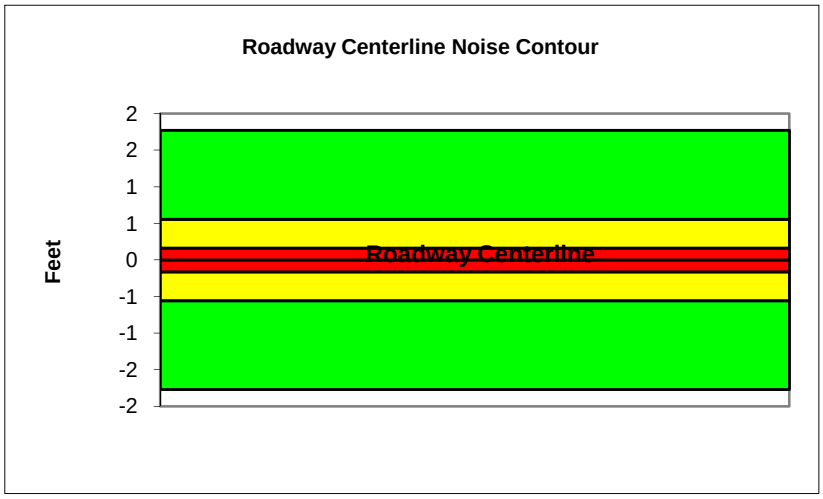
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	29.2	38.0	36.2	30.1	38.8	39.4
Medium Trucks:	40.9	32.8	26.4	24.8	33.3	33.6
Heavy Trucks:	47.0	35.1	26.0	27.2	37.6	37.8
Vehicle Noise:	**49.7**	**41.2**	**37.2**	**33.4**	**41.9**	**42.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2
65 dBA	1
70 dBA	0
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	Ave Q to Palmdale Blvd.		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1,922
Peak Hour Traffic:	**192.2**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

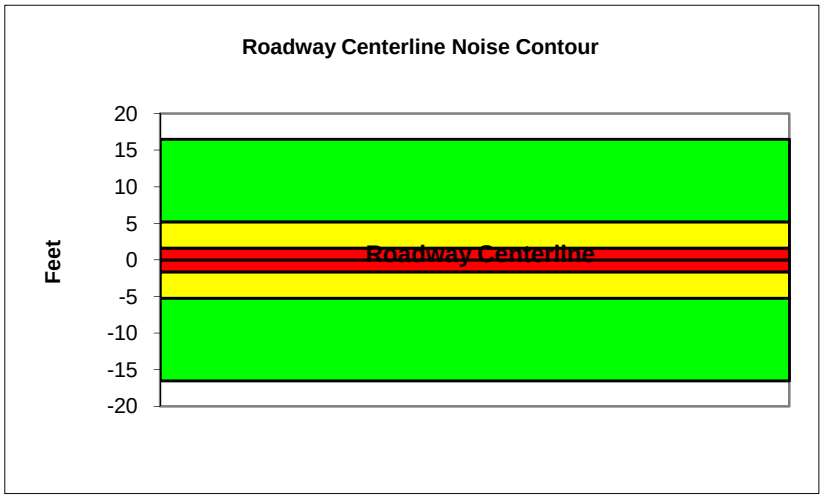
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	38.9	47.6	45.9	39.8	48.4	49.0
Medium Trucks:	50.5	42.4	36.1	34.5	43.0	43.2
Heavy Trucks:	56.7	44.7	35.7	36.9	47.3	47.4
Vehicle Noise:	**59.3**	**50.9**	**46.9**	**43.0**	**51.6**	**51.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	17
65 dBA	5
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	Palmdale Blvd. to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,198
Peak Hour Traffic:	**819.8**
Vehicle Speed:	50
Centerline Separation:	13

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

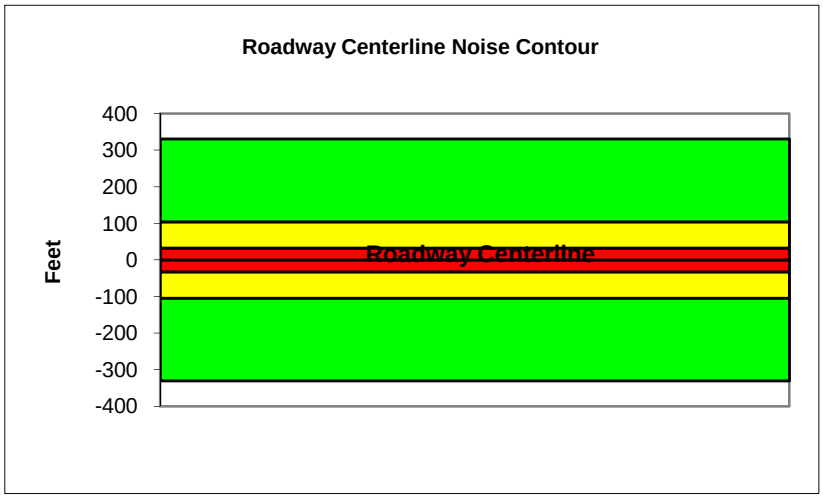
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.8	62.6	60.8	54.7	63.4	64.0
Medium Trucks:	61.5	53.4	47.0	45.5	54.0	54.2
Heavy Trucks:	65.7	53.8	44.7	45.9	55.3	55.5
Vehicle Noise:	**68.0**	**63.7**	**61.1**	**55.8**	**64.4**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	331
65 dBA	105
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Ave Q to Palmdale Blvd.		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1,703
Peak Hour Traffic:	**170.3**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

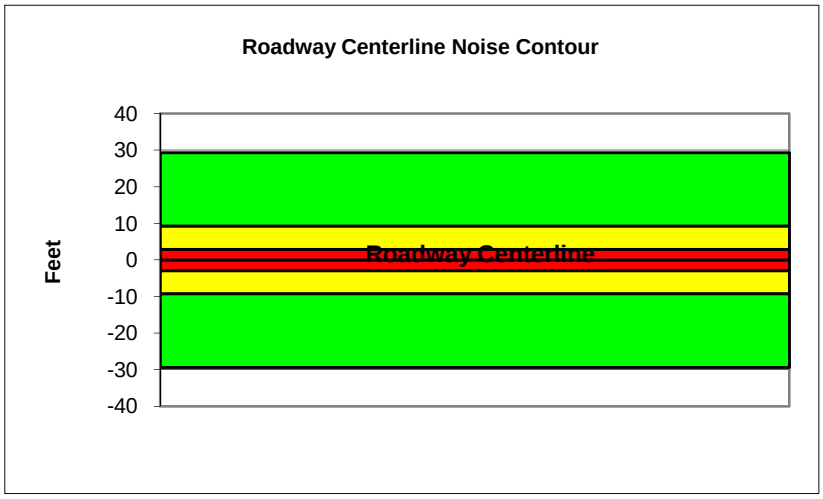
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.6	51.3	49.5	43.5	52.1	52.7
Medium Trucks:	52.3	44.2	37.8	36.2	44.7	45.0
Heavy Trucks:	57.5	45.5	36.5	37.7	47.6	47.7
Vehicle Noise:	**59.9**	**53.3**	**50.1**	**45.4**	**54.0**	**54.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	29
65 dBA	9
70 dBA	3
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Palmdale Blvd. to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	6,258
Peak Hour Traffic:	**625.8**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

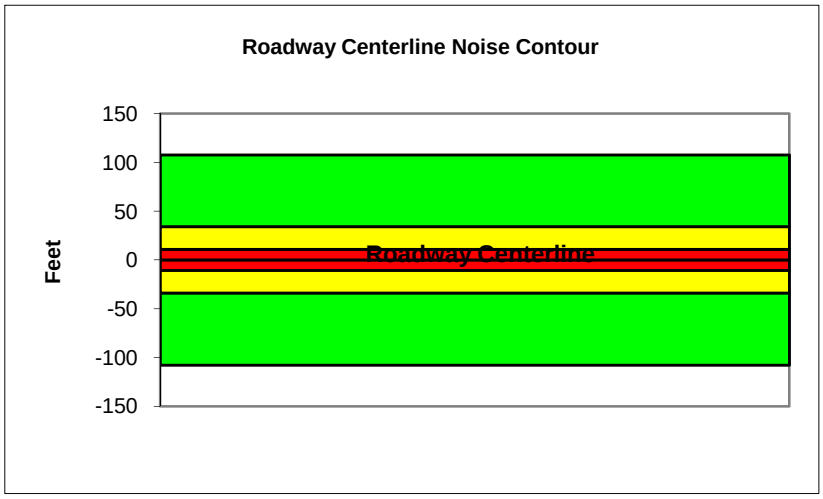
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.2	57.0	55.2	49.1	57.8	58.4
Medium Trucks:	57.9	49.9	43.5	41.9	50.4	50.6
Heavy Trucks:	63.1	51.2	42.1	43.4	53.3	53.4
Vehicle Noise:	**65.6**	**58.9**	**55.8**	**51.1**	**59.6**	**60.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	108
65 dBA	34
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5,190
Peak Hour Traffic:	**519**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

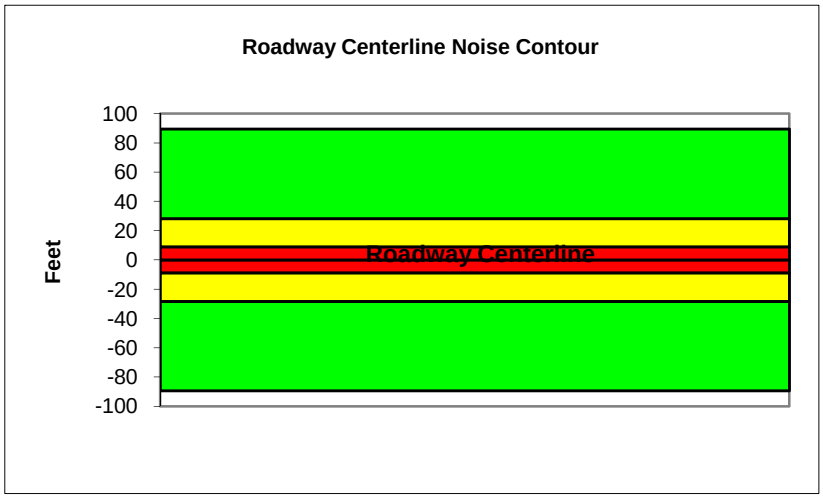
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.2	54.4	48.3	56.9	57.6
Medium Trucks:	57.1	49.0	42.7	41.1	49.6	49.8
Heavy Trucks:	62.3	50.4	41.3	42.6	52.5	52.6
Vehicle Noise:	**64.8**	**58.1**	**54.9**	**50.3**	**58.8**	**59.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	89
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3,433
Peak Hour Traffic:	**343.3**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

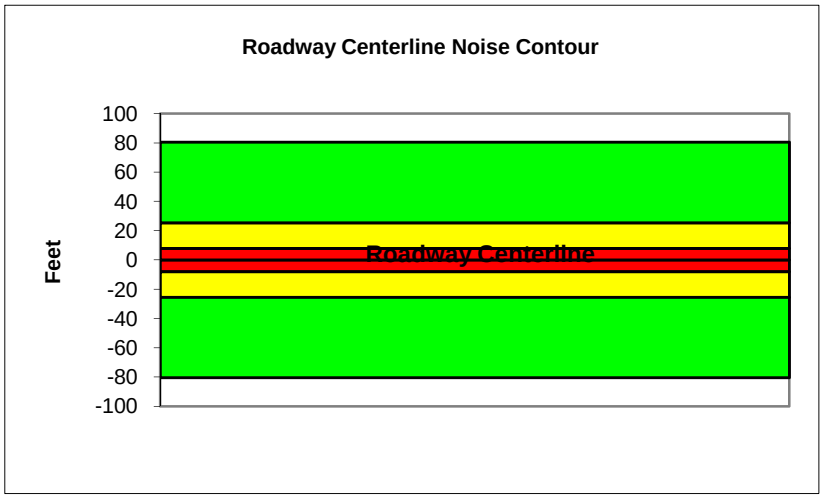
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.0	55.8	54.0	47.9	56.6	57.2
Medium Trucks:	56.0	47.9	41.5	40.0	48.4	48.7
Heavy Trucks:	60.8	48.9	39.8	41.1	50.8	50.9
Vehicle Noise:	**63.2**	**57.4**	**54.5**	**49.5**	**58.1**	**58.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	80
65 dBA	25
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,115
Peak Hour Traffic:	**411.5**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

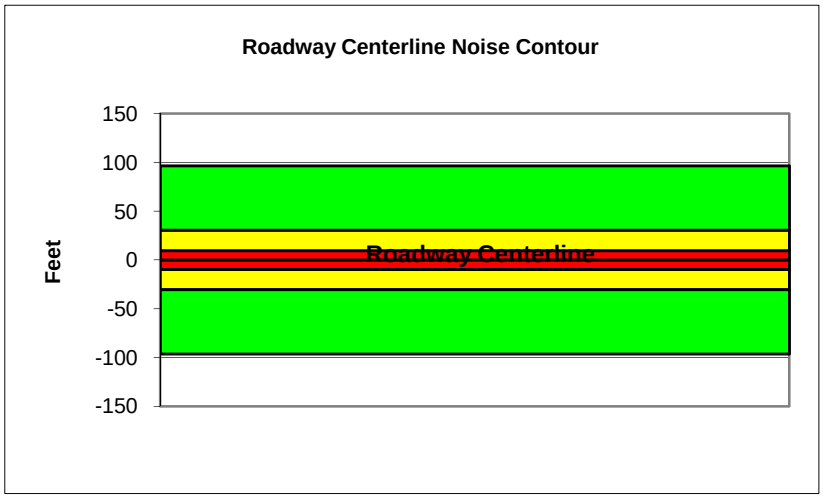
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.8	56.6	54.8	48.7	57.4	58.0
Medium Trucks:	56.8	48.7	42.3	40.7	49.2	49.5
Heavy Trucks:	61.6	49.7	40.6	41.8	51.6	51.7
Vehicle Noise:	**64.0**	**58.2**	**55.3**	**50.3**	**58.9**	**59.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	96
65 dBA	31
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3,578
Peak Hour Traffic:	**357.8**
Vehicle Speed:	45
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

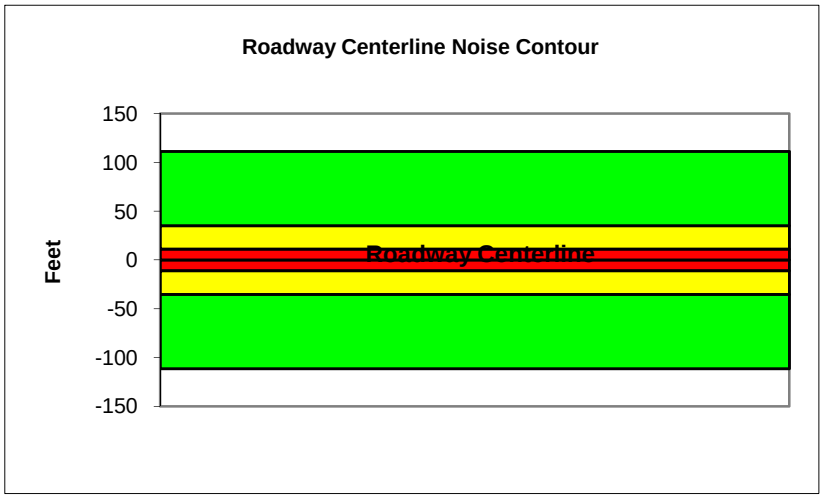
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.8	57.5	55.7	49.7	58.3	58.9
Medium Trucks:	57.0	49.0	42.6	41.0	49.5	49.7
Heavy Trucks:	61.5	49.6	40.6	41.8	51.3	51.4
Vehicle Noise:	**63.9**	**58.8**	**56.1**	**51.0**	**59.6**	**60.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	111
65 dBA	35
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	17,364
Peak Hour Traffic:	**1736.4**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

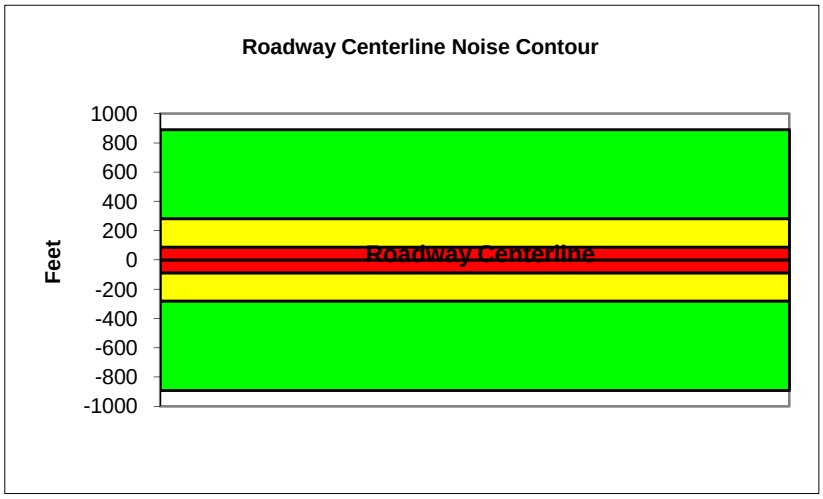
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.9	66.7	64.9	58.8	67.5	68.1
Medium Trucks:	65.1	57.0	50.6	49.0	57.5	57.8
Heavy Trucks:	69.0	57.1	48.0	49.2	58.5	58.6
Vehicle Noise:	**71.3**	**67.6**	**65.2**	**59.8**	**68.4**	**68.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	892
65 dBA	282
70 dBA	89
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Ave Q to Palmdale Ave		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,678
Peak Hour Traffic:	**1267.8**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

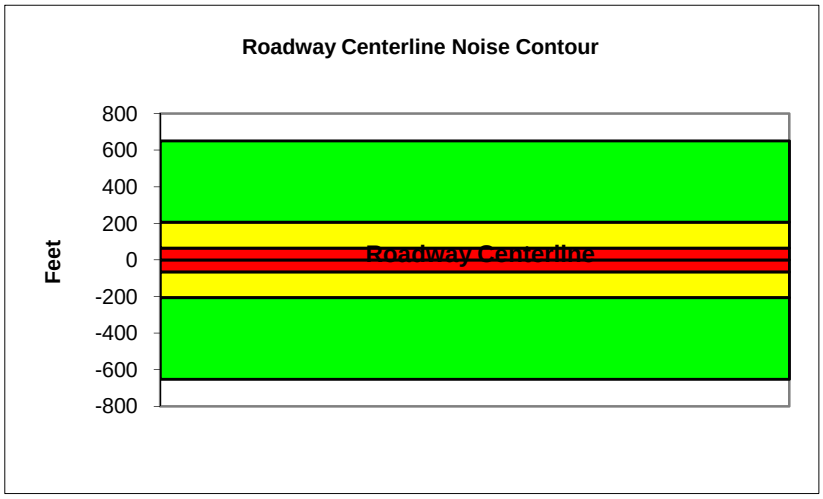
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.6	65.3	63.6	57.5	66.1	66.7
Medium Trucks:	63.7	55.6	49.2	47.7	56.2	56.4
Heavy Trucks:	67.7	55.7	46.7	47.9	57.1	57.3
Vehicle Noise:	**70.0**	**66.3**	**63.8**	**58.4**	**67.0**	**67.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	652
65 dBA	206
70 dBA	65
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Palmdale Ave to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,852
Peak Hour Traffic:	**1185.2**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

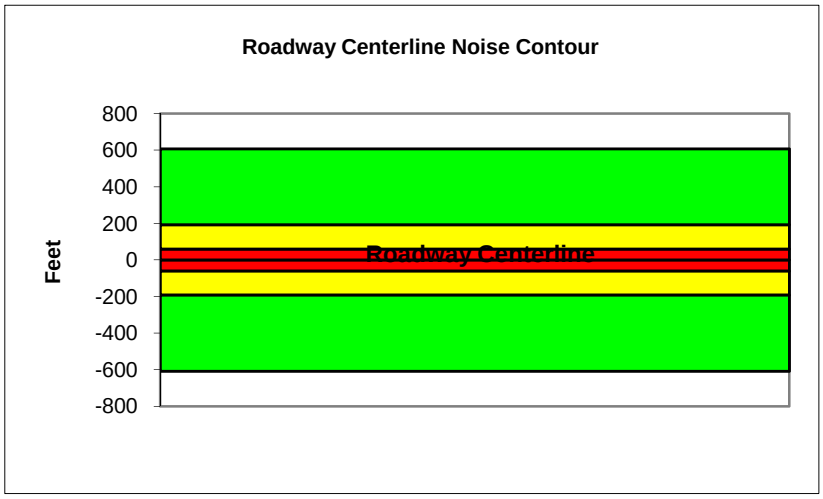
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.3	65.1	63.3	57.2	65.8	66.4
Medium Trucks:	63.4	55.3	49.0	47.4	55.9	56.1
Heavy Trucks:	67.4	55.4	46.4	47.6	56.8	57.0
Vehicle Noise:	**69.7**	**66.0**	**63.5**	**58.1**	**66.7**	**67.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	609
65 dBA	192
70 dBA	61
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,947
Peak Hour Traffic:	**794.7**
Vehicle Speed:	55
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

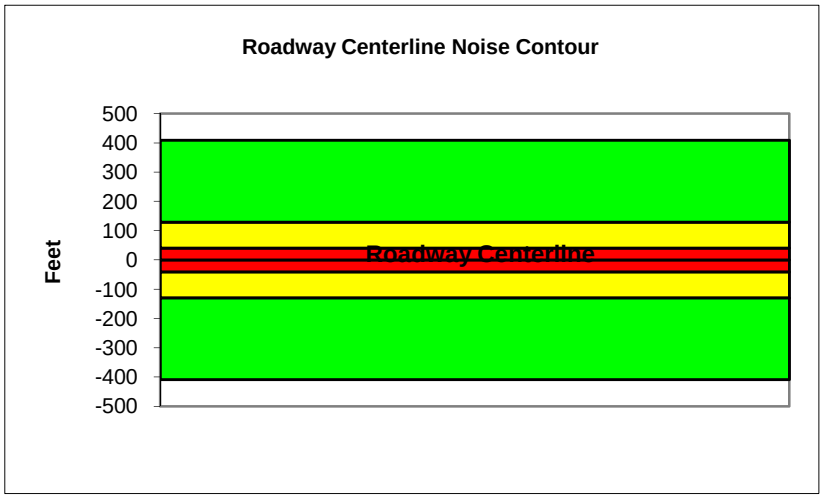
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.5	63.3	61.5	55.4	64.1	64.7
Medium Trucks:	61.6	53.6	47.2	45.6	54.1	54.3
Heavy Trucks:	65.6	53.7	44.6	45.8	55.1	55.2
Vehicle Noise:	**67.9**	**64.2**	**61.8**	**56.3**	**65.0**	**65.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	409
65 dBA	129
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	8th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1,195
Peak Hour Traffic:	**119.5**
Vehicle Speed:	35
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

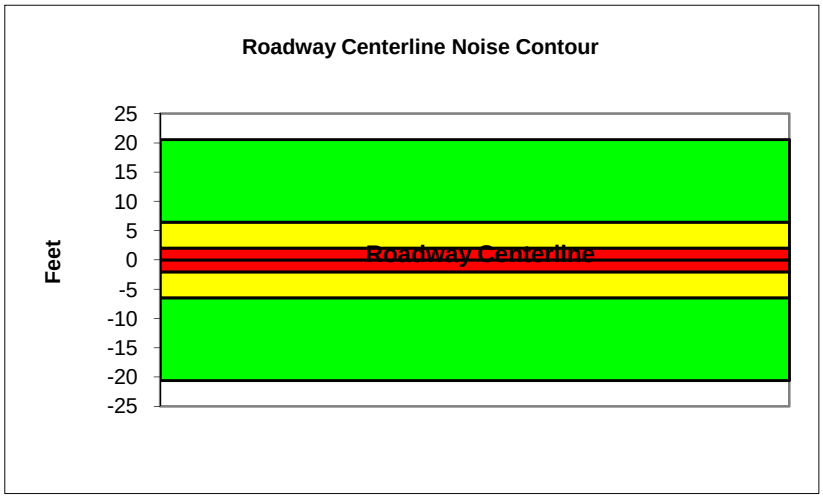
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.0	49.8	48.0	41.9	50.5	51.1
Medium Trucks:	50.7	42.6	36.2	34.7	43.2	43.4
Heavy Trucks:	55.9	44.0	34.9	36.1	46.0	46.2
Vehicle Noise:	**58.3**	**51.7**	**48.5**	**43.8**	**52.4**	**52.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	21
65 dBA	6
70 dBA	2
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,500
Peak Hour Traffic:	**450**
Vehicle Speed:	50
Centerline Separation:	16

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

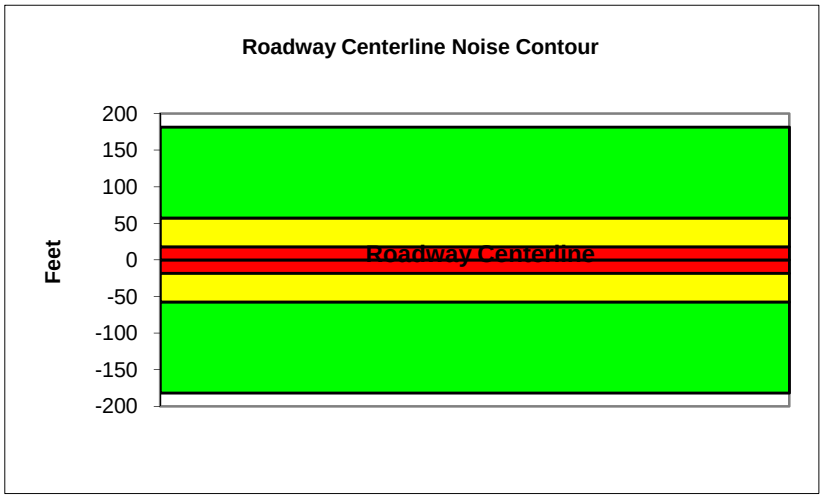
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.2	59.9	58.1	52.1	60.7	61.3
Medium Trucks:	58.8	50.8	44.4	42.8	51.3	51.5
Heavy Trucks:	63.1	51.1	42.1	43.3	52.7	52.8
Vehicle Noise:	**65.4**	**61.0**	**58.5**	**53.2**	**61.8**	**62.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	182
65 dBA	57
70 dBA	18
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,897
Peak Hour Traffic:	**489.7**
Vehicle Speed:	45
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

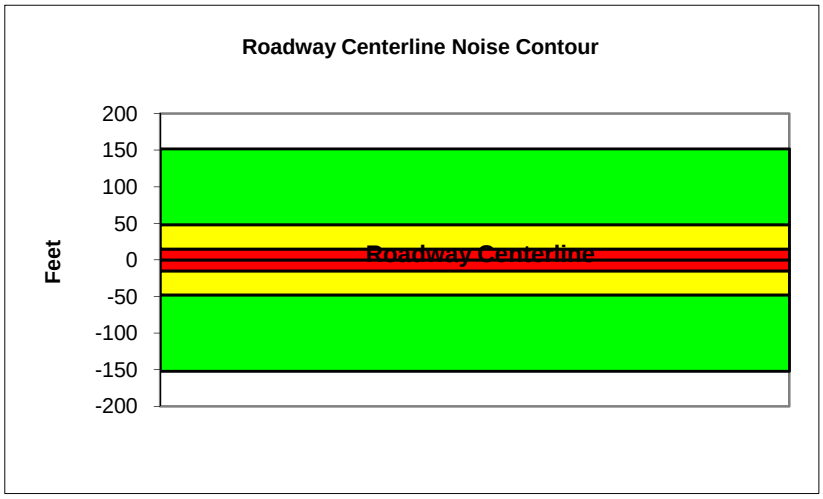
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.9	58.7	56.9	50.8	59.4	60.0
Medium Trucks:	58.2	50.1	43.7	42.1	50.6	50.9
Heavy Trucks:	62.7	50.7	41.7	42.9	52.4	52.6
Vehicle Noise:	**65.0**	**60.0**	**57.2**	**52.1**	**60.7**	**61.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	152
65 dBA	48
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	6,112
Peak Hour Traffic:	**611.2**
Vehicle Speed:	45
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

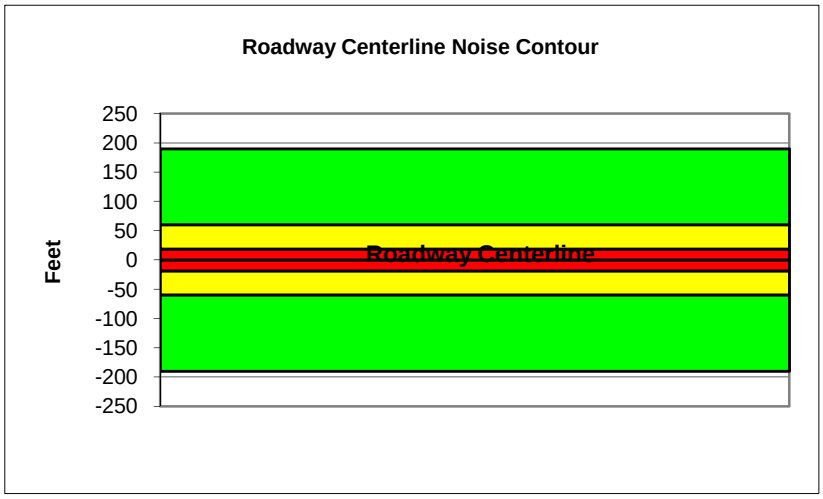
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.6	61.2
Medium Trucks:	59.3	51.2	44.9	43.3	51.8	52.0
Heavy Trucks:	63.8	51.9	42.8	44.1	53.6	53.7
Vehicle Noise:	**66.2**	**61.1**	**58.4**	**53.2**	**61.8**	**62.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	190
65 dBA	60
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5,779
Peak Hour Traffic:	**577.9**
Vehicle Speed:	45
Centerline Separation:	13

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

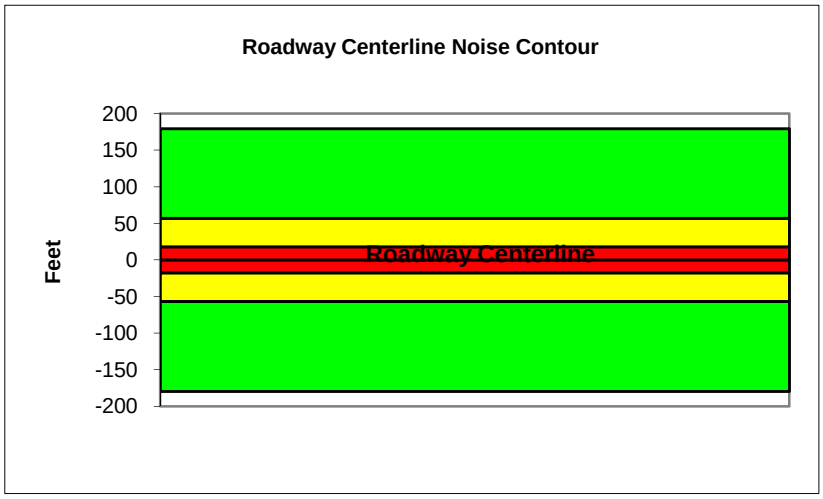
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.5	61.1
Medium Trucks:	59.3	51.2	44.8	43.2	51.7	52.0
Heavy Trucks:	63.8	51.8	42.8	44.0	53.5	53.7
Vehicle Noise:	**66.1**	**61.1**	**58.3**	**53.2**	**61.8**	**62.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	180
65 dBA	57
70 dBA	18
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2,802
Peak Hour Traffic:	**280.2**
Vehicle Speed:	55
Centerline Separation:	20

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

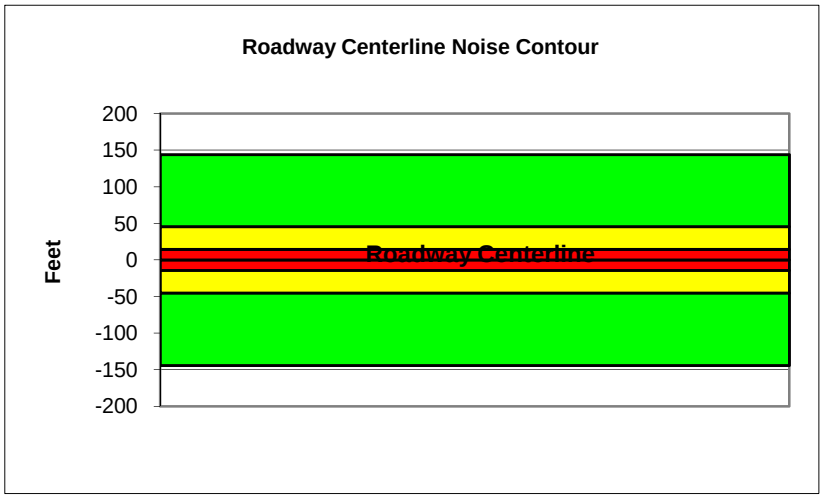
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	59.0	57.2	51.1	59.8	60.4
Medium Trucks:	57.3	49.3	42.9	41.3	49.8	50.0
Heavy Trucks:	61.3	49.4	40.3	41.5	50.8	50.9
Vehicle Noise:	**63.6**	**59.9**	**57.5**	**52.1**	**60.7**	**61.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	144
65 dBA	46
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1,683
Peak Hour Traffic:	**168.3**
Vehicle Speed:	55
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

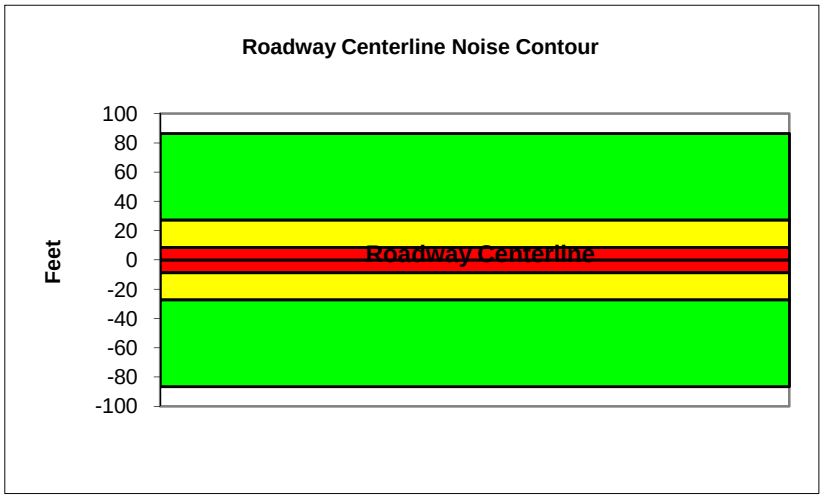
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.2	57.0	55.2	49.1	57.8	58.4
Medium Trucks:	55.3	47.3	40.9	39.3	47.8	48.0
Heavy Trucks:	59.3	47.3	38.3	39.5	48.8	48.9
Vehicle Noise:	**61.6**	**57.9**	**55.4**	**50.0**	**58.6**	**59.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	86
65 dBA	27
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1,549
Peak Hour Traffic:	**154.9**
Vehicle Speed:	55
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

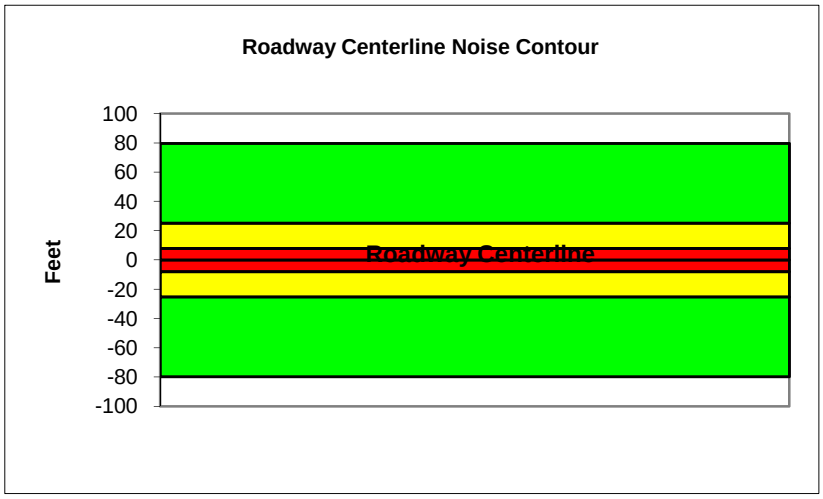
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.7	56.5	54.7	48.6	57.3	57.9
Medium Trucks:	54.9	46.8	40.4	38.8	47.3	47.6
Heavy Trucks:	58.8	46.9	37.8	39.1	48.3	48.4
Vehicle Noise:	**61.1**	**57.4**	**55.0**	**49.6**	**58.2**	**58.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	80
65 dBA	25
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3,708
Peak Hour Traffic:	**370.8**
Vehicle Speed:	45
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

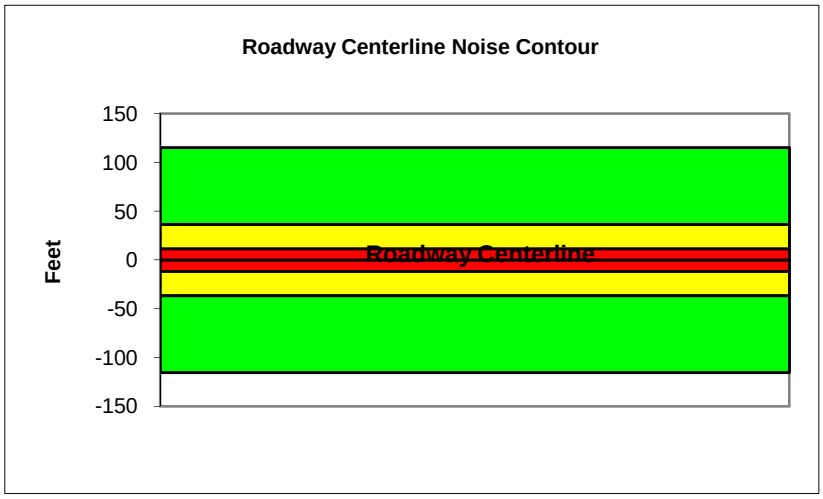
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.9	57.6	55.9	49.8	58.4	59.0
Medium Trucks:	57.1	49.1	42.7	41.1	49.6	49.8
Heavy Trucks:	61.7	49.7	40.7	41.9	51.4	51.6
Vehicle Noise:	**64.0**	**59.0**	**56.2**	**51.1**	**59.7**	**60.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	115
65 dBA	36
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2,666
Peak Hour Traffic:	**266.6**
Vehicle Speed:	45
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

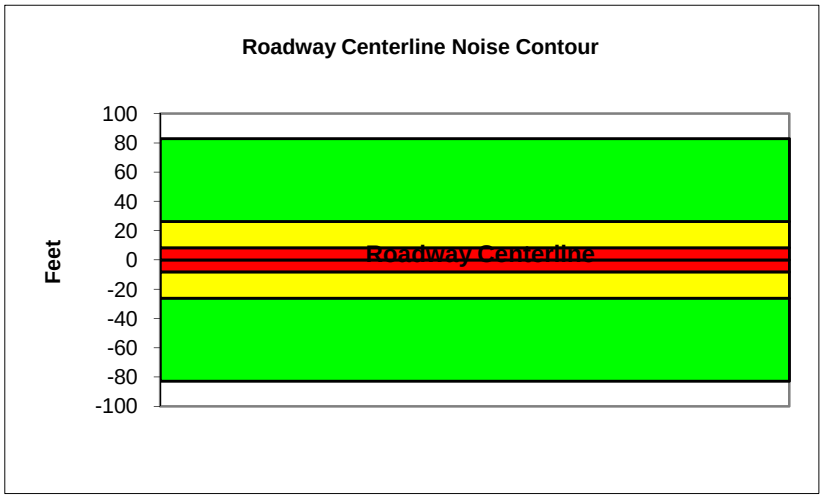
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.2	54.4	48.3	57.0	57.6
Medium Trucks:	55.7	47.6	41.2	39.7	48.1	48.4
Heavy Trucks:	60.2	48.3	39.2	40.4	50.0	50.1
Vehicle Noise:	**62.5**	**57.5**	**54.8**	**49.6**	**58.2**	**58.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	83
65 dBA	26
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	Sierra Hwy to 8th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,237
Peak Hour Traffic:	**1123.7**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

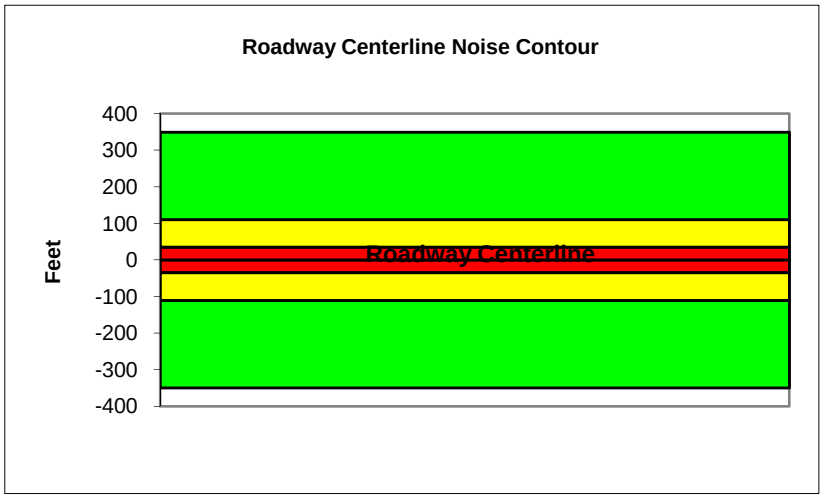
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.8	62.6	60.8	54.7	63.4	64.0
Medium Trucks:	62.1	54.0	47.7	46.1	54.6	54.8
Heavy Trucks:	66.6	54.7	45.6	46.9	56.4	56.5
Vehicle Noise:	**69.0**	**63.9**	**61.2**	**56.0**	**64.6**	**65.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	349
65 dBA	111
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	8th St E to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7,626
Peak Hour Traffic:	**762.6**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

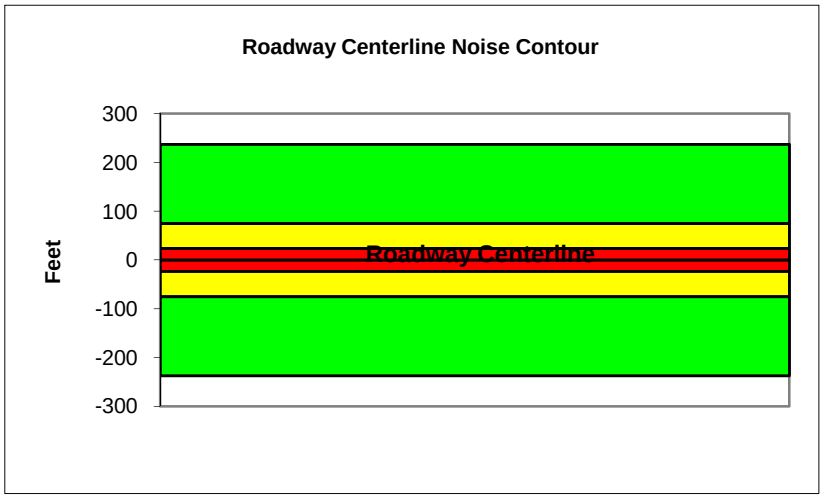
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.1	61.7	62.3
Medium Trucks:	60.4	52.4	46.0	44.4	52.9	53.1
Heavy Trucks:	64.9	53.0	44.0	45.2	54.7	54.8
Vehicle Noise:	**67.3**	**62.2**	**59.5**	**54.4**	**62.9**	**63.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	237
65 dBA	75
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,619
Peak Hour Traffic:	**861.9**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

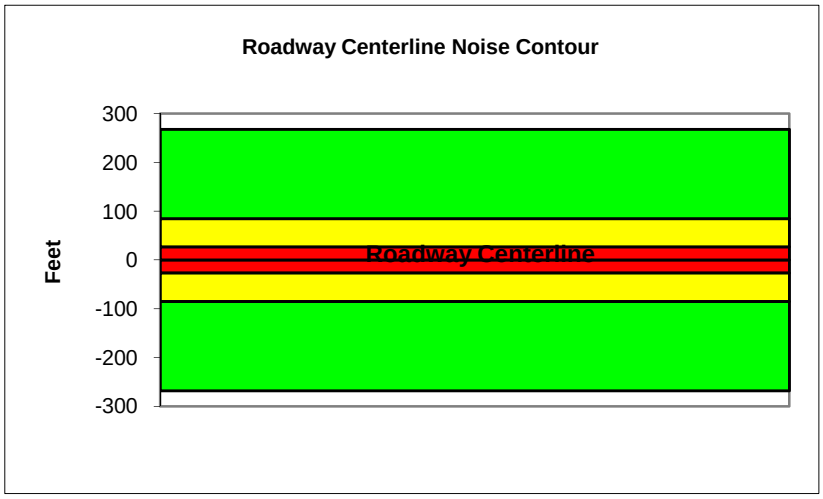
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.6	62.2	62.8
Medium Trucks:	61.0	52.9	46.5	44.9	53.4	53.7
Heavy Trucks:	65.5	53.5	44.5	45.7	55.2	55.4
Vehicle Noise:	**67.8**	**62.8**	**60.0**	**54.9**	**63.5**	**64.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	268
65 dBA	85
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	33,064
Peak Hour Traffic:	**3306.4**
Vehicle Speed:	50
Centerline Separation:	66

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

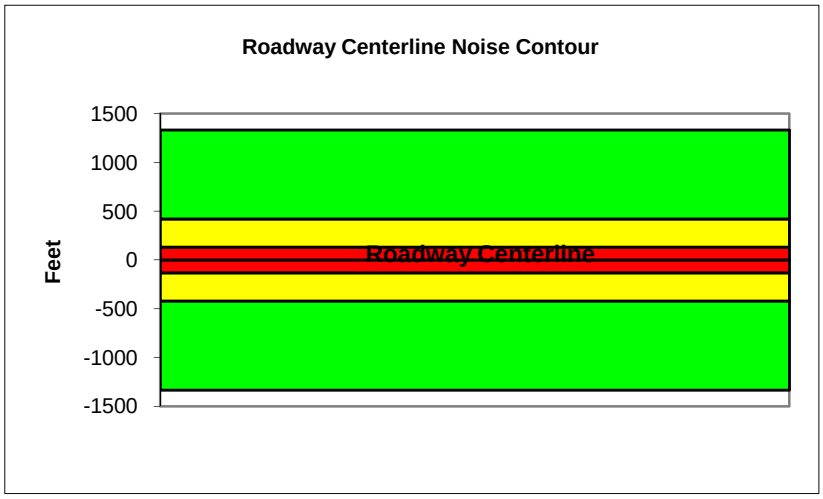
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.0	67.8	66.0	59.9	68.6	69.2
Medium Trucks:	66.7	58.6	52.3	50.7	59.2	59.4
Heavy Trucks:	70.9	59.0	49.9	51.2	60.6	60.7
Vehicle Noise:	**73.3**	**68.9**	**66.3**	**61.0**	**69.6**	**70.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1334
65 dBA	422
70 dBA	133
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	27,389
Peak Hour Traffic:	**2738.9**
Vehicle Speed:	50
Centerline Separation:	66

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

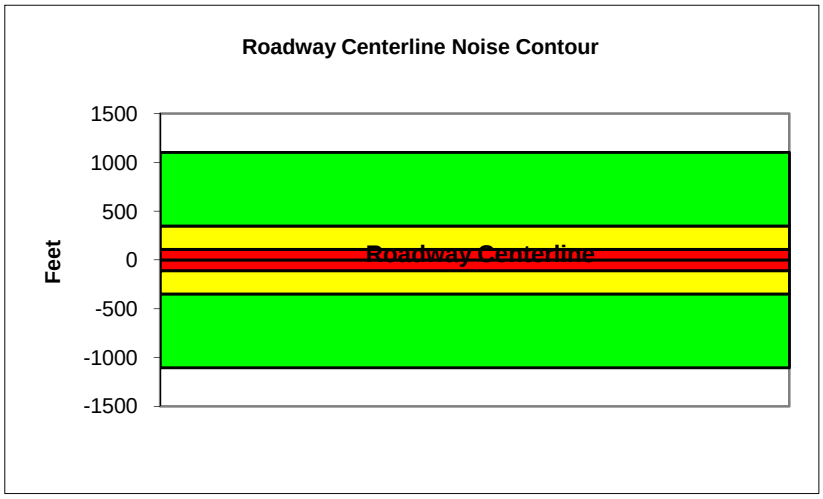
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	65.9	57.8	51.4	49.9	58.4	58.6
Heavy Trucks:	70.1	58.2	49.1	50.3	59.7	59.9
Vehicle Noise:	**72.4**	**68.1**	**65.5**	**60.2**	**68.8**	**69.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1104
65 dBA	349
70 dBA	110
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	Sierra Hwy to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	25,257
Peak Hour Traffic:	**2525.7**
Vehicle Speed:	50
Centerline Separation:	53

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

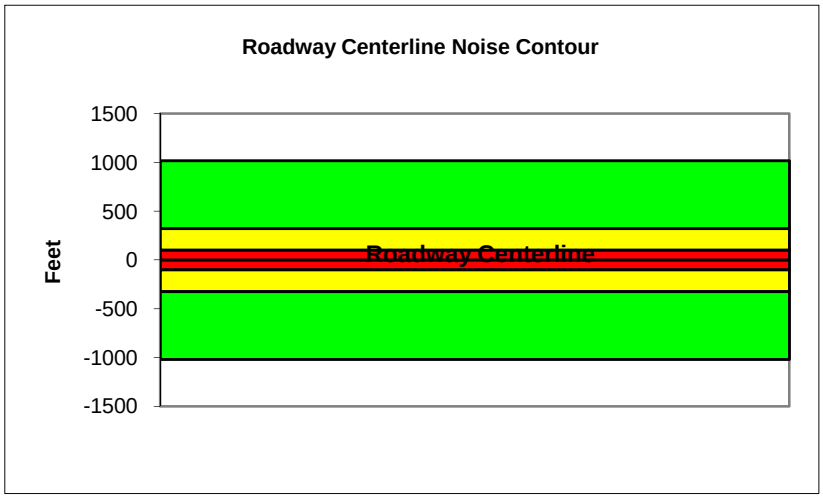
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.0	66.8	65.0	59.0	67.6	68.2
Medium Trucks:	65.7	57.7	51.3	49.7	58.2	58.4
Heavy Trucks:	69.9	58.0	49.0	50.2	59.6	59.7
Vehicle Noise:	**72.3**	**67.9**	**65.3**	**60.0**	**68.6**	**69.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1019
65 dBA	322
70 dBA	102
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	26,264
Peak Hour Traffic:	**2626.4**
Vehicle Speed:	50
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

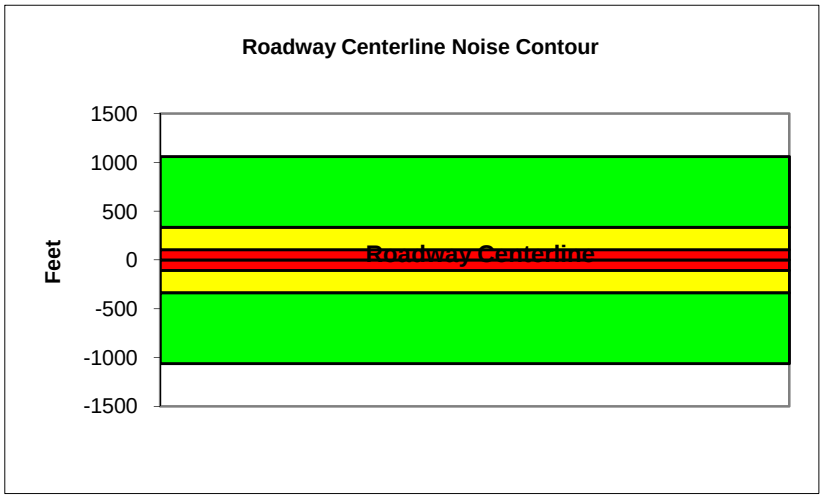
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.3	67.1	65.3	59.2	67.9	68.5
Medium Trucks:	66.0	57.9	51.6	50.0	58.5	58.7
Heavy Trucks:	70.2	58.3	49.2	50.5	59.9	60.0
Vehicle Noise:	**72.5**	**68.2**	**65.6**	**60.3**	**68.9**	**69.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1061
65 dBA	336
70 dBA	106
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,374
Peak Hour Traffic:	**837.4**
Vehicle Speed:	50
Centerline Separation:	22

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

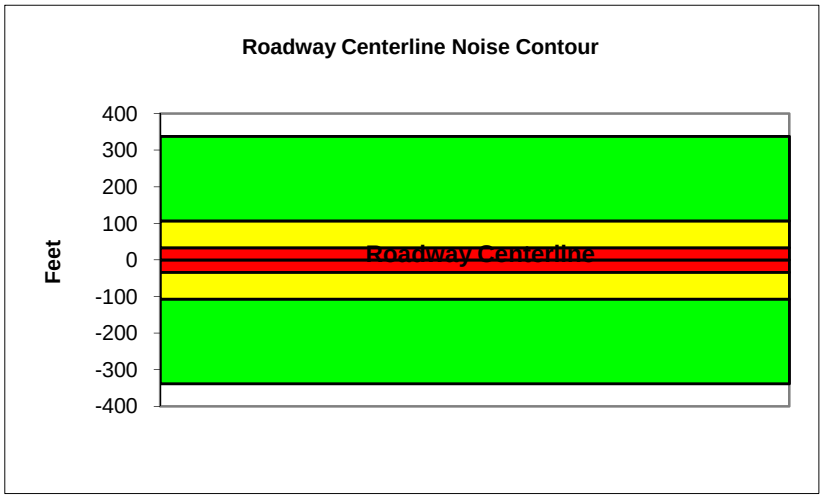
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.7	62.5	60.7	54.7	63.3	63.9
Medium Trucks:	61.4	53.3	47.0	45.4	53.9	54.1
Heavy Trucks:	65.6	53.7	44.6	45.9	55.3	55.4
Vehicle Noise:	**68.0**	**63.6**	**61.0**	**55.7**	**64.3**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	338
65 dBA	107
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,867
Peak Hour Traffic:	**1286.7**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

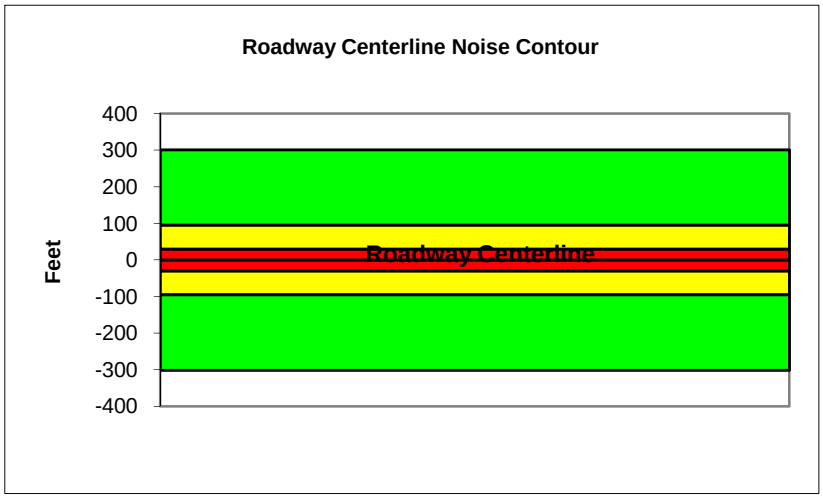
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.8	61.5	59.8	53.7	62.3	62.9
Medium Trucks:	61.7	53.6	47.3	45.7	54.2	54.4
Heavy Trucks:	66.6	54.6	45.6	46.8	56.5	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.2**	**55.3**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	302
65 dBA	95
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	Sierra Hwy to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	17,455
Peak Hour Traffic:	**1745.5**
Vehicle Speed:	40
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

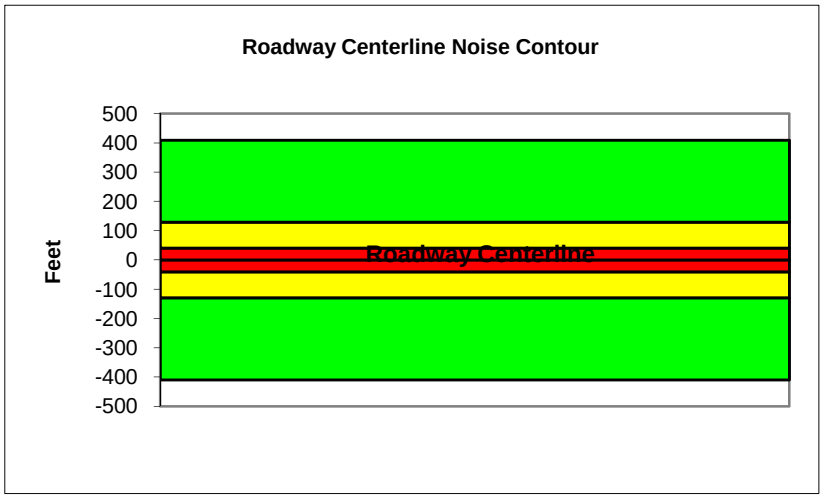
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.0	62.8	61.0	54.9	63.6	64.2
Medium Trucks:	63.0	54.9	48.5	46.9	55.4	55.7
Heavy Trucks:	67.8	55.9	46.8	48.0	57.7	57.9
Vehicle Noise:	**70.2**	**64.4**	**61.4**	**56.5**	**65.1**	**65.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	409
65 dBA	129
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Existing
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18,350
Peak Hour Traffic:	**1835**
Vehicle Speed:	40
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

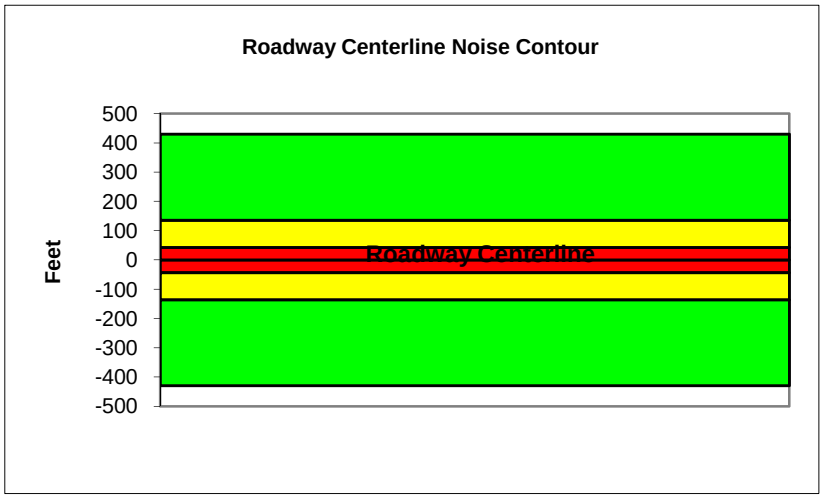
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.2	61.4	55.3	63.9	64.5
Medium Trucks:	63.3	55.3	48.9	47.3	55.8	56.0
Heavy Trucks:	68.2	56.2	47.2	48.4	58.1	58.2
Vehicle Noise:	**70.6**	**64.7**	**61.8**	**56.9**	**65.4**	**65.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	430
65 dBA	136
70 dBA	43
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,265
Peak Hour Traffic:	**1026.5**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

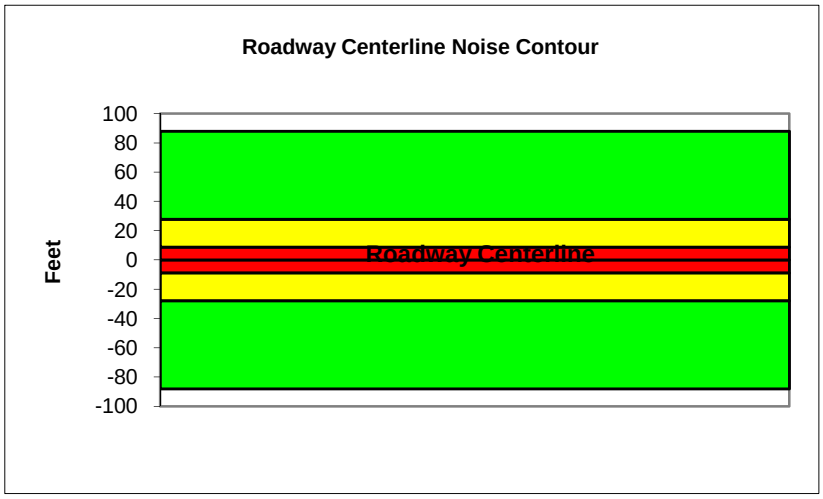
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.1	54.9	53.1	47.1	55.7	56.3
Medium Trucks:	57.8	49.7	43.3	41.8	50.3	50.5
Heavy Trucks:	63.9	52.0	42.9	44.2	54.6	54.7
Vehicle Noise:	**66.6**	**58.2**	**54.1**	**50.3**	**58.8**	**59.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	88
65 dBA	28
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	Ave Q to Palmdale Blvd.		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	16,292
Peak Hour Traffic:	**1629.2**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

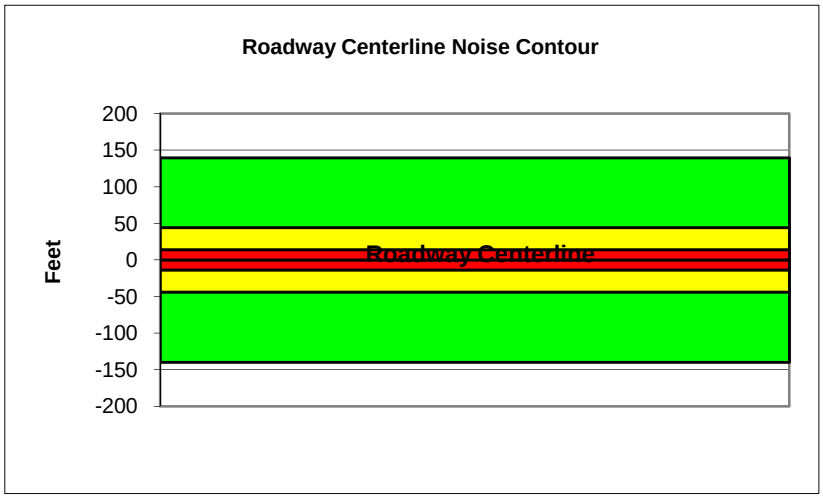
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.1	56.9	55.1	49.1	57.7	58.3
Medium Trucks:	59.8	51.7	45.3	43.8	52.3	52.5
Heavy Trucks:	65.9	54.0	45.0	46.2	56.6	56.7
Vehicle Noise:	**68.6**	**60.2**	**56.1**	**52.3**	**60.8**	**61.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	140
65 dBA	44
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	Palmdale Blvd. to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,438
Peak Hour Traffic:	**1143.8**
Vehicle Speed:	50
Centerline Separation:	13

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

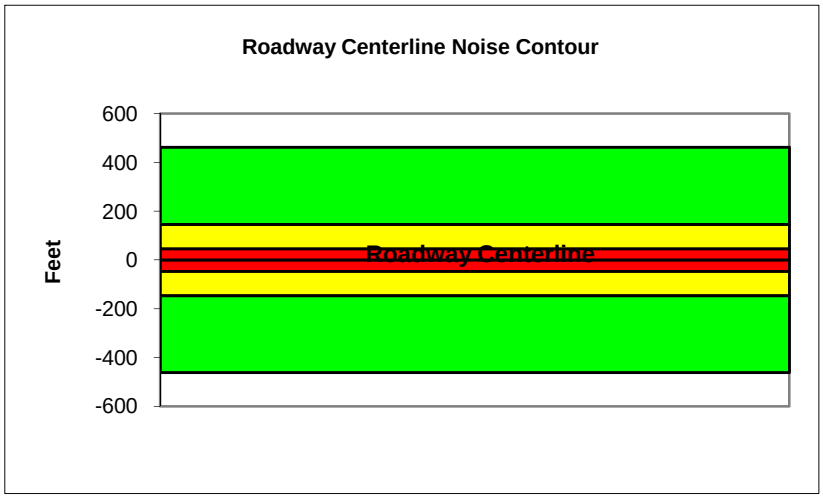
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.0	62.3	56.2	64.8	65.4
Medium Trucks:	62.9	54.9	48.5	46.9	55.4	55.6
Heavy Trucks:	67.2	55.2	46.2	47.4	56.8	56.9
Vehicle Noise:	**69.5**	**65.1**	**62.6**	**57.3**	**65.9**	**66.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	462
65 dBA	146
70 dBA	46
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Ave Q to Palmdale Blvd.		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3,926
Peak Hour Traffic:	**392.6**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

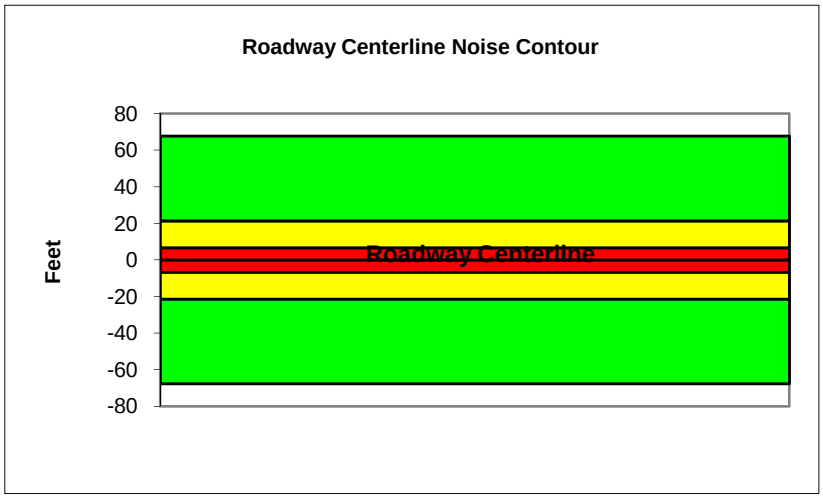
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.2	55.0	53.2	47.1	55.7	56.3
Medium Trucks:	55.9	47.8	41.4	39.9	48.4	48.6
Heavy Trucks:	61.1	49.2	40.1	41.3	51.2	51.4
Vehicle Noise:	**63.6**	**56.9**	**53.7**	**49.0**	**57.6**	**58.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	68
65 dBA	21
70 dBA	7
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Palmdale Blvd. to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,869
Peak Hour Traffic:	**1086.9**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

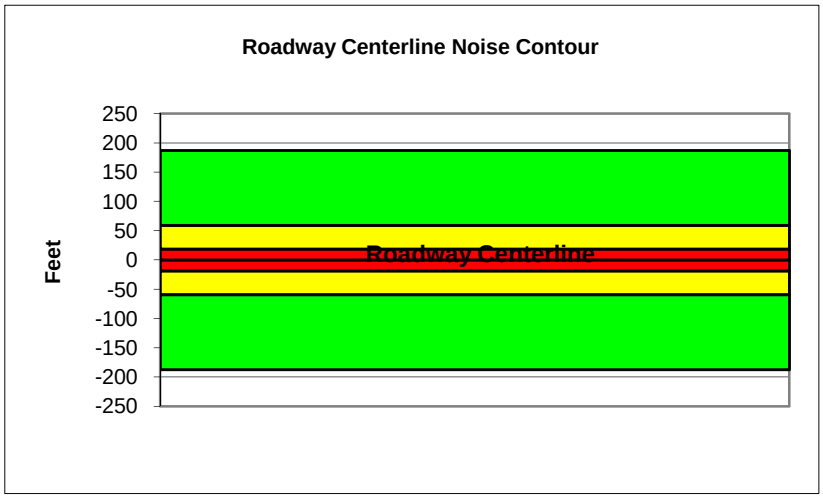
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.6	59.4	57.6	51.5	60.2	60.8
Medium Trucks:	60.3	52.3	45.9	44.3	52.8	53.0
Heavy Trucks:	65.5	53.6	44.5	45.8	55.7	55.8
Vehicle Noise:	**68.0**	**61.3**	**58.2**	**53.5**	**62.0**	**62.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	187
65 dBA	59
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	16,259
Peak Hour Traffic:	**1625.9**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

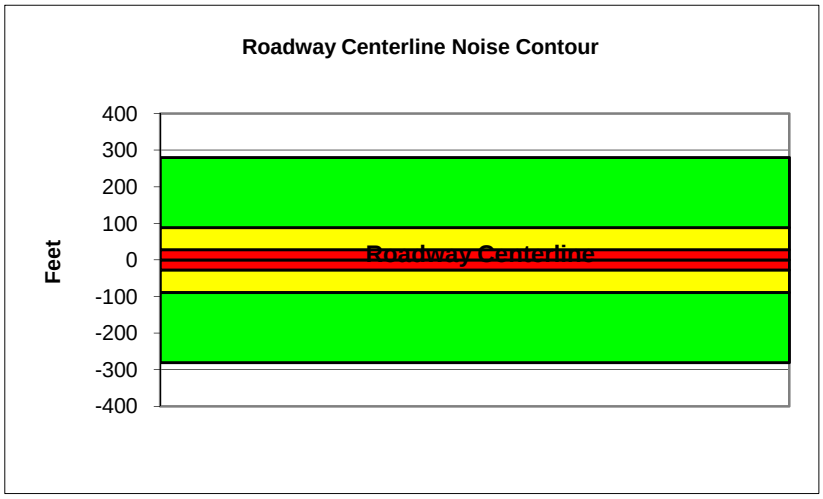
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.3	61.1	59.3	53.3	61.9	62.5
Medium Trucks:	62.1	54.0	47.6	46.0	54.5	54.8
Heavy Trucks:	67.3	55.3	46.3	47.5	57.4	57.5
Vehicle Noise:	**69.7**	**63.1**	**59.9**	**55.2**	**63.8**	**64.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	280
65 dBA	89
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,000
Peak Hour Traffic:	**900**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

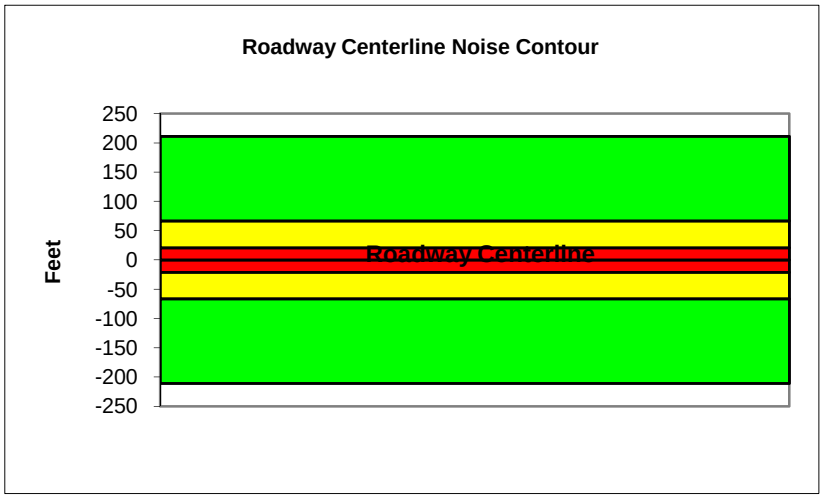
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.2	60.0	58.2	52.1	60.8	61.4
Medium Trucks:	60.2	52.1	45.7	44.1	52.6	52.9
Heavy Trucks:	65.0	53.1	44.0	45.2	55.0	55.1
Vehicle Noise:	**67.4**	**61.6**	**58.7**	**53.7**	**62.3**	**62.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	211
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,054
Peak Hour Traffic:	**705.4**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

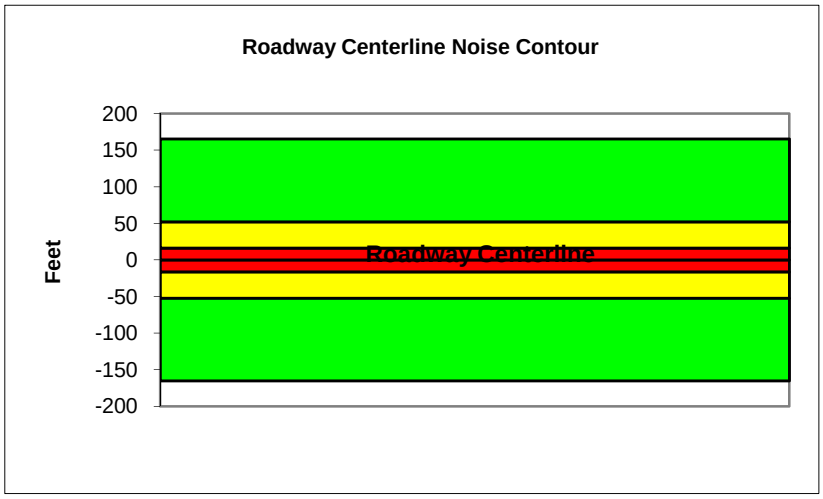
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	58.9	57.1	51.1	59.7	60.3
Medium Trucks:	59.1	51.0	44.7	43.1	51.6	51.8
Heavy Trucks:	64.0	52.0	43.0	44.2	53.9	54.0
Vehicle Noise:	**66.3**	**60.5**	**57.6**	**52.6**	**61.2**	**61.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	165
65 dBA	52
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,415
Peak Hour Traffic:	**941.5**
Vehicle Speed:	45
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

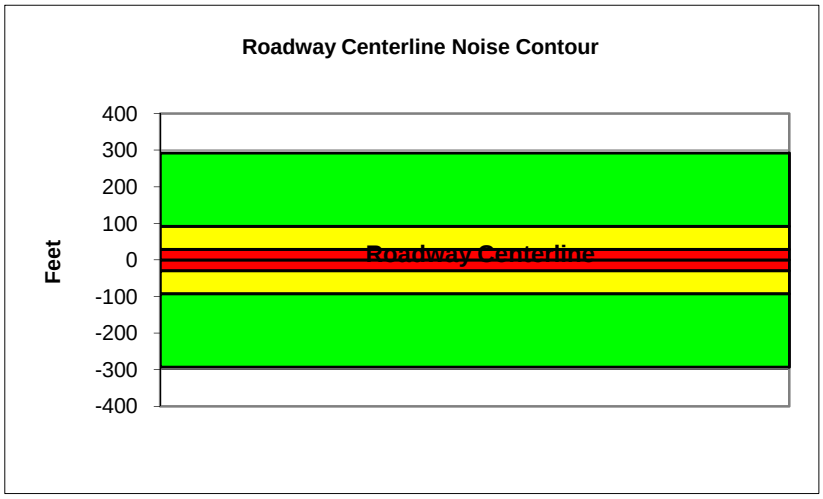
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.7	59.9	53.9	62.5	63.1
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	65.7	53.8	44.8	46.0	55.5	55.6
Vehicle Noise:	**68.1**	**63.0**	**60.3**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	293
65 dBA	93
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18,264
Peak Hour Traffic:	**1826.4**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

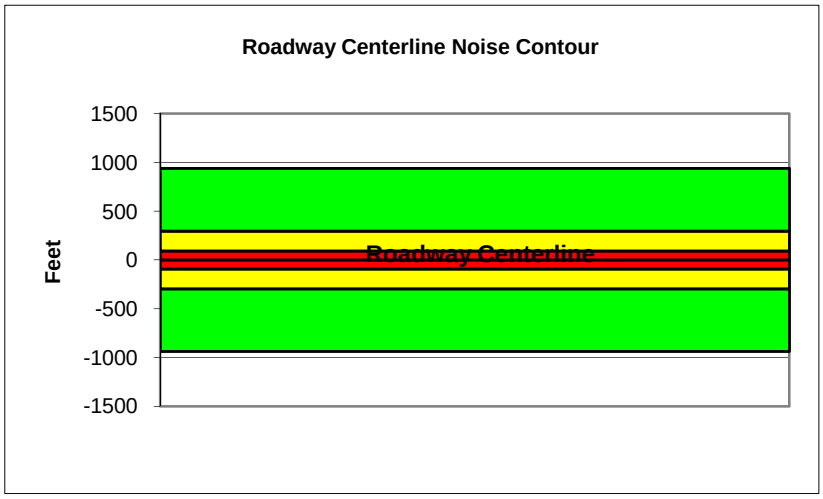
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	66.9	65.1	59.1	67.7	68.3
Medium Trucks:	65.3	57.2	50.8	49.3	57.7	58.0
Heavy Trucks:	69.2	57.3	48.2	49.5	58.7	58.9
Vehicle Noise:	**71.6**	**67.9**	**65.4**	**60.0**	**68.6**	**69.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	938
65 dBA	297
70 dBA	94
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Ave Q to Palmdale Ave		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,898
Peak Hour Traffic:	**1089.8**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

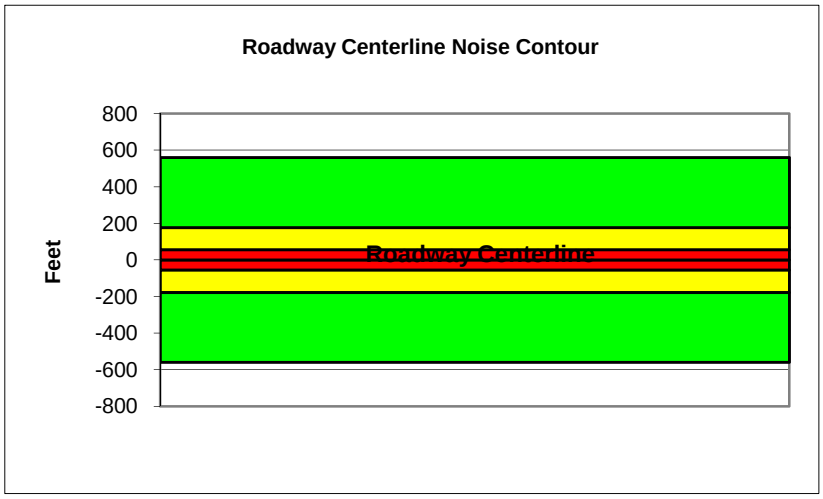
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	63.0	55.0	48.6	47.0	55.5	55.7
Heavy Trucks:	67.0	55.1	46.0	47.2	56.5	56.6
Vehicle Noise:	**69.3**	**65.6**	**63.2**	**57.7**	**66.4**	**66.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	560
65 dBA	177
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Palmdale Ave to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7,725
Peak Hour Traffic:	**772.5**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

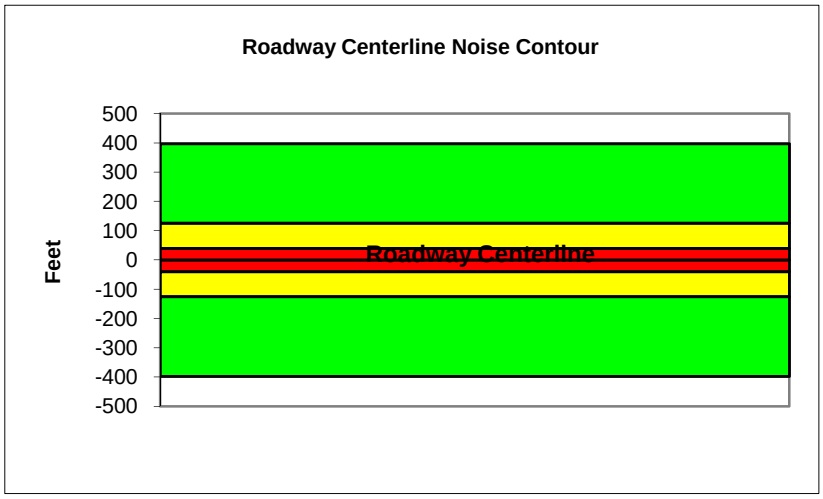
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.2	61.4	55.3	64.0	64.6
Medium Trucks:	61.5	53.5	47.1	45.5	54.0	54.2
Heavy Trucks:	65.5	53.6	44.5	45.7	55.0	55.1
Vehicle Noise:	**67.8**	**64.1**	**61.7**	**56.3**	**64.9**	**65.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	397
65 dBA	126
70 dBA	40
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	13,367
Peak Hour Traffic:	**1336.7**
Vehicle Speed:	55
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

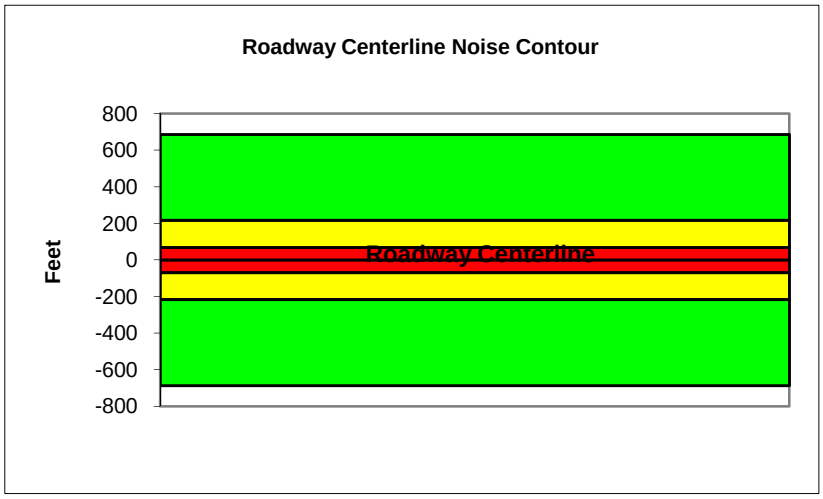
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.8	65.5	63.8	57.7	66.3	66.9
Medium Trucks:	63.9	55.8	49.4	47.9	56.4	56.6
Heavy Trucks:	67.9	55.9	46.9	48.1	57.3	57.5
Vehicle Noise:	**70.2**	**66.5**	**64.0**	**58.6**	**67.2**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	686
65 dBA	217
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	8th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2,700
Peak Hour Traffic:	**270**
Vehicle Speed:	35
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

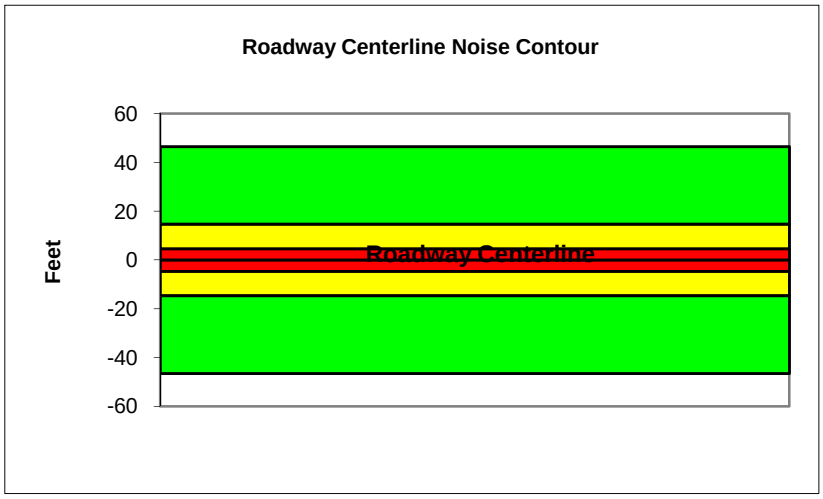
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.5	53.3	51.5	45.4	54.1	54.7
Medium Trucks:	54.2	46.2	39.8	38.2	46.7	46.9
Heavy Trucks:	59.4	47.5	38.5	39.7	49.6	49.7
Vehicle Noise:	**61.9**	**55.2**	**52.1**	**47.4**	**55.9**	**56.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	46
65 dBA	15
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,298
Peak Hour Traffic:	**1029.8**
Vehicle Speed:	50
Centerline Separation:	16

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

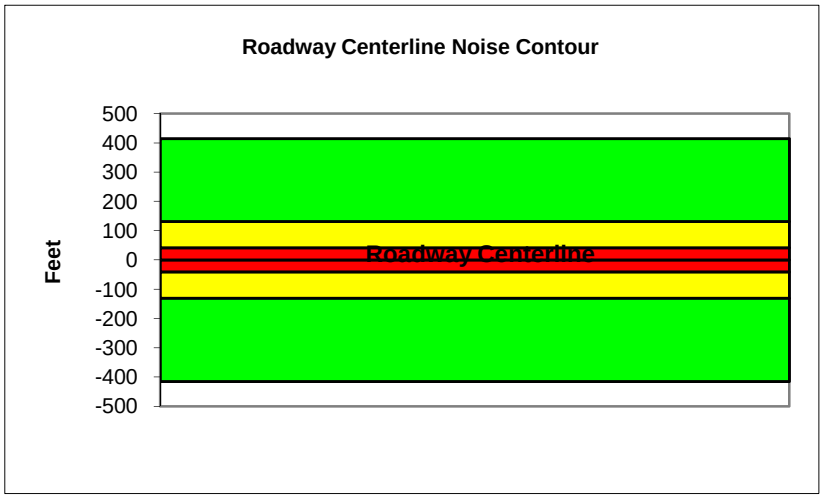
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.5	61.7	55.7	64.3	64.9
Medium Trucks:	62.4	54.4	48.0	46.4	54.9	55.1
Heavy Trucks:	66.7	54.7	45.7	46.9	56.3	56.4
Vehicle Noise:	**69.0**	**64.6**	**62.0**	**56.8**	**65.4**	**65.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	415
65 dBA	131
70 dBA	42
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,237
Peak Hour Traffic:	**823.7**
Vehicle Speed:	45
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

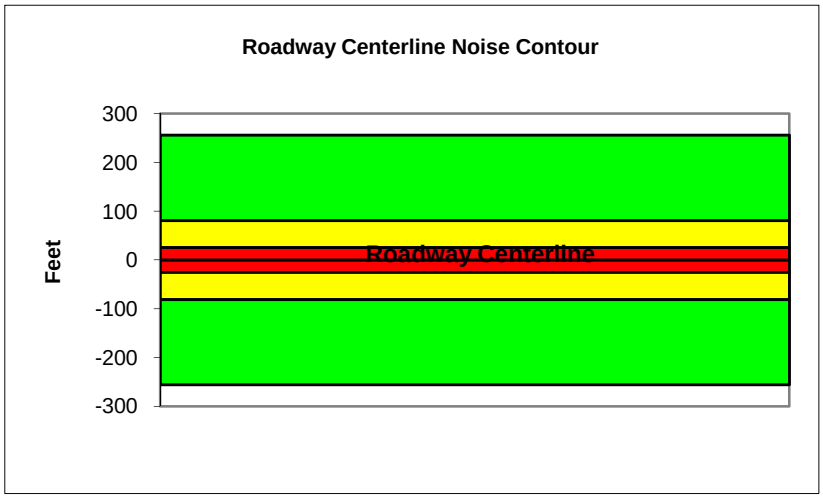
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1
Heavy Trucks:	64.9	53.0	43.9	45.2	54.7	54.8
Vehicle Noise:	**67.3**	**62.2**	**59.5**	**54.3**	**62.9**	**63.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	256
65 dBA	81
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2,965
Peak Hour Traffic:	**296.5**
Vehicle Speed:	45
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

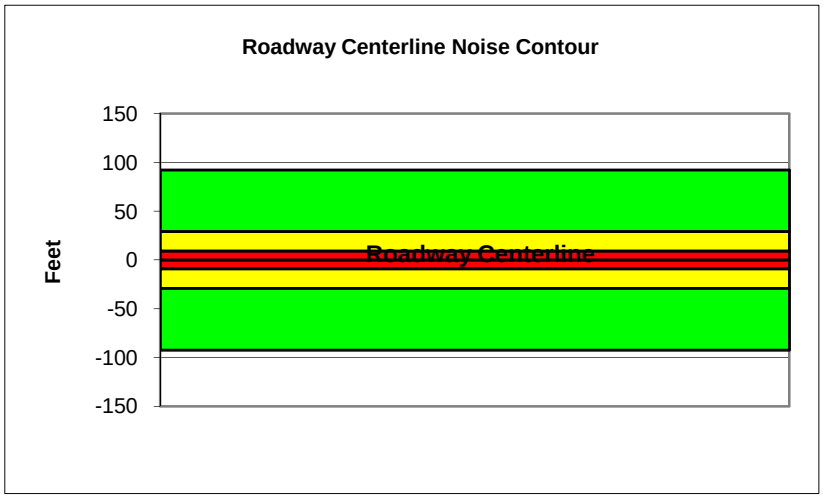
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.9	56.7	54.9	48.8	57.5	58.1
Medium Trucks:	56.2	48.1	41.7	40.2	48.6	48.9
Heavy Trucks:	60.7	48.8	39.7	40.9	50.5	50.6
Vehicle Noise:	**63.0**	**58.0**	**55.3**	**50.1**	**58.7**	**59.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	92
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	5,194
Peak Hour Traffic:	**519.4**
Vehicle Speed:	45
Centerline Separation:	13

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

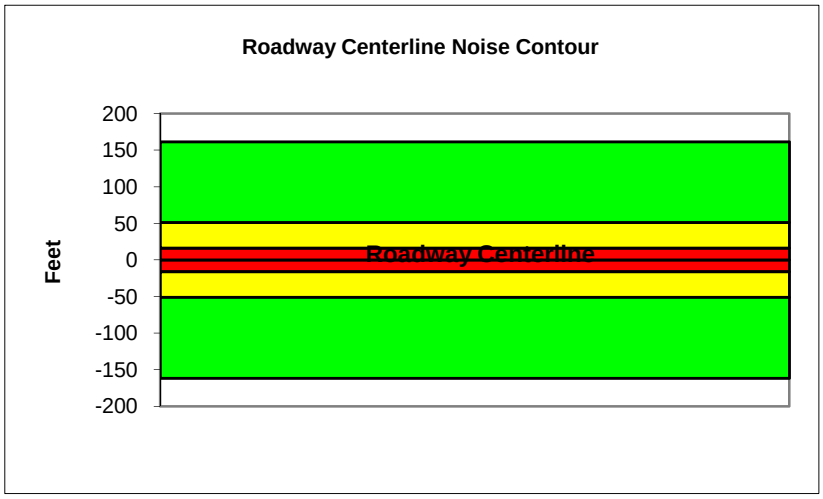
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.5	59.3	57.5	51.4	60.1	60.7
Medium Trucks:	58.8	50.7	44.3	42.8	51.3	51.5
Heavy Trucks:	63.3	51.4	42.3	43.5	53.1	53.2
Vehicle Noise:	**65.7**	**60.6**	**57.9**	**52.7**	**61.3**	**61.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	162
65 dBA	51
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	1,629
Peak Hour Traffic:	**162.9**
Vehicle Speed:	55
Centerline Separation:	20

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

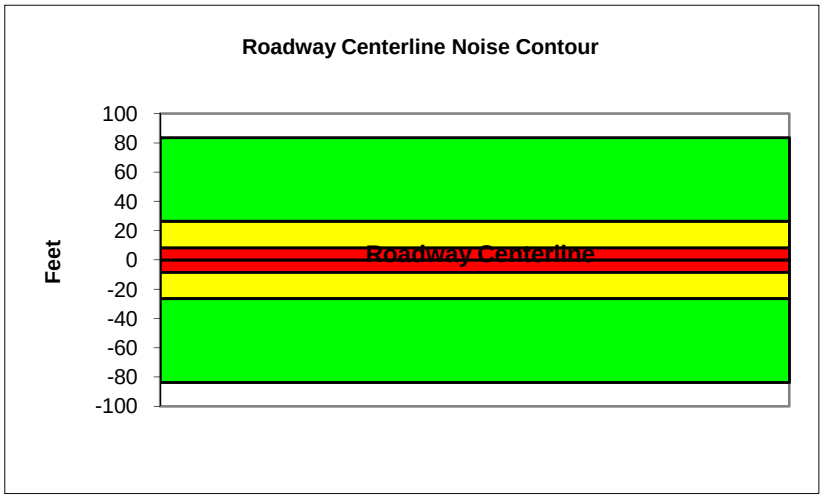
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.9	56.6	54.9	48.8	57.4	58.0
Medium Trucks:	55.0	46.9	40.5	39.0	47.5	47.7
Heavy Trucks:	58.9	47.0	38.0	39.2	48.4	48.6
Vehicle Noise:	**61.3**	**57.6**	**55.1**	**49.7**	**58.3**	**58.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	84
65 dBA	26
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	6,700
Peak Hour Traffic:	**670**
Vehicle Speed:	55
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

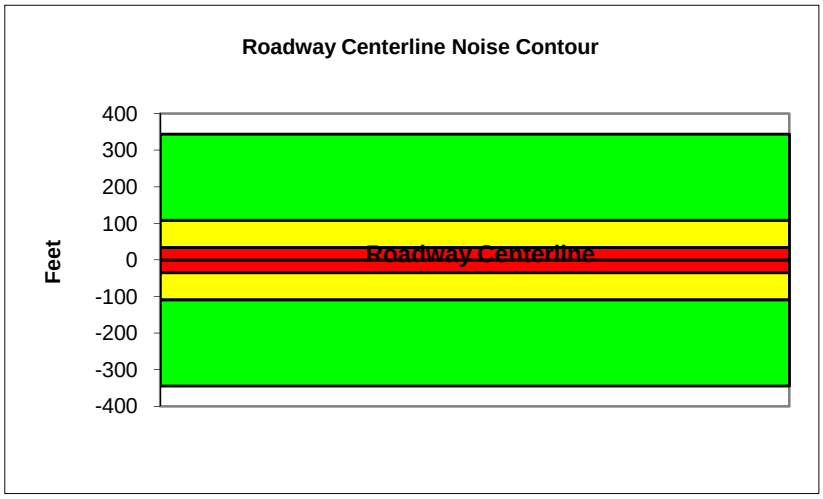
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.2	63.0	61.2	55.1	63.8	64.4
Medium Trucks:	61.3	53.3	46.9	45.3	53.8	54.0
Heavy Trucks:	65.3	53.3	44.3	45.5	54.8	54.9
Vehicle Noise:	**67.6**	**63.9**	**61.4**	**56.0**	**64.6**	**65.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	344
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,839
Peak Hour Traffic:	**983.9**
Vehicle Speed:	55
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

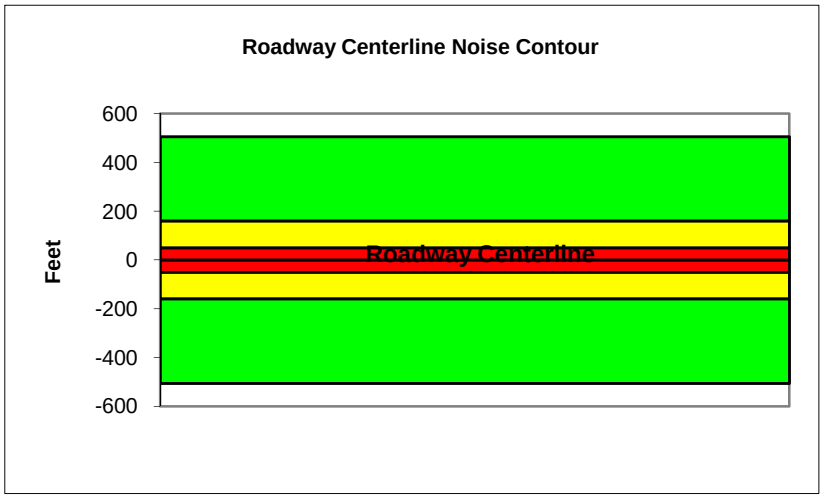
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.5	62.8	56.7	65.3	65.9
Medium Trucks:	62.9	54.8	48.4	46.9	55.4	55.6
Heavy Trucks:	66.9	54.9	45.9	47.1	56.3	56.5
Vehicle Noise:	**69.2**	**65.5**	**63.0**	**57.6**	**66.2**	**66.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	506
65 dBA	160
70 dBA	51
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3,951
Peak Hour Traffic:	**395.1**
Vehicle Speed:	45
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

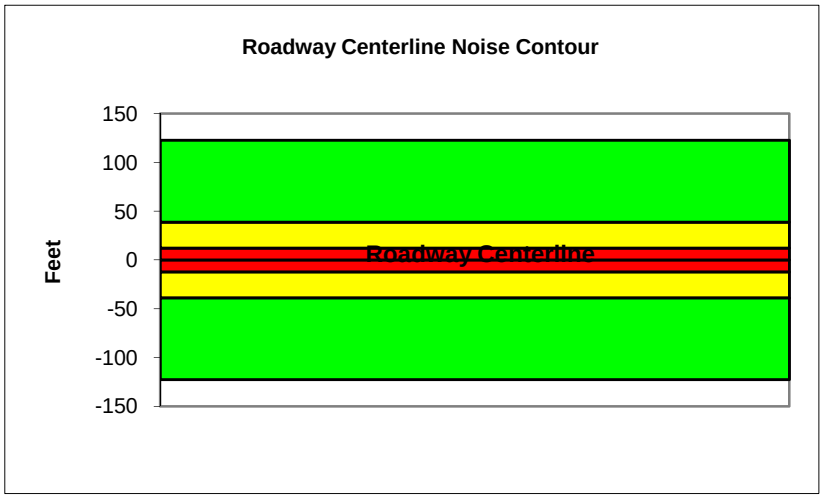
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.1	57.9	56.1	50.1	58.7	59.3
Medium Trucks:	57.4	49.4	43.0	41.4	49.9	50.1
Heavy Trucks:	61.9	50.0	40.9	42.2	51.7	51.8
Vehicle Noise:	**64.3**	**59.2**	**56.5**	**51.4**	**59.9**	**60.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	123
65 dBA	39
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	5th St E to 6th St E		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	2,042
Peak Hour Traffic:	**204.2**
Vehicle Speed:	45
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

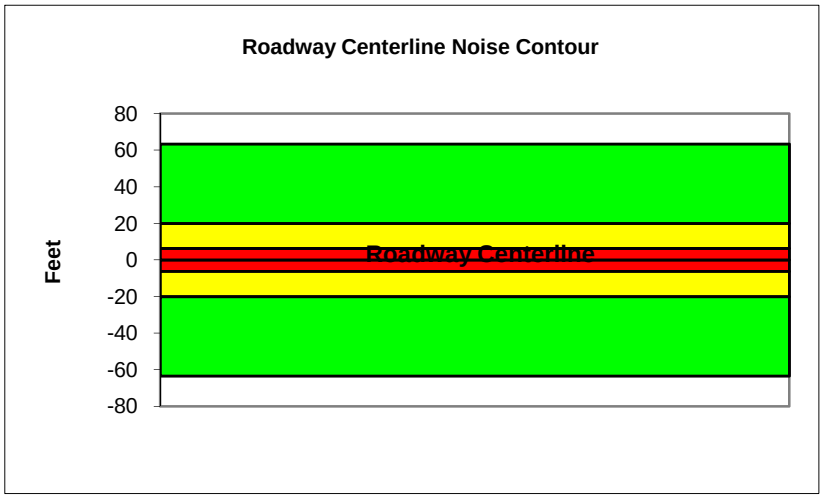
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.2	55.0	53.2	47.2	55.8	56.4
Medium Trucks:	54.5	46.5	40.1	38.5	47.0	47.2
Heavy Trucks:	59.0	47.1	38.0	39.3	48.8	48.9
Vehicle Noise:	**61.4**	**56.3**	**53.6**	**48.5**	**57.0**	**57.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	63
65 dBA	20
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	Sierra Hwy to 8th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7,183
Peak Hour Traffic:	**718.3**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

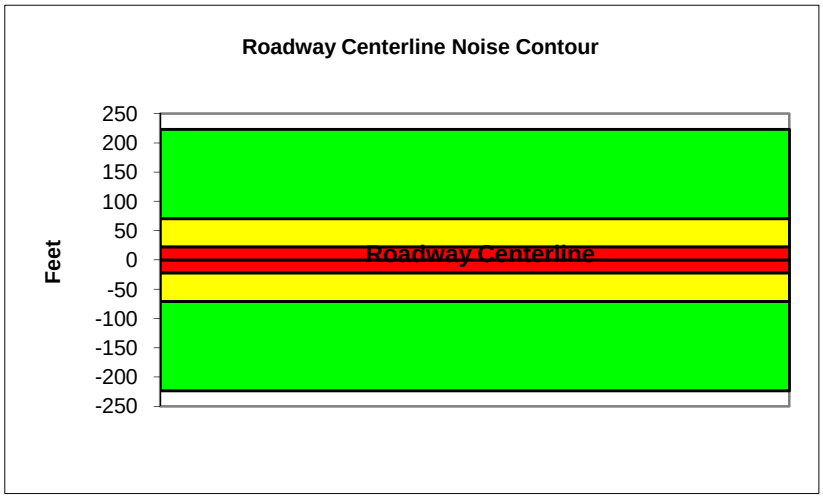
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.9	60.7	58.9	52.8	61.4	62.1
Medium Trucks:	60.2	52.1	45.7	44.1	52.6	52.9
Heavy Trucks:	64.7	52.7	43.7	44.9	54.5	54.6
Vehicle Noise:	**67.0**	**62.0**	**59.2**	**54.1**	**62.7**	**63.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	224
65 dBA	71
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	8th St E to 10th St E		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,620
Peak Hour Traffic:	**762**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

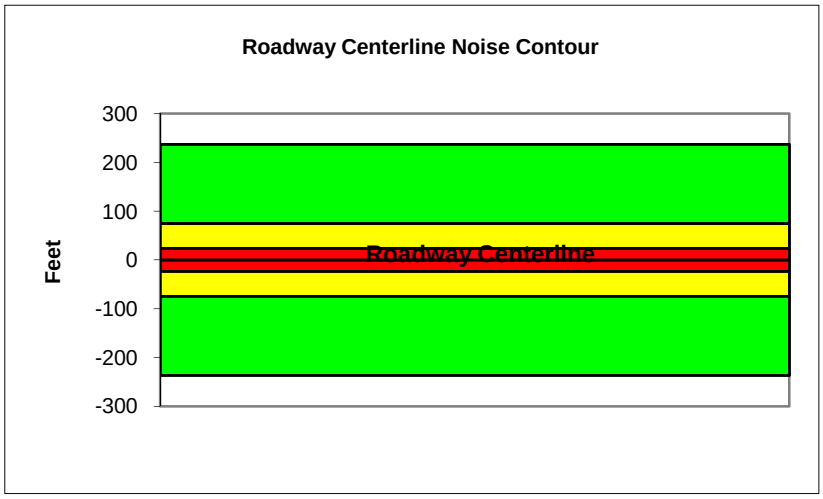
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.1	61.7	62.3
Medium Trucks:	60.4	52.4	46.0	44.4	52.9	53.1
Heavy Trucks:	64.9	53.0	43.9	45.2	54.7	54.8
Vehicle Noise:	**67.3**	**62.2**	**59.5**	**54.4**	**62.9**	**63.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	237
65 dBA	75
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	10th St E to 15th St E		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	7,869
Peak Hour Traffic:	**786.9**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

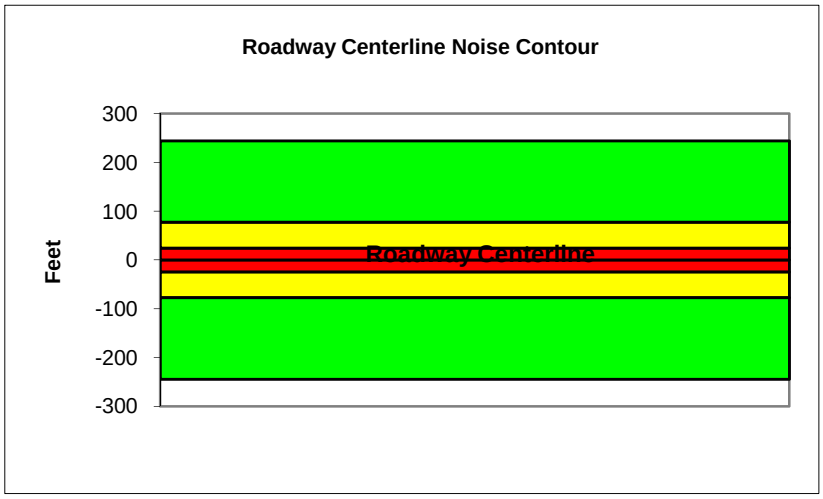
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.3	61.1	59.3	53.2	61.8	62.4
Medium Trucks:	60.6	52.5	46.1	44.5	53.0	53.3
Heavy Trucks:	65.1	53.1	44.1	45.3	54.9	55.0
Vehicle Noise:	**67.4**	**62.4**	**59.6**	**54.5**	**63.1**	**63.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	245
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	Division St to 5th St E		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	44,928
Peak Hour Traffic:	**4492.8**
Vehicle Speed:	50
Centerline Separation:	66

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

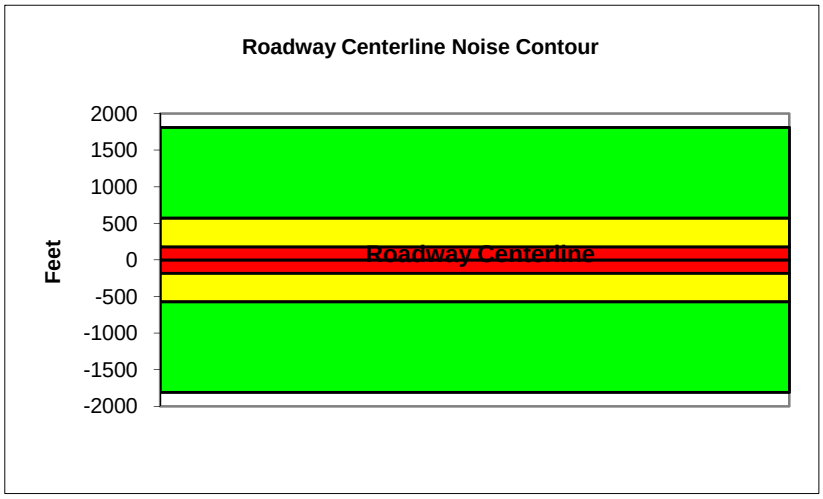
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.4	69.1	67.4	61.3	69.9	70.5
Medium Trucks:	68.0	60.0	53.6	52.0	60.5	60.7
Heavy Trucks:	72.3	60.3	51.3	52.5	61.9	62.0
Vehicle Noise:	**74.6**	**70.2**	**67.7**	**62.4**	**71.0**	**71.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1812
65 dBA	573
70 dBA	181
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	38,809
Peak Hour Traffic:	**3880.9**
Vehicle Speed:	50
Centerline Separation:	66

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

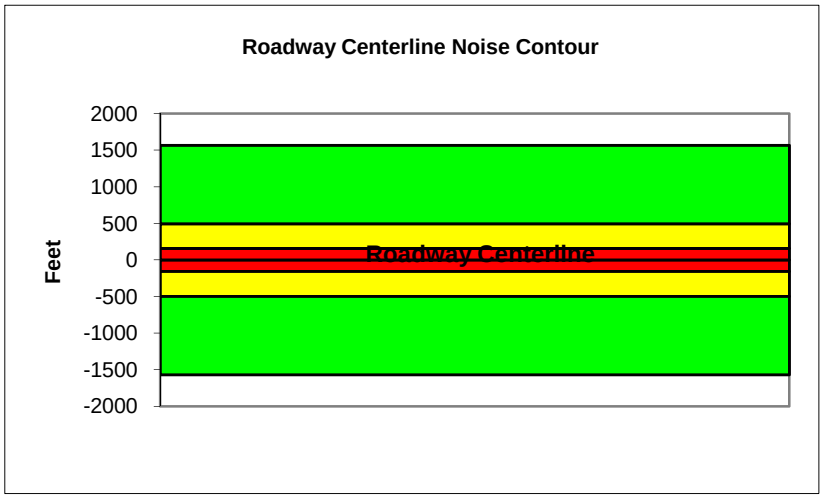
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.7	68.5	66.7	60.6	69.3	69.9
Medium Trucks:	67.4	59.3	53.0	51.4	59.9	60.1
Heavy Trucks:	71.6	59.7	50.6	51.9	61.3	61.4
Vehicle Noise:	**74.0**	**69.6**	**67.0**	**61.7**	**70.3**	**70.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1567
65 dBA	496
70 dBA	157
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	Sierra Hwy to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	42,922
Peak Hour Traffic:	**4292.2**
Vehicle Speed:	50
Centerline Separation:	53

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

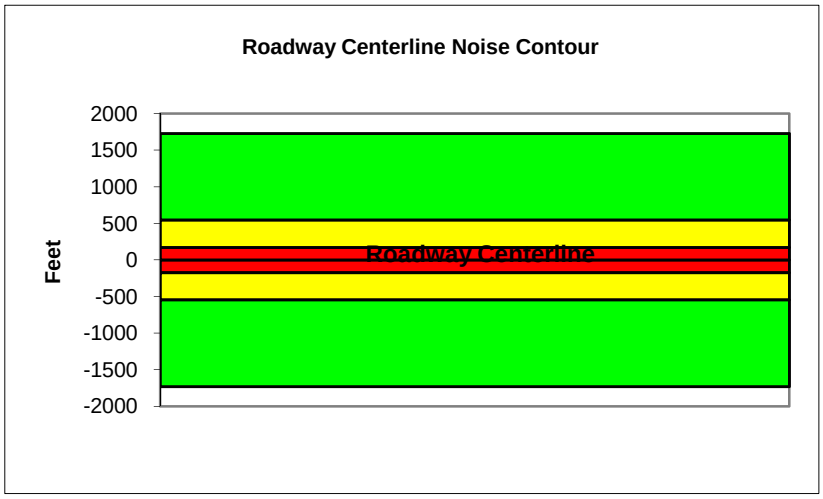
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.3	69.1	67.3	61.3	69.9	70.5
Medium Trucks:	68.0	60.0	53.6	52.0	60.5	60.7
Heavy Trucks:	72.2	60.3	51.3	52.5	61.9	62.0
Vehicle Noise:	**74.6**	**70.2**	**67.6**	**62.3**	**71.0**	**71.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1731
65 dBA	548
70 dBA	173
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	39,049
Peak Hour Traffic:	**3904.9**
Vehicle Speed:	50
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

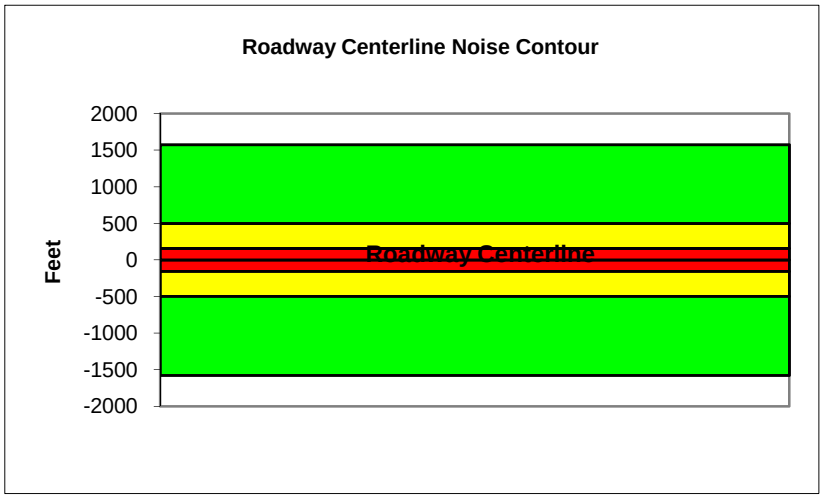
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.1	68.8	67.0	61.0	69.6	70.2
Medium Trucks:	67.7	59.7	53.3	51.7	60.2	60.4
Heavy Trucks:	72.0	60.0	51.0	52.2	61.6	61.7
Vehicle Noise:	**74.3**	**69.9**	**67.4**	**62.1**	**70.7**	**71.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1577
65 dBA	499
70 dBA	158
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,977
Peak Hour Traffic:	**897.7**
Vehicle Speed:	50
Centerline Separation:	22

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

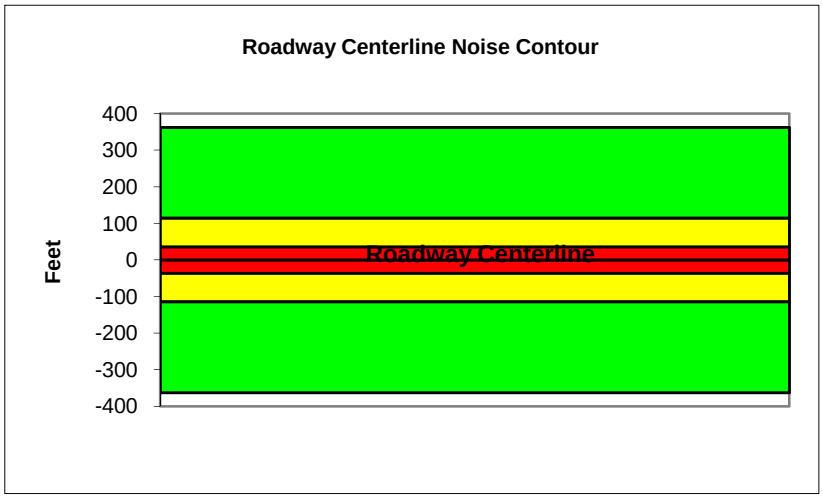
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.0	62.8	61.0	55.0	63.6	64.2
Medium Trucks:	61.7	53.7	47.3	45.7	54.2	54.4
Heavy Trucks:	65.9	54.0	45.0	46.2	55.6	55.7
Vehicle Noise:	**68.3**	**63.9**	**61.3**	**56.0**	**64.6**	**65.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	362
65 dBA	115
70 dBA	36
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	5th St E to 6th St E		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	11,815
Peak Hour Traffic:	**1181.5**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

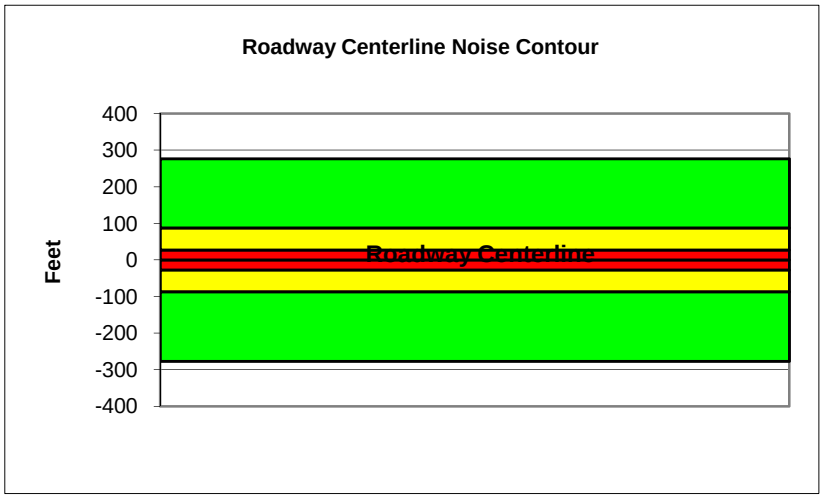
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	62.0	62.6
Medium Trucks:	61.3	53.3	46.9	45.3	53.8	54.0
Heavy Trucks:	66.2	54.3	45.2	46.4	56.1	56.3
Vehicle Noise:	**68.6**	**62.8**	**59.8**	**54.9**	**63.5**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	277
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	Sierra Hwy to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	19,133
Peak Hour Traffic:	**1913.3**
Vehicle Speed:	40
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

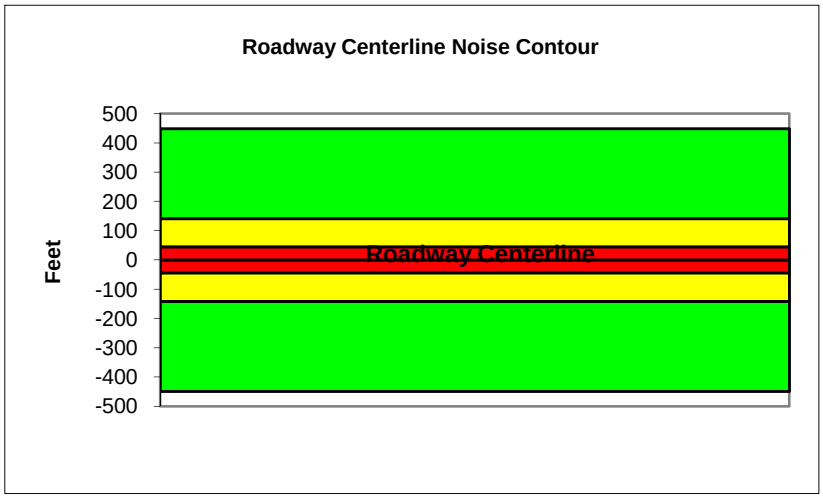
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.2	61.4	55.3	64.0	64.6
Medium Trucks:	63.4	55.3	48.9	47.3	55.8	56.1
Heavy Trucks:	68.2	56.3	47.2	48.4	58.1	58.3
Vehicle Noise:	**70.6**	**64.8**	**61.8**	**56.9**	**65.5**	**66.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	449
65 dBA	142
70 dBA	45
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	10th St E to 15th St E		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	20,601
Peak Hour Traffic:	**2060.1**
Vehicle Speed:	40
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

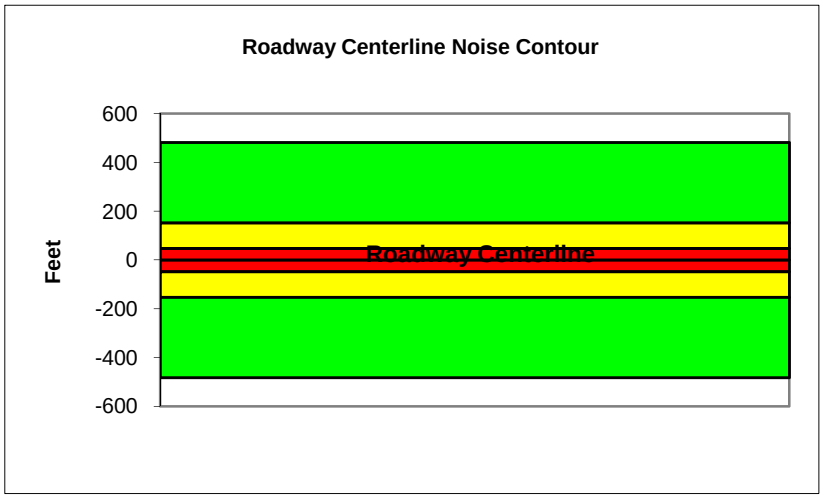
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.9	63.7	61.9	55.8	64.4	65.0
Medium Trucks:	63.8	55.8	49.4	47.8	56.3	56.5
Heavy Trucks:	68.7	56.7	47.7	48.9	58.6	58.7
Vehicle Noise:	**71.1**	**65.2**	**62.3**	**57.4**	**65.9**	**66.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	482
65 dBA	153
70 dBA	48
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,639
Peak Hour Traffic:	**1063.9**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

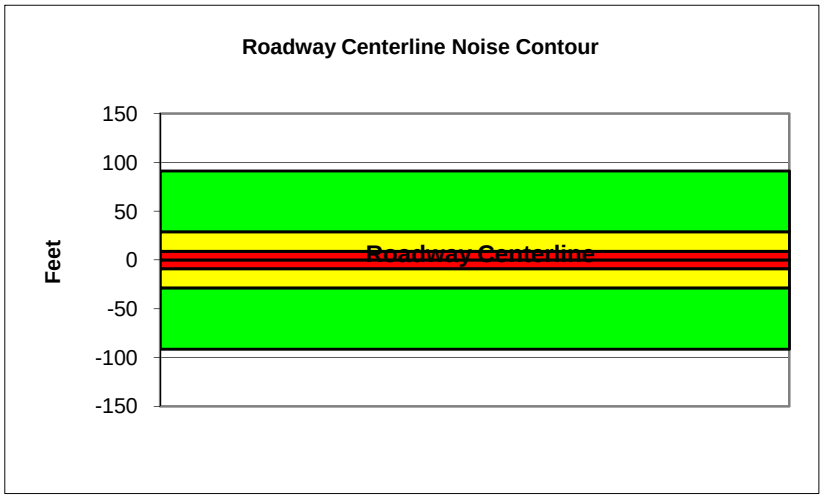
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.3	55.1	53.3	47.2	55.9	56.5
Medium Trucks:	57.9	49.9	43.5	41.9	50.4	50.6
Heavy Trucks:	64.1	52.2	43.1	44.3	54.7	54.8
Vehicle Noise:	**66.8**	**58.3**	**54.3**	**50.5**	**59.0**	**59.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	91
65 dBA	29
70 dBA	9
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	Ave Q to Palmdale Blvd.		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	17,160
Peak Hour Traffic:	**1716**
Vehicle Speed:	25
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

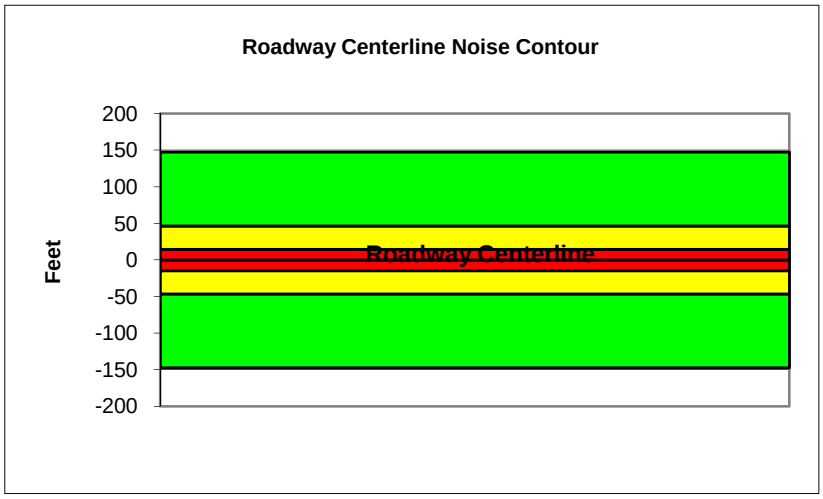
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.4	57.2	55.4	49.3	57.9	58.5
Medium Trucks:	60.0	52.0	45.6	44.0	52.5	52.7
Heavy Trucks:	66.2	54.2	45.2	46.4	56.8	56.9
Vehicle Noise:	**68.8**	**60.4**	**56.4**	**52.5**	**61.1**	**61.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	147
65 dBA	47
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Division St		
Road Segment:	Palmdale Blvd. to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,612
Peak Hour Traffic:	**1261.2**
Vehicle Speed:	50
Centerline Separation:	13

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

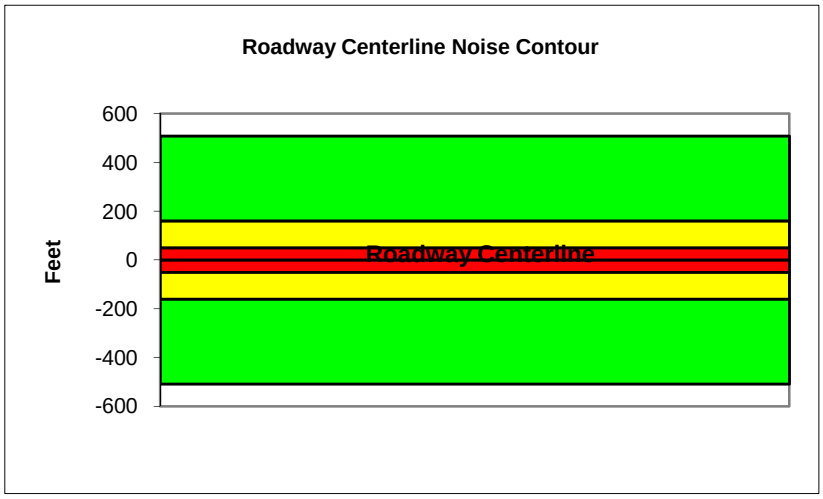
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.7	64.5	62.7	56.6	65.2	65.9
Medium Trucks:	63.4	55.3	48.9	47.3	55.8	56.1
Heavy Trucks:	67.6	55.7	46.6	47.8	57.2	57.3
Vehicle Noise:	**69.9**	**65.6**	**63.0**	**57.7**	**66.3**	**66.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	509
65 dBA	161
70 dBA	51
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Ave Q to Palmdale Blvd.		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	5,570
Peak Hour Traffic:	**557**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

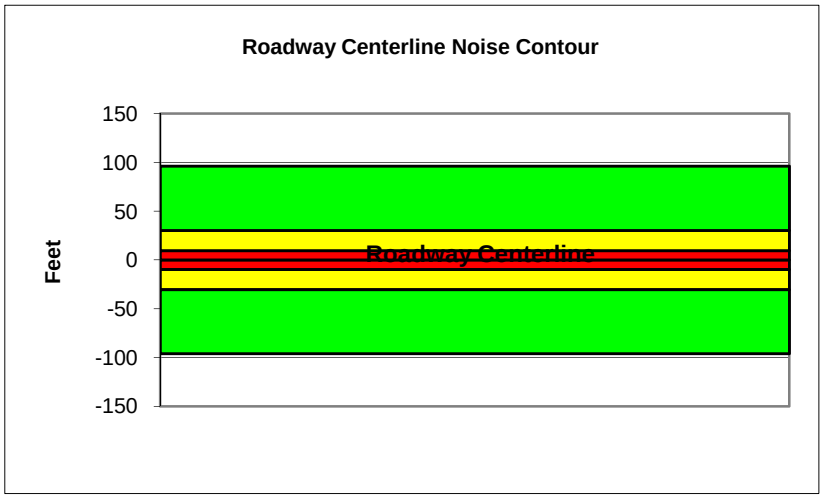
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.7	56.5	54.7	48.6	57.3	57.9
Medium Trucks:	57.4	49.3	43.0	41.4	49.9	50.1
Heavy Trucks:	62.6	50.7	41.6	42.9	52.8	52.9
Vehicle Noise:	**65.1**	**58.4**	**55.2**	**50.6**	**59.1**	**59.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	96
65 dBA	30
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Palmdale Blvd. to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18,785
Peak Hour Traffic:	**1878.5**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

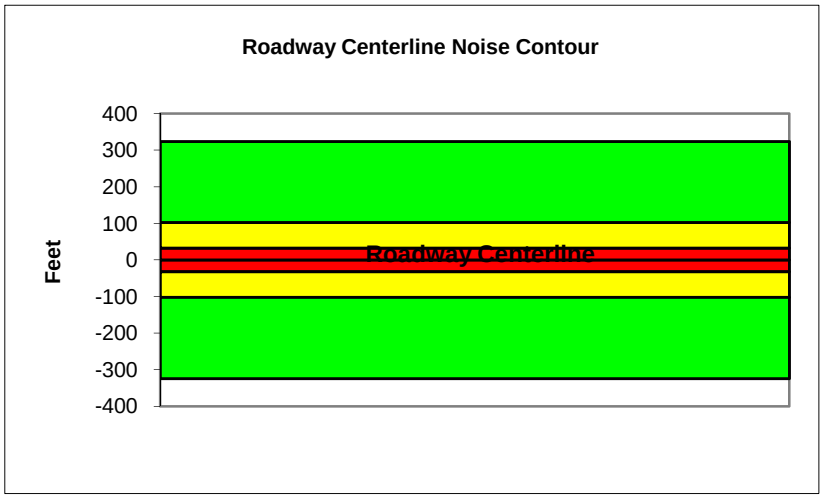
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.5	63.1
Medium Trucks:	62.7	54.6	48.2	46.7	55.2	55.4
Heavy Trucks:	67.9	56.0	46.9	48.1	58.0	58.2
Vehicle Noise:	**70.3**	**63.7**	**60.5**	**55.8**	**64.4**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	324
65 dBA	102
70 dBA	32
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	5th St E		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	19,101
Peak Hour Traffic:	**1910.1**
Vehicle Speed:	35
Centerline Separation:	12

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

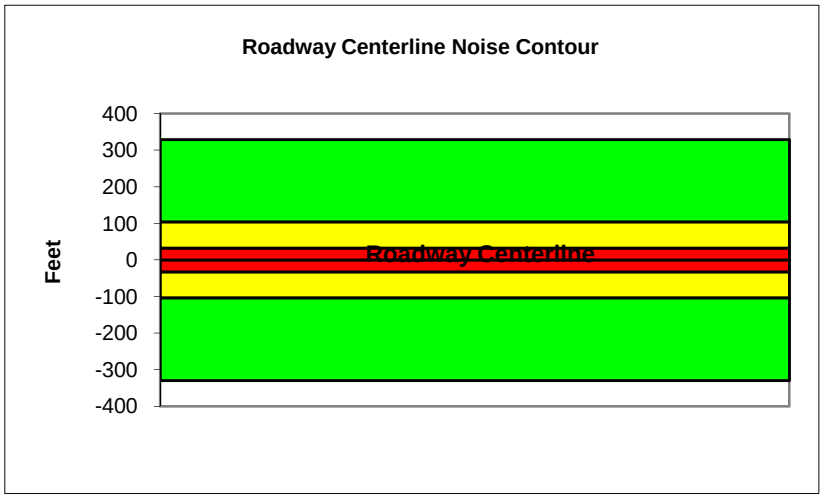
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	54.0	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.5
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	**70.4**	**63.8**	**60.6**	**55.9**	**64.5**	**64.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	329
65 dBA	104
70 dBA	33
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,604
Peak Hour Traffic:	**1160.4**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

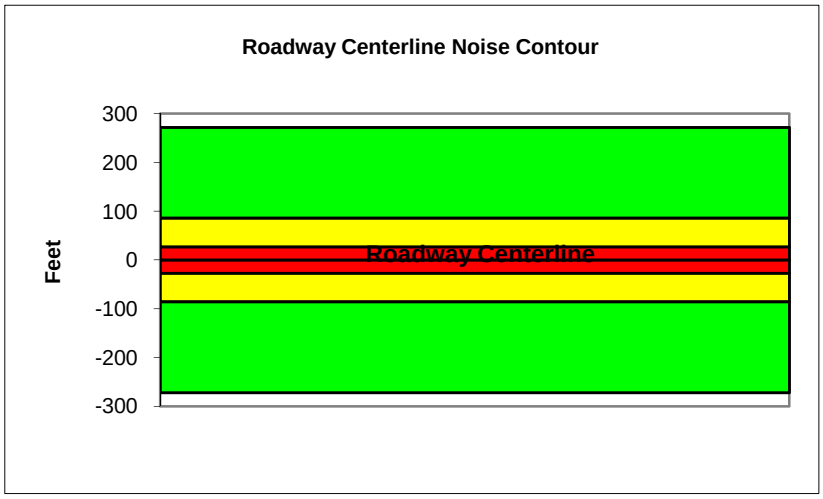
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.3	61.1	59.3	53.2	61.9	62.5
Medium Trucks:	61.3	53.2	46.8	45.2	53.7	54.0
Heavy Trucks:	66.1	54.2	45.1	46.3	56.1	56.2
Vehicle Noise:	**68.5**	**62.7**	**59.8**	**54.8**	**63.4**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	272
65 dBA	86
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,050
Peak Hour Traffic:	**905**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

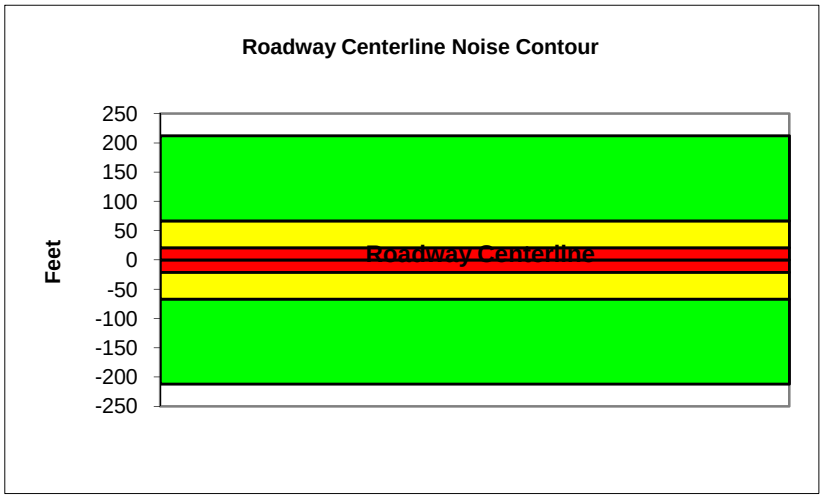
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.2	60.0	58.2	52.1	60.8	61.4
Medium Trucks:	60.2	52.1	45.7	44.2	52.7	52.9
Heavy Trucks:	65.0	53.1	44.0	45.3	55.0	55.1
Vehicle Noise:	**67.4**	**61.6**	**58.7**	**53.7**	**62.3**	**62.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	212
65 dBA	67
70 dBA	21
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	6th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,065
Peak Hour Traffic:	**1106.5**
Vehicle Speed:	45
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

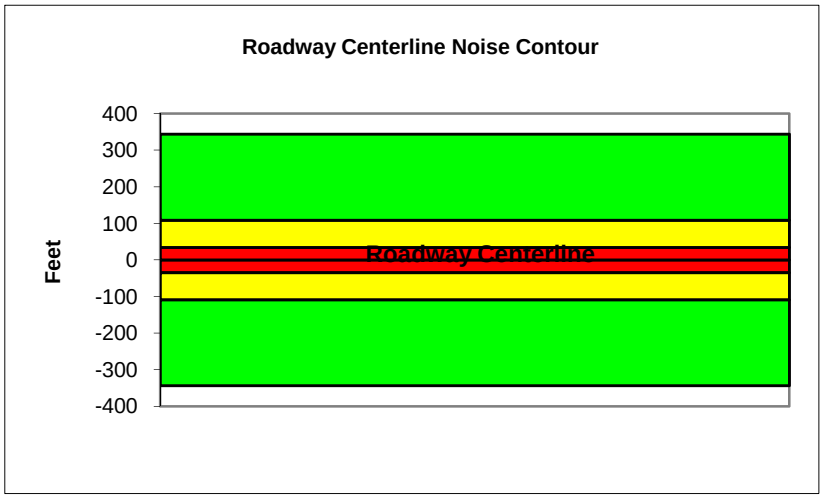
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.7	62.4	60.6	54.6	63.2	63.8
Medium Trucks:	61.9	53.9	47.5	45.9	54.4	54.6
Heavy Trucks:	66.5	54.5	45.5	46.7	56.2	56.3
Vehicle Noise:	**68.8**	**63.7**	**61.0**	**55.9**	**64.5**	**65.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	344
65 dBA	109
70 dBA	34
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	21,654
Peak Hour Traffic:	**2165.4**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

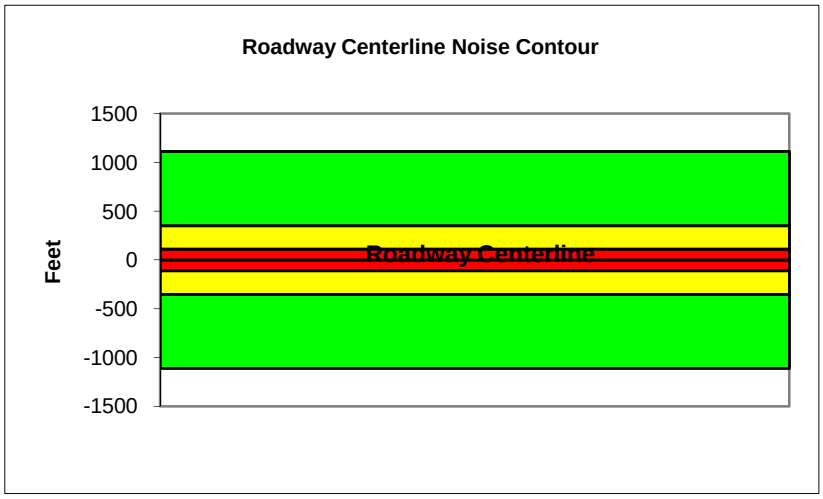
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.9	67.7	65.9	59.8	68.4	69.1
Medium Trucks:	66.0	57.9	51.6	50.0	58.5	58.7
Heavy Trucks:	70.0	58.0	49.0	50.2	59.5	59.6
Vehicle Noise:	**72.3**	**68.6**	**66.1**	**60.7**	**69.3**	**69.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1113
65 dBA	352
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Ave Q to Palmdale Ave		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	15,266
Peak Hour Traffic:	**1526.6**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

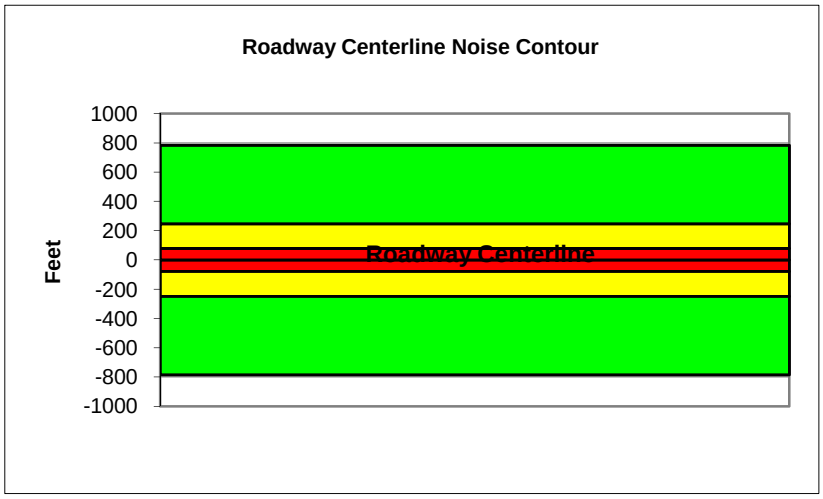
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.4	66.2	64.4	58.3	66.9	67.5
Medium Trucks:	64.5	56.4	50.0	48.5	57.0	57.2
Heavy Trucks:	68.5	56.5	47.5	48.7	57.9	58.1
Vehicle Noise:	**70.8**	**67.1**	**64.6**	**59.2**	**67.8**	**68.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	784
65 dBA	248
70 dBA	78
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Palmdale Ave to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,937
Peak Hour Traffic:	**1093.7**
Vehicle Speed:	55
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

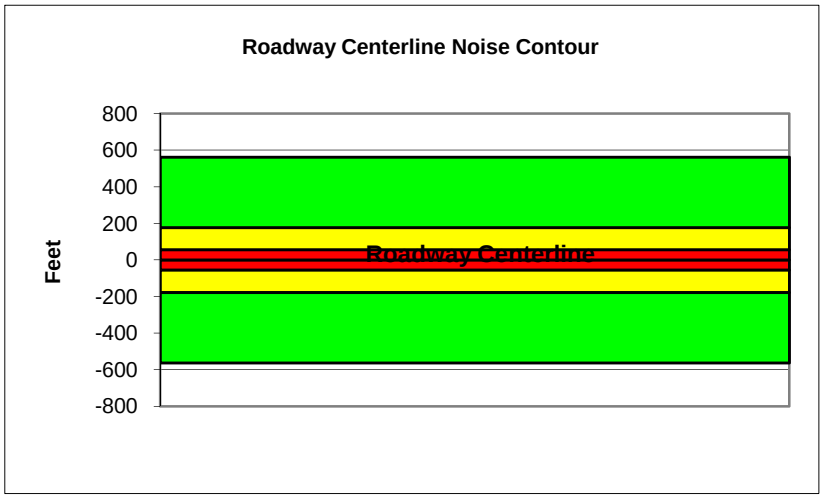
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	63.1	55.0	48.6	47.0	55.5	55.7
Heavy Trucks:	67.0	55.1	46.0	47.2	56.5	56.6
Vehicle Noise:	**69.3**	**65.6**	**63.2**	**57.8**	**66.4**	**66.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	563
65 dBA	178
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Sierra Hwy		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	18,643
Peak Hour Traffic:	**1864.3**
Vehicle Speed:	55
Centerline Separation:	34

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

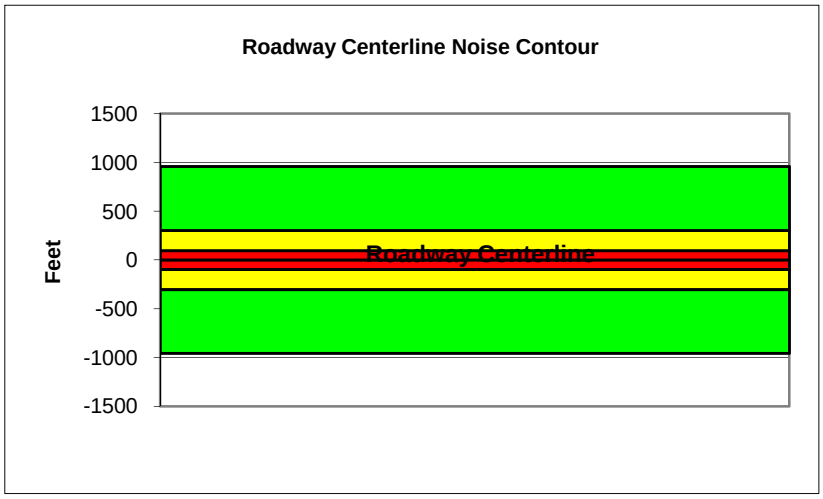
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	65.3	57.3	50.9	49.3	57.8	58.0
Heavy Trucks:	69.3	57.4	48.3	49.5	58.8	58.9
Vehicle Noise:	**71.6**	**67.9**	**65.5**	**60.0**	**68.7**	**69.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	958
65 dBA	303
70 dBA	96
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	8th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,398
Peak Hour Traffic:	**439.8**
Vehicle Speed:	35
Centerline Separation:	14

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

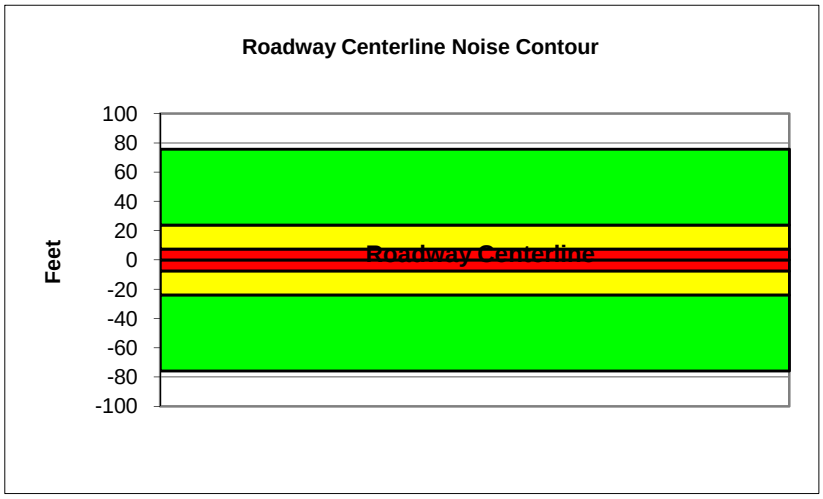
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.6	55.4	53.6	47.5	56.2	56.8
Medium Trucks:	56.4	48.3	41.9	40.3	48.8	49.0
Heavy Trucks:	61.6	49.6	40.6	41.8	51.7	51.8
Vehicle Noise:	**64.0**	**57.4**	**54.2**	**49.5**	**58.1**	**58.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	76
65 dBA	24
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	25,762
Peak Hour Traffic:	**2576.2**
Vehicle Speed:	50
Centerline Separation:	16

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

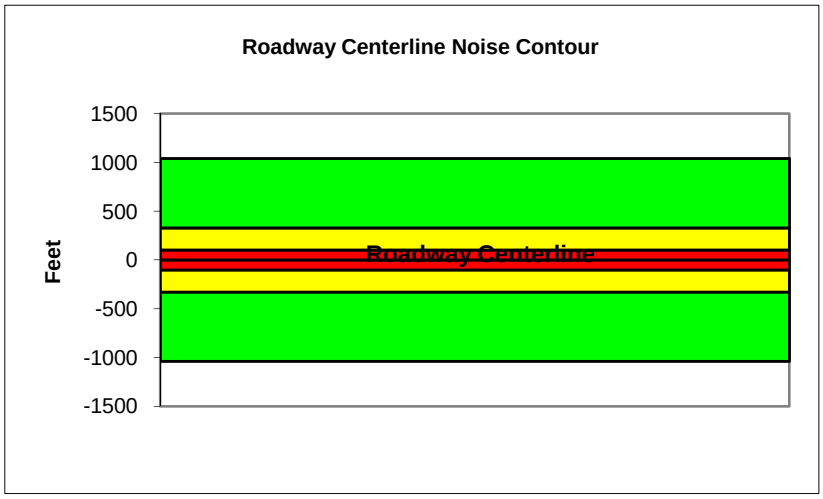
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.7	67.5	65.7	59.6	68.3	68.9
Medium Trucks:	66.4	58.3	52.0	50.4	58.9	59.1
Heavy Trucks:	70.6	58.7	49.6	50.9	60.3	60.4
Vehicle Noise:	**72.9**	**68.6**	**66.0**	**60.7**	**69.3**	**69.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1041
65 dBA	329
70 dBA	104
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	19,317
Peak Hour Traffic:	**1931.7**
Vehicle Speed:	45
Centerline Separation:	35

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

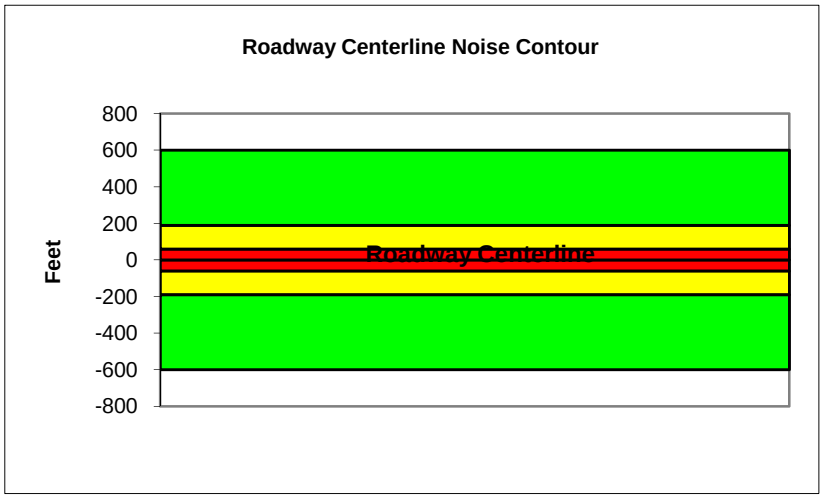
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.6	62.8	56.7	65.4	66.0
Medium Trucks:	64.1	56.0	49.7	48.1	56.6	56.8
Heavy Trucks:	68.6	56.7	47.6	48.9	58.4	58.5
Vehicle Noise:	**71.0**	**65.9**	**63.2**	**58.0**	**66.6**	**67.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	600
65 dBA	190
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,617
Peak Hour Traffic:	**961.7**
Vehicle Speed:	45
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

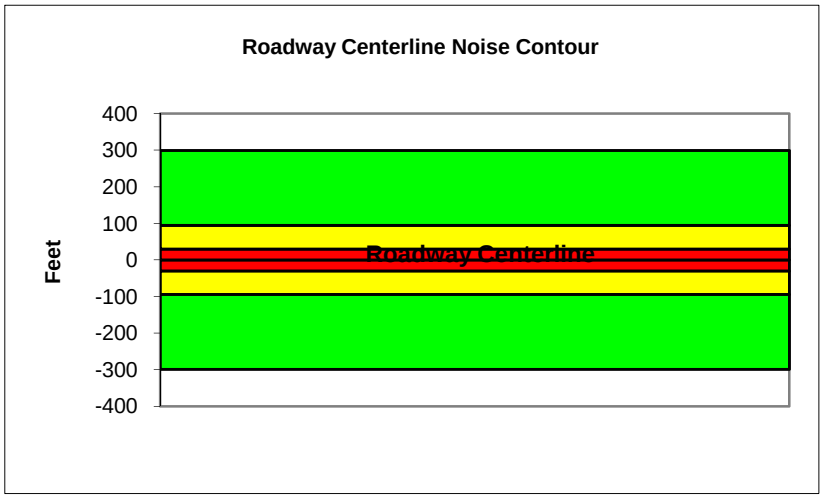
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	61.3	53.2	46.8	45.3	53.8	54.0
Heavy Trucks:	65.8	53.9	44.8	46.0	55.6	55.7
Vehicle Noise:	**68.1**	**63.1**	**60.4**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	299
65 dBA	95
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	10th St E		
Road Segment:	Ave R to Ave R-8		

PROJECT DATA			
Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA	
Road Grade:	0
Average Daily Traffic:	8,346
Peak Hour Traffic:	**834.6**
Vehicle Speed:	45
Centerline Separation:	13

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

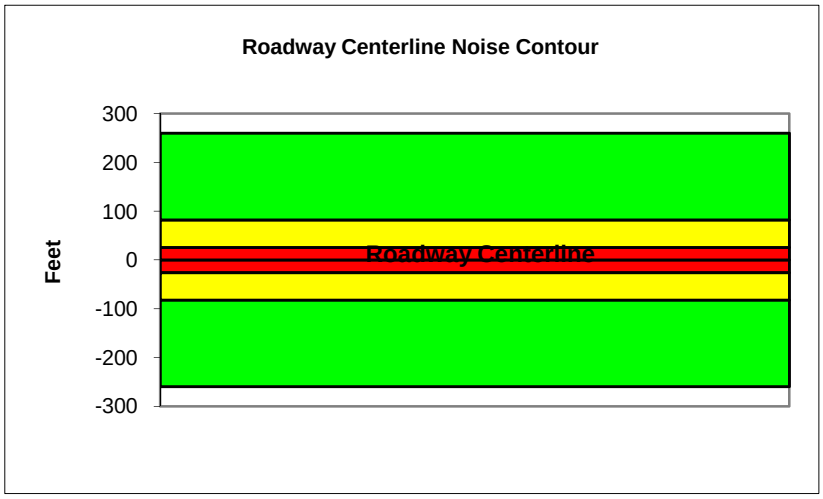
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.6	61.4	59.6	53.5	62.1	62.7
Medium Trucks:	60.9	52.8	46.4	44.8	53.3	53.6
Heavy Trucks:	65.4	53.4	44.4	45.6	55.1	55.3
Vehicle Noise:	**67.7**	**62.7**	**59.9**	**54.8**	**63.4**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	260
65 dBA	82
70 dBA	26
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	North of Ave Q		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2,731
Peak Hour Traffic:	**273.1**
Vehicle Speed:	55
Centerline Separation:	20

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

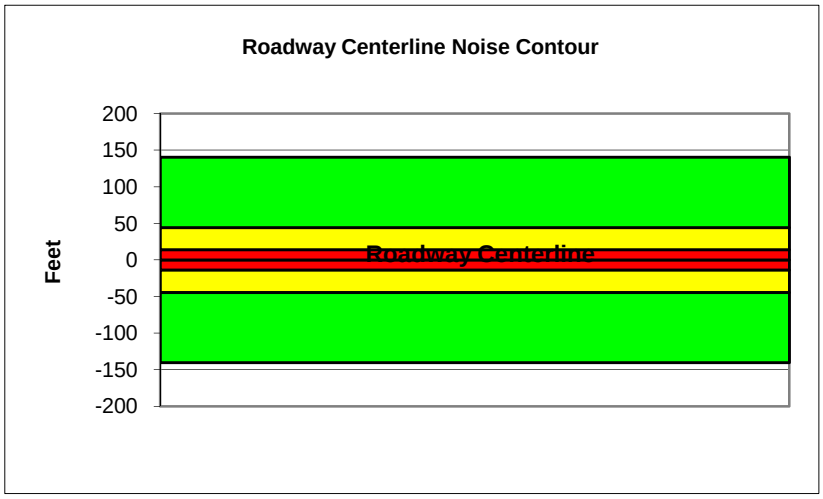
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.1	58.9	57.1	51.0	59.7	60.3
Medium Trucks:	57.2	49.2	42.8	41.2	49.7	49.9
Heavy Trucks:	61.2	49.3	40.2	41.4	50.7	50.8
Vehicle Noise:	**63.5**	**59.8**	**57.4**	**51.9**	**60.6**	**61.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	140
65 dBA	44
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	Ave Q to Palmdale Blvd		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	8,314
Peak Hour Traffic:	**831.4**
Vehicle Speed:	55
Centerline Separation:	10

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

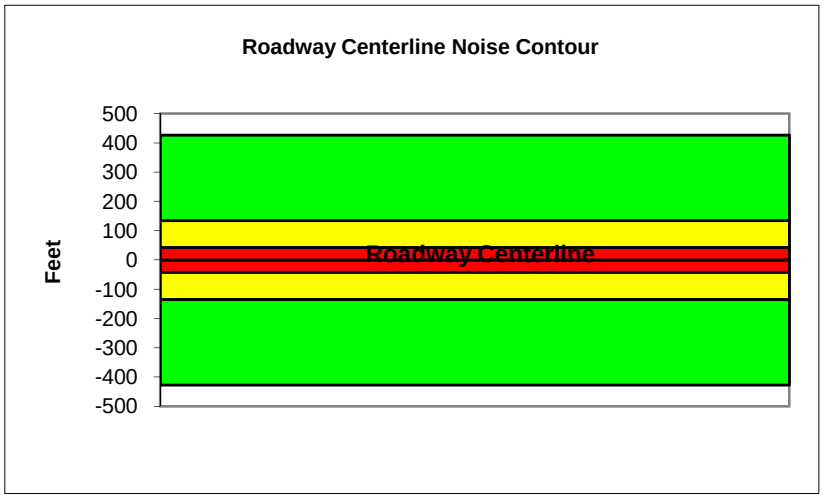
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.1	63.9	62.1	56.0	64.7	65.3
Medium Trucks:	62.3	54.2	47.8	46.2	54.7	55.0
Heavy Trucks:	66.2	54.3	45.2	46.4	55.7	55.8
Vehicle Noise:	**68.5**	**64.8**	**62.4**	**57.0**	**65.6**	**66.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	427
65 dBA	135
70 dBA	43
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	15th St E		
Road Segment:	Palmdale Blvd to Ave R		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	13,375
Peak Hour Traffic:	**1337.5**
Vehicle Speed:	55
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

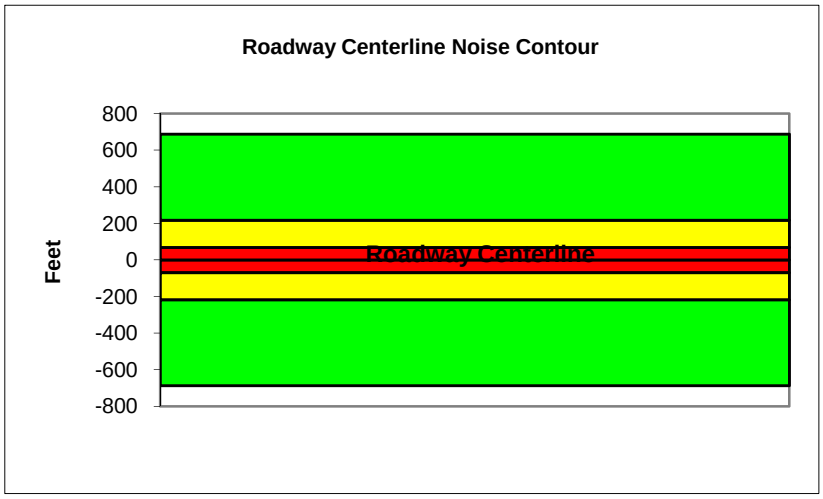
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.1	65.9	64.1	58.0	66.7	67.3
Medium Trucks:	64.2	56.2	49.8	48.2	56.7	56.9
Heavy Trucks:	68.2	56.2	47.2	48.4	57.7	57.8
Vehicle Noise:	**70.5**	**66.8**	**64.4**	**58.9**	**67.5**	**68.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	688
65 dBA	217
70 dBA	69
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,277
Peak Hour Traffic:	**427.7**
Vehicle Speed:	45
Centerline Separation:	23

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

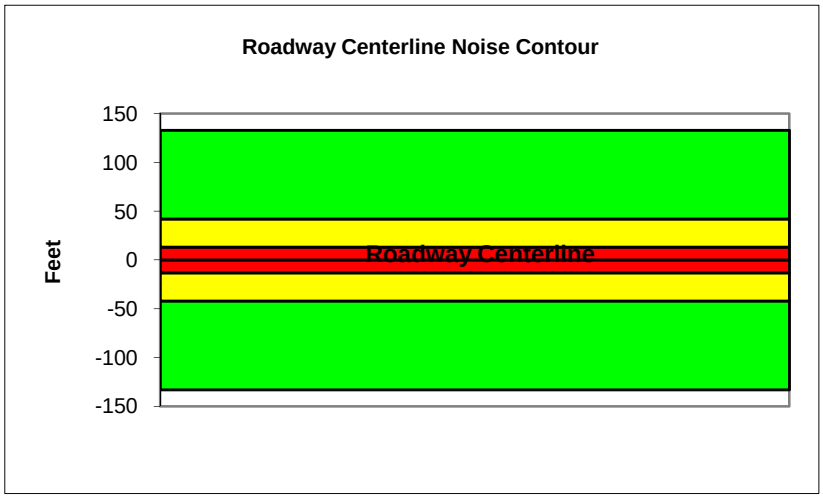
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.5	58.3	56.5	50.4	59.0	59.7
Medium Trucks:	57.8	49.7	43.3	41.7	50.2	50.5
Heavy Trucks:	62.3	50.3	41.3	42.5	52.1	52.2
Vehicle Noise:	**64.6**	**59.6**	**56.8**	**51.7**	**60.3**	**60.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	133
65 dBA	42
70 dBA	13
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	2,650
Peak Hour Traffic:	**265**
Vehicle Speed:	45
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

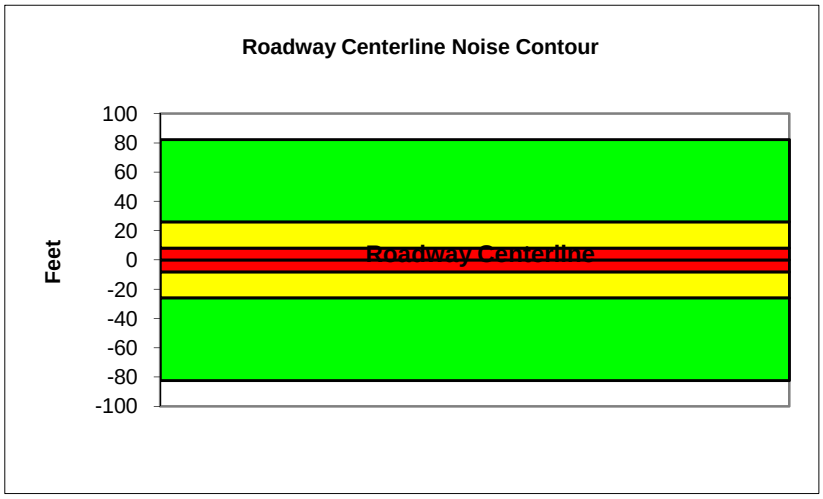
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.2	54.4	48.3	56.9	57.5
Medium Trucks:	55.7	47.6	41.2	39.6	48.1	48.4
Heavy Trucks:	60.2	48.2	39.2	40.4	49.9	50.1
Vehicle Noise:	**62.5**	**57.5**	**54.7**	**49.6**	**58.2**	**58.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	82
65 dBA	26
70 dBA	8
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	Sierra Hwy to 8th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	7,699
Peak Hour Traffic:	**769.9**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

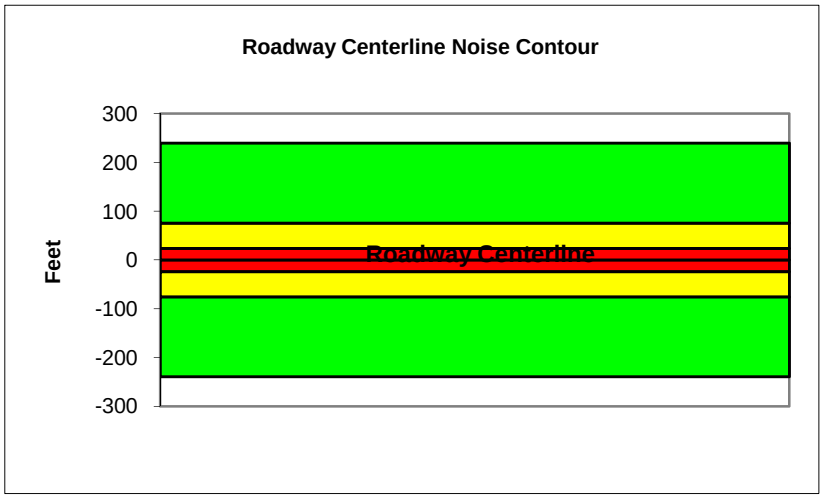
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.2	61.0	59.2	53.1	61.7	62.4
Medium Trucks:	60.5	52.4	46.0	44.4	52.9	53.2
Heavy Trucks:	65.0	53.0	44.0	45.2	54.8	54.9
Vehicle Noise:	**67.3**	**62.3**	**59.5**	**54.4**	**63.0**	**63.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	240
65 dBA	76
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	8th St E to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,814
Peak Hour Traffic:	**981.4**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

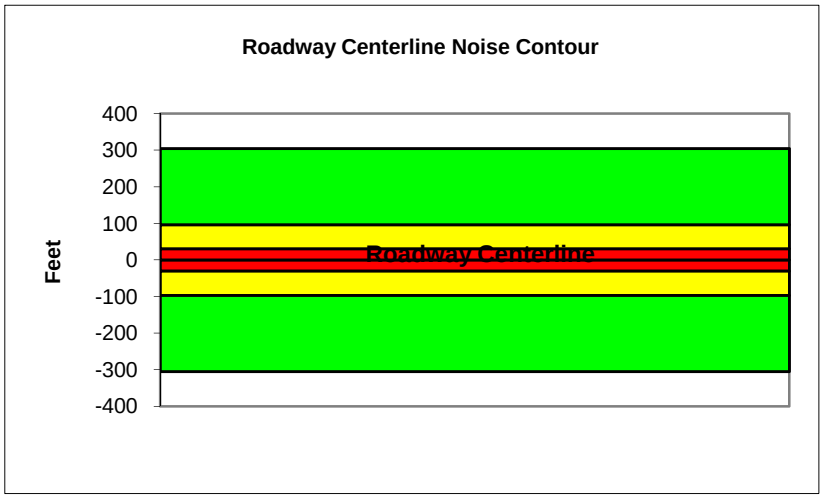
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.2	62.0	60.2	54.2	62.8	63.4
Medium Trucks:	61.5	53.5	47.1	45.5	54.0	54.2
Heavy Trucks:	66.0	54.1	45.0	46.3	55.8	55.9
Vehicle Noise:	**68.4**	**63.3**	**60.6**	**55.5**	**64.0**	**64.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	305
65 dBA	96
70 dBA	31
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue Q		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,237
Peak Hour Traffic:	**1223.7**
Vehicle Speed:	45
Centerline Separation:	15

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

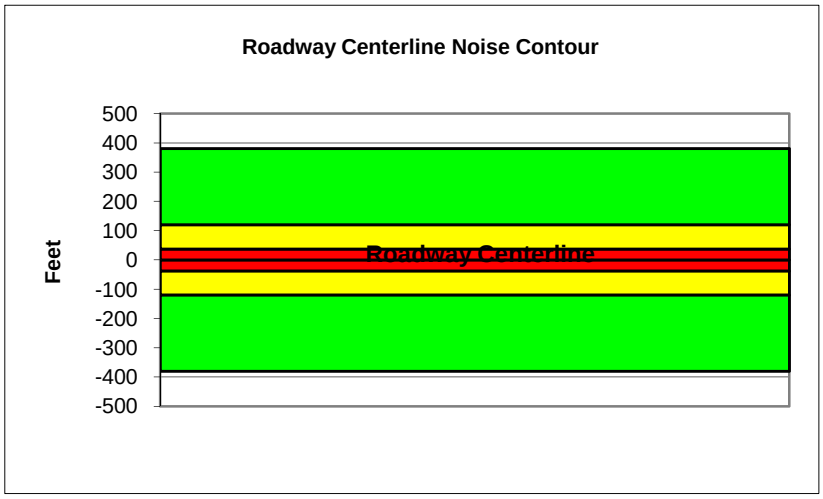
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.2	63.0	61.2	55.1	63.8	64.4
Medium Trucks:	62.5	54.4	48.0	46.5	54.9	55.2
Heavy Trucks:	67.0	55.1	46.0	47.2	56.8	56.9
Vehicle Noise:	**69.3**	**64.3**	**61.6**	**56.4**	**65.0**	**65.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	381
65 dBA	120
70 dBA	38
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	58,964
Peak Hour Traffic:	**5896.4**
Vehicle Speed:	50
Centerline Separation:	66

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

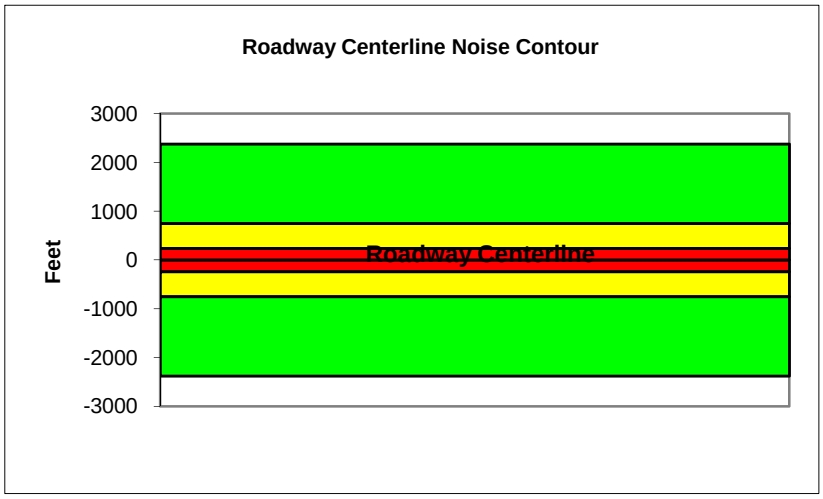
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.6	70.3	68.5	62.5	71.1	71.7
Medium Trucks:	69.2	61.2	54.8	53.2	61.7	61.9
Heavy Trucks:	73.5	61.5	52.5	53.7	63.1	63.2
Vehicle Noise:	**75.8**	**71.4**	**68.8**	**63.6**	**72.2**	**72.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2377
65 dBA	752
70 dBA	238
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	51,329
Peak Hour Traffic:	**5132.9**
Vehicle Speed:	50
Centerline Separation:	66

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

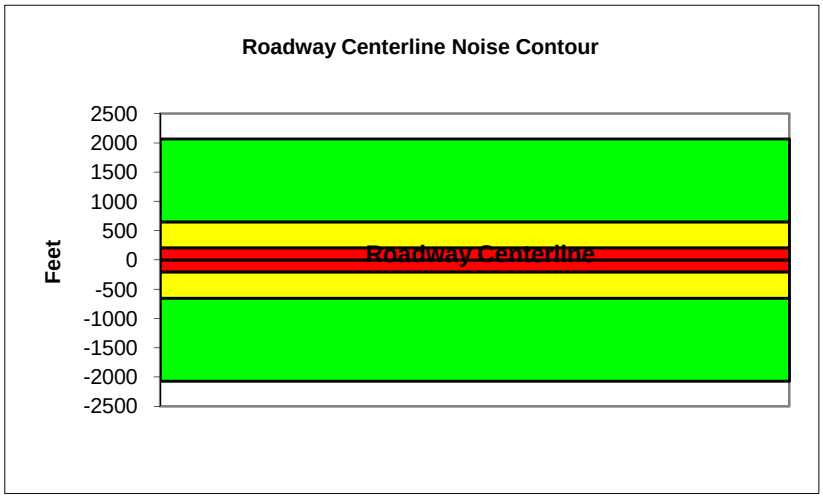
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.9	69.7	67.9	61.9	70.5	71.1
Medium Trucks:	68.6	60.6	54.2	52.6	61.1	61.3
Heavy Trucks:	72.8	60.9	51.9	53.1	62.5	62.6
Vehicle Noise:	**75.2**	**70.8**	**68.2**	**62.9**	**71.6**	**72.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2071
65 dBA	655
70 dBA	207
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	Sierra Hwy to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	55,798
Peak Hour Traffic:	**5579.8**
Vehicle Speed:	50
Centerline Separation:	53

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

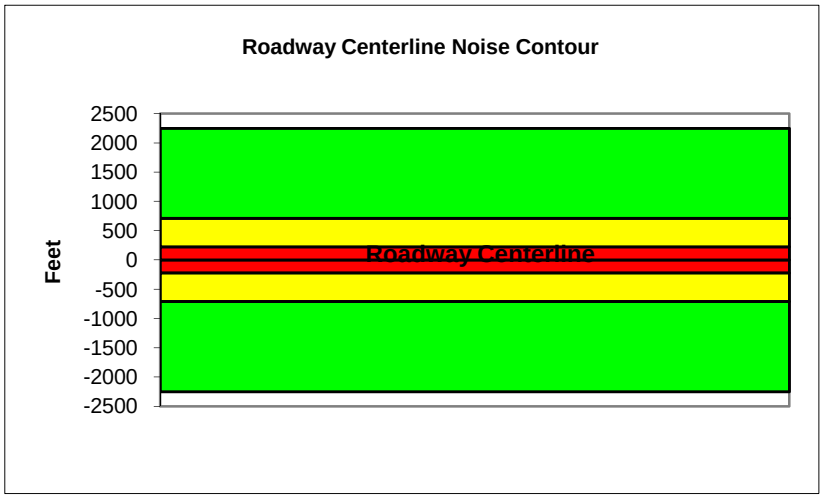
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.5	70.3	68.5	62.4	71.0	71.7
Medium Trucks:	69.2	61.1	54.7	53.1	61.6	61.9
Heavy Trucks:	73.4	61.5	52.4	53.6	63.0	63.1
Vehicle Noise:	**75.7**	**71.4**	**68.8**	**63.5**	**72.1**	**72.6**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	2251
65 dBA	712
70 dBA	225
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Palmdale Blvd		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	49,033
Peak Hour Traffic:	**4903.3**
Vehicle Speed:	50
Centerline Separation:	45

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

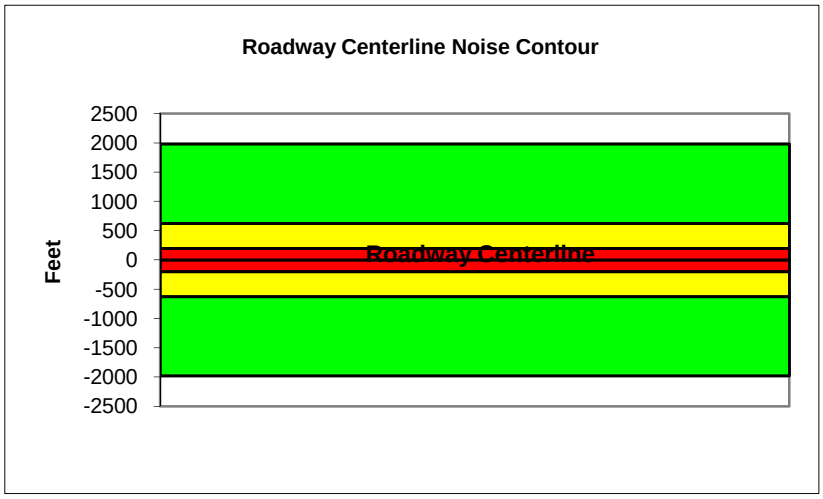
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.0	69.8	68.0	62.0	70.6	71.2
Medium Trucks:	68.7	60.6	54.3	52.7	61.2	61.4
Heavy Trucks:	72.9	61.0	51.9	53.2	62.6	62.7
Vehicle Noise:	**75.3**	**70.9**	**68.3**	**63.0**	**71.6**	**72.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1980
65 dBA	626
70 dBA	198
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	Division St to 5th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,035
Peak Hour Traffic:	**1203.5**
Vehicle Speed:	50
Centerline Separation:	22

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

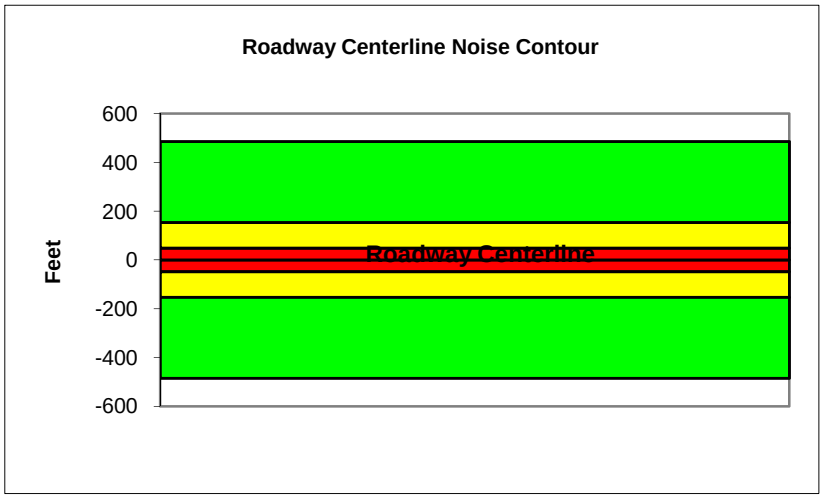
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.2	64.9	65.5
Medium Trucks:	63.0	54.9	48.5	47.0	55.5	55.7
Heavy Trucks:	67.2	55.3	46.2	47.4	56.8	57.0
Vehicle Noise:	**69.5**	**65.2**	**62.6**	**57.3**	**65.9**	**66.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	486
65 dBA	154
70 dBA	49
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	5th St E to 6th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	12,815
Peak Hour Traffic:	**1281.5**
Vehicle Speed:	40
Centerline Separation:	25

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

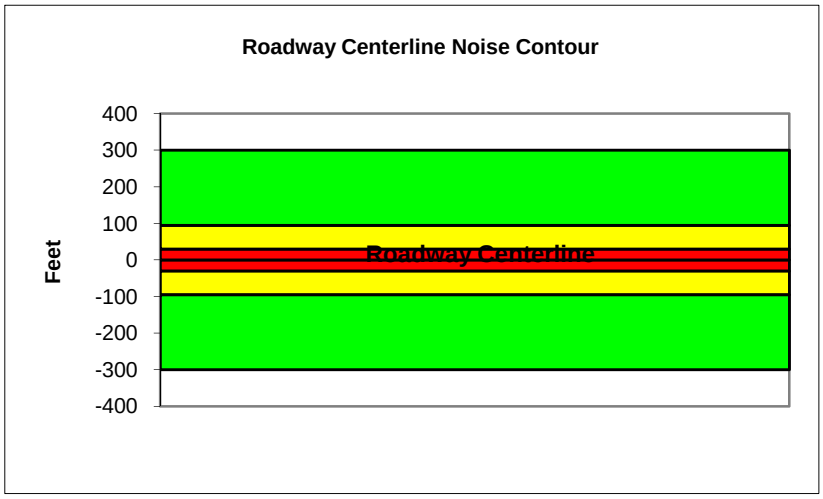
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.7	61.5	59.7	53.7	62.3	62.9
Medium Trucks:	61.7	53.6	47.3	45.7	54.2	54.4
Heavy Trucks:	66.5	54.6	45.6	46.8	56.5	56.6
Vehicle Noise:	**68.9**	**63.1**	**60.2**	**55.2**	**63.8**	**64.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	300
65 dBA	95
70 dBA	30
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	Sierra Hwy to 10th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	24,323
Peak Hour Traffic:	**2432.3**
Vehicle Speed:	40
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

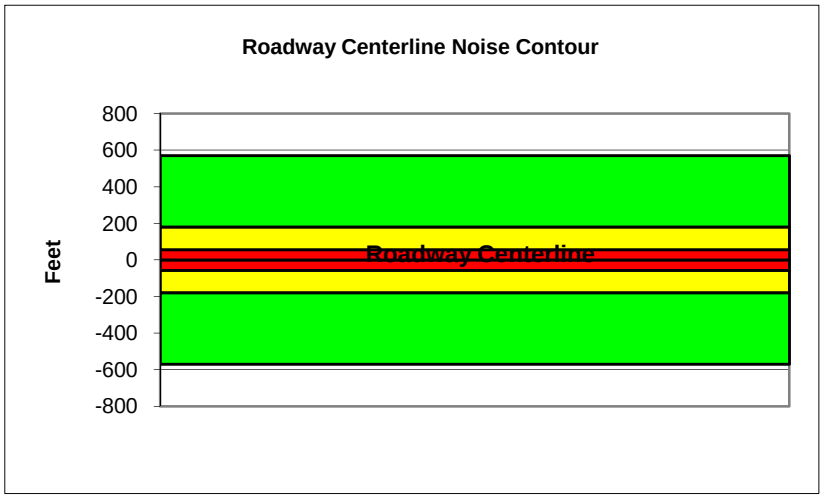
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.4	64.2	62.4	56.4	65.0	65.6
Medium Trucks:	64.4	56.3	49.9	48.4	56.9	57.1
Heavy Trucks:	69.2	57.3	48.3	49.5	59.2	59.3
Vehicle Noise:	**71.6**	**65.8**	**62.9**	**57.9**	**66.5**	**67.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	570
65 dBA	180
70 dBA	57
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Palmdale Housing Element	Scenario:	Future Plus Project
Analyst:	Kelly Chiene	Job #:	10108458
Roadway:	Avenue R		
Road Segment:	10th St E to 15th St E		

PROJECT DATA

Centerline Dist to Barrier	**0**		
Barrier (0=wall, 1= berm):	**0**		
Receiver Barrier Dist:	**0**		
Centerline Dist. To Observer:	**100**		
Barrier Near Lane CL Dist:	**0**		
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View:	**90**	Lft View:	**-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	27,699
Peak Hour Traffic:	**2769.9**
Vehicle Speed:	40
Centerline Separation:	21

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

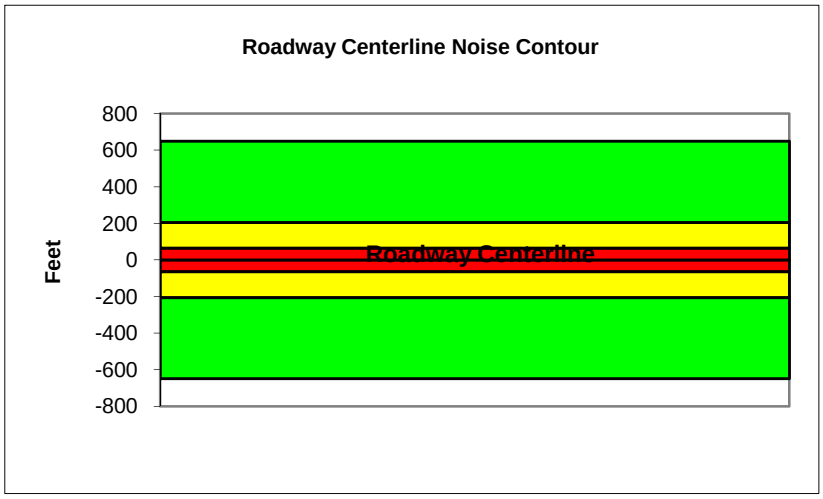
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	64.9	63.2	57.1	65.7	66.3
Medium Trucks:	65.1	57.1	50.7	49.1	57.6	57.8
Heavy Trucks:	70.0	58.0	49.0	50.2	59.9	60.0
Vehicle Noise:	**72.3**	**66.5**	**63.6**	**58.7**	**67.2**	**67.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	649
65 dBA	205
70 dBA	65
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Appendix F:
EDR Radius Report

Palmdale Housing Element Update
NA
Palmdale, CA 93550

Inquiry Number: 3276352.1s
March 13, 2012

EDR Summary Radius Map Report

Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

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Orphan Summary	296
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

NA
PALMDALE, CA 93550

COORDINATES

Latitude (North):	34.5807000 - 34˚ 34' 50.52''
Longitude (West):	118.1130000 - 118˚ 6' 46.80''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	397916.9
UTM Y (Meters):	3826912.5
Elevation:	2647 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	USGS 7.5 min quad index

Target Property:	W
Source:	USGS 7.5 min quad index

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	2009, 2010
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
A1	OMEGA MAINTENANCE IN	1257 EAST PALMDALE B	HAZNET	Lower	1 ft.
A2	MIDGET RACETRACK&REP	1257 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	1 ft.
A3	PALMDALE RADIATOR	1259 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	1 ft.
B4	AIRGAS WEST INC.	38012 6TH STREET EAS	ICIS	Higher	1 ft.
B5	AIRGAS WEST INC.	38012 6TH STREET EAS	FINDS	Higher	1 ft.
6		13TH STREET EAST AND	CHMIRS	Higher	1 ft.
B7	PALETERIA & DULCERIA	38011 N 6TH ST EAST	LOS ANGELES CO. HMS	Higher	1 ft.
C8	CAMACHO AUTO SALES	1358 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	1 ft.
C9	BOB JONES AUTO SALES	1358 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	1 ft.
D10	843 EAST AVE. R	843 EAST AVE. R	ERNS	Higher	2,
D11	A-1 RENTALS & EQUIPM	831 E AVE R	HAZNET	Higher	2,
D12	A-1 RENTALS	831 E AVENUE R	HIST UST, HAZNET	Higher	2,
D13	A 1 RENTALS	831 E AVE R	RCRA-SQG, FINDS	Higher	2,
A14	TOM'S FAMOUS FAMILY	1327 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	9, North
D15	CLARK & HOWARD	840 E AVE R	WDS, NPDES, HAZNET	Higher	11, South
E16	TRI-VALLEY AUTO BODY	524 EAST AVE R	FINDS	Higher	14, South
E17	TRI VALLEY AUTO BODY	524 E AVENUE R	HAZNET, EMI	Higher	14, South
E18	TRI VALLEY AUTO BODY	524 E AVE R	EMI	Higher	14, South
E19	TRI VALLEY AUTO BODY	524 EAST AVE R	EMI	Higher	14, South
E20	TRI-VALLEY AUTO BODY	524 EAST AVE R	EMI	Higher	14, South
B21	SCHUMANN VETERINARY	38030 N 6TH ST EAST	LOS ANGELES CO. HMS	Higher	17, North
B22	BROADWING COMMUNICAT	602 EAST AVE. R	EMI	Higher	18, South
B23	ANTELOPE VALLEY REFR	602 E AVE R	SWEEPS UST, LOS ANGELES CO. HMS	Higher	18, South
B24	BROADWING COMMUNICAT	602 EAST AVE. R	FINDS	Higher	18, South
25	MINISTERIO ESPIRITU	38304 15TH ST EAST	NPDES	Lower	24, East
F26	FRANCO SONS	38426 12TH ST	RCRA-SQG, FINDS	Lower	30, East
F27	KJ TIRES DBA GRAND A	38426 12TH ST EAST	HAZNET	Lower	30, East
C28	JAMES DRAMIS AUTO RE	1361 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	37, North
C29	DAVE ELLIATTS CAR SA	1361 E PALMDALE BLVD	HIST UST	Lower	37, North
C30	DAVE ELLECITTS CAR S	1361 E PALMDALE BLVD	HIST UST	Lower	37, North
C31	DRAMIS, JAMES-AUTO R	1361 E PALMDALE BLVD	SWEEPS UST	Lower	37, North
C32	DAVE ELLIOTTS AUTOMO	1361 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	37, North
G33	SAFEWAY STORES INC	38461 N 10TH ST EAST	LOS ANGELES CO. HMS	Lower	47, South
B34	AMIGOS AUTO REPAIR	38020 6TH ST E	HAZNET	Higher	49, North
H35	EXXON CO USA #71501	400 PALMDALE BOULEVA	HAZNET	Higher	68, ESE
H36	US TEXACO	400 W PALMDALE BLVD	EDR Historical Auto Stations	Higher	68, ESE
D37	PALMDALE UNI-BODY AN	38018 N. 9TH STREET	FINDS	Higher	73, North
D38	PALMDALE UNI-BODY &	38018 9TH ST E	HAZNET	Higher	73, North
D39	PALMDALE UNI-BODY AN	38018 N. 9TH STREET	EMI	Higher	73, North

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
D40	PALMDALE UNI-BODY AN	38018 9TH ST E	HAZNET	Higher	73, North
D41	PALMDALE UNI BODY AN	38018 9TH ST E	RCRA-SQG, FINDS	Higher	73, North
D42	PALMDALE BODY SHOP,R	38018 N 9TH ST EAST	EMI	Higher	73, North
D43	TRISTAR AUTO SERVICE	38019 N 9TH ST EAST	LOS ANGELES CO. HMS	Higher	88, North
B44	SOUTHERN PACIFIC TRA	38021 N SIERRA HWY	CA FID UST, SWEEPS UST, LOS ANGELES CO. HMS	Higher	97, North
B45	SOUTHERN PACIFIC - P	38021 SIERRA	HIST CORTESE, LUST	Higher	101, North
B46	PALMDALE STATION	38021 SIERRA HWY	HIST UST	Higher	101, North
B47	PALMDALE RECYCLING M	38022 SIERRA HWY	SWRCY	Higher	114, North
48	PFC MUFFLERS	1201 E AVE Q	LOS ANGELES CO. HMS	Lower	131, North
49	PALMDALIA APTS	38040 11TH ST	HAZNET	Higher	160, North
G50	PALMDALE PITSTOP	38411 10TH ST EAST	HAZNET	Higher	173, SE
D51	WRIGHT'S ASSOCIATED	37962 SIERRA HIGHWAY	EDR Historical Auto Stations	Higher	197, South
H52	EL GAUCHO ARGENTINO	326 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	223, WNW
H53	EL RINCON DE LA PRIN	326 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	223, WNW
G54	KANGAROO OIL AND MAR	960 E PALMDALE BLVD	UST, LOS ANGELES CO. HMS, HAZNET	Higher	229, South
G55	KANG'S MARKET	960 E PALMDALE BLVD	HIST UST, SWEEPS UST	Higher	229, South
G56	CHUCKS ROYAL CAR WAS	949 E AVE Q-6	LOS ANGELES CO. HMS	Lower	229, North
G57	WASHRAK ENTERPRISES	949 E AVE Q-6	LOS ANGELES CO. HMS	Lower	229, North
I58	HOME SAVINGS OF AMER	38434 9TH ST E	HAZNET	Higher	233, WNW
59		1230 E AVENUE Q5	CDL	Lower	234, East
D60	WESTERN EDGE INC DBA	37957 N SIERRA HWY	LOS ANGELES CO. HMS, HAZNET	Higher	236, South
D61	CASSON SONS GOODYEAR	37957 SIERRA HWY	RCRA-SQG, FINDS, HAZNET	Higher	236, South
I62	PALMDALE MIDAS	926 E PALMDALE BLVD	HAZNET	Higher	241, South
I63	MIDAS MUFFLER SHOP	926 EAST PALMDALE BL	RCRA-SQG, FINDS, HAZNET	Higher	241, South
I64	AFFORDABLE TIRE	924 E AVE Q 6	RCRA-SQG, FINDS	Higher	246, NNW
J65	AUTOZONE #5460	1138 E PALMDALE BLVD	HAZNET	Lower	260, WSW
H66	EDS EXXON SVC	400 W PALMDALE	RCRA-SQG, FINDS	Higher	277, West
I67	PACIFIC BELL PLDCA01	901 E PALMDALE BLVD	UST, SWEEPS UST, LOS ANGELES CO. HMS	Higher	279, SW
I68	PACIFIC BELL	901 PALMDALE BLVD	RCRA-SQG, FINDS, HAZNET	Higher	279, SW
I69	PACIFIC BELL	901 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	279, SW
I70	PACIFIC BELL (KC-132	901 E PALMDALE BLVD	HIST UST, EMI	Higher	279, SW
I71	PACIFIC BELL DBA SBC	901 E. PALMDALE BLVD	EMI	Higher	279, SW
I72	JAZZY J'S HOUSE OF R	906 E PALMDALE BLVD	SWEEPS UST, LOS ANGELES CO. HMS	Higher	289, SSW
I73	JAZZY J'S HOUSE OF R	906 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	289, SSW
B74	LADPW MD-5	381226 SIERRA	HIST CORTESE, LUST	Higher	304, North
H75	IN & OUT MARKET	440 E	HIST CORTESE, LUST, LOS ANGELES CO. HMS	Higher	313, ESE
H76	ALPHA BETA MARKET #0	440 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	313, ESE
B77	QUALITY AUTOMOTIVE	37959 6TH ST EAST	HAZNET	Higher	332, South
G78	SPEEDY CLEAN LAUNDRY	1013 E PALMDALE BLVD	EDR Historical Cleaners	Lower	336, ESE

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
J79	GUIDANCE CHARTER	1125-B EAST PALMDALE	FINDS	Lower	341, West
B80	PACIFIC BELL	37949 N 6TH ST EAST	LOS ANGELES CO. HMS	Higher	343, South
B81	PACIFIC BELL PLDLCA	37949 N 6TH ST EAST	LOS ANGELES CO. HMS	Higher	343, South
J82	PALMDALE HONDA	1124 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	344, WSW
K83	JACOBS OIL CO	1518 PALMDALE BLVD E	LUST, HAZNET	Lower	368, East
K84	JACOMBS OIL CO	1518 PALMDALE	HIST CORTESE	Lower	368, East
L85	AMERICAN DENTAL CENT	300 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	373, West
L86	AMERICAN DENTAL CENT	300 EAST PALMDALE BL	HAZNET	Higher	373, West
K87	JACOBS OIL CO INC	1518 E PALMDALE BLVD	SWEEPS UST, LOS ANGELES CO. HMS	Lower	393, East
K88	JACOBS OIL	1518 E PALMDALE BLVD	HIST UST	Lower	393, East
K89	JAMAL HADDAD	1518 E PALMDALE BLVD	UST, LOS ANGELES CO. HMS	Lower	393, East
K90	PALMDALE CARWASH	1520 E PALMDALE BLVD	SLIC, UST, LOS ANGELES CO. HMS	Lower	398, East
K91	HAPPY MOON INC DBA P	1520 E PALMDALE BLVD	HAZNET	Lower	398, East
K92	MUHAMMAD AZIZ	1520 E PALMDALE BLVD	SWEEPS UST, HAZNET	Lower	398, East
93	PALM TREE ELEMENTARY	326 EAST AVE R	FINDS	Higher	432, West
D94	TIM JONES	37922 N SIERRA HWY	LOS ANGELES CO. HMS	Higher	433, South
D95	SO-CAL FORD TRACTOR	37922 N SIERRA HWY	LOS ANGELES CO. HMS	Higher	433, South
96		38045 10TH STREET EA	CHMIRS	Higher	433, North
D97	37925 SIERRA HWY	37925 SIERRA HWY	ERNS	Higher	438, South
D98	TIRE PROS	37925 SIERRA HWY UNI	RCRA-SQG, FINDS	Higher	438, South
D99	DON'S AUTOMOTIVE	37925 SIERRA HWY STE	HAZNET	Higher	438, South
D100	E Z RACING	37925 SIERRA HWY UNI	RCRA-SQG, FINDS	Higher	438, South
G101	LA CO SHERIFFS PALMD	1020 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	443, ESE
G102	LACO SHERIFF'S DEPT-	1020 EAST PALMDALE B	EMI	Lower	443, ESE
G103	LACO SHERIFF'S DEPT-	1020 EAST PALMDALE B	FINDS	Lower	443, ESE
G104		1020 E PALMDALE BLVD	CDL	Lower	443, ESE
H105	CHEVRON	465 W PALMDALE BLVD	SWEEPS UST	Higher	447, East
H106	DR. MD HOPPER, DC	465 E PALMDALE BLVD,	HAZNET	Higher	447, East
K107	WINSTON TIRE COMPANY	1540 PALMDALE BLVD S	SWEEPS UST, HAZNET	Lower	448, East
K108	CAMINO WEST COAST SE	1540 E PALMDALE BLVD	HAZNET	Lower	448, East
K109	THE TIRE GUYS	1540 E PALMDALE BLVD	RCRA-SQG, FINDS	Lower	448, East
K110	PORTER RANCH CENTER	1540 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	448, East
K111	ANDRE KANARKI DDS IN	1543 E PALMDALE BLVD	HAZNET	Lower	449, East
K112	THE CHIROPRACTIC CLI	1543 E PALMDALE BLVD	HAZNET	Lower	449, East
K113	DR RONALD J MASSEY,	1543 E PALMDALE BLVD	HAZNET	Lower	449, East
D114	JAMES A ANDERSON	37922 SIERRA HWY	LOS ANGELES CO. HMS, HAZNET	Higher	449, South
K115	ALL PRO AUTO REPAIR	1550 E PALMDALE BLVD	HAZNET	Lower	472, East
K116	ALL TRANSMISSION CEN	1550 E PALMDALE BLVD	HAZNET	Lower	472, East
J117	11TH GAS FOOD MART	1104 E PALMDALE BLVD	UST, LOS ANGELES CO. HMS	Lower	473, West

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
J118	JACOBS OIL CO INC	1104 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	473, West
J119	11TH GAS FOOD MART-S	1104 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	473, West
J120	ELEVEN GAS FOOD MART	1104 E PALMDALE BLVD	EDR Historical Auto Stations	Lower	473, West
J121	CAR WASH	1104 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	473, West
J122	SMOG ALL UNIT B	1104 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	473, West
B123	ANTELOPE VALLEY MORT	38141 N. 6TH STREET	EMI	Higher	486, North
B124	ANTELOPE VALLEY MORT	38141 N. 6TH STREET	FINDS	Higher	486, North
H125	CHEVRON_94032	468 W PALMDALE BLVD	HAZNET	Higher	487, ESE
H126	QUE RICOS RESTAURANT	473 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	495, East
H127	WENDYS RESTAURANT	473 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	495, East
H128	QUE RICOS MANAGEMENT	473 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	495, East
K129	ROBINSONS LUBE EXPRE	1560 E PALMDALE BLVD	HAZNET	Lower	497, East
K130	PALMDALE FAST LUBE	1560 E PALMDALE BLVD	HAZNET	Lower	497, East
H131	TEXAMART	470 E PALMDALE BLVD	LOS ANGELES CO. HMS	Higher	499, ESE
H132	VALLARTA STATION	470 EAST PALMDALE BL	LUST	Higher	499, ESE
H133	CSI INC/CARGO SOLUTI	470 E PALMDALE BLVD	HAZNET	Higher	499, ESE
H134	CARGO SOLUTIONS BROK	470 E PALMDALE BLVD	CA FID UST, SWEEPS UST, LOS ANGELES CO. HMS	Higher	499, ESE
H135	REGINA ISAAC	470 E PALMDALE BLVD	HAZNET	Higher	499, ESE
H136	TEXACO GAS STATION	470 E PALMDALE BLVD	EDR Historical Auto Stations	Higher	499, ESE
H137	TEX-MART	470 E PALMDALE BLVD	UST, LOS ANGELES CO. HMS	Higher	499, ESE
H138	PALMDALE TEXACO.	470 E PALMDALE BLVD	HIST UST	Higher	499, ESE
J139	TACO GRANDE UNIT 101	1060 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	503, South
J140	PIZZA HUT RESTAURANT	1060 E PALMDALE BLVD	LOS ANGELES CO. HMS	Lower	503, South
M141	SUPERIOR METAL POLIS	37925 N 6TH ST EAST	LOS ANGELES CO. HMS	Higher	507, South
142	ANTELOPE VALLEY BAPT	38117 13TH ST EAST	HAZNET	Lower	519, West
N143		38515 3RD STEET EAST	CHMIRS	Higher	520, West
N144		38540 3RD STREET EAS	CDL	Higher	521, West
145	THRIFTY WASH LAUNDRO	916 E AVE Q-5	EDR Historical Cleaners	Lower	540, NNW
M146	BRADSTRONG CO	37925 6TH ST E UNIT	HAZNET	Higher	550, South
M147	ARK ANIMAL REMOVAL A	37925 6TH STREET EAS	EMI	Higher	550, South
M148	WARP'D PAINT	37925 6TH ST E STE 4	HAZNET	Higher	550, South
M149	ARK ANIMAL REMOVAL A	37925 6TH STREET EAS	FINDS	Higher	550, South
I150	ALBERTSONS	815 E AVE Q-6	LOS ANGELES CO. HMS	Higher	562, WNW
I151	NOBBYS AUTO PARTS	838 E PALMDALE BLVD	HAZNET	Higher	568, WSW
O152	COURSON CONNECTION S	930 E AVE Q 9	NPDES	Higher	572, South
I153	J FOSTER WEEMS DDS	829 EAST AVE Q-7	HAZNET	Higher	587, WNW
154		37909 TENTH ST E	CDL	Higher	613, South
I155	SIGNS & DESIGNS	821 E AVE Q-7	HAZNET	Higher	621, WNW
156		1302 AVENUE R-2	CDL	Higher	652, South

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
I157	PACC AUTOMOTIVE	38446 8TH ST E	RCRA-SQG, FINDS, HAZNET	Higher	727, WNW
O158	FIRE STATION #37	38318 9TH ST E	LUST, HIST UST	Higher	736, SSW
O159	LA CO FIRE STATION #	38318 9TH	HIST CORTESE, LUST	Higher	736, SSW
160	RUSSELLS MFG	38820 3RD ST E	RCRA-NonGen, FINDS	Lower	777, WNW
P161	MAINTENANCE DISTRICT	38126 SIERRA HWY	LUST, HIST UST	Higher	789, North
P162	LOS ANGELES COUNTY D	38126 N SIERRA HWY	LUST, SWEEPS UST, HAZNET, EMI	Higher	789, North
P163	LA CO DPW MD5	38126 SIERRA HWY	UST	Higher	789, North
P164	LA CO PUBLIC WRKS, R	38126 SIERRA HWY	SWF/LF	Higher	789, North
Q165	A PRO CLEANERS	533 E PALMDALE BLVD	RCRA-SQG, FINDS, HAZNET	Higher	916, East
Q166	PLAZE DEL CENTRO 501	533 E PALMDALE AVE	RCRA-SQG	Higher	916, East
R167	SOUTHLAND CORP SS 24	703 E PALMDALE BLVD	UST	Higher	931, WSW
R168	7-ELEVEN STORE #2448	38400 SIERRA HWY	HIST UST	Higher	934, West
R169	THE SOUTHLAND CORP S	703 N PALMDALE BLVD	CA FID UST, SWEEPS UST	Higher	939, WSW
L170	ONE HR PHOTO MASTERS	235 E PALMDALE BLVD	RCRA-SQG, FINDS	Higher	943, West
R171	CITY OF PALMDALE COM	38405 N SIERRA HWY	LUST	Higher	944, West
R172	UNION OIL SERVICE ST	38405 SIERRA HWY	HIST UST	Higher	944, West
R173	76 PRODUCT FACILITY	38405 SIERRA HWY N	LUST, LOS ANGELES CO. HMS	Higher	944, West
R174	76 PRODUCT FACILITY	38405 SIERRA	HIST CORTESE, LUST, HAZNET	Higher	944, West
R175	STATION #1016	38405 SIERRA HWY	HIST UST	Higher	944, West
R176	DAVE'S UNION 76	38405 SIERRA HWY	HIST UST	Higher	944, West
R177	CIRCLE K STORES #560	38405 SIERRA HWY	UST	Higher	944, West
R178	DAVE'S UNION 76-SELF	38405 N SIERRA HIGHW	EDR Historical Auto Stations	Higher	944, West
R179	UNOCAL CORP SS 1016	38405 N SIERRA HWY	SWEEPS UST, LOS ANGELES CO. HMS	Higher	944, West
O180	PIERCE PROPERTY	932 EAST AVENUE Q-10	LUST	Higher	954, South
181	ANTELOPE VALLEY LAUN	1647 E PALMDALE BLVD	EDR Historical Cleaners	Lower	956, East
S182	ONE HR MARTINIZING	228 E PALMDALE BLVD	RCRA-SQG, FINDS, HAZNET, EMI	Higher	963, West
R183	MIRACLE CLEANERS	38456 N SIERRA HWY	RCRA-SQG, FINDS, HAZNET	Higher	1011, WNW
R184	MIRACLE CLEANERS	38456 N SIERRA HIGHW	EDR Historical Cleaners	Higher	1011, WNW
M185	ANTNLOPE VALLEY TRUC	37900 E N 006TH ST	CA FID UST, SWEEPS UST	Higher	1013, South
S186	PIZZA HUT RESTAURANT	220 E PALMDALE BLVD	SWRCY, LOS ANGELES CO. HMS	Higher	1027, West
187	ARMANDO AUTO BODY SH	37824 5TH ST STE B	RCRA-SQG, FINDS	Higher	1074, South
T188	WESTON BUILDERS SUPP	37822 6TH E.	HIST CORTESE	Higher	1086, South
T189	WESTON BUILDERS SUPP	37822 N 6TH ST E	LUST, CA FID UST, SWEEPS UST, LOS ANGELES CO. HMS	Higher	1086, South
T190	WESTON BUILDERS SUPP	37822 6TH ST E	HIST UST	Higher	1086, South
U191	REX PERRIS VALLEY CO	AVENUE Q/6TH STREET	SCH, ENVIROSTOR	Lower	1138, ENE
U192	FRENCYS DENT SHOP	38744 N 6TH ST EAST	RCRA-SQG, FINDS, HAZNET	Lower	1144, East
Q193	TERRIBLE HERBST #66	556 E PALMDALE BLVD	HIST UST	Higher	1147, East
Q194	TERRIBLE HERBST #66	556 E PALMDALE BLVD	CA FID UST, SWEEPS UST, LOS ANGELES CO. HMS	Higher	1147, East
S195	ECONO LUBE N'TUNE	202 E PALMDALE BLVD	HIST CORTESE, LUST, LOS ANGELES CO. HMS	Higher	1169, West

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
196	SAL GARCIA AND SONS	38222 12TH ST E	RCRA-NonGen, FINDS	Lower	1182, South
T197	A V READY MIX	37815 6TH	NPDES, HIST CORTESE, LUST, LOS ANGELES CO. HMS	Higher	1187, South
T198	PALMDALE READY MIX	37815 6TH ST E	SWRCY, LUST, HIST UST	Higher	1187, South
V199	DATA AUTOMOTIVE	38633 N 6TH ST EAST	RCRA-SQG, FINDS	Higher	1201, East
W200	WILSON AMBULANCE SER	38241 6TH	HIST CORTESE, LUST, HAZNET	Higher	1205, North
W201	WILSON AMBULANCE	38241 6TH ST E	RCRA-SQG, FINDS	Higher	1205, North
P202	PETRO-LOCK - KWIK OI	38206 SIERRA HWY	HIST UST	Higher	1207, North
P203	WESTERN SERVE-UR-SEL	38206 SIERRA HIGHWAY	EDR Historical Auto Stations	Higher	1207, North
X204	JET-VALET CLEANERS	38527 SIERRA HIGHWAY	EDR Historical Cleaners	Higher	1214, WNW
P205	PETRO-LOCK INC.	38206 N SIERRA HWY	CA FID UST, SWEEPS UST, LOS ANGELES CO. HMS	Higher	1220, North
P206	PETRO-LOCK INC	38206 SIERRA	HIST CORTESE, LUST	Higher	1220, North
T207	ANTELOPE VALLEY TRUC	37900 6TH ST E	LUST	Higher	1265, South
T208	ANTELOPE VALLEY TRUC	37900 6TH ST E	HIST CORTESE, LUST, HIST UST	Higher	1265, South
V209	MITCHS AUTO	38554 6TH ST E	RCRA-SQG, FINDS	Higher	1272, East
X210	MURRAYS TRANSMISSION	38545 6TH ST E	RCRA-SQG, FINDS	Higher	1282, East
211	VACANT - SERV STA	38258 N SIERRA HWY	SWEEPS UST, LOS ANGELES CO. HMS	Higher	1294, SW
X212	VALLEY VOLKSWAGEN AN	38525 N 6TH ST E	RCRA-SQG, FINDS, HAZNET	Higher	1303, East
X213	HANKS SERVICE CENTER	38519 6TH ST	RCRA-NonGen, FINDS, HAZNET	Higher	1309, East
214	SAM TRANSMISSIONS AN	38475 6TH ST E 2E	RCRA-SQG, FINDS	Higher	1355, East
W215	VACANT	38240 SIERRA HWY	SWEEPS UST	Higher	1369, SW
S216	CELEBRON'S FREEWAY S	155 W PALMDALE BLVD	EDR Historical Auto Stations	Higher	1402, West
S217	PHILIP A. ORDIN PROP	155 W PALMDALE BLVD	HIST UST	Higher	1402, West
218	COLLINS FARM	39010 E 12TH ST	CA FID UST, SWEEPS UST	Lower	1528, North
Y219	GAS CO - HIGH DESERT	38627 SIERRA HWY N	LUST	Higher	1631, NW
Y220	GASCO SERVICE STATIO	38627 NORTH SIERRA H	HIST UST	Higher	1631, NW
Y221	HDOC #055	38627 SIERRA	HIST CORTESE, LUST	Higher	1631, NW
Y222	GASCO #055	38627 N SIERRA HWY	SWEEPS UST, LOS ANGELES CO. HMS, HAZNET	Higher	1631, NW
223	ANA VERDE ELEMENTARY	DIVISION STREET/RAYB	SCH, ENVIROSTOR	Higher	1635, West
V224	A V AUTO PARTS	38711 SIERRA HWY	RCRA-SQG, FINDS	Lower	1661, East
V225	LUCKEY'S HANCOCK SER	38627 SIERRA HGIHWAY	EDR Historical Auto Stations	Higher	1670, NW
226	CRISSAIR INC.	38905 10TH ST E	CA FID UST, HIST UST, SWEEPS UST, HAZNET	Lower	1695, NW
Z227	LOS NIETOS RECYCLING	1824 E PALMDALE BLVD	SWRCY	Lower	1698, East
AA228	EXXONMOBIL OIL CORP.	110 E PALMDALE BLVD	RCRA-LQG	Higher	1704, West
AA229	EXXON MOBIL OIL CORP	392 N LAKE AVE	RCRA-LQG, HAZNET	Higher	1704, West
AA230	EXXONMOBIL OIL CORPO	110 E PALMDALE BLVD	CA FID UST, SWEEPS UST, HAZNET	Higher	1704, West
AA231	MOBIL OIL CORP S/S #	110 E PALMDALE BLVD	UST	Higher	1704, West
AB232	SUNBELT RENTALS PC38	38860 N SIERRA HWY	CA FID UST, SWEEPS UST, LOS ANGELES CO. HMS,...	Lower	1733, ENE
AB233	NORTHRIDGE EQUIPMENT	38860 SIERRA HWY	UST	Lower	1733, ENE
AB234	NORTHRIDGE EQUIPMENT	38860 N SIERRA HWY	RCRA-SQG, FINDS, HAZNET	Lower	1733, ENE

MAPPED SITES SUMMARY

Target Property Address:
NA
PALMDALE, CA 93550

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MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft.) DIRECTION
AB235	NORTHRIDGE EQUIPMENT	38860 N SIERRA HWY	LUST, HAZNET	Lower	1733, ENE
AA236	GULF SERVICE STATION	105 E PALMDALE BLVD	LUST, LOS ANGELES CO. HMS	Higher	1740, West
AA237	US GAS	105 E PALMDALE BLVD	EDR Historical Auto Stations	Higher	1740, West
AA238	US GAS AND MINI MARK	105 E PALMDALE BLVD	UST, LOS ANGELES CO. HMS	Higher	1740, West
AA239	US GAS & MINI MART	105 E PALMDALE BLVD	LUST	Higher	1740, West
AA240	GARY CRAIG CHEVRON	103 W PALMDALE BLVD	EDR Historical Auto Stations	Higher	1760, West
AA241	CHEVRON STATION 9418	103 W PALMDALE BLVD	RCRA-SQG, FINDS	Higher	1760, West
AA242	UNION OIL SERVICE ST	100 W PALMDALE BLVD	HIST UST	Higher	1774, West
AA243	PAGES UNION SERVICE	100 W PALMDALE BLVD	SWEEPS UST, LOS ANGELES CO. HMS	Higher	1774, West
AA244	PAGE'S PALMDALE UNOC	100 W PALMDALE BLVD	EDR Historical Auto Stations	Higher	1774, West
AA245	STATION #6735	100 W PALMDALE BLVD	HIST UST	Higher	1774, West
AA246	FORMER 76 (CIRCEL K	100 PALMDALE	HIST CORTESE, LUST, LOS ANGELES CO. HMS	Higher	1804, West
AA247	CHEVRON USA SS # 094	103 PALMDALE	HIST CORTESE, LUST	Higher	1806, West
AA248	FORMER 76 (CIRCLE K	100 PALMDALE BLVD W	LUST	Higher	1808, West
AA249	PALMDALE GAS	103 W PALMDALE BLVD	UST, LOS ANGELES CO. HMS	Higher	1814, West
AA250	94189	103 W PALMDALE BLVD	HIST UST, SWEEPS UST	Higher	1814, West
251	WEST INTERMEDIATE SC	AVENUE Q/DIVISION ST	SCH, ENVIROSTOR	Higher	2008, West
Z252	GATEWAY CLEANERS	1813-A E. PALMDALE B	ENVIROSTOR	Lower	2112, East
253	SHELL SERVICE STATIO	1853 PALMDALE BOULEV	LUST	Lower	2367, East
254	LAIDLAW TRANSIT, INC	39110 3RD STREET, EA	SWF/LF, HAZNET	Lower	2845, NNW
255	PALMDALE HIGH SCHOOL	2137 R	HIST CORTESE, LUST	Lower	2902, East
256	ALLAN CO	39530 12TH ST E	SWRCY, PROC	Lower	3128, North
257	MR RALPH PARSONS COM	39516 DIVISION E.	HIST CORTESE, LUST	Lower	3159, NW
258	PALMDALE CANT AREA		FUDS	Lower	4184, NE
259	ANTELOPE VALLEY COMM	AVENUE Q/22ND STREET	SCH, ENVIROSTOR	Lower	4953, NE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: A review of the RCRA-LQG list, as provided by EDR, and dated 11/10/2011 has revealed that there are 2 RCRA-LQG sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EXXONMOBIL OIL CORP.	110 E PALMDALE BLVD	W 1/4 - 1/2 (0.323 mi.)	AA228	52
EXXON MOBIL OIL CORP	***392 N LAKE AVE***	***W 1/4 - 1/2 (0.323 mi.)***	***AA229***	***53***

RCRA-SQG: A review of the RCRA-SQG list, as provided by EDR, and dated 11/10/2011 has revealed that there are 28 RCRA-SQG sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A 1 RENTALS	***831 E AVE R***	***0 - 1/8 (0.000 mi.)***	***D13***	***10***
PALMDALE UNI BODY AN	***38018 9TH ST E***	***N 0 - 1/8 (0.014 mi.)***	***D41***	***15***
CASSON SONS GOODYEAR	***37957 SIERRA HWY***	***S 0 - 1/8 (0.045 mi.)***	***D61***	***19***
MIDAS MUFFLER SHOP	***926 EAST PALMDALE BL***	***S 0 - 1/8 (0.046 mi.)***	***I63***	***19***
AFFORDABLE TIRE	***924 E AVE Q 6***	***NNW 0 - 1/8 (0.047 mi.)***	***I64***	***20***
EDS EXXON SVC	***400 W PALMDALE***	***W 0 - 1/8 (0.052 mi.)***	***H66***	***20***
PACIFIC BELL	***901 PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I68***	***20***
TIRE PROS	***37925 SIERRA HWY UNI***	***S 0 - 1/8 (0.083 mi.)***	***D98***	***27***
E Z RACING	***37925 SIERRA HWY UNI***	***S 0 - 1/8 (0.083 mi.)***	***D100***	***27***
PACC AUTOMOTIVE	***38446 8TH ST E***	***WNW 1/8 - 1/4 (0.138 mi.)***	***I157***	***38***
A PRO CLEANERS	***533 E PALMDALE BLVD***	***E 1/8 - 1/4 (0.173 mi.)***	***Q165***	***40***
PLAZE DEL CENTRO 501	533 E PALMDALE AVE	E 1/8 - 1/4 (0.173 mi.)	Q166	40
ONE HR PHOTO MASTERS	***235 E PALMDALE BLVD***	***W 1/8 - 1/4 (0.179 mi.)***	***L170***	***41***
ONE HR MARTINIZING	***228 E PALMDALE BLVD***	***W 1/8 - 1/4 (0.182 mi.)***	***S182***	***43***
MIRACLE CLEANERS	***38456 N SIERRA HWY***	***WNW 1/8 - 1/4 (0.191 mi.)***	***R183***	***43***
ARMANDO AUTO BODY SH	***37824 5TH ST STE B***	***S 1/8 - 1/4 (0.203 mi.)***	***187***	***44***
DATA AUTOMOTIVE	***38633 N 6TH ST EAST***	***E 1/8 - 1/4 (0.227 mi.)***	***V199***	***47***

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WILSON AMBULANCE	***38241 6TH ST E***	***N 1/8 - 1/4 (0.228 mi.)***	***W201***	***47***
MITCHS AUTO	***38554 6TH ST E***	***E 1/8 - 1/4 (0.241 mi.)***	***V209***	***49***
MURRAYS TRANSMISSION	***38545 6TH ST E***	***E 1/8 - 1/4 (0.243 mi.)***	***X210***	***49***
VALLEY VOLKSWAGEN AN	***38525 N 6TH ST E***	***E 1/8 - 1/4 (0.247 mi.)***	***X212***	***49***
SAM TRANSMISSIONS AN	***38475 6TH ST E 2E***	***E 1/4 - 1/2 (0.257 mi.)***	***214***	***50***
CHEVRON STATION 9418	***103 W PALMDALE BLVD***	***W 1/4 - 1/2 (0.333 mi.)***	***AA241***	***55***

Lower Elevation	Address	Direction / Distance	Map ID	Page
FRANCO SONS	***38426 12TH ST***	***E 0 - 1/8 (0.006 mi.)***	***F26***	***12***
THE TIRE GUYS	***1540 E PALMDALE BLVD***	***E 0 - 1/8 (0.085 mi.)***	***K109***	***29***
FRENCYS DENT SHOP	***38744 N 6TH ST EAST***	***E 1/8 - 1/4 (0.217 mi.)***	***U192***	***45***
A V AUTO PARTS	***38711 SIERRA HWY***	***E 1/4 - 1/2 (0.315 mi.)***	***V224***	***52***
NORTHRIDGE EQUIPMENT	***38860 N SIERRA HWY***	***ENE 1/4 - 1/2 (0.328 mi.)***	***AB234***	***54***

Federal ERNS list

ERNS: A review of the ERNS list, as provided by EDR, and dated 10/03/2011 has revealed that there are 2 ERNS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
843 EAST AVE. R	843 EAST AVE. R	0 - 1/8 (0.000 mi.)	D10	9
37925 SIERRA HWY	37925 SIERRA HWY	S 0 - 1/8 (0.083 mi.)	D97	26

State- and tribal - equivalent CERCLIS

ENVIROSTOR: A review of the ENVIROSTOR list, as provided by EDR, and dated 02/07/2012 has revealed that there are 5 ENVIROSTOR sites within approximately 1.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ANA VERDE ELEMENTARY Status: No Further Action	***DIVISION STREET/RAYB***	***W 1/4 - 1/2 (0.310 mi.)***	***223***	***51***
WEST INTERMEDIATE SC Status: No Further Action	***AVENUE Q/DIVISION ST***	***W 1/4 - 1/2 (0.380 mi.)***	***251***	***57***

Lower Elevation	Address	Direction / Distance	Map ID	Page
REX PERRIS VALLEY CO Status: No Further Action	***AVENUE Q/6TH STREET***	***ENE 1/8 - 1/4 (0.216 mi.)***	***U191***	***45***
GATEWAY CLEANERS Status: Refer: 1248 Local Agency	1813-A E. PALMDALE B	E 1/4 - 1/2 (0.400 mi.)	Z252	58
ANTELOPE VALLEY COMM Status: No Further Action	***AVENUE Q/22ND STREET***	***NE 1/2 - 1 (0.938 mi.)***	***259***	***59***

EXECUTIVE SUMMARY

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: A review of the SWF/LF list, as provided by EDR, and dated 11/21/2011 has revealed that there are 2 SWF/LF sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LA CO PUBLIC WRKS, R	38126 SIERRA HWY	N 1/8 - 1/4 (0.149 mi.)	P164	40

Lower Elevation	Address	Direction / Distance	Map ID	Page
LAIDLAW TRANSIT, INC	***39110 3RD STREET, EA***	***NNW 1/2 - 1 (0.539 mi.)***	***254***	***58***

State and tribal leaking storage tank lists

LUST: A review of the LUST list, as provided by EDR, and dated 01/20/2012 has revealed that there are 32 LUST sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHERN PACIFIC - P Status: Completed - Case Closed	***38021 SIERRA***	***N 0 - 1/8 (0.019 mi.)***	***B45***	***16***
LADPW MD-5 ***IN & OUT MARKET*** Status: Open - Remediation	***381226 SIERRA*** ***440 E***	***N 0 - 1/8 (0.058 mi.)*** ***ESE 0 - 1/8 (0.059 mi.)***	***B74*** ***H75***	***22*** ***22***
VALLARTA STATION Status: Completed - Case Closed	470 EAST PALMDALE BL	ESE 0 - 1/8 (0.095 mi.)	H132	33
FIRE STATION #37 Status: Completed - Case Closed	***38318 9TH ST E***	***SSW 1/8 - 1/4 (0.139 mi.)***	***O158***	***38***
LA CO FIRE STATION # ***MAINTENANCE DISTRICT*** Status: Completed - Case Closed	***38318 9TH*** ***38126 SIERRA HWY***	***SSW 1/8 - 1/4 (0.139 mi.)*** ***N 1/8 - 1/4 (0.149 mi.)***	***O159*** ***P161***	***38*** ***39***
LOS ANGELES COUNTY D Status: Open - Site Assessment	***38126 N SIERRA HWY***	***N 1/8 - 1/4 (0.149 mi.)***	***P162***	***39***
CITY OF PALMDALE COM Status: Completed - Case Closed	38405 N SIERRA HWY	W 1/8 - 1/4 (0.179 mi.)	R171	41
76 PRODUCT FACILITY Status: Completed - Case Closed Status: Completed - Case Closed	***38405 SIERRA HWY N***	***W 1/8 - 1/4 (0.179 mi.)***	***R173***	***41***
76 PRODUCT FACILITY PIERCE PROPERTY Status: Completed - Case Closed	***38405 SIERRA*** 932 EAST AVENUE Q-10	***W 1/8 - 1/4 (0.179 mi.)*** S 1/8 - 1/4 (0.181 mi.)	***R174*** O180	***42*** 43
WESTON BUILDERS SUPP Status: Completed - Case Closed	***37822 N 6TH ST E***	***S 1/8 - 1/4 (0.206 mi.)***	***T189***	***44***
ECONO LUBE N'TUNE ***A V READY MIX*** ***PALMDALE READY MIX*** Status: Completed - Case Closed	***202 E PALMDALE BLVD*** ***37815 6TH*** ***37815 6TH ST E***	***W 1/8 - 1/4 (0.221 mi.)*** ***S 1/8 - 1/4 (0.225 mi.)*** ***S 1/8 - 1/4 (0.225 mi.)***	***S195*** ***T197*** ***T198***	***46*** ***46*** ***46***
WILSON AMBULANCE SER Status: Completed - Case Closed	***38241 6TH***	***N 1/8 - 1/4 (0.228 mi.)***	***W200***	***47***

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PETRO-LOCK INC	***38206 SIERRA***	***N 1/8 - 1/4 (0.231 mi.)***	***P206***	***48***
Status: Open - Site Assessment				
ANTELOPE VALLEY TRUC	37900 6TH ST E	S 1/8 - 1/4 (0.240 mi.)	T207	48
ANTELOPE VALLEY TRUC	***37900 6TH ST E***	***S 1/8 - 1/4 (0.240 mi.)***	***T208***	***49***
Status: Completed - Case Closed				
GAS CO - HIGH DESERT	38627 SIERRA HWY N	NW 1/4 - 1/2 (0.309 mi.)	Y219	51
Status: Completed - Case Closed				
Status: Completed - Case Closed				
HDOC #055	***38627 SIERRA***	***NW 1/4 - 1/2 (0.309 mi.)***	***Y221***	***51***
GULF SERVICE STATION	***105 E PALMDALE BLVD***	***W 1/4 - 1/2 (0.330 mi.)***	***AA236***	***54***
Status: Open - Site Assessment				
US GAS & MINI MART	105 E PALMDALE BLVD	W 1/4 - 1/2 (0.330 mi.)	AA239	55
FORMER 76 (CIRCEL K	***100 PALMDALE***	***W 1/4 - 1/2 (0.342 mi.)***	***AA246***	***56***
CHEVRON USA SS # 094	***103 PALMDALE***	***W 1/4 - 1/2 (0.342 mi.)***	***AA247***	***57***
Status: Completed - Case Closed				
FORMER 76 (CIRCLE K	100 PALMDALE BLVD W	W 1/4 - 1/2 (0.342 mi.)	AA248	57
Status: Completed - Case Closed				

Lower Elevation	Address	Direction / Distance	Map ID	Page
JACOBS OIL CO	***1518 PALMDALE BLVD E***	***E 0 - 1/8 (0.070 mi.)***	***K83***	***23***
Status: Completed - Case Closed				
NORTHRIDGE EQUIPMENT	***38860 N SIERRA HWY***	***ENE 1/4 - 1/2 (0.328 mi.)***	***AB235***	***54***
Status: Completed - Case Closed				
SHELL SERVICE STATIO	1853 PALMDALE BOULEV	E 1/4 - 1/2 (0.448 mi.)	253	58
Status: Open - Verification Monitoring				
PALMDALE HIGH SCHOOL	***2137 R***	***E 1/2 - 1 (0.550 mi.)***	***255***	***58***
Status: Completed - Case Closed				
MR RALPH PARSONS COM	***39516 DIVISION E.***	***NW 1/2 - 1 (0.598 mi.)***	***257***	***59***
Status: Completed - Case Closed				

SLIC: A review of the SLIC list, as provided by EDR, and dated 01/20/2012 has revealed that there is 1 SLIC site within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PALMDALE CARWASH	***1520 E PALMDALE BLVD***	***E 0 - 1/8 (0.075 mi.)***	***K90***	***25***
Facility Status: Completed - Case Closed				

State and tribal registered storage tank lists

UST: A review of the UST list, as provided by EDR, and dated 01/20/2012 has revealed that there are 13 UST sites within approximately 0.375 miles of the target property.

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
KANGAROO OIL AND MAR	***960 E PALMDALE BLVD***	***S 0 - 1/8 (0.043 mi.)***	***G54***	***18***
PACIFIC BELL PLDCA01	***901 E PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I67***	***20***
TEX-MART	***470 E PALMDALE BLVD***	***ESE 0 - 1/8 (0.095 mi.)***	***H137***	***34***
LA CO DPW MD5	38126 SIERRA HWY	N 1/8 - 1/4 (0.149 mi.)	P163	40
SOUTHLAND CORP SS 24	703 E PALMDALE BLVD	WSW 1/8 - 1/4 (0.176 mi.)	R167	40
CIRCLE K STORES #560	38405 SIERRA HWY	W 1/8 - 1/4 (0.179 mi.)	R177	42
MOBIL OIL CORP S/S #	110 E PALMDALE BLVD	W 1/4 - 1/2 (0.323 mi.)	AA231	53
US GAS AND MINI MARK	***105 E PALMDALE BLVD***	***W 1/4 - 1/2 (0.330 mi.)***	***AA238***	***55***
PALMDALE GAS	***103 W PALMDALE BLVD***	***W 1/4 - 1/2 (0.344 mi.)***	***AA249***	***57***

Lower Elevation	Address	Direction / Distance	Map ID	Page
JAMAL HADDAD	***1518 E PALMDALE BLVD***	***E 0 - 1/8 (0.074 mi.)***	***K89***	***25***
PALMDALE CARWASH	***1520 E PALMDALE BLVD***	***E 0 - 1/8 (0.075 mi.)***	***K90***	***25***
11TH GAS FOOD MART	***1104 E PALMDALE BLVD***	***W 0 - 1/8 (0.090 mi.)***	***J117***	***30***
NORTHRIDGE EQUIPMENT	38860 SIERRA HWY	ENE 1/4 - 1/2 (0.328 mi.)	AB233	54

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A review of the SWRCY list, as provided by EDR, and dated 12/12/2011 has revealed that there are 5 SWRCY sites within approximately 0.625 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PALMDALE RECYCLING M	38022 SIERRA HWY	N 0 - 1/8 (0.022 mi.)	B47	16
PIZZA HUT RESTAURANT	***220 E PALMDALE BLVD***	***W 1/8 - 1/4 (0.195 mi.)***	***S186***	***44***
PALMDALE READY MIX	***37815 6TH ST E***	***S 1/8 - 1/4 (0.225 mi.)***	***T198***	***46***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS NIETOS RECYCLING	1824 E PALMDALE BLVD	E 1/4 - 1/2 (0.322 mi.)	Z227	52
ALLAN CO	***39530 12TH ST E***	***N 1/2 - 1 (0.592 mi.)***	***256***	***58***

Local Lists of Hazardous waste / Contaminated Sites

SCH: A review of the SCH list, as provided by EDR, and dated 02/07/2012 has revealed that there are 2 SCH sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ANA VERDE ELEMENTARY	***DIVISION STREET/RAYB***	***W 1/4 - 1/2 (0.310 mi.)***	***223***	***51***

Lower Elevation	Address	Direction / Distance	Map ID	Page
REX PERRIS VALLEY CO	***AVENUE Q/6TH STREET***	***ENE 1/8 - 1/4 (0.216 mi.)***	***U191***	***45***

EXECUTIVE SUMMARY

CDL: A review of the CDL list, as provided by EDR, and dated 12/31/2011 has revealed that there are 5 CDL sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	38540 3RD STREET EAS	W 0 - 1/8 (0.099 mi.)	N144	36
Not reported	37909 TENTH ST E	S 0 - 1/8 (0.116 mi.)	154	37
Not reported	1302 AVENUE R-2	S 0 - 1/8 (0.123 mi.)	156	38

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1230 E AVENUE Q5	E 0 - 1/8 (0.044 mi.)	59	19
Not reported	1020 E PALMDALE BLVD	ESE 0 - 1/8 (0.084 mi.)	G104	28

Local Lists of Registered Storage Tanks

CA FID UST: A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 11 CA FID UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHERN PACIFIC TRA	***38021 N SIERRA HWY***	***N 0 - 1/8 (0.018 mi.)***	***B44***	***16***
CARGO SOLUTIONS BROK	***470 E PALMDALE BLVD***	***ESE 0 - 1/8 (0.095 mi.)***	***H134***	***34***
THE SOUTHLAND CORP S	***703 N PALMDALE BLVD***	***WSW 1/8 - 1/4 (0.178 mi.)***	***R169***	***41***
ANTNLOPE VALLEY TRUC	***37900 E N 006TH ST***	***S 1/8 - 1/4 (0.192 mi.)***	***M185***	***44***
WESTON BUILDERS SUPP	***37822 N 6TH ST E***	***S 1/8 - 1/4 (0.206 mi.)***	***T189***	***44***
TERRIBLE HERBST #66	***556 E PALMDALE BLVD***	***E 1/8 - 1/4 (0.217 mi.)***	***Q194***	***45***
PETRO-LOCK INC.	***38206 N SIERRA HWY***	***N 1/8 - 1/4 (0.231 mi.)***	***P205***	***48***
EXXONMOBIL OIL CORPO	***110 E PALMDALE BLVD***	***W 1/4 - 1/2 (0.323 mi.)***	***AA230***	***53***

Lower Elevation	Address	Direction / Distance	Map ID	Page
COLLINS FARM	***39010 E 12TH ST***	***N 1/4 - 1/2 (0.289 mi.)***	***218***	***50***
CRISSAIR INC.	***38905 10TH ST E***	***NW 1/4 - 1/2 (0.321 mi.)***	***226***	***52***
SUNBELT RENTALS PC38	***38860 N SIERRA HWY***	***ENE 1/4 - 1/2 (0.328 mi.)***	***AB232***	***53***

HIST UST: A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 25 HIST UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A-1 RENTALS	***831 E AVENUE R***	***0 - 1/8 (0.000 mi.)***	***D12***	***10***
PALMDALE STATION	38021 SIERRA HWY	N 0 - 1/8 (0.019 mi.)	B46	16
KANG'S MARKET	***960 E PALMDALE BLVD***	***S 0 - 1/8 (0.043 mi.)***	***G55***	***18***
PACIFIC BELL (KC-132	***901 E PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I70***	***21***
PALMDALE TEXACO.	470 E PALMDALE BLVD	ESE 0 - 1/8 (0.095 mi.)	H138	34
FIRE STATION #37	***38318 9TH ST E***	***SSW 1/8 - 1/4 (0.139 mi.)***	***O158***	***38***
MAINTENANCE DISTRICT	***38126 SIERRA HWY***	***N 1/8 - 1/4 (0.149 mi.)***	***P161***	***39***
7-ELEVEN STORE #2448	38400 SIERRA HWY	W 1/8 - 1/4 (0.177 mi.)	R168	40
UNION OIL SERVICE ST	38405 SIERRA HWY	W 1/8 - 1/4 (0.179 mi.)	R172	41
STATION #1016	38405 SIERRA HWY	W 1/8 - 1/4 (0.179 mi.)	R175	42
DAVE'S UNION 76	38405 SIERRA HWY	W 1/8 - 1/4 (0.179 mi.)	R176	42
WESTON BUILDERS SUPP	37822 6TH ST E	S 1/8 - 1/4 (0.206 mi.)	T190	45

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TERRIBLE HERBST #66	556 E PALMDALE BLVD	E 1/8 - 1/4 (0.217 mi.)	Q193	45
PALMDALE READY MIX	***37815 6TH ST E***	***S 1/8 - 1/4 (0.225 mi.)***	***T198***	***46***
PETRO-LOCK - KWIK OI	38206 SIERRA HWY	N 1/8 - 1/4 (0.229 mi.)	P202	47
ANTELOPE VALLEY TRUC	***37900 6TH ST E***	***S 1/8 - 1/4 (0.240 mi.)***	***T208***	***49***
PHILIP A. ORDIN PROP	155 W PALMDALE BLVD	W 1/4 - 1/2 (0.266 mi.)	S217	50
GASCO SERVICE STATIO	38627 NORTH SIERRA H	NW 1/4 - 1/2 (0.309 mi.)	Y220	51
UNION OIL SERVICE ST	100 W PALMDALE BLVD	W 1/4 - 1/2 (0.336 mi.)	AA242	55
STATION #6735	100 W PALMDALE BLVD	W 1/4 - 1/2 (0.336 mi.)	AA245	56
94189	***103 W PALMDALE BLVD***	***W 1/4 - 1/2 (0.344 mi.)***	***AA250***	***57***

Lower Elevation	Address	Direction / Distance	Map ID	Page
DAVE ELLIATTS CAR SA	1361 E PALMDALE BLVD	N 0 - 1/8 (0.007 mi.)	C29	13
DAVE ELLECITTS CAR S	1361 E PALMDALE BLVD	N 0 - 1/8 (0.007 mi.)	C30	13
JACOBS OIL	1518 E PALMDALE BLVD	E 0 - 1/8 (0.074 mi.)	K88	24
CRISSAIR INC.	***38905 10TH ST E***	***NW 1/4 - 1/2 (0.321 mi.)***	***226***	***52***

SWEEPS UST: A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 27 SWEEPS UST sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ANTELOPE VALLEY REFR	***602 E AVE R***	***S 0 - 1/8 (0.003 mi.)***	***B23***	***12***
SOUTHERN PACIFIC TRA	***38021 N SIERRA HWY***	***N 0 - 1/8 (0.018 mi.)***	***B44***	***16***
KANG'S MARKET	***960 E PALMDALE BLVD***	***S 0 - 1/8 (0.043 mi.)***	***G55***	***18***
PACIFIC BELL PLDCA01	***901 E PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I67***	***20***
JAZZY J'S HOUSE OF R	***906 E PALMDALE BLVD***	***SSW 0 - 1/8 (0.055 mi.)***	***I72***	***21***
CHEVRON	465 W PALMDALE BLVD	E 0 - 1/8 (0.085 mi.)	H105	28
CARGO SOLUTIONS BROK	***470 E PALMDALE BLVD***	***ESE 0 - 1/8 (0.095 mi.)***	***H134***	***34***
LOS ANGELES COUNTY D	***38126 N SIERRA HWY***	***N 1/8 - 1/4 (0.149 mi.)***	***P162***	***39***
THE SOUTHLAND CORP S	***703 N PALMDALE BLVD***	***WSW 1/8 - 1/4 (0.178 mi.)***	***R169***	***41***
UNOCAL CORP SS 1016	***38405 N SIERRA HWY***	***W 1/8 - 1/4 (0.179 mi.)***	***R179***	***42***
ANTNLOPE VALLEY TRUC	***37900 E N 006TH ST***	***S 1/8 - 1/4 (0.192 mi.)***	***M185***	***44***
WESTON BUILDERS SUPP	***37822 N 6TH ST E***	***S 1/8 - 1/4 (0.206 mi.)***	***T189***	***44***
TERRIBLE HERBST #66	***556 E PALMDALE BLVD***	***E 1/8 - 1/4 (0.217 mi.)***	***Q194***	***45***
PETRO-LOCK INC.	***38206 N SIERRA HWY***	***N 1/8 - 1/4 (0.231 mi.)***	***P205***	***48***
VACANT - SERV STA	***38258 N SIERRA HWY***	***SW 1/8 - 1/4 (0.245 mi.)***	***211***	***49***
VACANT	38240 SIERRA HWY	SW 1/4 - 1/2 (0.259 mi.)	W215	50
GASCO #055	***38627 N SIERRA HWY***	***NW 1/4 - 1/2 (0.309 mi.)***	***Y222***	***51***
EXXONMOBIL OIL CORPO	***110 E PALMDALE BLVD***	***W 1/4 - 1/2 (0.323 mi.)***	***AA230***	***53***
PAGES UNION SERVICE	***100 W PALMDALE BLVD***	***W 1/4 - 1/2 (0.336 mi.)***	***AA243***	***56***
94189	***103 W PALMDALE BLVD***	***W 1/4 - 1/2 (0.344 mi.)***	***AA250***	***57***

Lower Elevation	Address	Direction / Distance	Map ID	Page
DRAMIS, JAMES-AUTO R	1361 E PALMDALE BLVD	N 0 - 1/8 (0.007 mi.)	C31	13
JACOBS OIL CO INC	***1518 E PALMDALE BLVD***	***E 0 - 1/8 (0.074 mi.)***	***K87***	***24***
MUHAMMAD AZIZ	***1520 E PALMDALE BLVD***	***E 0 - 1/8 (0.075 mi.)***	***K92***	***25***
WINSTON TIRE COMPANY	***1540 PALMDALE BLVD S***	***E 0 - 1/8 (0.085 mi.)***	***K107***	***28***
COLLINS FARM	***39010 E 12TH ST***	***N 1/4 - 1/2 (0.289 mi.)***	***218***	***50***
CRISSAIR INC.	***38905 10TH ST E***	***NW 1/4 - 1/2 (0.321 mi.)***	***226***	***52***
SUNBELT RENTALS PC38	***38860 N SIERRA HWY***	***ENE 1/4 - 1/2 (0.328 mi.)***	***AB232***	***53***

EXECUTIVE SUMMARY

Records of Emergency Release Reports

CHMIRS: A review of the CHMIRS list, as provided by EDR, and dated 12/31/2010 has revealed that there are 3 CHMIRS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	13TH STREET EAST AND	0 - 1/8 (0.000 mi.)	6	9
Not reported	38045 10TH STREET EA	N 0 - 1/8 (0.082 mi.)	96	26
Not reported	38515 3RD STEET EAST	W 0 - 1/8 (0.098 mi.)	N143	35

Other Ascertainable Records

RCRA-NonGen: A review of the RCRA-NonGen list, as provided by EDR, and dated 11/10/2011 has revealed that there are 3 RCRA-NonGen sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HANKS SERVICE CENTER	***38519 6TH ST***	***E 1/8 - 1/4 (0.248 mi.)***	***X213***	***50***

Lower Elevation	Address	Direction / Distance	Map ID	Page
RUSSELLS MFG	***38820 3RD ST E***	***WNW 1/8 - 1/4 (0.147 mi.)***	***160***	***39***
SAL GARCIA AND SONS	***38222 12TH ST E***	***S 1/8 - 1/4 (0.224 mi.)***	***196***	***46***

FUDS: A review of the FUDS list, as provided by EDR, and dated 12/31/2009 has revealed that there is 1 FUDS site within approximately 1.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PALMDALE CANT AREA		NE 1/2 - 1 (0.792 mi.)	258	59

ICIS: A review of the ICIS list, as provided by EDR, and dated 07/20/2011 has revealed that there is 1 ICIS site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AIRGAS WEST INC.	38012 6TH STREET EAS	0 - 1/8 (0.000 mi.)	B4	8

FINDS: A review of the FINDS list, as provided by EDR, and dated 10/23/2011 has revealed that there are 20 FINDS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AIRGAS WEST INC.	38012 6TH STREET EAS	0 - 1/8 (0.000 mi.)	B5	8
A 1 RENTALS	***831 E AVE R***	***0 - 1/8 (0.000 mi.)***	***D13***	***10***
TRI-VALLEY AUTO BODY	524 EAST AVE R	S 0 - 1/8 (0.003 mi.)	E16	11
BROADWING COMMUNICAT	602 EAST AVE. R	S 0 - 1/8 (0.003 mi.)	B24	12
PALMDALE UNI-BODY AN	38018 N. 9TH STREET	N 0 - 1/8 (0.014 mi.)	D37	15

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PALMDALE UNI BODY AN	***38018 9TH ST E***	***N 0 - 1/8 (0.014 mi.)***	***D41***	***15***
CASSON SONS GOODYEAR	***37957 SIERRA HWY***	***S 0 - 1/8 (0.045 mi.)***	***D61***	***19***
MIDAS MUFFLER SHOP	***926 EAST PALMDALE BL***	***S 0 - 1/8 (0.046 mi.)***	***I63***	***19***
AFFORDABLE TIRE	***924 E AVE Q 6***	***NNW 0 - 1/8 (0.047 mi.)***	***I64***	***20***
EDS EXXON SVC	***400 W PALMDALE***	***W 0 - 1/8 (0.052 mi.)***	***H66***	***20***
PACIFIC BELL	***901 PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I68***	***20***
PALM TREE ELEMENTARY	326 EAST AVE R	W 0 - 1/8 (0.082 mi.)	93	26
TIRE PROS	***37925 SIERRA HWY UNI***	***S 0 - 1/8 (0.083 mi.)***	***D98***	***27***
E Z RACING	***37925 SIERRA HWY UNI***	***S 0 - 1/8 (0.083 mi.)***	***D100***	***27***
ANTELOPE VALLEY MORT	38141 N. 6TH STREET	N 0 - 1/8 (0.092 mi.)	B124	32
ARK ANIMAL REMOVAL A	37925 6TH STREET EAS	S 0 - 1/8 (0.104 mi.)	M149	36

Lower Elevation	Address	Direction / Distance	Map ID	Page
FRANCO SONS	***38426 12TH ST***	***E 0 - 1/8 (0.006 mi.)***	***F26***	***12***
GUIDANCE CHARTER	1125-B EAST PALMDALE	W 0 - 1/8 (0.065 mi.)	J79	23
LACO SHERIFF'S DEPT-	1020 EAST PALMDALE B	ESE 0 - 1/8 (0.084 mi.)	G103	27
THE TIRE GUYS	***1540 E PALMDALE BLVD***	***E 0 - 1/8 (0.085 mi.)***	***K109***	***29***

WDS: A review of the WDS list, as provided by EDR, and dated 06/19/2007 has revealed that there is 1 WDS site within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CLARK & HOWARD	***840 E AVE R***	***S 0 - 1/8 (0.002 mi.)***	***D15***	***10***

NPDES: A review of the NPDES list, as provided by EDR, and dated 11/21/2011 has revealed that there are 3 NPDES sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CLARK & HOWARD	***840 E AVE R***	***S 0 - 1/8 (0.002 mi.)***	***D15***	***10***
COURSON CONNECTION S	930 E AVE Q 9	S 0 - 1/8 (0.108 mi.)	O152	37

Lower Elevation	Address	Direction / Distance	Map ID	Page
MINISTERIO ESPIRITU	38304 15TH ST EAST	E 0 - 1/8 (0.005 mi.)	25	12

HIST CORTESE: A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 15 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHERN PACIFIC - P	***38021 SIERRA***	***N 0 - 1/8 (0.019 mi.)***	***B45***	***16***
LADPW MD-5	***381226 SIERRA***	***N 0 - 1/8 (0.058 mi.)***	***B74***	***22***
IN & OUT MARKET	***440 E***	***ESE 0 - 1/8 (0.059 mi.)***	***H75***	***22***
LA CO FIRE STATION #	***38318 9TH***	***SSW 1/8 - 1/4 (0.139 mi.)***	***O159***	***38***
76 PRODUCT FACILITY	***38405 SIERRA***	***W 1/8 - 1/4 (0.179 mi.)***	***R174***	***42***
WESTON BUILDERS SUPP	37822 6TH E.	S 1/8 - 1/4 (0.206 mi.)	T188	44
ECONO LUBE N'TUNE	***202 E PALMDALE BLVD***	***W 1/8 - 1/4 (0.221 mi.)***	***S195***	***46***

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A V READY MIX	***37815 6TH***	***S 1/8 - 1/4 (0.225 mi.)***	***T197***	***46***
WILSON AMBULANCE SER	***38241 6TH***	***N 1/8 - 1/4 (0.228 mi.)***	***W200***	***47***
PETRO-LOCK INC	***38206 SIERRA***	***N 1/8 - 1/4 (0.231 mi.)***	***P206***	***48***
ANTELOPE VALLEY TRUC	***37900 6TH ST E***	***S 1/8 - 1/4 (0.240 mi.)***	***T208***	***49***
HDOC #055	***38627 SIERRA***	***NW 1/4 - 1/2 (0.309 mi.)***	***Y221***	***51***
FORMER 76 (CIRCEL K	***100 PALMDALE***	***W 1/4 - 1/2 (0.342 mi.)***	***AA246***	***56***
CHEVRON USA SS # 094	***103 PALMDALE***	***W 1/4 - 1/2 (0.342 mi.)***	***AA247***	***57***

Lower Elevation	Address	Direction / Distance	Map ID	Page
JACOMBS OIL CO	1518 PALMDALE	E 0 - 1/8 (0.070 mi.)	K84	24

LOS ANGELES CO. HMS: A review of the LOS ANGELES CO. HMS list, as provided by EDR, and dated 09/29/2011 has revealed that there are 53 LOS ANGELES CO. HMS sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PALETERIA & DULCERIA	38011 N 6TH ST EAST	0 - 1/8 (0.000 mi.)	B7	9
SCHUMANN VETERINARY	38030 N 6TH ST EAST	N 0 - 1/8 (0.003 mi.)	B21	11
ANTELOPE VALLEY REFR	***602 E AVE R***	***S 0 - 1/8 (0.003 mi.)***	***B23***	***12***
TRISTAR AUTO SERVICE	38019 N 9TH ST EAST	N 0 - 1/8 (0.017 mi.)	D43	16
SOUTHERN PACIFIC TRA	***38021 N SIERRA HWY***	***N 0 - 1/8 (0.018 mi.)***	***B44***	***16***
EL GAUCHO ARGENTINO	326 E PALMDALE BLVD	WNW 0 - 1/8 (0.042 mi.)	H52	17
EL RINCON DE LA PRIN	326 E PALMDALE BLVD	WNW 0 - 1/8 (0.042 mi.)	H53	18
KANGAROO OIL AND MAR	***960 E PALMDALE BLVD***	***S 0 - 1/8 (0.043 mi.)***	***G54***	***18***
WESTERN EDGE INC DBA	***37957 N SIERRA HWY***	***S 0 - 1/8 (0.045 mi.)***	***D60***	***19***
PACIFIC BELL PLDCA01	***901 E PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I67***	***20***
PACIFIC BELL	901 E PALMDALE BLVD	SW 0 - 1/8 (0.053 mi.)	I69	21
JAZZY J'S HOUSE OF R	***906 E PALMDALE BLVD***	***SSW 0 - 1/8 (0.055 mi.)***	***I72***	***21***
JAZZY J'S HOUSE OF R	906 E PALMDALE BLVD	SSW 0 - 1/8 (0.055 mi.)	I73	21
IN & OUT MARKET	***440 E***	***ESE 0 - 1/8 (0.059 mi.)***	***H75***	***22***
ALPHA BETA MARKET #0	440 E PALMDALE BLVD	ESE 0 - 1/8 (0.059 mi.)	H76	22
PACIFIC BELL	37949 N 6TH ST EAST	S 0 - 1/8 (0.065 mi.)	B80	23
PACIFIC BELL PLDLCA	37949 N 6TH ST EAST	S 0 - 1/8 (0.065 mi.)	B81	23
AMERICAN DENTAL CENT	300 E PALMDALE BLVD	W 0 - 1/8 (0.071 mi.)	L85	24
TIM JONES	37922 N SIERRA HWY	S 0 - 1/8 (0.082 mi.)	D94	26
SO-CAL FORD TRACTOR	37922 N SIERRA HWY	S 0 - 1/8 (0.082 mi.)	D95	26
JAMES A ANDERSON	***37922 SIERRA HWY***	***S 0 - 1/8 (0.085 mi.)***	***D114***	***30***
QUE RICOS RESTAURANT	473 E PALMDALE BLVD	E 0 - 1/8 (0.094 mi.)	H126	32
WENDYS RESTAURANT	473 E PALMDALE BLVD	E 0 - 1/8 (0.094 mi.)	H127	32
QUE RICOS MANAGEMENT	473 E PALMDALE BLVD	E 0 - 1/8 (0.094 mi.)	H128	32
TEXAMART	470 E PALMDALE BLVD	ESE 0 - 1/8 (0.095 mi.)	H131	33
CARGO SOLUTIONS BROK	***470 E PALMDALE BLVD***	***ESE 0 - 1/8 (0.095 mi.)***	***H134***	***34***
TEX-MART	***470 E PALMDALE BLVD***	***ESE 0 - 1/8 (0.095 mi.)***	***H137***	***34***
SUPERIOR METAL POLIS	37925 N 6TH ST EAST	S 0 - 1/8 (0.096 mi.)	M141	35
ALBERTSONS	815 E AVE Q-6	WNW 0 - 1/8 (0.106 mi.)	I150	37

Lower Elevation	Address	Direction / Distance	Map ID	Page
MIDGET RACETRACK&REP	1257 E PALMDALE BLVD	0 - 1/8 (0.000 mi.)	A2	8
PALMDALE RADIATOR	1259 E PALMDALE BLVD	0 - 1/8 (0.000 mi.)	A3	8
CAMACHO AUTO SALES	1358 E PALMDALE BLVD	0 - 1/8 (0.000 mi.)	C8	9
BOB JONES AUTO SALES	1358 E PALMDALE BLVD	0 - 1/8 (0.000 mi.)	C9	9

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
TOM'S FAMOUS FAMILY	1327 E PALMDALE BLVD	N 0 - 1/8 (0.002 mi.)	A14	10
JAMES DRAMIS AUTO RE	1361 E PALMDALE BLVD	N 0 - 1/8 (0.007 mi.)	C28	13
DAVE ELLIOTTS AUTOMO	1361 E PALMDALE BLVD	N 0 - 1/8 (0.007 mi.)	C32	14
SAFEWAY STORES INC	38461 N 10TH ST EAST	S 0 - 1/8 (0.009 mi.)	G33	14
PFC MUFFLERS	1201 E AVE Q	N 0 - 1/8 (0.025 mi.)	48	17
CHUCKS ROYAL CAR WAS	949 E AVE Q-6	N 0 - 1/8 (0.043 mi.)	G56	18
WASHRAK ENTERPRISES	949 E AVE Q-6	N 0 - 1/8 (0.043 mi.)	G57	18
PALMDALE HONDA	1124 E PALMDALE BLVD	WSW 0 - 1/8 (0.065 mi.)	J82	23
JACOBS OIL CO INC	***1518 E PALMDALE BLVD***	***E 0 - 1/8 (0.074 mi.)***	***K87***	***24***
JAMAL HADDAD	***1518 E PALMDALE BLVD***	***E 0 - 1/8 (0.074 mi.)***	***K89***	***25***
PALMDALE CARWASH	***1520 E PALMDALE BLVD***	***E 0 - 1/8 (0.075 mi.)***	***K90***	***25***
LA CO SHERIFFS PALMD	1020 E PALMDALE BLVD	ESE 0 - 1/8 (0.084 mi.)	G101	27
PORTER RANCH CENTER	1540 E PALMDALE BLVD	E 0 - 1/8 (0.085 mi.)	K110	29
11TH GAS FOOD MART	***1104 E PALMDALE BLVD***	***W 0 - 1/8 (0.090 mi.)***	***J117***	***30***
JACOBS OIL CO INC	1104 E PALMDALE BLVD	W 0 - 1/8 (0.090 mi.)	J118	30
11TH GAS FOOD MART-S	1104 E PALMDALE BLVD	W 0 - 1/8 (0.090 mi.)	J119	31
CAR WASH	1104 E PALMDALE BLVD	W 0 - 1/8 (0.090 mi.)	J121	31
SMOG ALL UNIT B	1104 E PALMDALE BLVD	W 0 - 1/8 (0.090 mi.)	J122	31
TACO GRANDE UNIT 101	1060 E PALMDALE BLVD	S 0 - 1/8 (0.095 mi.)	J139	35
PIZZA HUT RESTAURANT	1060 E PALMDALE BLVD	S 0 - 1/8 (0.095 mi.)	J140	35

HAZNET: A review of the HAZNET list, as provided by EDR, and dated 12/31/2010 has revealed that there are 46 HAZNET sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
A-1 RENTALS & EQUIPM	831 E AVE R	0 - 1/8 (0.000 mi.)	D11	10
A-1 RENTALS	***831 E AVENUE R***	***0 - 1/8 (0.000 mi.)***	***D12***	***10***
CLARK & HOWARD	***840 E AVE R***	***S 0 - 1/8 (0.002 mi.)***	***D15***	***10***
TRI VALLEY AUTO BODY	***524 E AVENUE R***	***S 0 - 1/8 (0.003 mi.)***	***E17***	***11***
AMIGOS AUTO REPAIR	38020 6TH ST E	N 0 - 1/8 (0.009 mi.)	B34	14
EXXON CO USA #71501	400 PALMDALE BOULEVA	ESE 0 - 1/8 (0.013 mi.)	H35	14
PALMDALE UNI-BODY &	38018 9TH ST E	N 0 - 1/8 (0.014 mi.)	D38	15
PALMDALE UNI-BODY AN	38018 9TH ST E	N 0 - 1/8 (0.014 mi.)	D40	15
PALMDALIA APTS	38040 11TH ST	N 0 - 1/8 (0.030 mi.)	49	17
PALMDALE PITSTOP	38411 10TH ST EAST	SE 0 - 1/8 (0.033 mi.)	G50	17
KANGAROO OIL AND MAR	***960 E PALMDALE BLVD***	***S 0 - 1/8 (0.043 mi.)***	***G54***	***18***
HOME SAVINGS OF AMER	38434 9TH ST E	WNW 0 - 1/8 (0.044 mi.)	I58	19
WESTERN EDGE INC DBA	***37957 N SIERRA HWY***	***S 0 - 1/8 (0.045 mi.)***	***D60***	***19***
CASSON SONS GOODYEAR	***37957 SIERRA HWY***	***S 0 - 1/8 (0.045 mi.)***	***D61***	***19***
PALMDALE MIDAS	926 E PALMDALE BLVD	S 0 - 1/8 (0.046 mi.)	I62	19
MIDAS MUFFLER SHOP	***926 EAST PALMDALE BL***	***S 0 - 1/8 (0.046 mi.)***	***I63***	***19***
PACIFIC BELL	***901 PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I68***	***20***
QUALITY AUTOMOTIVE	37959 6TH ST EAST	S 0 - 1/8 (0.063 mi.)	B77	22
AMERICAN DENTAL CENT	300 EAST PALMDALE BL	W 0 - 1/8 (0.071 mi.)	L86	24
DON'S AUTOMOTIVE	37925 SIERRA HWY STE	S 0 - 1/8 (0.083 mi.)	D99	27
DR. MD HOPPER, DC	465 E PALMDALE BLVD,	E 0 - 1/8 (0.085 mi.)	H106	28
JAMES A ANDERSON	***37922 SIERRA HWY***	***S 0 - 1/8 (0.085 mi.)***	***D114***	***30***
CHEVRON_94032	468 W PALMDALE BLVD	ESE 0 - 1/8 (0.092 mi.)	H125	32
CSI INC/CARGO SOLUTI	470 E PALMDALE BLVD	ESE 0 - 1/8 (0.095 mi.)	H133	33
REGINA ISAAC	470 E PALMDALE BLVD	ESE 0 - 1/8 (0.095 mi.)	H135	34
BRADSTRONG CO	37925 6TH ST E UNIT	S 0 - 1/8 (0.104 mi.)	M146	36
WARP'D PAINT	37925 6TH ST E STE 4	S 0 - 1/8 (0.104 mi.)	M148	36
NOBBYS AUTO PARTS	838 E PALMDALE BLVD	WSW 0 - 1/8 (0.108 mi.)	I151	37

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
J FOSTER WEEMS DDS	829 EAST AVE Q-7	WNW 0 - 1/8 (0.111 mi.)	I153	37
SIGNS & DESIGNS	821 E AVE Q-7	WNW 0 - 1/8 (0.118 mi.)	I155	38

Lower Elevation	Address	Direction / Distance	Map ID	Page
OMEGA MAINTENANCE IN	1257 EAST PALMDALE B	0 - 1/8 (0.000 mi.)	A1	8
KJ TIRES DBA GRAND A	38426 12TH ST EAST	E 0 - 1/8 (0.006 mi.)	F27	13
AUTOZONE #5460	1138 E PALMDALE BLVD	WSW 0 - 1/8 (0.049 mi.)	J65	20
JACOBS OIL CO	***1518 PALMDALE BLVD E***	***E 0 - 1/8 (0.070 mi.)***	***K83***	***23***
HAPPY MOON INC DBA P	1520 E PALMDALE BLVD	E 0 - 1/8 (0.075 mi.)	K91	25
MUHAMMAD AZIZ	***1520 E PALMDALE BLVD***	***E 0 - 1/8 (0.075 mi.)***	***K92***	***25***
WINSTON TIRE COMPANY	***1540 PALMDALE BLVD S***	***E 0 - 1/8 (0.085 mi.)***	***K107***	***28***
CAMINO WEST COAST SE	1540 E PALMDALE BLVD	E 0 - 1/8 (0.085 mi.)	K108	28
ANDRE KANARKI DDS IN	1543 E PALMDALE BLVD	E 0 - 1/8 (0.085 mi.)	K111	29
THE CHIROPRACTIC CLI	1543 E PALMDALE BLVD	E 0 - 1/8 (0.085 mi.)	K112	29
DR RONALD J MASSEY,	1543 E PALMDALE BLVD	E 0 - 1/8 (0.085 mi.)	K113	29
ALL PRO AUTO REPAIR	1550 E PALMDALE BLVD	E 0 - 1/8 (0.089 mi.)	K115	30
ALL TRANSMISSION CEN	1550 E PALMDALE BLVD	E 0 - 1/8 (0.089 mi.)	K116	30
ROBINSONS LUBE EXPRE	1560 E PALMDALE BLVD	E 0 - 1/8 (0.094 mi.)	K129	33
PALMDALE FAST LUBE	1560 E PALMDALE BLVD	E 0 - 1/8 (0.094 mi.)	K130	33
ANTELOPE VALLEY BAPT	38117 13TH ST EAST	W 0 - 1/8 (0.098 mi.)	142	35

EMI: A review of the EMI list, as provided by EDR, and dated 12/31/2008 has revealed that there are 12 EMI sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
TRI VALLEY AUTO BODY	***524 E AVENUE R***	***S 0 - 1/8 (0.003 mi.)***	***E17***	***11***
TRI VALLEY AUTO BODY	524 E AVE R	S 0 - 1/8 (0.003 mi.)	E18	11
TRI VALLEY AUTO BODY	524 EAST AVE R	S 0 - 1/8 (0.003 mi.)	E19	11
TRI-VALLEY AUTO BODY	524 EAST AVE R	S 0 - 1/8 (0.003 mi.)	E20	11
BROADWING COMMUNICAT	602 EAST AVE. R	S 0 - 1/8 (0.003 mi.)	B22	12
PALMDALE UNI-BODY AN	38018 N. 9TH STREET	N 0 - 1/8 (0.014 mi.)	D39	15
PALMDALE BODY SHOP,R	38018 N 9TH ST EAST	N 0 - 1/8 (0.014 mi.)	D42	15
PACIFIC BELL (KC-132	***901 E PALMDALE BLVD***	***SW 0 - 1/8 (0.053 mi.)***	***I70***	***21***
PACIFIC BELL DBA SBC	901 E. PALMDALE BLVD	SW 0 - 1/8 (0.053 mi.)	I71	21
ANTELOPE VALLEY MORT	38141 N. 6TH STREET	N 0 - 1/8 (0.092 mi.)	B123	31
ARK ANIMAL REMOVAL A	37925 6TH STREET EAS	S 0 - 1/8 (0.104 mi.)	M147	36

Lower Elevation	Address	Direction / Distance	Map ID	Page
LACO SHERIFF'S DEPT-	1020 EAST PALMDALE B	ESE 0 - 1/8 (0.084 mi.)	G102	27

PROC: A review of the PROC list, as provided by EDR, and dated 12/12/2011 has revealed that there is 1 PROC site within approximately 0.625 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALLAN CO	***39530 12TH ST E***	***N 1/2 - 1 (0.592 mi.)***	***256***	***58***

EXECUTIVE SUMMARY

EDR PROPRIETARY RECORDS

EDR Proprietary Records

EDR Historical Auto Stations: A review of the EDR Historical Auto Stations list, as provided by EDR, has revealed that there are 11 EDR Historical Auto Stations sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
US TEXACO	400 W PALMDALE BLVD	ESE 0 - 1/8 (0.013 mi.)	H36	14
WRIGHT'S ASSOCIATED	37962 SIERRA HIGHWAY	S 0 - 1/8 (0.037 mi.)	D51	17
TEXACO GAS STATION	470 E PALMDALE BLVD	ESE 0 - 1/8 (0.095 mi.)	H136	34
DAVE'S UNION 76-SELF	38405 N SIERRA HIGHW	W 1/8 - 1/4 (0.179 mi.)	R178	42
WESTERN SERVE-UR-SEL	38206 SIERRA HIGHWAY	N 1/8 - 1/4 (0.229 mi.)	P203	47
CELEBRON'S FREEWAY S	155 W PALMDALE BLVD	W 1/4 - 1/2 (0.266 mi.)	S216	50
LUCKEY'S HANCOCK SER	38627 SIERRA HGIHWAY	NW 1/4 - 1/2 (0.316 mi.)	V225	52
US GAS	105 E PALMDALE BLVD	W 1/4 - 1/2 (0.330 mi.)	AA237	54
GARY CRAIG CHEVRON	103 W PALMDALE BLVD	W 1/4 - 1/2 (0.333 mi.)	AA240	55
PAGE'S PALMDALE UNOC	100 W PALMDALE BLVD	W 1/4 - 1/2 (0.336 mi.)	AA244	56

Lower Elevation	Address	Direction / Distance	Map ID	Page
ELEVEN GAS FOOD MART	1104 E PALMDALE BLVD	W 0 - 1/8 (0.090 mi.)	J120	31

EDR Historical Cleaners: A review of the EDR Historical Cleaners list, as provided by EDR, has revealed that there are 5 EDR Historical Cleaners sites within approximately 0.375 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MIRACLE CLEANERS	38456 N SIERRA HIGHW	WNW 1/8 - 1/4 (0.191 mi.)	R184	43
JET-VALET CLEANERS	38527 SIERRA HIGHWAY	WNW 1/8 - 1/4 (0.230 mi.)	X204	48

Lower Elevation	Address	Direction / Distance	Map ID	Page
SPEEDY CLEAN LAUNDRY	1013 E PALMDALE BLVD	ESE 0 - 1/8 (0.064 mi.)	G78	22
THRIFTY WASH LAUNDRO	916 E AVE Q-5	NNW 0 - 1/8 (0.102 mi.)	145	36
ANTELOPE VALLEY LAUN	1647 E PALMDALE BLVD	E 1/8 - 1/4 (0.181 mi.)	181	43

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LANCASTER	S108200583	CALTRANS DIST 7/CONSTR/07-1Y6304	NB / SB RTE 14 AVE J UNDERX-	93550	HAZNET
LANCASTER	S106104633	LA CO WATERWORKS DIST 40	AVE M & 10TH ST W	93551	WDS
LANCASTER	S108484758	PROPOSED ELEMENTARY SCHOOL SITE	AVENUE L 12 AND 82ND ST W	93551	SCH, ENVIROSTOR
LOS ANGELES	S110731683	ALL PARTS AUTO RECYCLING	8TH ST E	93551	NPDES
LOS ANGELES	S110735967	SCE OASIS SUBSTATION PROJECT	E AVENUE M AND 20TH ST E	93550	NPDES
LOS ANGELES	S110731627	ACTON FEEDER RELOCATION PROJECT	PEARBLOSSOM HWY	93551	NPDES
LOS ANGELES	S110731877	AUTO ZONE	30 SAINT ON PALMDALE BLVD	93550	NPDES
LOS ANGELES	S110735738	RODEO CONSTRUCTION YARD PROJECT	SIERRA HIGHWAY AND MOUNTAIN SP	93550	NPDES
LOS ANGELES COUNTY	S107532211		28.15 MI.MARKER ON ANGELES CRE	0	CDL
LOS ANGELES COUNTY	M300003098	VULCAN MATERIALS CO.	PALMDALE (#004)		MINES
LOS ANGELES COUNTY	M300003101	SERVICE ROCK PRODUCTS CORP.	PALMDALE PLANT		MINES
LOS ANGELES COUNTY	M300003102	GRANITE CONSTRUCTION CO.	PALMDALE ROCK PLANT		MINES
PALMDALE	S106929351	METRO CORP HOUSING	O 025TH OLD HAROLD RD		SWEEPS UST
PALMDALE	S109465187	WEST PALMDALE 10TH STREET CENTER L	10TH ST	93550	NPDES
PALMDALE	S106852704	PALMDALE COMMUNITY DUMP	N 10TH ST E		LOS ANGELES CO. HMS
PALMDALE	S111213971	10TH STREET WEST AND M&7TH WEST AN	N 10TH STREET WEST AVE		NPDES
PALMDALE	S109689920	APPLEBEES RESTAURANT	39720 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S109689942	SHARKY'S WOODFIRED MEX GRILL	39532 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S109689944	Q&Q HAWAIIAN BBQ	39445 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S108649651	PICK UP STIX	39604 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S109421522	JERSEY MIKE'S SUBS	39604 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	1009630477	SOUTHERN CALIFORNIA GAS CO	10TH STREET WEST AND BEECHDALE	93550	DOT OPS
PALMDALE	S106854200	PANDA EXPRESS	39922 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S107257444	MYTHOS ENTERPRISE	39340 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S107592023	SHARKY'S WOODFIRED MEX GRILL	39532 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S106027214	SAM'S CLUB FUELING STATION	39960 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S108999001	WINGSTOP RESTAURANT	40008 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S108997369	BAJA FRESH MEXICAN GRILL	39332 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S108998697	SHAKEY'S	39450 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S109435908	AMARGOSA COMMONS	WS 10TH SAINT WS RANCHO VISTA	93550	NPDES
PALMDALE	S110745195	SONIC BURGERS	40124 N 10TH ST W		LOS ANGELES CO. HMS
PALMDALE	S111417866	SOUTHERN CAL GAS CO.	0000 10TH ST	93550	LA Co. Site Mitigation
PALMDALE	S109689976	MYTHOS (VACANT)	39340 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S109689949	SAMS CLUB-WAL-MART STORE#04767	39940 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S109689971	SOUPLANTATION RESTAURANT	40026 10TH ST W	93551	LOS ANGELES CO. HMS
PALMDALE	S110590498	FIRE ISLAND GRILL	40117 N 10TH ST W		LOS ANGELES CO. HMS
PALMDALE	S110590563	LOVE SUSHI	40140 N 10TH ST W		LOS ANGELES CO. HMS
PALMDALE	S110590432	BUFFALO WILD WINGS	40155 N 10TH ST W		LOS ANGELES CO. HMS
PALMDALE	S110590420	BARNES & NOBLE BOOKSELLERS	39228 N 10TH ST W		LOS ANGELES CO. HMS
PALMDALE	S110590418	BABAK ZARABIAN	39315 N 10TH ST W		LOS ANGELES CO. HMS
PALMDALE	S109436609	ASSISTED LIVING FACILITY	11TH E OF OF PALMDALE BLVD N	93551	NPDES
PALMDALE	S109927538	ROADWAY EXPRESS	HWY 14 PMIMARKER 558		HAZNET
PALMDALE	1011991066	PALMDALE WATER DISTRICT -WELL 2A	39400 20TH ST EAST	93550	FINDS

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PALMDALE	S111083767	PALMDALE RADIATOR & EXPRESS MUFFLE	2641ST E PALMDALE BLVD STE &	93550	HAZNET
PALMDALE	S105725781	MONROY'S RADIATOR	3084TH E PALMDALE BLVD BLDG F	93550	HAZNET
PALMDALE	1014674898	LA CO PALMDALE WATER RECLAMATION P	39300 30TH EAST ST	93550	FINDS
PALMDALE	S111213072	PALMDALE WRP	30TH ST E & AVE P 5		ENF
PALMDALE	S106836435	NORTHROP CORP SITE 4	35TH ST E /AVENUE M	93550	EMI
PALMDALE	S103656533	CITY OF PALMDALE/BUILDING AND SAFE	38435TH & 38553RD	93550	HAZNET
PALMDALE	S106840326	SUPER STRIPES	38565 / 38567 6TH ST	93550	EMI
PALMDALE	S103656654	CITY OF PALMDALE	38707TH & 38711 SIERRA HWY	93550	HAZNET
PALMDALE	S103656252	PACIFIC BELL	37949 N 6TH ST		HAZNET
PALMDALE	S111082173	ALLRITE PRECISION GRINDING INC	37925 E 6TH ST	93550	HAZNET
PALMDALE	S103975612	LUIS AUTO SERVICES	38453 E 6TH ST	93550	HAZNET
PALMDALE	U001587001	PACIFIC BELL (KC-610)	37949 N. 6TH ST.	93550	HIST UST
PALMDALE	1003879621	PALMDALE FIELD	70TH ST. EAST BETWEEN N & M AV	93550	CERC-NFRAP
PALMDALE	S100351765	PALMDALE FIELD	025 N 70TH ST N	93550	ENVIROSTOR
PALMDALE	S103064738	AIR FORCE PLANT 42	5832 ACRES BETWN PALMDALE /	93550	HIST CORTESE
PALMDALE	94371703	AMERICAN SAVINGS BANK, 1723 PALMDA	AMERICAN SAVINGS BANK, 1723 PA	93550	ERNS
PALMDALE	S109463306	TWIN PALMS APARTMENTS	NE AND 11TH ST	93550	NPDES
PALMDALE	S107149731	LOS ANGELES COUNTY FIRE DEPARTMENT	26652 N ANGELES FOREST HWY CP	93550	HAZNET
PALMDALE	S106929582	MONTE CRISTO STATION	23681 N ANGELES CREST HWY		SWEEPS UST
PALMDALE	S109461274	TR 060511 PALMDALE 28	APN 3023	93551	NPDES
PALMDALE	S109288319	AIR FORCE PLANT #42, PALMDALE - SI	2011 AVE P E	93550	MCS
PALMDALE	S111346378	AIR FORCE PLANT #42, PALMDALE - SI	2500 AVE M E	93550	MCS
PALMDALE	S111346933	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346949	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93551	MCS
PALMDALE	S111346940	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93550	MCS
PALMDALE	S111346377	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346371	AIR FORCE PLANT #42, PALMDALE - SI	2500 AVE M E	93550	MCS
PALMDALE	S111346942	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S111346943	AIR FORCE PLANT #42, PALMDALE - SI	2500 AVE M E	93550	MCS
PALMDALE	S111346950	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93551	MCS
PALMDALE	S111346953	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93551	MCS
PALMDALE	S111346928	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93550	MCS
PALMDALE	S111346938	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93550	MCS
PALMDALE	S111346937	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93550	MCS
PALMDALE	S111346922	AIR FORCE PLANT #42, PALMDALE - AI	2500 AVE M E	93550	MCS
PALMDALE	S111346926	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346373	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S111346370	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346945	AIR FORCE PLANT #42, PALMDALE - SI	3520 AVE M E	93550	MCS
PALMDALE	S111346376	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346944	AIR FORCE PLANT #42, PALMDALE - SI	3520 AVE M E	93550	MCS
PALMDALE	S111346372	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S111346369	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S111346935	AIR FORCE PLANT #42, PALMDALE - SI	3520 AVE M E	93550	MCS
PALMDALE	S111346932	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346925	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346923	AIR FORCE PLANT #42, PALMDALE - SI	2500 AVE M E	93550	MCS

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PALMDALE	S111346952	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93551	MCS
PALMDALE	S111346930	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346934	AIR FORCE PLANT #42, PALMDALE - SI	3520 AVE M E	93550	MCS
PALMDALE	S111346374	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S111346924	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346941	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S111346379	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346927	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346929	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346951	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93551	MCS
PALMDALE	S111346946	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346931	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346375	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S111346939	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93550	MCS
PALMDALE	S111346936	AIR FORCE PLANT #42, PALMDALE - SI	3520 AVE M E	93550	MCS
PALMDALE	S109517308	PALMDALE COMMERCE CENTER	2044 E AVE ST	93550	LA Co. Site Mitigation
PALMDALE	S110819412	AIR FORCE PLANT #42, PALMDALE - SI	3520 AVE M E	93550	MCS
PALMDALE	S110819292	AIR FORCE PLANT #42, PALMDALE - SI	2500 AVE M E	93550	LUST, MCS
PALMDALE	S110819408	AIR FORCE PLANT #42, PALMDALE - SI	1502 AVE M E	93550	MCS
PALMDALE	S110819403	AIR FORCE PLANT #42, PALMDALE - SI	2501 AVE P E	93550	MCS
PALMDALE	S110819419	AIR FORCE PLANT #42, PALMDALE - SI	2001 AVE P E	93550	MCS
PALMDALE	S102058400	PALMDALE WATER DIS WELL 2A	2035 E AVE P4		LOS ANGELES CO. HMS
PALMDALE	S105025482	PALMDALE WATER DISTRICT	2005 AVE Q E	93550	HIST CORTESE, LUST
PALMDALE	S102440592	AIR FORCE PLANT #42, PALMDALE - SI	2500 AVE M E	93550	LUST
PALMDALE	S103980872	PALMDALE MARKETPLACE DENTAL	4654 E AVE S	93551	HAZNET
PALMDALE	S109441607	DESERT SENIOR APARTMENTS	AVE Q E OF 12TH SAINT APN 3015	93550	NPDES
PALMDALE	S109441635	DESTINATION 0 4 PAD G	AVE 08 & 10TH ST W	93550	NPDES
PALMDALE	S106930456	PALMDALE WATER DIS WELL 2A	2035 E AVENUE P-4		SWEEPS UST
PALMDALE	S108432815	PALMDALE WATER DISTRICT-WELL 3A	2163 E AVENUE P-8	93550	EMI
PALMDALE	S109421324	FAA PALMDALE ARTCC	2555 E AVENUE P	93550	LOS ANGELES CO. HMS
PALMDALE	S109421323	FAA PALMDALE	2555 E AVENUE P	93550	LOS ANGELES CO. HMS
PALMDALE	1011976397	PALMDALE WATER DISTRICT-WELL 3A	2163 E AVENUE P-8	93550	FINDS
PALMDALE	S111293003	TRACT 51224	AVENUE S AND 20TH ST E	93550	NPDES
PALMDALE	S103655431	ALFONSO AVELLANO LEJA	36213 E AVENUE 52ND ST	93550	CDL, HAZNET
PALMDALE	S107526691		1000 E AVENUE O X 10TH ST	93550	CDL
PALMDALE	S103678193	CLANDESTINE DRUG LAB OPERATOR UNKN	AVENUE S	93550	HAZNET
PALMDALE	S105035831	FALCONER INSULATION & DRYWALL	2044 E AVENUE P-8	93550	LOS ANGELES CO. HMS
PALMDALE	S109462827	TRACT NO 51224	AVENUE S AND 20TH ST E	93550	NPDES
PALMDALE	S108418635	CHRONIC TACOS	550 W AVENUE P	93551	LOS ANGELES CO. HMS
PALMDALE	S111075749	AIR FORCE PLANT #42	AVENUE M AND 30TH ST E		SWF/LF
PALMDALE	S111075766	ANTELOPE RUBBISH	AVENUE M AND 90TH ST W	93551	SWF/LF
PALMDALE	S105083240	CITY PALMDALE - PUBLIC WORKS	38800 BLOCK OF DIVISION ST	93550	HAZNET
PALMDALE	S105083238	CITY PALMDALE - PUBLIC WORKS	38800 BLOCK OF 3RD ST E	93550	HAZNET
PALMDALE	S100927590	1X PALMDALE SCHOOL DIST	CACTUS ELEMENTARY SCH		HAZNET
PALMDALE	S107143422	CLARK & HOWARD TOWING INC	NE CORNER 170TH SAINT PALMDALE	93550	HAZNET
PALMDALE	1011988768	PALMDALE WATER DISTRICT-25TH ST BO	36946 DESERT LAWN ROAD	93550	FINDS
PALMDALE	S108432817	PALMDALE WATER DISTRICT-25TH ST BO	36946 DESERT LAWN ROAD	93550	EMI

Count: 175 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PALMDALE	90465813	20 MI E OF PALMDALE (IN THE DESERT	20 MI E OF PALMDALE (IN THE DE		ERNS
PALMDALE	S109447192	JOSHUA RANCH 52200	W END OF AVENUE P 12 AND JOSHU	93551	NPDES
PALMDALE	S108239971	PALMDALE RETIREMENT RESIDENCE	39360 N FAIRWAY DR		LOS ANGELES CO. HMS
PALMDALE	1011540039	CITY OF PALMDALE	HEATHROW AND TOWN CENTER DR	93550	ICIS
PALMDALE	1005672583	CITY OF PALMDALE	HEATHROW AND TOWN CENTER DR	93550	FINDS
PALMDALE	S109453435	PALMDALE SENIOR HOUSING PARTNERS L	38500 MEDICAL CENTER DR	93550	NPDES
PALMDALE	S106915751	UHS OF PALMDALE INC	38600 N MEDICAL CENTER DR		LOS ANGELES CO. HMS
PALMDALE	S106919977	A T & T	6 MILES SW OF PALMDALE	93551	EMI
PALMDALE	S111291745	GREGG ANDERSON SCHOOL BORROW SITE	NEC OF AVENUE R AND DIVISION S	93550	NPDES
PALMDALE	S109441636	DESTINATION O 4	NEC 10TH ST W & AVE O 8	93550	NPDES
PALMDALE	S109458208	SIERRA COMMONS	NEC 10TH ST W & RANCHO VISTA	93551	NPDES
PALMDALE	S109453431	PALMDALE MEDICAL CENTER	NWC TIERRA SUBIDA & W PALMDAL	93551	NPDES
PALMDALE	S109455669	REGENCY SENIOR APARTMENTS	NWC 10TH ST E & AVE Q 11	93550	NPDES
PALMDALE	S111290945	AGAVE TRAIL TRACT 62020	N OF AVENUE S ST	93550	NPDES
PALMDALE	S109460944	THE VINEYARDS	SE OF PALMDALE BLVD & 25TH ST	93550	NPDES
PALMDALE	S109453428	PALMDALE DITCH ENCLOSURE	PALMDALE DITCH BTWN PALMDALE &	93550	NPDES
PALMDALE	S108998423	PALMDALE DUMP (DEST)	PALMDALE AREA		LOS ANGELES CO. HMS
PALMDALE	S105086183	THE ABBY COMPANY	2211 E PALMDALE BL_SUITE	93550	HAZNET
PALMDALE	U001586980	HAYEL HAWATMEH #14-852-L	110 N. PALMDALE	93550	HIST UST
PALMDALE	S106843241	GATEWAY CLEANERS	1813 A PALMDALE BLVD	93550	LA Co. Site Mitigation
PALMDALE	S107620390	CARLS JR. #111	2005 PALMDALE AVENUE	93550	EMI
PALMDALE	S106661665	EXEL CLEANERS	39553 PALMDALE 93550	93550	DRYCLEANERS
PALMDALE	S107540206		PALMDALE BLVD AT 11TH ST E	93550	CDL
PALMDALE	S110275093	ONE HOUR PHOTO MASTERS	533 E PALMDALE BLVD		LOS ANGELES CO. HMS
PALMDALE	S107737080	PROPOSED HIGH SCHOOL NO. 9	PEARBLOSSOM HWY	93551	SCH, ENVIROSTOR
PALMDALE	S109288221	AIR FORCE PLANT #42, PALMDALE - SI	PLANT SITE 5	93550	MCS
PALMDALE	S107533448		37815 PRENTISS AVENUE CROSS AV	93550	CDL
PALMDALE	S109455033	PROPOSED OFFICE BUILDINGS PHASE I	SEC OF AVE M 14TH & 12TH ST W	93551	NPDES
PALMDALE	U004050946	LA CO ISD MT.MCDILL (MMC)	0 SIERRA PELONA TRL	93550	UST
PALMDALE	S106852663	LA CO ISD MT MCDILL MW STA	SIERRA PELONA TRL		LOS ANGELES CO. HMS
PALMDALE	S106852662	LA CO ISD HAUSER PEAK MICROWAV	SIERRA PELONA TRL		LOS ANGELES CO. HMS
PALMDALE	S106852664	AT&T HAUSER MTN RADIO RELAY	SIERRA PELONA TRL		LOS ANGELES CO. HMS
PALMDALE	S108753520	R&L BROSAMER	34701 SIERRA HWY	93550	HAZNET
PALMDALE	S109467267	ROCKWELL INTERNATIONAL	SITE 3 3000 AVENUE MPLANT 42	93550	HWP
PALMDALE	S107539478		N ST 1 & 4 MI E OF 10TH ST W		CDL
PALMDALE	1010039630	PALMDALE HUB	TENHI MTN (APN 3054-25-30)	93550	FINDS
PALMDALE	1011987718	PALMDALE PRODN FLT/TEST	UNKNOWN		FINDS
PALMDALE	S103680176	CITY PALMDALE	VARIOUS SITES AROUND CITY		HAZNET

OVERVIEW MAP - 3276352.1s

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/2 1 2 Miles

Indian Reservations BIA

Power transmission lines

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Palmdale Housing Element Update	CLIENT: RBF Consulting
ADDRESS: NA	CONTACT: Kristen Bogue
Palmdale CA 93550	INQUIRY #: 3276352.1s
LAT/LONG: 34.5807 / 118.113	DATE: March 13, 2012 11:45 am

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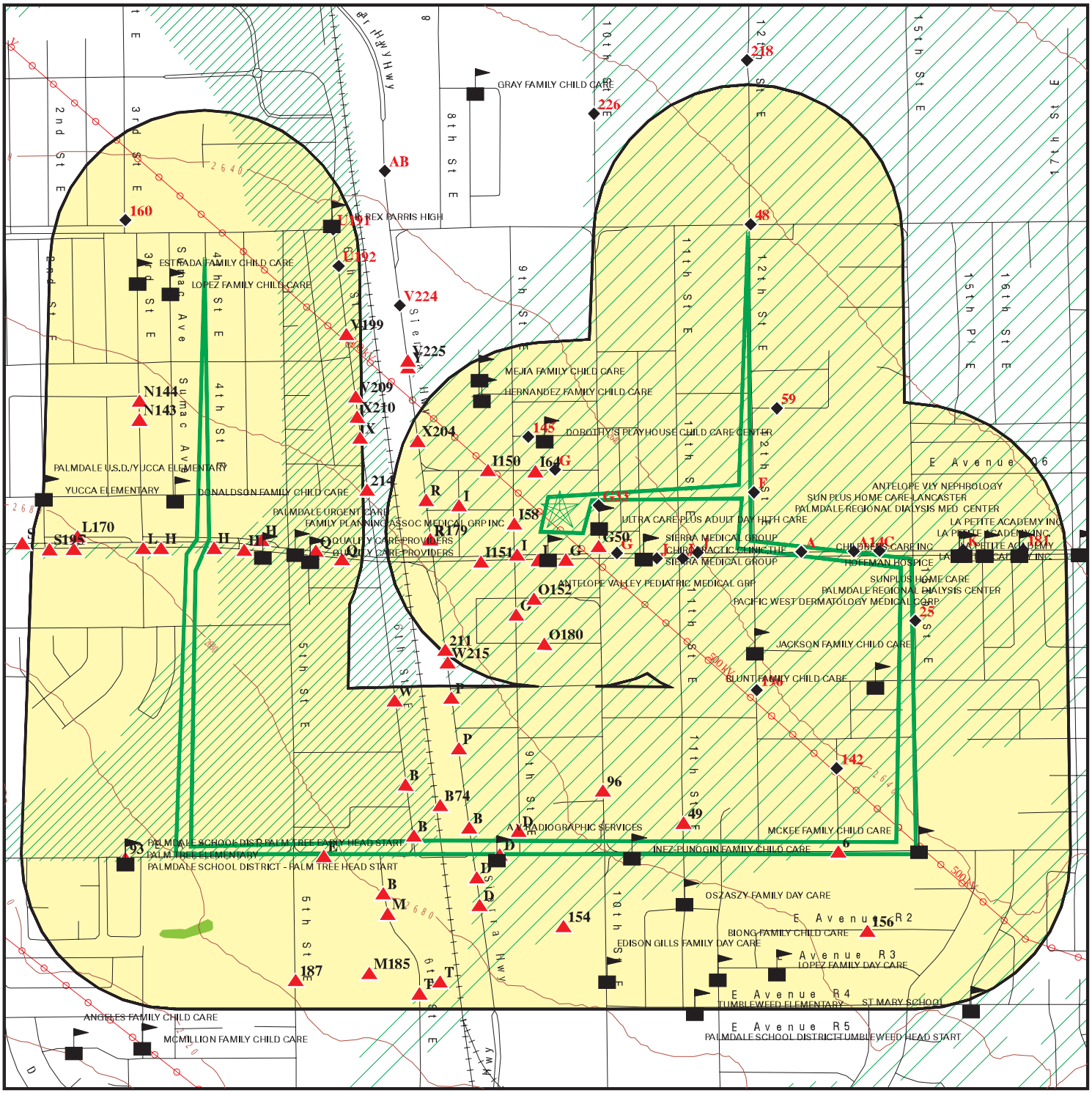
DETAIL MAP - 3276352.1s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/8 1/4 1/2 Miles

Indian Reservations BIA

Power transmission lines

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Palmdale Housing Element Update	CLIENT: RBF Consulting
ADDRESS: NA Palmdale CA 93550	CONTACT: Kristen Bogue
LAT/LONG: 34.5807 / 118.113	INQUIRY #: 3276352.1s DATE: March 13, 2012 11:47 am

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.125		0	0	0	0	0	0
Proposed NPL	1.125		0	0	0	0	0	0
NPL LIENS	0.125		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.125		0	0	0	0	0	0
Federal CERCLIS list								
CERCLIS	0.625		0	0	0	0	NR	0
FEDERAL FACILITY	1.125		0	0	0	0	0	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.625		0	0	0	0	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.125		0	0	0	0	0	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.625		0	0	0	0	NR	0
Federal RCRA generators list								
RCRA-LQG	0.375		0	0	2	NR	NR	2
RCRA-SQG	0.375		11	13	4	NR	NR	28
RCRA-CESQG	0.375		0	0	0	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.625		0	0	0	0	NR	0
US INST CONTROL	0.625		0	0	0	0	NR	0
Federal ERNS list								
ERNS	0.125		2	NR	NR	NR	NR	2
State- and tribal - equivalent NPL								
RESPONSE	1.125		0	0	0	0	0	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.125		0	1	3	1	0	5
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.625		0	1	0	1	NR	2
State and tribal leaking storage tank lists								
LUST	0.625		5	16	9	2	NR	32
SLIC	0.625		1	0	0	0	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.625		0	0	0	0	NR	0
State and tribal registered storage tank lists								
UST	0.375		6	3	4	NR	NR	13
AST	0.375		0	0	0	NR	NR	0
INDIAN UST	0.375		0	0	0	NR	NR	0
FEMA UST	0.375		0	0	0	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.625		0	0	0	0	NR	0
VCP	0.625		0	0	0	0	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.625		0	0	0	0	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9	0.625		0	0	0	0	NR	0
ODI	0.625		0	0	0	0	NR	0
WMUDS/SWAT	0.625		0	0	0	0	NR	0
SWRCY	0.625		1	2	1	1	NR	5
HAULERS	0.125		0	NR	NR	NR	NR	0
INDIAN ODI	0.625		0	0	0	0	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	0.125		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.125		0	0	0	0	0	0
SCH	0.375		0	1	1	NR	NR	2
Toxic Pits	1.125		0	0	0	0	0	0
AOCONCERN	1.125		0	0	0	0	0	0
CDL	0.125		5	NR	NR	NR	NR	5
US HIST CDL	0.125		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.375		2	5	4	NR	NR	11
HIST UST	0.375		8	11	6	NR	NR	25
SWEEPS UST	0.375		11	8	8	NR	NR	27
Local Land Records								
LIENS 2	0.125		0	NR	NR	NR	NR	0
LUCIS	0.625		0	0	0	0	NR	0
LIENS	0.125		0	NR	NR	NR	NR	0
DEED	0.625		0	0	0	0	NR	0
Records of Emergency Release Reports								
HMIRS	0.125		0	NR	NR	NR	NR	0
CHMIRS	0.125		3	NR	NR	NR	NR	3

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	0.125		0	NR	NR	NR	NR	0
MCS	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen	0.375		0	3	0	NR	NR	3
DOT OPS	0.125		0	NR	NR	NR	NR	0
DOD	1.125		0	0	0	0	0	0
FUDS	1.125		0	0	0	1	0	1
CONSENT	1.125		0	0	0	0	0	0
ROD	1.125		0	0	0	0	0	0
UMTRA	0.625		0	0	0	0	NR	0
MINES	0.375		0	0	0	NR	NR	0
TRIS	0.125		0	NR	NR	NR	NR	0
TSCA	0.125		0	NR	NR	NR	NR	0
FTTS	0.125		0	NR	NR	NR	NR	0
HIST FTTS	0.125		0	NR	NR	NR	NR	0
SSTS	0.125		0	NR	NR	NR	NR	0
ICIS	0.125		1	NR	NR	NR	NR	1
PADS	0.125		0	NR	NR	NR	NR	0
MLTS	0.125		0	NR	NR	NR	NR	0
RADINFO	0.125		0	NR	NR	NR	NR	0
FINDS	0.125		20	NR	NR	NR	NR	20
RAATS	0.125		0	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.125		0	0	0	0	0	0
WDS	0.125		1	NR	NR	NR	NR	1
NPDES	0.125		3	NR	NR	NR	NR	3
Cortese	0.625		0	0	0	0	NR	0
HIST CORTESE	0.500		4	8	3	NR	NR	15
Notify 65	1.125		0	0	0	0	0	0
LA Co. Site Mitigation	0.125		0	NR	NR	NR	NR	0
DRYCLEANERS	0.375		0	0	0	NR	NR	0
WIP	0.375		0	0	0	NR	NR	0
LOS ANGELES CO. HMS	0.125		53	NR	NR	NR	NR	53
ENF	0.125		0	NR	NR	NR	NR	0
HAZNET	0.125		46	NR	NR	NR	NR	46
EMI	0.125		12	NR	NR	NR	NR	12
INDIAN RESERV	1.125		0	0	0	0	0	0
SCRD DRYCLEANERS	0.625		0	0	0	0	NR	0
FINANCIAL ASSURANCE	0.125		0	NR	NR	NR	NR	0
HWP	1.125		0	0	0	0	0	0
PCB TRANSFORMER	0.125		0	NR	NR	NR	NR	0
PROC	0.625		0	0	0	1	NR	1
MWMP	0.375		0	0	0	NR	NR	0
COAL ASH DOE	0.125		0	NR	NR	NR	NR	0
COAL ASH EPA	0.625		0	0	0	0	NR	0
HWT	0.375		0	0	0	NR	NR	0
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants	1.125		0	0	0	0	0	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR Historical Auto Stations	0.375		4	2	5	NR	NR	11
EDR Historical Cleaners	0.375		2	3	0	NR	NR	5

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
A1 **< 1/8** **1 ft.** **Relative:** **Lower**	**OMEGA MAINTENANCE INC** **1257 EAST PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S110375495** **N/A**
A2 **< 1/8** **1 ft.** **Relative:** **Lower**	**MIDGET RACETRACK&REPAIR (DEST)** **1257 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**U003060224** **N/A**
A3 **< 1/8** **1 ft.** **Relative:** **Lower**	**PALMDALE RADIATOR** **1259 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003063397** **N/A**
B4 **< 1/8** **1 ft.** **Relative:** **Higher**	**AIRGAS WEST INC.** **38012 6TH STREET EAST PALMDALE CA 93550** **PALMDALE, CA 93550** **Click here for full text details**	**ICIS**	**1012215034** **N/A**
B5 **< 1/8** **1 ft.** **Relative:** **Higher**	**AIRGAS WEST INC.** **38012 6TH STREET EAST** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1012312956** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
6 **< 1/8** **1 ft.** **Relative:** **Higher**	**13TH STREET EAST AND AVENUE R** **PALMDALE, CA** **Click here for full text details**	**CHMIRS**	**S110418083** **N/A**
B7 **< 1/8** **1 ft.** **Relative:** **Higher**	**PALETERIA & DULCERIA JESSIC** **38011 N 6TH ST EAST** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S106854190** **N/A**
C8 **< 1/8** **1 ft.** **Relative:** **Lower**	**CAMACHO AUTO SALES** **1358 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003060468** **N/A**
C9 **< 1/8** **1 ft.** **Relative:** **Lower**	**BOB JONES AUTO SALES** **1358 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S102057703** **N/A**
D10 **< 1/8** **0.000 mi.** **2 ft.** **Relative:** **Higher**	**843 EAST AVE. R** **843 EAST AVE. R** **PALMDALE, CA 93551** **Click here for full text details**	**ERNS**	**2009920081** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
D11 **< 1/8** **0.000 mi.** **2 ft.** **Relative:** **Higher**	**A-1 RENTALS & EQUIPMENT CO** **831 E AVE R** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S108741617** **N/A**
D12 **< 1/8** **0.000 mi.** **2 ft.** **Relative:** **Higher**	**A-1 RENTALS** **831 E AVENUE R** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST** **HAZNET**	**U001586963** **N/A**
D13 **< 1/8** **0.000 mi.** **2 ft.** **Relative:** **Higher**	**A 1 RENTALS** **831 E AVE R** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595706** **CAD983596586**
A14 **North** **< 1/8** **0.002 mi.** **9 ft.** **Relative:** **Lower**	**TOM'S FAMOUS FAMILY RESTAURANT** **1327 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S108998885** **N/A**
D15 **South** **< 1/8** **0.002 mi.** **11 ft.** **Relative:** **Higher**	**CLARK & HOWARD** **840 E AVE R** **PALMDALE, CA 93550** **Click here for full text details** **WDS** Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements. **NPDES** Facility Status: Active	**WDS** **NPDES** **HAZNET**	**S105256823** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
E16 **South** **< 1/8** **0.003 mi.** **14 ft.** **Relative:** **Higher**	**TRI-VALLEY AUTO BODY & FRAME** **524 EAST AVE R** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1011987855** **N/A**
E17 **South** **< 1/8** **0.003 mi.** **14 ft.** **Relative:** **Higher**	**TRI VALLEY AUTO BODY AND FRAME** **524 E AVENUE R** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET** **EMI**	**S100946909** **N/A**
E18 **South** **< 1/8** **0.003 mi.** **14 ft.** **Relative:** **Higher**	**TRI VALLEY AUTO BODY & FRAME,** **524 E AVE R** **PALMDALE, CA 93550** **Click here for full text details**	**EMI**	**S106841346** **N/A**
E19 **South** **< 1/8** **0.003 mi.** **14 ft.** **Relative:** **Higher**	**TRI VALLEY AUTO BODY** **524 EAST AVE R** **PALMDALE, CA 93550** **Click here for full text details**	**EMI**	**S108433533** **N/A**
E20 **South** **< 1/8** **0.003 mi.** **14 ft.** **Relative:** **Higher**	**TRI-VALLEY AUTO BODY & FRAME** **524 EAST AVE R** **PALMDALE, CA, CA 93550** **Click here for full text details**	**EMI**	**S109282794** **N/A**
B21 **North** **< 1/8** **0.003 mi.** **17 ft.** **Relative:** **Higher**	**SCHUMANN VETERINARY HOSP(DEST)** **38030 N 6TH ST EAST** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**U003059745** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
B22 **South** **< 1/8** **0.003 mi.** **18 ft.** **Relative:** **Higher**	**BROADWING COMMUNICATIONS** **602 EAST AVE. R** **PALMDALE, CA 93550** **Click here for full text details**	**EMI**	**S108431213** **N/A**
B23 **South** **< 1/8** **0.003 mi.** **18 ft.** **Relative:** **Higher**	**ANTELOPE VALLEY REFRIGERATING** **602 E AVE R** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A **LOS ANGELES CO. HMS** Facility Status: Removed	**SWEEPS UST** **LOS ANGELES CO. HMS**	**S101609803** **N/A**
B24 **South** **< 1/8** **0.003 mi.** **18 ft.** **Relative:** **Higher**	**BROADWING COMMUNICATIONS** **602 EAST AVE. R** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1011984882** **N/A**
25 **East** **< 1/8** **0.005 mi.** **24 ft.** **Relative:** **Lower**	**MINISTERIO ESPIRITU SANTO Y FUEGO** **38304 15TH ST EAST** **PALMDALE, CA 93550** **Click here for full text details** **NPDES** Facility Status: Terminated	**NPDES**	**S110734660** **N/A**
F26 **East** **< 1/8** **0.006 mi.** **30 ft.** **Relative:** **Lower**	**FRANCO SONS** **38426 12TH ST** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595493** **CAD983594391**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
F27 **East** **< 1/8** **0.006 mi.** **30 ft.** **Relative:** **Lower**	**KJ TIRES DBA GRAND AMERICAN TIRE** **38426 12TH ST EAST** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S111082231** **N/A**
C28 **North** **< 1/8** **0.007 mi.** **37 ft.** **Relative:** **Lower**	**JAMES DRAMIS AUTO REPAIR** **1361 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Removed	**LOS ANGELES CO. HMS**	**S110070369** **N/A**
C29 **North** **< 1/8** **0.007 mi.** **37 ft.** **Relative:** **Lower**	**DAVE ELLIATTS CAR SALES** **1361 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001586971** **N/A**
C30 **North** **< 1/8** **0.007 mi.** **37 ft.** **Relative:** **Lower**	**DAVE ELLECITTS CAR SALES** **1361 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001586970** **N/A**
C31 **North** **< 1/8** **0.007 mi.** **37 ft.** **Relative:** **Lower**	**DRAMIS, JAMES-AUTO REPAIR** **1361 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A	**SWEEPS UST**	**S102057707** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
C32 **North** **< 1/8** **0.007 mi.** **37 ft.** **Relative:** **Lower**	**DAVE ELLIOTTS AUTOMOTIVE** **1361 E PALMDALE BLVD** **PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003060033** **N/A**
G33 **South** **< 1/8** **0.009 mi.** **47 ft.** **Relative:** **Lower**	**SAFEWAY STORES INC** **38461 N 10TH ST EAST** **PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003059482** **N/A**
B34 **North** **< 1/8** **0.009 mi.** **49 ft.** **Relative:** **Higher**	**AMIGOS AUTO REPAIR** **38020 6TH ST E** **PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S111082758** **N/A**
H35 **ESE** **< 1/8** **0.013 mi.** **68 ft.** **Relative:** **Higher**	**EXXON CO USA #71501** **400 PALMDALE BOULEVARD** **PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S103657326** **N/A**
H36 **ESE** **< 1/8** **0.013 mi.** **68 ft.** **Relative:** **Higher**	**US TEXACO** **400 W PALMDALE BLVD** **PALMDALE, CA 93550** Click here for full text details	**EDR Historical Auto Stations**	**1008996452** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
D37 **North** **< 1/8** **0.014 mi.** **73 ft.** **Relative:** **Higher**	**PALMDALE UNI-BODY AND FRAME** **38018 N. 9TH STREET EAST** **PALMDALE, CA 93550** Click here for full text details	**FINDS**	**1011976980** **N/A**
D38 **North** **< 1/8** **0.014 mi.** **73 ft.** **Relative:** **Higher**	**PALMDALE UNI-BODY & FRAME** **38018 9TH ST E** **PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S103656345** **N/A**
D39 **North** **< 1/8** **0.014 mi.** **73 ft.** **Relative:** **Higher**	**PALMDALE UNI-BODY AND FRAME** **38018 N. 9TH STREET EAST** **PALMDALE, CA 93551** Click here for full text details	**EMI**	**S108432812** **N/A**
D40 **North** **< 1/8** **0.014 mi.** **73 ft.** **Relative:** **Higher**	**PALMDALE UNI-BODY AND FRAME** **38018 9TH ST E** **PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S103980873** **N/A**
D41 **North** **< 1/8** **0.014 mi.** **73 ft.** **Relative:** **Higher**	**PALMDALE UNI BODY AND FRAME** **38018 9TH ST E** **PALMDALE, CA 93550** Click here for full text details	**RCRA-SQG** **FINDS**	**1000905340** **CA0000492595**
D42 **North** **< 1/8** **0.014 mi.** **73 ft.** **Relative:** **Higher**	**PALMDALE BODY SHOP,RON GUDIM D** **38018 N 9TH ST EAST** **PALMDALE, CA 93550** Click here for full text details	**EMI**	**S106837129** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
D43 **North** **< 1/8** **0.017 mi.** **88 ft.** **Relative:** **Higher**	**TRISTAR AUTO SERVICE** **38019 N 9TH ST EAST** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**U003062305** **N/A**
B44 **North** **< 1/8** **0.018 mi.** **97 ft.** **Relative:** **Higher**	**SOUTHERN PACIFIC TRANSP CO** **38021 N SIERRA HWY** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A **LOS ANGELES CO. HMS** Facility Status: Removed	**CA FID UST** **SWEEPS UST** **LOS ANGELES CO. HMS**	**S101583485** **N/A**
B45 **North** **< 1/8** **0.019 mi.** **101 ft.** **Relative:** **Higher**	**SOUTHERN PACIFIC - PALMDA** **38021 SIERRA** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Case Closed Status: Completed - Case Closed	**HIST CORTESE** **LUST**	**S102437849** **N/A**
B46 **North** **< 1/8** **0.019 mi.** **101 ft.** **Relative:** **Higher**	**PALMDALE STATION** **38021 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587006** **N/A**
B47 **North** **< 1/8** **0.022 mi.** **114 ft.** **Relative:** **Higher**	**PALMDALE RECYCLING METALS** **38022 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**SWRCY**	**S107616256** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
48 **North** **< 1/8** **0.025 mi.** **131 ft.** **Relative:** **Lower**	**PFC MUFFLERS** **1201 E AVE Q** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S106915083** **N/A**
49 **North** **< 1/8** **0.030 mi.** **160 ft.** **Relative:** **Higher**	**PALMDALIA APTS** **38040 11TH ST** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S108752685** **N/A**
G50 **SE** **< 1/8** **0.033 mi.** **173 ft.** **Relative:** **Higher**	**PALMDALE PITSTOP** **38411 10TH ST EAST** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S103656529** **N/A**
D51 **South** **< 1/8** **0.037 mi.** **197 ft.** **Relative:** **Higher**	**WRIGHT'S ASSOCIATED SERVICE** **37962 SIERRA HIGHWAY** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996447** **N/A**
H52 **WNW** **< 1/8** **0.042 mi.** **223 ft.** **Relative:** **Higher**	**EL GAUCHO ARGENTINO** **326 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed Facility Status: OPEN Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S105053151** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
H53 WNW < 1/8 0.042 mi. 223 ft. Relative: Higher	**EL RINCON DE LA PRINCESSA 326 E PALMDALE BLVD PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: OPEN Facility Status: Closed	**LOS ANGELES CO. HMS**	**S109691438 N/A**
G54 South < 1/8 0.043 mi. 229 ft. Relative: Higher	**KANGAROO OIL AND MARKET 960 E PALMDALE BLVD PALMDALE, CA 93550** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed Facility Status: Removed Facility Status: Closed Facility Status: Permit	**UST LOS ANGELES CO. HMS HAZNET**	**U003778149 N/A**
G55 South < 1/8 0.043 mi. 229 ft. Relative: Higher	**KANG'S MARKET 960 E PALMDALE BLVD PALMDALE, CA 93550** Click here for full text details **SWEEPS UST** Status: A Status: A Status: A	**HIST UST SWEEPS UST**	**U001586984 N/A**
G56 North < 1/8 0.043 mi. 229 ft. Relative: Lower	**CHUCKS ROYAL CAR WASH 949 E AVE Q-6 PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003058130 N/A**
G57 North < 1/8 0.043 mi. 229 ft. Relative: Lower	**WASHRAK ENTERPRISES 949 E AVE Q-6 PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S102057154 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
I58 **WNW** **< 1/8** **0.044 mi.** **233 ft.** **Relative:** **Higher**	**HOME SAVINGS OF AMERICA** **38434 9TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S103656532** **N/A**
59 **East** **< 1/8** **0.044 mi.** **234 ft.** **Relative:** **Lower**	**1230 E AVENUE Q5** **PALMDALE, CA 93550** **Click here for full text details**	**CDL**	**S107527791** **N/A**
D60 **South** **< 1/8** **0.045 mi.** **236 ft.** **Relative:** **Higher**	**WESTERN EDGE INC DBA WESTERN EDGE AUTO CENTER** **37957 N SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS** **HAZNET**	**S106670589** **N/A**
D61 **South** **< 1/8** **0.045 mi.** **236 ft.** **Relative:** **Higher**	**CASSON SONS GOODYEAR** **37957 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS** **HAZNET**	**1000595492** **CAD983594383**
I62 **South** **< 1/8** **0.046 mi.** **241 ft.** **Relative:** **Higher**	**PALMDALE MIDAS** **926 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S109934296** **N/A**
I63 **South** **< 1/8** **0.046 mi.** **241 ft.** **Relative:** **Higher**	**MIDAS MUFFLER SHOP** **926 EAST PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS** **HAZNET**	**1000594758** **CAD983586363**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
I64 NNW < 1/8 0.047 mi. 246 ft. Relative: Higher	**AFFORDABLE TIRE 924 E AVE Q 6 PALMDALE, CA 93550 Click here for full text details**	**RCRA-SQG FINDS**	**1000595834 CAD983597899**
J65 WSW < 1/8 0.049 mi. 260 ft. Relative: Lower	**AUTOZONE #5460 1138 E PALMDALE BLVD PALMDALE, CA 93550 Click here for full text details**	**HAZNET**	**1007679645 N/A**
H66 West < 1/8 0.052 mi. 277 ft. Relative: Higher	**EDS EXXON SVC 400 W PALMDALE PALMDALE, CA 93551 Click here for full text details**	**RCRA-SQG FINDS**	**1000595559 CAD983595091**
I67 SW < 1/8 0.053 mi. 279 ft. Relative: Higher	**PACIFIC BELL PLDCA01/KC132 901 E PALMDALE BLVD PALMDALE, CA 93550 Click here for full text details SWEEPS UST Status: A LOS ANGELES CO. HMS Facility Status: Permit**	**UST SWEEPS UST LOS ANGELES CO. HMS**	**U003776720 N/A**
I68 SW < 1/8 0.053 mi. 279 ft. Relative: Higher	**PACIFIC BELL 901 PALMDALE BLVD PALMDALE, CA 93550 Click here for full text details**	**RCRA-SQG FINDS HAZNET**	**1000251404 CAT080022551**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
I69 **SW** **< 1/8** **0.053 mi.** **279 ft.** **Relative:** **Higher**	**PACIFIC BELL** **901 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S105036108** **N/A**
I70 **SW** **< 1/8** **0.053 mi.** **279 ft.** **Relative:** **Higher**	**PACIFIC BELL (KC-132)** **901 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST** **EMI**	**U001587000** **N/A**
I71 **SW** **< 1/8** **0.053 mi.** **279 ft.** **Relative:** **Higher**	**PACIFIC BELL DBA SBC** **901 E. PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**EMI**	**S107621660** **N/A**
I72 **SSW** **< 1/8** **0.055 mi.** **289 ft.** **Relative:** **Higher**	**JAZZY J'S HOUSE OF RIBS** **906 E PALMDALE BLVD #C** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A **LOS ANGELES CO. HMS** Facility Status: Closed	**SWEEPS UST** **LOS ANGELES CO. HMS**	**U003059677** **N/A**
I73 **SSW** **< 1/8** **0.055 mi.** **289 ft.** **Relative:** **Higher**	**JAZZY J'S HOUSE OF RIBS** **906 E PALMDALE BLVD #C** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Removed	**LOS ANGELES CO. HMS**	**S102057092** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
B74 **North** **< 1/8** **0.058 mi.** **304 ft.** **Relative:** **Higher**	**LADPW MD-5** **381226 SIERRA** **PALMDALE, CA 93550** Click here for full text details **LUST** Status: Remediation Plan	**HIST CORTESE** **LUST**	**S102432441** **N/A**
H75 **ESE** **< 1/8** **0.059 mi.** **313 ft.** **Relative:** **Higher**	**IN & OUT MARKET** **440 E** **TULELAKE, CA 96134** Click here for full text details **LUST** Status: Open - Remediation **LOS ANGELES CO. HMS** Facility Status: Closed	**HIST CORTESE** **LUST** **LOS ANGELES CO. HMS**	**S102056341** **N/A**
H76 **ESE** **< 1/8** **0.059 mi.** **313 ft.** **Relative:** **Higher**	**ALPHA BETA MARKET #0166** **440 E PALMDALE BLVD** **PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003063092** **N/A**
B77 **South** **< 1/8** **0.063 mi.** **332 ft.** **Relative:** **Higher**	**QUALITY AUTOMOTIVE** **37959 6TH ST EAST** **PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S103656257** **N/A**
G78 **ESE** **< 1/8** **0.064 mi.** **336 ft.** **Relative:** **Lower**	**SPEEDY CLEAN LAUNDRY & DRY CLEANING** **1013 E PALMDALE BLVD** **PALMDALE, CA 93550** Click here for full text details	**EDR Historical Cleaners**	**1009127196** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
J79 **West** **< 1/8** **0.065 mi.** **341 ft.** **Relative:** **Lower**	**GUIDANCE CHARTER** **1125-B EAST PALMDALE BLVD.** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1011482708** **N/A**
B80 **South** **< 1/8** **0.065 mi.** **343 ft.** **Relative:** **Higher**	**PACIFIC BELL** **37949 N 6TH ST EAST** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Removed	**LOS ANGELES CO. HMS**	**S106023111** **N/A**
B81 **South** **< 1/8** **0.065 mi.** **343 ft.** **Relative:** **Higher**	**PACIFIC BELL PLDLCA 1B/KC610** **37949 N 6TH ST EAST** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Removed	**LOS ANGELES CO. HMS**	**S104735462** **N/A**
J82 **WSW** **< 1/8** **0.065 mi.** **344 ft.** **Relative:** **Lower**	**PALMDALE HONDA** **1124 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003056485** **N/A**
K83 **East** **< 1/8** **0.070 mi.** **368 ft.** **Relative:** **Lower**	**JACOBS OIL CO** **1518 PALMDALE BLVD E** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Case Closed Status: Completed - Case Closed	**LUST** **HAZNET**	**S104402918** **N/A**

K84
East
< 1/8
0.070 mi.
368 ft.

Relative:
Lower

JACOMBS OIL CO
1518 PALMDALE
LANCASTER, CA 93534

HIST CORTESE **S105024396**
N/A

Click here for full text details

L85
West
< 1/8
0.071 mi.
373 ft.

Relative:
Higher

AMERICAN DENTAL CENTER OF PALM
300 E PALMDALE BLVD
PALMDALE, CA

LOS ANGELES CO. HMS **S108239616**
N/A

Click here for full text details

LOS ANGELES CO. HMS
Facility Status: Closed

L86
West
< 1/8
0.071 mi.
373 ft.

Relative:
Higher

AMERICAN DENTAL CENTER OF PALMDALE
300 EAST PALMDALE BLVD
PALMDALE, CA 93550

HAZNET **S103949808**
N/A

Click here for full text details

K87
East
< 1/8
0.074 mi.
393 ft.

Relative:
Lower

JACOBS OIL CO INC
1518 E PALMDALE BLVD
PALMDALE, CA

SWEEPS UST **U002285279**
LOS ANGELES CO. HMS **N/A**

Click here for full text details

SWEEPS UST
Status: A
Status: A
Status: A

LOS ANGELES CO. HMS
Facility Status: Removed

K88
East
< 1/8
0.074 mi.
393 ft.

Relative:
Lower

JACOBS OIL
1518 E PALMDALE BLVD
PALMDALE, CA 93530

HIST UST **U001586621**
N/A

Click here for full text details

K89
East
< 1/8
0.074 mi.
393 ft.

Relative:
Lower

JAMAL HADDAD — **UST** — **U003778222**
1518 E PALMDALE BLVD — **LOS ANGELES CO. HMS** — **N/A**
PALMDALE, CA 93550

Click here for full text details

LOS ANGELES CO. HMS
Facility Status: Removed

K90
East
< 1/8
0.075 mi.
398 ft.

Relative:
Lower

PALMDALE CARWASH — **SLIC** — **U003778134**
1520 E PALMDALE BLVD — **UST** — **N/A**
PALMDALE, CA 93550 — **LOS ANGELES CO. HMS**

Click here for full text details

SLIC
Facility Status: Completed - Case Closed
Facility Status: Completed - Case Closed

LOS ANGELES CO. HMS
Facility Status: Closed
Facility Status: OPEN
Facility Status: Closed
Facility Status: Closed
Facility Status: Closed
Facility Status: Closed
Facility Status: Closed
Facility Status: Removed
Facility Status: Closed

K91
East
< 1/8
0.075 mi.
398 ft.

Relative:
Lower

HAPPY MOON INC DBA PALMDALE CAR WASH — **HAZNET** — **S108208499**
1520 E PALMDALE BLVD — **N/A**
PALMDALE, CA 93550

Click here for full text details

K92
East
< 1/8
0.075 mi.
398 ft.

Relative:
Lower

MUHAMMAD AZIZ — **SWEEPS UST** — **S104573448**
1520 E PALMDALE BLVD — **HAZNET** — **N/A**
PALMDALE, CA 93550

Click here for full text details

SWEEPS UST
Status: A
Status: A
Status: A
Status: A

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
93 **West** **< 1/8** **0.082 mi.** **432 ft.** **Relative:** **Higher**	**PALM TREE ELEMENTARY** **326 EAST AVE R** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1008301369** **N/A**
D94 **South** **< 1/8** **0.082 mi.** **433 ft.** **Relative:** **Higher**	**TIM JONES** **37922 N SIERRA HWY** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S105570370** **N/A**
D95 **South** **< 1/8** **0.082 mi.** **433 ft.** **Relative:** **Higher**	**SO-CAL FORD TRACTOR INC** **37922 N SIERRA HWY** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S106670588** **N/A**
96 **North** **< 1/8** **0.082 mi.** **433 ft.** **Relative:** **Higher**	**38045 10TH STREET EAST** **PALMDALE, CA 93550** **Click here for full text details**	**CHMIRS**	**S110977726** **N/A**
D97 **South** **< 1/8** **0.083 mi.** **438 ft.** **Relative:** **Higher**	**37925 SIERRA HWY** **37925 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**ERNS**	**91241891** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
D98 **South** **< 1/8** **0.083 mi.** **438 ft.** **Relative:** **Higher**	**TIRE PROS** **37925 SIERRA HWY UNIT J** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595831** **CAD983597865**
D99 **South** **< 1/8** **0.083 mi.** **438 ft.** **Relative:** **Higher**	**DON'S AUTOMOTIVE** **37925 SIERRA HWY STE N** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S111082511** **N/A**
D100 **South** **< 1/8** **0.083 mi.** **438 ft.** **Relative:** **Higher**	**E Z RACING** **37925 SIERRA HWY UNIT W** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595491** **CAD983594375**
G101 **ESE** **< 1/8** **0.084 mi.** **443 ft.** **Relative:** **Lower**	**LA CO SHERIFFS PALMDALE STA** **1020 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S106023638** **N/A**
G102 **ESE** **< 1/8** **0.084 mi.** **443 ft.** **Relative:** **Lower**	**LACO SHERIFF'S DEPT-PALMDALE STATION** **1020 EAST PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**EMI**	**S107621310** **N/A**
G103 **ESE** **< 1/8** **0.084 mi.** **443 ft.** **Relative:** **Lower**	**LACO SHERIFF'S DEPT-PALMDALE STATION** **1020 EAST PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1011976553** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
G104 **ESE** **< 1/8** **0.084 mi.** **443 ft.** **Relative:** **Lower**	**1020 E PALMDALE BLVD (SHERIFF STATION)** **PALMDALE, CA 93550** **Click here for full text details**	**CDL**	**S107526802** **N/A**
H105 **East** **< 1/8** **0.085 mi.** **447 ft.** **Relative:** **Higher**	**CHEVRON** **465 W PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **SWEEPS UST** Status: A Status: A Status: A Status: A Status: A	**SWEEPS UST**	**S106924284** **N/A**
H106 **East** **< 1/8** **0.085 mi.** **447 ft.** **Relative:** **Higher**	**DR. MD HOPPER, DC** **465 E PALMDALE BLVD,#A** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S103961696** **N/A**
K107 **East** **< 1/8** **0.085 mi.** **448 ft.** **Relative:** **Lower**	**WINSTON TIRE COMPANY #182** **1540 PALMDALE BLVD STE 182** **PALMDALE, CA 93550** **Click here for full text details** **SWEEPS UST** Status: A Status: A	**SWEEPS UST** **HAZNET**	**S103632726** **N/A**
K108 **East** **< 1/8** **0.085 mi.** **448 ft.** **Relative:** **Lower**	**CAMINO WEST COAST SERVICES INC DBA THE TIRE GUYS GOODYEAR** **1540 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S108200707** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
K109 **East** **< 1/8** **0.085 mi.** **448 ft.** **Relative:** **Lower**	**THE TIRE GUYS** **1540 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000389840** **CAD982518292**
K110 **East** **< 1/8** **0.085 mi.** **448 ft.** **Relative:** **Lower**	**PORTER RANCH CENTER** **1540 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed Facility Status: Removed	**LOS ANGELES CO. HMS**	**U002281684** **N/A**
K111 **East** **< 1/8** **0.085 mi.** **449 ft.** **Relative:** **Lower**	**ANDRE KANARKI DDS INC** **1543 E PALMDALE BLVD STE B** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S106092572** **N/A**
K112 **East** **< 1/8** **0.085 mi.** **449 ft.** **Relative:** **Lower**	**THE CHIROPRACTIC CLINIC** **1543 E PALMDALE BLVD, #A** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S103990810** **N/A**
K113 **East** **< 1/8** **0.085 mi.** **449 ft.** **Relative:** **Lower**	**DR RONALD J MASSEY, DDS** **1543 E PALMDALE BLVD STE B** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S106091006** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
D114 **South** **< 1/8** **0.085 mi.** **449 ft.** **Relative:** **Higher**	**JAMES A ANDERSON** **37922 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS** **HAZNET**	**S102064714** **N/A**
K115 **East** **< 1/8** **0.089 mi.** **472 ft.** **Relative:** **Lower**	**ALL PRO AUTO REPAIR** **1550 E PALMDALE BLVD STE C** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S111082672** **N/A**
K116 **East** **< 1/8** **0.089 mi.** **472 ft.** **Relative:** **Lower**	**ALL TRANSMISSION CENTER** **1550 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S100942174** **N/A**
J117 **West** **< 1/8** **0.090 mi.** **473 ft.** **Relative:** **Lower**	**11TH GAS FOOD MART** **1104 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Permit Facility Status: Closed	**UST** **LOS ANGELES CO. HMS**	**U003777402** **N/A**
J118 **West** **< 1/8** **0.090 mi.** **473 ft.** **Relative:** **Lower**	**JACOBS OIL CO INC** **1104 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003064130** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
J119 **West** **< 1/8** **0.090 mi.** **473 ft.** **Relative:** **Lower**	**11TH GAS FOOD MART-SEE FN21262** **1104 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S102057372** **N/A**
J120 **West** **< 1/8** **0.090 mi.** **473 ft.** **Relative:** **Lower**	**ELEVEN GAS FOOD MART** **1104 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996514** **N/A**
J121 **West** **< 1/8** **0.090 mi.** **473 ft.** **Relative:** **Lower**	**CAR WASH** **1104 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S103817617** **N/A**
J122 **West** **< 1/8** **0.090 mi.** **473 ft.** **Relative:** **Lower**	**SMOG ALL UNIT B** **1104 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S109422039** **N/A**
B123 **North** **< 1/8** **0.092 mi.** **486 ft.** **Relative:** **Higher**	**ANTELOPE VALLEY MORTUARIES** **38141 N. 6TH STREET EAST** **PALMDALE, CA 93550** **Click here for full text details**	**EMI**	**S108431027** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
B124 **North** **< 1/8** **0.092 mi.** **486 ft.** **Relative:** **Higher**	**ANTELOPE VALLEY MORTUARIES** **38141 N. 6TH STREET EAST** **PALMDALE, CA 93550** **Click here for full text details**	**FINDS**	**1011987588** **N/A**
H125 **ESE** **< 1/8** **0.092 mi.** **487 ft.** **Relative:** **Higher**	**CHEVRON_94032** **468 W PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S103956141** **N/A**
H126 **East** **< 1/8** **0.094 mi.** **495 ft.** **Relative:** **Higher**	**QUE RICOS RESTAURANT** **473 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**S103316799** **N/A**
H127 **East** **< 1/8** **0.094 mi.** **495 ft.** **Relative:** **Higher**	**WENDYS RESTAURANT** **473 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003063207** **N/A**
H128 **East** **< 1/8** **0.094 mi.** **495 ft.** **Relative:** **Higher**	**QUE RICOS MANAGEMENT INC** **473 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed Facility Status: Closed	**LOS ANGELES CO. HMS**	**S103943854** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
K129 **East** **< 1/8** **0.094 mi.** **497 ft.** **Relative:** **Lower**	**ROBINSONS LUBE EXPRESS** **1560 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S111083234** **N/A**
K130 **East** **< 1/8** **0.094 mi.** **497 ft.** **Relative:** **Lower**	**PALMDALE FAST LUBE** **1560 E PALMDALE BLVD,_#C** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S100941823** **N/A**
H131 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**TEXAMART** **470 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Removed	**LOS ANGELES CO. HMS**	**U003063097** **N/A**
H132 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**VALLARTA STATION** **470 EAST PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Completed - Case Closed	**LUST**	**S108245679** **N/A**
H133 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**CSI INC/CARGO SOLUTION INC** **470 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S108204112** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
H134 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**CARGO SOLUTIONS BROKERAGE INC** **470 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A Status: A Status: A Status: A Status: A **LOS ANGELES CO. HMS** Facility Status: Permit	**CA FID UST** **SWEEPS UST** **LOS ANGELES CO. HMS**	**S101587068** **N/A**
H135 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**REGINA ISAAC** **470 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S103984023** **N/A**
H136 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**TEXACO GAS STATION** **470 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996511** **N/A**
H137 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**TEX-MART** **470 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**UST** **LOS ANGELES CO. HMS**	**U003776195** **N/A**
H138 **ESE** **< 1/8** **0.095 mi.** **499 ft.** **Relative:** **Higher**	**PALMDALE TEXACO.** **470 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587007** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
J139 **South** **< 1/8** **0.095 mi.** **503 ft.** **Relative:** **Lower**	**TACO GRANDE UNIT 101** **1060 E PALMDALE BLVD** **PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed Facility Status: Closed Facility Status: Closed Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S102057314** **N/A**
J140 **South** **< 1/8** **0.095 mi.** **503 ft.** **Relative:** **Lower**	**PIZZA HUT RESTAURANT #75812** **1060 E PALMDALE BLVD** **PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Removed	**LOS ANGELES CO. HMS**	**S106668858** **N/A**
M141 **South** **< 1/8** **0.096 mi.** **507 ft.** **Relative:** **Higher**	**SUPERIOR METAL POLISHING** **37925 N 6TH ST EAST #307** **PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: OPEN	**LOS ANGELES CO. HMS**	**S106027207** **N/A**
142 **West** **< 1/8** **0.098 mi.** **519 ft.** **Relative:** **Lower**	**ANTELOPE VALLEY BAPTIST CHURCH** **38117 13TH ST EAST** **PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S103656395** **N/A**
N143 **West** **< 1/8** **0.098 mi.** **520 ft.** **Relative:** **Higher**	**38515 3RD STEET EAST** **PALMDALE, CA** Click here for full text details	**CHMIRS**	**S109038932** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
N144 West < 1/8 0.099 mi. 521 ft. Relative: Higher	**38540 3RD STREET EAST PALMDALE, CA 93550 Click here for full text details**	**CDL**	**S107533507 N/A**
145 NNW < 1/8 0.102 mi. 540 ft. Relative: Lower	**THRIFTY WASH LAUNDROMAT 916 E AVE Q-5 PALMDALE, CA 93550 Click here for full text details**	**EDR Historical Cleaners**	**1009127186 N/A**
M146 South < 1/8 0.104 mi. 550 ft. Relative: Higher	**BRADSTRONG CO 37925 6TH ST E UNIT 411 PALMDALE, CA 93550 Click here for full text details**	**HAZNET**	**S109423860 N/A**
M147 South < 1/8 0.104 mi. 550 ft. Relative: Higher	**ARK ANIMAL REMOVAL AND KREMATION 37925 6TH STREET EAST, #402 PALMDALE, CA 93510 Click here for full text details**	**EMI**	**S107620164 N/A**
M148 South < 1/8 0.104 mi. 550 ft. Relative: Higher	**WARP'D PAINT 37925 6TH ST E STE 408 PALMDALE, CA 93550 Click here for full text details**	**HAZNET**	**S108224808 N/A**
M149 South < 1/8 0.104 mi. 550 ft. Relative: Higher	**ARK ANIMAL REMOVAL AND CREMATION 37925 6TH STREET EAST, #402 PALMDALE, CA 93550 Click here for full text details**	**FINDS**	**1011976705 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
I150 WNW < 1/8 0.106 mi. 562 ft. Relative: Higher	**ALBERTSONS 815 E AVE Q-6 PALMDALE, CA** Click here for full text details **LOS ANGELES CO. HMS** Facility Status: Closed	**LOS ANGELES CO. HMS**	**U003059544 N/A**
I151 WSW < 1/8 0.108 mi. 568 ft. Relative: Higher	**NOBBYS AUTO PARTS 838 E PALMDALE BLVD PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S108751741 N/A**
O152 South < 1/8 0.108 mi. 572 ft. Relative: Higher	**COURSON CONNECTION SENIOR CENTER PHASE 3 930 E AVE Q 9 PALMDALE, CA 93550** Click here for full text details **NPDES** Facility Status: Terminated	**NPDES**	**S109440743 N/A**
I153 WNW < 1/8 0.111 mi. 587 ft. Relative: Higher	**J FOSTER WEEMS DDS 829 EAST AVE Q-7 PALMDALE, CA 93550** Click here for full text details	**HAZNET**	**S103673670 N/A**
154 South < 1/8 0.116 mi. 613 ft. Relative: Higher	**37909 TENTH ST E PALMDALE, CA 93550** Click here for full text details	**CDL**	**S107533452 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
I155 **WNW** **< 1/8** **0.118 mi.** **621 ft.** **Relative:** **Higher**	**SIGNS & DESIGNS** **821 E AVE Q-7** **PALMDALE, CA 93550** **Click here for full text details**	**HAZNET**	**S100874225** **N/A**
156 **South** **< 1/8** **0.123 mi.** **652 ft.** **Relative:** **Higher**	**1302 AVENUE R-2** **PALMDALE, CA 93550** **Click here for full text details**	**CDL**	**S107528087** **N/A**
I157 **WNW** **1/8-1/4** **0.138 mi.** **727 ft.** **Relative:** **Higher**	**PACC AUTOMOTIVE** **38446 8TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS** **HAZNET**	**1000596424** **CAD983603952**
O158 **SSW** **1/8-1/4** **0.139 mi.** **736 ft.** **Relative:** **Higher**	**FIRE STATION #37** **38318 9TH ST E** **PALMDALE, CA 90063** **Click here for full text details** **LUST** Status: Completed - Case Closed	**LUST** **HIST UST**	**U001562284** **N/A**
O159 **SSW** **1/8-1/4** **0.139 mi.** **736 ft.** **Relative:** **Higher**	**LA CO FIRE STATION #037** **38318 9TH** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Case Closed	**HIST CORTESE** **LUST**	**S102948955** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
160 WNW 1/8-1/4 0.147 mi. 777 ft. Relative: Lower	**RUSSELLS MFG 38820 3RD ST E PALMDALE, CA 93550 Click here for full text details**	**RCRA-NonGen FINDS**	**1000686328 CAD983635939**
P161 North 1/8-1/4 0.149 mi. 789 ft. Relative: Higher	**MAINTENANCE DISTRICT #5 38126 SIERRA HWY PALMDALE, CA 93550 Click here for full text details LUST** Status: Completed - Case Closed	**LUST HIST UST**	**U001586989 N/A**
P162 North 1/8-1/4 0.149 mi. 789 ft. Relative: Higher	**LOS ANGELES COUNTY DEPT OF PUBLIC WORKS 38126 N SIERRA HWY PALMDALE, CA 93550 Click here for full text details LUST** Status: Open - Site Assessment **SWEEPS UST** Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A	**LUST SWEEPS UST HAZNET EMI**	**S103957867 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
P163 **North** **1/8-1/4** **0.149 mi.** **789 ft.** **Relative:** **Higher**	**LA CO DPW MD5** **38126 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**UST**	**U003775916** **N/A**
P164 **North** **1/8-1/4** **0.149 mi.** **789 ft.** **Relative:** **Higher**	**LA CO PUBLIC WRKS, ROADS DEPT, #557** **38126 SIERRA HWY** **PALMDALE, CA** **Click here for full text details**	**SWF/LF**	**S104654434** **N/A**
Q165 **East** **1/8-1/4** **0.173 mi.** **916 ft.** **Relative:** **Higher**	**A PRO CLEANERS** **533 E PALMDALE BLVD UNIT K** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS** **HAZNET**	**1000597006** **CAD983609991**
Q166 **East** **1/8-1/4** **0.173 mi.** **916 ft.** **Relative:** **Higher**	**PLAZE DEL CENTRO 501-569 E PALMDALE** **533 E PALMDALE AVE** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG**	**1007447211** **CAP000154377**
R167 **WSW** **1/8-1/4** **0.176 mi.** **931 ft.** **Relative:** **Higher**	**SOUTHLAND CORP SS 24483** **703 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**UST**	**U003776679** **N/A**
R168 **West** **1/8-1/4** **0.177 mi.** **934 ft.** **Relative:** **Higher**	**7-ELEVEN STORE #24483 (2144)** **38400 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**1000282085** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
R169 WSW 1/8-1/4 0.178 mi. 939 ft. Relative: Higher	**THE SOUTHLAND CORP SS 24483 703 N PALMDALE BLVD PALMDALE, CA** Click here for full text details **SWEEPS UST** Status: A Status: A Status: A	**CA FID UST SWEEPS UST**	**S101587106 N/A**
L170 West 1/8-1/4 0.179 mi. 943 ft. Relative: Higher	**ONE HR PHOTO MASTERS 235 E PALMDALE BLVD #C PALMDALE, CA 93550** Click here for full text details	**RCRA-SQG FINDS**	**1000118277 CAD120984968**
R171 West 1/8-1/4 0.179 mi. 944 ft. Relative: Higher	**CITY OF PALMDALE COMMUNITY DEVELOPMENT 38405 N SIERRA HWY PALMDALE, CA 93550** Click here for full text details **LUST** Status: Preliminary site assessment workplan submitted Status: Completed - Case Closed	**LUST**	**S106352943 N/A**
R172 West 1/8-1/4 0.179 mi. 944 ft. Relative: Higher	**UNION OIL SERVICE STATION #101 38405 SIERRA HWY PALMDALE, CA 93550** Click here for full text details	**HIST UST**	**U001587023 N/A**
R173 West 1/8-1/4 0.179 mi. 944 ft. Relative: Higher	**76 PRODUCT FACILITY #1016 38405 SIERRA HWY N PALMDALE, CA 93550** Click here for full text details **LUST** Status: Completed - Case Closed Status: Completed - Case Closed Status: Leak being confirmed **LOS ANGELES CO. HMS** Facility Status: Closed	**LUST LOS ANGELES CO. HMS**	**S103282127 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
R174 **West** **1/8-1/4** **0.179 mi.** **944 ft.** **Relative:** **Higher**	**76 PRODUCT FACILITY #1016** **38405 SIERRA** **PALMDALE, CA** **Click here for full text details** **LUST** Status: Case Closed	**HIST CORTESE** **LUST** **HAZNET**	**S103656525** **N/A**
R175 **West** **1/8-1/4** **0.179 mi.** **944 ft.** **Relative:** **Higher**	**STATION #1016** **38405 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587019** **N/A**
R176 **West** **1/8-1/4** **0.179 mi.** **944 ft.** **Relative:** **Higher**	**DAVE'S UNION 76** **38405 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001586972** **N/A**
R177 **West** **1/8-1/4** **0.179 mi.** **944 ft.** **Relative:** **Higher**	**CIRCLE K STORES #5608** **38405 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**UST**	**U003939242** **N/A**
R178 **West** **1/8-1/4** **0.179 mi.** **944 ft.** **Relative:** **Higher**	**DAVE'S UNION 76-SELF SERVE MART** **38405 N SIERRA HIGHWAY** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996451** **N/A**
R179 **West** **1/8-1/4** **0.179 mi.** **944 ft.** **Relative:** **Higher**	**UNOCAL CORP SS 1016** **38405 N SIERRA HWY** **PALMDALE, CA 93534** **Click here for full text details** **SWEEPS UST** Status: A	**SWEEPS UST** **LOS ANGELES CO. HMS**	**S102064727** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
	UNOCAL CORP SS 1016 (Continued) Status: A Status: A **LOS ANGELES CO. HMS** Facility Status: Permit		**S102064727**
O180 **South** **1/8-1/4** **0.181 mi.** **954 ft.** **Relative:** **Higher**	**PIERCE PROPERTY** **932 EAST AVENUE Q-10** **PALMDALE, CA 93550** Click here for full text details **LUST** Status: Completed - Case Closed	**LUST**	**S106916263** **N/A**
181 **East** **1/8-1/4** **0.181 mi.** **956 ft.** **Relative:** **Lower**	**ANTELOPE VALLEY LAUNDROMAT** **1647 E PALMDALE BLVD** **PALMDALE, CA 93550** Click here for full text details	**EDR Historical Cleaners**	**1009127188** **N/A**
S182 **West** **1/8-1/4** **0.182 mi.** **963 ft.** **Relative:** **Higher**	**ONE HR MARTINIZING** **228 E PALMDALE BLVD** **PALMDALE, CA 93550** Click here for full text details	**RCRA-SQG** **FINDS** **HAZNET** **EMI**	**1000118281** **CAD981636954**
R183 **WNW** **1/8-1/4** **0.191 mi.** **1011 ft.** **Relative:** **Higher**	**MIRACLE CLEANERS** **38456 N SIERRA HWY** **PALMDALE, CA 93550** Click here for full text details	**RCRA-SQG** **FINDS** **HAZNET**	**1000840817** **CAD981650641**
R184 **WNW** **1/8-1/4** **0.191 mi.** **1011 ft.** **Relative:** **Higher**	**MIRACLE CLEANERS** **38456 N SIERRA HIGHWAY** **PALMDALE, CA 93550** Click here for full text details	**EDR Historical Cleaners**	**1009127192** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
M185 **South** **1/8-1/4** **0.192 mi.** **1013 ft.** **Relative:** **Higher**	**ANTNLOPE VALLEY TRUCKING** **37900 E N 006TH ST** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A Status: A	**CA FID UST** **SWEEPS UST**	**S101620950** **N/A**
S186 **West** **1/8-1/4** **0.195 mi.** **1027 ft.** **Relative:** **Higher**	**PIZZA HUT RESTAURANT** **220 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed	**SWRCY** **LOS ANGELES CO. HMS**	**S104537812** **N/A**
187 **South** **1/8-1/4** **0.203 mi.** **1074 ft.** **Relative:** **Higher**	**ARMANDO AUTO BODY SHOP AND PAINT** **37824 5TH ST STE B** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1004676403** **CAR000084764**
T188 **South** **1/8-1/4** **0.206 mi.** **1086 ft.** **Relative:** **Higher**	**WESTON BUILDERS SUPPLY CO** **37822 6TH E.** **PALMDALE, CA 93550** **Click here for full text details**	**HIST CORTESE**	**S105025487** **N/A**
T189 **South** **1/8-1/4** **0.206 mi.** **1086 ft.** **Relative:** **Higher**	**WESTON BUILDERS SUPPLY CO** **37822 N 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Case Closed Status: Completed - Case Closed **LOS ANGELES CO. HMS** Facility Status: Removed	**LUST** **CA FID UST** **SWEEPS UST** **LOS ANGELES CO. HMS**	**S101620956** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
T190 **South** **1/8-1/4** **0.206 mi.** **1086 ft.** **Relative:** **Higher**	**WESTON BUILDERS SUPPLY CO** **37822 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587029** **N/A**
U191 **ENE** **1/8-1/4** **0.216 mi.** **1138 ft.** **Relative:** **Lower**	**REX PERRIS VALLEY CONTINUATION HIGH SCH.** **AVENUE Q/6TH STREET** **PALMDALE, CA 93550** **Click here for full text details** **SCH** Current Status: No Further Action Status: No Further Action **ENVIROSTOR** Status: No Further Action	**SCH** **ENVIROSTOR**	**S107737145** **N/A**
U192 **East** **1/8-1/4** **0.217 mi.** **1144 ft.** **Relative:** **Lower**	**FRENCYS DENT SHOP** **38744 N 6TH ST EAST UNIT B** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS** **HAZNET**	**1000110316** **CAD982402620**
Q193 **East** **1/8-1/4** **0.217 mi.** **1147 ft.** **Relative:** **Higher**	**TERRIBLE HERBST #66** **556 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587021** **N/A**
Q194 **East** **1/8-1/4** **0.217 mi.** **1147 ft.** **Relative:** **Higher**	**TERRIBLE HERBST #66** **556 E PALMDALE BLVD** **PALMDALE, CA** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Removed	**CA FID UST** **SWEEPS UST** **LOS ANGELES CO. HMS**	**S101620955** **N/A**

S195
West
1/8-1/4
0.221 mi.
1169 ft.

Relative:
Higher

ECONO LUBE N'TUNE
202 E PALMDALE BLVD
PALMDALE, CA

HIST CORTESE **S102055823**
LUST **N/A**
LOS ANGELES CO. HMS

Click here for full text details

LUST
Facility Status: Leak being confirmed

LOS ANGELES CO. HMS
Facility Status: Closed
Facility Status: OPEN

196
South
1/8-1/4
0.224 mi.
1182 ft.

Relative:
Lower

SAL GARCIA AND SONS TRUCKING
38222 12TH ST E
PALMDALE, CA 93550

RCRA-NonGen **1004677767**
FINDS **CAR000101337**

Click here for full text details

T197
South
1/8-1/4
0.225 mi.
1187 ft.

Relative:
Higher

A V READY MIX
37815 6TH
PALMDALE, CA 93551

NPDES **S102064711**
HIST CORTESE **N/A**
LUST
LOS ANGELES CO. HMS

Click here for full text details

NPDES
Facility Status: Active

LUST
Status: Case Closed

LOS ANGELES CO. HMS
Facility Status: Removed

T198
South
1/8-1/4
0.225 mi.
1187 ft.

Relative:
Higher

PALMDALE READY MIX
37815 6TH ST E
PALMDALE, CA 93550

SWRCY **U001587005**
LUST **N/A**
HIST UST

Click here for full text details

LUST
Status: Completed - Case Closed

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
V199 **East** **1/8-1/4** **0.227 mi.** **1201 ft.** **Relative:** **Higher**	**DATA AUTOMOTIVE** **38633 N 6TH ST EAST** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000141709** **CAD982486730**
W200 **North** **1/8-1/4** **0.228 mi.** **1205 ft.** **Relative:** **Higher**	**WILSON AMBULANCE SERVICE** **38241 6TH** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Case Closed Status: Completed - Case Closed	**HIST CORTESE** **LUST** **HAZNET**	**S103656452** **N/A**
W201 **North** **1/8-1/4** **0.228 mi.** **1205 ft.** **Relative:** **Higher**	**WILSON AMBULANCE** **38241 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595570** **CAD983595208**
P202 **North** **1/8-1/4** **0.229 mi.** **1207 ft.** **Relative:** **Higher**	**PETRO-LOCK - KWIK OIL** **38206 SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587009** **N/A**
P203 **North** **1/8-1/4** **0.229 mi.** **1207 ft.** **Relative:** **Higher**	**WESTERN SERVE-UR-SELF STATION** **38206 SIERRA HIGHWAY** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996448** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
X204 **WNW** **1/8-1/4** **0.230 mi.** **1214 ft.** **Relative:** **Higher**	**JET-VALET CLEANERS** **38527 SIERRA HIGHWAY** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Cleaners**	**1009127185** **N/A**
P205 **North** **1/8-1/4** **0.231 mi.** **1220 ft.** **Relative:** **Higher**	**PETRO-LOCK INC.** **38206 N SIERRA HWY** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A **LOS ANGELES CO. HMS** Facility Status: Removed	**CA FID UST** **SWEEPS UST** **LOS ANGELES CO. HMS**	**S101620954** **N/A**
P206 **North** **1/8-1/4** **0.231 mi.** **1220 ft.** **Relative:** **Higher**	**PETRO-LOCK INC** **38206 SIERRA** **PALMDALE, CA 93534** **Click here for full text details** **LUST** Status: Pollution Characterization Status: Open - Site Assessment	**HIST CORTESE** **LUST**	**S101297701** **N/A**
T207 **South** **1/8-1/4** **0.240 mi.** **1265 ft.** **Relative:** **Higher**	**ANTELOPE VALLEY TRUCKING** **37900 6TH ST E** **PALMDALE, CA 93590** **Click here for full text details** **LUST** Status: Case Closed	**LUST**	**S105032921** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
T208 **South** **1/8-1/4** **0.240 mi.** **1265 ft.** **Relative:** **Higher**	**ANTELOPE VALLEY TRUCKING COMPA** **37900 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Completed - Case Closed	**HIST CORTESE** **LUST** **HIST UST**	**U001586965** **N/A**
V209 **East** **1/8-1/4** **0.241 mi.** **1272 ft.** **Relative:** **Higher**	**MITCHS AUTO** **38554 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595423** **CAD983593591**
X210 **East** **1/8-1/4** **0.243 mi.** **1282 ft.** **Relative:** **Higher**	**MURRAYS TRANSMISSION** **38545 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000594803** **CAD983586876**
211 **SW** **1/8-1/4** **0.245 mi.** **1294 ft.** **Relative:** **Higher**	**VACANT - SERV STA** **38258 N SIERRA HWY** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A **LOS ANGELES CO. HMS** Facility Status: Closed	**SWEEPS UST** **LOS ANGELES CO. HMS**	**1000235725** **N/A**
X212 **East** **1/8-1/4** **0.247 mi.** **1303 ft.** **Relative:** **Higher**	**VALLEY VOLKSWAGEN AND HONDA** **38525 N 6TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS** **HAZNET**	**1000596609** **CAD983605833**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
X213 **East** **1/8-1/4** **0.248 mi.** **1309 ft.** **Relative:** **Higher**	**HANKS SERVICE CENTER** **38519 6TH ST** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-NonGen** **FINDS** **HAZNET**	**1000272432** **CAD982486722**
214 **East** **1/4-1/2** **0.257 mi.** **1355 ft.** **Relative:** **Higher**	**SAM TRANSMISSIONS AND AUTO REPAIR INC** **38475 6TH ST E 2E** **PALMDALE, CA 93550** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000595705** **CAD983596578**
W215 **SW** **1/4-1/2** **0.259 mi.** **1369 ft.** **Relative:** **Higher**	**VACANT** **38240 SIERRA HWY** **PALMDALE, CA** **Click here for full text details** **SWEEPS UST** Status: A	**SWEEPS UST**	**S106933968** **N/A**
S216 **West** **1/4-1/2** **0.266 mi.** **1402 ft.** **Relative:** **Higher**	**CELEBRON'S FREEWAY SHELL** **155 W PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996516** **N/A**
S217 **West** **1/4-1/2** **0.266 mi.** **1402 ft.** **Relative:** **Higher**	**PHILIP A. ORDIN PROPERTIES** **155 W PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587010** **N/A**
218 **North** **1/4-1/2** **0.289 mi.** **1528 ft.** **Relative:** **Lower**	**COLLINS FARM** **39010 E 12TH ST** **PALMDALE, CA 93550** **Click here for full text details** **SWEEPS UST** Status: A	**CA FID UST** **SWEEPS UST**	**S101586268** **N/A**

Y219
NW
1/4-1/2
0.309 mi.
1631 ft.

Relative:
Higher

GAS CO - HIGH DESERT STA #055
38627 SIERRA HWY N
PALMDALE, CA 93550

LUST
S102430620
N/A

Click here for full text details

LUST
Status: Case Closed
Status: Completed - Case Closed
Status: Completed - Case Closed

Y220
NW
1/4-1/2
0.309 mi.
1631 ft.

Relative:
Higher

GASCO SERVICE STATION #055
38627 NORTH SIERRA HWY
PALMDALE, CA 93550

HIST UST
U001586978
N/A

Click here for full text details

Y221
NW
1/4-1/2
0.309 mi.
1631 ft.

Relative:
Higher

HDOC #055
38627 SIERRA
PALMDALE, CA

HIST CORTESE
LUST
S102431269
N/A

Click here for full text details

LUST
Status: Case Closed

Y222
NW
1/4-1/2
0.309 mi.
1631 ft.

Relative:
Higher

GASCO #055
38627 N SIERRA HWY
PALMDALE, CA

SWEEPS UST
LOS ANGELES CO. HMS
HAZNET
S102064733
N/A

Click here for full text details

SWEEPS UST
Status: A
Status: A
Status: A

LOS ANGELES CO. HMS
Facility Status: Removed

223
West
1/4-1/2
0.310 mi.
1635 ft.

Relative:
Higher

ANA VERDE ELEMENTARY
DIVISION STREET/RAYBURN ROAD
PALMDALE, CA 93551

SCH
ENVIROSTOR
S107735840
N/A

Click here for full text details

SCH
Current Status: No Further Action

ANA VERDE ELEMENTARY (Continued) **S107735840**

Status: No Further Action

ENVIROSTOR
Status: No Further Action

V224
East
1/4-1/2
0.315 mi.
1661 ft.

Relative:
Lower

A V AUTO PARTS
38711 SIERRA HWY
PALMDALE, CA 93550

RCRA-SQG **1000596494**
FINDS **CAD983604661**

Click here for full text details

V225
NW
1/4-1/2
0.316 mi.
1670 ft.

Relative:
Higher

LUCKEY'S HANCOCK SERVICE
38627 SIERRA HGIHWAY
PALMDALE, CA 93550

EDR Historical Auto Stations **1008996450**
N/A

Click here for full text details

226
NW
1/4-1/2
0.321 mi.
1695 ft.

Relative:
Lower

CRISSAIR INC.
38905 10TH ST E
PALMDALE, CA 93550

CA FID UST **1000386127**
HIST UST **N/A**
SWEEPS UST
HAZNET

Click here for full text details

SWEEPS UST
Status: A

Z227
East
1/4-1/2
0.322 mi.
1698 ft.

Relative:
Lower

LOS NIETOS RECYCLING CENTER
1824 E PALMDALE BLVD
PALMDALE, CA 93550

SWRCY **S110326798**
N/A

Click here for full text details

AA228
West
1/4-1/2
0.323 mi.
1704 ft.

Relative:
Higher

EXXONMOBIL OIL CORP.
110 E PALMDALE BLVD
PALMDALE, CA 93550

RCRA-LQG **1007200056**
CAL000050554

Click here for full text details

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
AA229 **West** **1/4-1/2** **0.323 mi.** **1704 ft.** **Relative:** **Higher**	**EXXON MOBIL OIL CORP** **392 N LAKE AVE** **PASADENA, CA 91101** **Click here for full text details**	**RCRA-LQG** **HAZNET**	**1007200054** **CAL000050544**
AA230 **West** **1/4-1/2** **0.323 mi.** **1704 ft.** **Relative:** **Higher**	**EXXONMOBIL OIL CORPORATION #11283** **110 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **SWEEPS UST** Status: A Status: A Status: A Status: A Status: A Status: A Status: A Status: A	**CA FID UST** **SWEEPS UST** **HAZNET**	**S101583760** **N/A**
AA231 **West** **1/4-1/2** **0.323 mi.** **1704 ft.** **Relative:** **Higher**	**MOBIL OIL CORP S/S #18-MNE** **110 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**UST**	**U003940712** **N/A**
AB232 **ENE** **1/4-1/2** **0.328 mi.** **1733 ft.** **Relative:** **Lower**	**SUNBELT RENTALS PC380** **38860 N SIERRA HWY** **PALMDALE, CA 93550** **Click here for full text details** **SWEEPS UST** Status: A Status: A Status: A Status: A Status: A **LOS ANGELES CO. HMS** Facility Status: Permit	**CA FID UST** **SWEEPS UST** **LOS ANGELES CO. HMS** **HAZNET** **EMI**	**S101585979** **N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
AB233 ENE 1/4-1/2 0.328 mi. 1733 ft. Relative: Lower	**NORTHRIDGE EQUIPMENT RENTALS 38860 SIERRA HWY PALMDALE, CA 93550 Click here for full text details**	**UST**	**U003776227 N/A**
AB234 ENE 1/4-1/2 0.328 mi. 1733 ft. Relative: Lower	**NORTHRIDGE EQUIPMENT RENTAL 38860 N SIERRA HWY PALMDALE, CA 93550 Click here for full text details**	**RCRA-SQG FINDS HAZNET**	**1000597422 CAD983614330**
AB235 ENE 1/4-1/2 0.328 mi. 1733 ft. Relative: Lower	**NORTHRIDGE EQUIPMENT RENTALS 38860 N SIERRA HWY PALMDALE, CA 93550 Click here for full text details LUST** Status: Completed - Case Closed	**LUST HAZNET**	**S109432174 N/A**
AA236 West 1/4-1/2 0.330 mi. 1740 ft. Relative: Higher	**GULF SERVICE STATION 105 E PALMDALE BLVD PALMDALE, CA Click here for full text details LUST** Status: Open - Site Assessment **LOS ANGELES CO. HMS** Facility Status: Closed	**LUST LOS ANGELES CO. HMS**	**S109691491 N/A**
AA237 West 1/4-1/2 0.330 mi. 1740 ft. Relative: Higher	**US GAS 105 E PALMDALE BLVD PALMDALE, CA 93550 Click here for full text details**	**EDR Historical Auto Stations**	**1008996515 N/A**

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
AA238 **West** **1/4-1/2** **0.330 mi.** **1740 ft.** **Relative:** **Higher**	**US GAS AND MINI MARKET** **105 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **LOS ANGELES CO. HMS** Facility Status: Closed Facility Status: OPEN Facility Status: Permit	**UST** **LOS ANGELES CO. HMS**	**U003777847** **N/A**
AA239 **West** **1/4-1/2** **0.330 mi.** **1740 ft.** **Relative:** **Higher**	**US GAS & MINI MART** **105 E PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Leak being confirmed	**LUST**	**S104735555** **N/A**
AA240 **West** **1/4-1/2** **0.333 mi.** **1760 ft.** **Relative:** **Higher**	**GARY CRAIG CHEVRON** **103 W PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**EDR Historical Auto Stations**	**1008996512** **N/A**
AA241 **West** **1/4-1/2** **0.333 mi.** **1760 ft.** **Relative:** **Higher**	**CHEVRON STATION 94189** **103 W PALMDALE BLVD** **PALMDALE, CA 93551** **Click here for full text details**	**RCRA-SQG** **FINDS**	**1000905254** **CA0000383026**
AA242 **West** **1/4-1/2** **0.336 mi.** **1774 ft.** **Relative:** **Higher**	**UNION OIL SERVICE STATION #673** **100 W PALMDALE BLVD** **PALMDALE, CA 93550** **Click here for full text details**	**HIST UST**	**U001587024** **N/A**

AA243
West
1/4-1/2
0.336 mi.
1774 ft.

Relative:
Higher

PAGES UNION SERVICE STATION
100 W PALMDALE BLVD
PALMDALE, CA

SWEEPS UST
LOS ANGELES CO. HMS

U003063095
N/A

Click here for full text details

SWEEPS UST
Status: A
Status: A
Status: A
Status: A

LOS ANGELES CO. HMS
Facility Status: Closed
Facility Status: Permit

AA244
West
1/4-1/2
0.336 mi.
1774 ft.

Relative:
Higher

PAGE'S PALMDALE UNOCAL 76
100 W PALMDALE BLVD
PALMDALE, CA 93550

EDR Historical Auto Stations

1008996513
N/A

Click here for full text details

AA245
West
1/4-1/2
0.336 mi.
1774 ft.

Relative:
Higher

STATION #6735
100 W PALMDALE BLVD
PALMDALE, CA 93550

HIST UST

U001587020
N/A

Click here for full text details

AA246
West
1/4-1/2
0.342 mi.
1804 ft.

Relative:
Higher

FORMER 76 (CIRCEL K S #57
100 PALMDALE
PALMDALE, CA

HIST CORTESE
LUST
LOS ANGELES CO. HMS

S102055520
N/A

Click here for full text details

LUST
Status: Leak being confirmed

LOS ANGELES CO. HMS
Facility Status: Removed

AA247
West
1/4-1/2
0.342 mi.
1806 ft.

Relative:
Higher

CHEVRON USA SS # 094189
103 PALMDALE
PALMDALE, CA 93550

HIST CORTESE **S104402961**
LUST **N/A**

Click here for full text details

LUST
Status: Preliminary site assessment workplan submitted
Status: Completed - Case Closed

AA248
West
1/4-1/2
0.342 mi.
1808 ft.

Relative:
Higher

FORMER 76 (CIRCLE K S #5715)
100 PALMDALE BLVD W
PALMDALE, CA 93551

LUST **S104402959**
N/A

Click here for full text details

LUST
Status: Pollution Characterization
Status: Completed - Case Closed

AA249
West
1/4-1/2
0.344 mi.
1814 ft.

Relative:
Higher

PALMDALE GAS
103 W PALMDALE BLVD
PALMDALE, CA 93551

UST **U003778062**
LOS ANGELES CO. HMS **N/A**

Click here for full text details

LOS ANGELES CO. HMS
Facility Status: Permit

AA250
West
1/4-1/2
0.344 mi.
1814 ft.

Relative:
Higher

94189
103 W PALMDALE BLVD
PALMDALE, CA 93550

HIST UST **U001586961**
SWEEPS UST **N/A**

Click here for full text details

SWEEPS UST
Status: A
Status: A
Status: A
Status: A

251
West
1/4-1/2
0.380 mi.
2008 ft.

Relative:
Higher

WEST INTERMEDIATE SCHOOL
AVENUE Q/DIVISION STREET
PALMDALE, CA 93551

SCH **S107737599**
ENVIROSTOR **N/A**

Click here for full text details

SCH
Current Status: No Further Action
Status: No Further Action

ENVIROSTOR

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number
	WEST INTERMEDIATE SCHOOL (Continued) Status: No Further Action		**S107737599**
Z252 **East** **1/4-1/2** **0.400 mi.** **2112 ft.** **Relative:** **Lower**	**GATEWAY CLEANERS** **1813-A E. PALMDALE BLVD.** **PALMDALE, CA 93550** **Click here for full text details** **ENVIROSTOR** Status: Refer: 1248 Local Agency	**ENVIROSTOR**	**S106797580** **N/A**
253 **East** **1/4-1/2** **0.448 mi.** **2367 ft.** **Relative:** **Lower**	**SHELL SERVICE STATION** **1853 PALMDALE BOULEVARD, EAST** **PALMDALE, CA 93550** **Click here for full text details** **LUST** Status: Open - Verification Monitoring	**LUST**	**S108245079** **N/A**
254 **NNW** **1/2-1** **0.539 mi.** **2845 ft.** **Relative:** **Lower**	**LAIDLAW TRANSIT, INC** **39110 3RD STREET, EAST** **PALMDALE, CA 93550** **Click here for full text details**	**SWF/LF** **HAZNET**	**S104580804** **N/A**
255 **East** **1/2-1** **0.550 mi.** **2902 ft.** **Relative:** **Lower**	**PALMDALE HIGH SCHOOL** **2137 R** **PALMDALE, CA 93524** **Click here for full text details** **LUST** Status: Case Closed Status: Completed - Case Closed	**HIST CORTESE** **LUST**	**S101297697** **N/A**
256 **North** **1/2-1** **0.592 mi.** **3128 ft.** **Relative:** **Lower**	**ALLAN CO** **39530 12TH ST E** **PALMDALE, CA 93550** **Click here for full text details**	**SWRCY** **PROC**	**S111239499** **N/A**

257
NW
1/2-1
0.598 mi.
3159 ft.

Relative:
Lower

MR RALPH PARSONS COMPANY
39516 DIVISION E.
PALMDALE, CA

HIST CORTESE **S102434021**
LUST **N/A**

Click here for full text details

LUST
Status: Leak being confirmed
Status: Completed - Case Closed

258
NE
1/2-1
0.792 mi.
4184 ft.

Relative:
Lower

PALMDALE CANT AREA

PALMDALE, CA

FUDS **1009484711**
N/A

Click here for full text details

259
NE
1/2-1
0.938 mi.
4953 ft.

Relative:
Lower

ANTELOPE VALLEY COMMUNITY DAY SCH. SOUTH
AVENUE Q/22ND STREET EAST
PALMDALE, CA 93550

SCH **S105628472**
ENVIROSTOR **N/A**

Click here for full text details

SCH
Current Status: No Further Action
Status: No Further Action

ENVIROSTOR
Status: No Further Action

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	AST	Aboveground Petroleum Storage Tank Facilities	State Water Resources Control Board	08/01/2009	09/10/2009	10/01/2009
CA	CA BOND EXP. PLAN	Bond Expenditure Plan	Department of Health Services	01/01/1989	07/27/1994	08/02/1994
CA	CA FID UST	Facility Inventory Database	California Environmental Protection Agency	10/31/1994	09/05/1995	09/29/1995
CA	CDL	Clandestine Drug Labs	Department of Toxic Substances Control	12/31/2011	02/14/2012	02/21/2012
CA	CHMIRS	California Hazardous Material Incident Report System	Office of Emergency Services	12/31/2010	05/03/2011	06/15/2011
CA	CORTESE	"Cortese" Hazardous Waste & Substances Sites List	CAL EPA/Office of Emergency Information	01/03/2012	01/03/2012	01/19/2012
CA	DEED	Deed Restriction Listing	Department of Toxic Substances Control	12/12/2011	12/13/2011	01/19/2012
CA	DRYCLEANERS	Cleaner Facilities	Department of Toxic Substance Control	01/19/2012	01/19/2012	02/21/2012
CA	EMI	Emissions Inventory Data	California Air Resources Board	12/31/2008	09/29/2010	10/18/2010
CA	ENF	Enforcement Action Listing	State Water Resoruces Control Board	08/15/2011	08/23/2011	10/03/2011
CA	ENVIROSTOR	EnviroStor Database	Department of Toxic Substances Control	02/07/2012	02/07/2012	02/22/2012
CA	FINANCIAL ASSURANCE 1	Financial Assurance Information Listing	Department of Toxic Substances Control	03/01/2007	06/01/2007	06/29/2007
CA	FINANCIAL ASSURANCE 2	Financial Assurance Information Listing	California Integrated Waste Management Board	11/29/2011	11/30/2011	12/13/2011
CA	HAULERS	Registered Waste Tire Haulers Listing	Integrated Waste Management Board	01/20/2012	01/24/2012	02/21/2012
CA	HAZNET	Facility and Manifest Data	California Environmental Protection Agency	12/31/2010	07/19/2011	08/16/2011
CA	HIST CAL-SITES	Calsites Database	Department of Toxic Substance Control	08/08/2005	08/03/2006	08/24/2006
CA	HIST CORTESE	Hazardous Waste & Substance Site List	Department of Toxic Substances Control	04/01/2001	01/22/2009	04/08/2009
CA	HIST UST	Hazardous Substance Storage Container Database	State Water Resources Control Board	10/15/1990	01/25/1991	02/12/1991
CA	HWP	EnviroStor Permitted Facilities Listing	Department of Toxic Substances Control	08/09/2010	08/11/2010	08/20/2010
CA	HWT	Registered Hazardous Waste Transporter Database	Department of Toxic Substances Control	01/18/2012	01/18/2012	02/21/2012
CA	LDS	Land Disposal Sites Listing	State Water Qualilty Control Board	01/20/2012	01/20/2012	02/21/2012
CA	LIENS	Environmental Liens Listing	Department of Toxic Substances Control	12/16/2011	12/16/2011	01/19/2012
CA	LUST	Geotracker's Leaking Underground Fuel Tank Report	State Water Resources Control Board	01/20/2012	01/20/2012	02/21/2012
CA	LUST REG 1	Active Toxic Site Investigation	California Regional Water Quality Control Boa	02/01/2001	02/28/2001	03/29/2001
CA	LUST REG 2	Fuel Leak List	California Regional Water Quality Control Boa	09/30/2004	10/20/2004	11/19/2004
CA	LUST REG 3	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	05/19/2003	05/19/2003	06/02/2003
CA	LUST REG 4	Underground Storage Tank Leak List	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	LUST REG 5	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	07/01/2008	07/22/2008	07/31/2008
CA	LUST REG 6L	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	09/09/2003	09/10/2003	10/07/2003
CA	LUST REG 6V	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	06/07/2005	06/07/2005	06/29/2005
CA	LUST REG 7	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	02/26/2004	02/26/2004	03/24/2004
CA	LUST REG 8	Leaking Underground Storage Tanks	California Regional Water Quality Control Boa	02/14/2005	02/15/2005	03/28/2005
CA	LUST REG 9	Leaking Underground Storage Tank Report	California Regional Water Quality Control Boa	03/01/2001	04/23/2001	05/21/2001
CA	MCS	Military Cleanup Sites Listing	State Water Resources Control Board	01/20/2012	01/20/2012	02/21/2012
CA	MWMP	Medical Waste Management Program Listing	Department of Public Health	12/07/2011	12/15/2011	01/19/2012
CA	NOTIFY 65	Proposition 65 Records	State Water Resources Control Board	10/21/1993	11/01/1993	11/19/1993
CA	NPDES	NPDES Permits Listing	State Water Resources Control Board	11/21/2011	11/22/2011	12/13/2011
CA	PROC	Certified Processors Database	Department of Conservation	12/12/2011	12/19/2011	01/19/2012
CA	RESPONSE	State Response Sites	Department of Toxic Substances Control	02/07/2012	02/07/2012	02/22/2012
CA	SCH	School Property Evaluation Program	Department of Toxic Substances Control	02/07/2012	02/07/2012	02/22/2012
CA	SLIC	Statewide SLIC Cases	State Water Resources Control Board	01/20/2012	01/20/2012	02/21/2012
CA	SLIC REG 1	Active Toxic Site Investigations	California Regional Water Quality Control Boa	04/03/2003	04/07/2003	04/25/2003
CA	SLIC REG 2	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board San Fran	09/30/2004	10/20/2004	11/19/2004
CA	SLIC REG 3	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	05/18/2006	05/18/2006	06/15/2006
CA	SLIC REG 4	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Region Water Quality Control Board Los Angele	11/17/2004	11/18/2004	01/04/2005
CA	SLIC REG 5	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board Central	04/01/2005	04/05/2005	04/21/2005
CA	SLIC REG 6L	SLIC Sites	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	SLIC REG 6V	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board, Victorv	05/24/2005	05/25/2005	06/16/2005
CA	SLIC REG 7	SLIC List	California Regional Quality Control Board, Co	11/24/2004	11/29/2004	01/04/2005
CA	SLIC REG 8	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Region Water Quality Control Board	04/03/2008	04/03/2008	04/14/2008
CA	SLIC REG 9	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	09/10/2007	09/11/2007	09/28/2007
CA	SWEEPS UST	SWEEPS UST Listing	State Water Resources Control Board	06/01/1994	07/07/2005	08/11/2005
CA	SWF/LF (SWIS)	Solid Waste Information System	Department of Resources Recycling and Recover	11/21/2011	11/22/2011	12/13/2011
CA	SWRCY	Recycler Database	Department of Conservation	12/12/2011	12/19/2011	01/19/2012
CA	TOXIC PITS	Toxic Pits Cleanup Act Sites	State Water Resources Control Board	07/01/1995	08/30/1995	09/26/1995
CA	UST	Active UST Facilities	SWRCB	01/20/2012	01/20/2012	02/22/2012
CA	UST MENDOCINO	Mendocino County UST Database	Department of Public Health	09/23/2009	09/23/2009	10/01/2009
CA	VCP	Voluntary Cleanup Program Properties	Department of Toxic Substances Control	02/07/2012	02/07/2012	02/22/2012
CA	WDS	Waste Discharge System	State Water Resources Control Board	06/19/2007	06/20/2007	06/29/2007
CA	WIP	Well Investigation Program Case List	Los Angeles Water Quality Control Board	07/03/2009	07/21/2009	08/03/2009
CA	WMUDS/SWAT	Waste Management Unit Database	State Water Resources Control Board	04/01/2000	04/10/2000	05/10/2000
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2009	03/01/2011	05/02/2011
US	CERCLIS	Comprehensive Environmental Response, Compensation, and Liab	EPA	12/27/2011	02/27/2012	03/12/2012
US	CERCLIS-NFRAP	CERCLIS No Further Remedial Action Planned	EPA	12/28/2011	02/27/2012	03/12/2012
US	COAL ASH DOE	Sleam-Electric Plan Operation Data	Department of Energy	12/31/2005	08/07/2009	10/22/2009
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	08/17/2010	01/03/2011	03/21/2011
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	12/01/2011	01/25/2012	03/01/2012
US	CORRACTS	Corrective Action Report	EPA	08/19/2011	08/31/2011	01/10/2012
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009
US	DELISTED NPL	National Priority List Deletions	EPA	09/07/2011	10/12/2011	03/01/2012
US	DOD	Department of Defense Sites	USGS	12/31/2005	11/10/2006	01/11/2007
US	DOT OPS	Incident and Accident Data	Department of Transporation, Office of Pipeli	07/29/2011	08/09/2011	11/11/2011
US	EDR Historical Auto Stations	EDR Proprietary Historic Gas Stations	EDR, Inc.			
US	EDR Historical Cleaners	EDR Proprietary Historic Dry Cleaners	EDR, Inc.			
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	10/03/2011	10/04/2011	11/11/2011
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	12/10/2010	01/11/2011	02/16/2011
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	12/31/2005	02/06/2006	01/11/2007
US	FEMA UST	Underground Storage Tank Listing	FEMA	01/01/2010	02/16/2010	04/12/2010
US	FINDS	Facility Index System/Facility Registry System	EPA	10/23/2011	12/13/2011	03/01/2012
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	12/31/2009	08/12/2010	12/02/2010
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	10/04/2011	10/04/2011	11/11/2011
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	07/20/2011	11/10/2011	01/10/2012
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	10/01/2011	11/01/2011	11/11/2011
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	11/02/2011	11/04/2011	11/11/2011
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	12/14/2011	12/15/2011	01/10/2012
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	09/12/2011	09/13/2011	11/11/2011
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	11/01/2011	11/21/2011	01/10/2012
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	08/18/2011	08/19/2011	09/13/2011
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	12/05/2011	12/07/2011	01/10/2012
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2005	12/08/2006	01/11/2007
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	10/01/2011	11/01/2011	11/11/2011
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	11/02/2011	11/04/2011	11/11/2011
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	12/14/2011	12/15/2011	01/10/2012
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	07/01/2011	08/26/2011	09/13/2011
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	05/10/2011	05/11/2011	06/14/2011
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	11/01/2011	11/21/2011	01/10/2012
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	08/18/2011	08/19/2011	09/13/2011
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	11/28/2011	11/29/2011	01/10/2012
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	08/04/2011	10/04/2011	11/11/2011
US	INDIAN VCP R7	Voluntary Cleanup Priority Lisitng	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	09/09/2011	09/16/2011	09/29/2011
US	LUCIS	Land Use Control Information System	Department of the Navy	12/09/2005	12/11/2006	01/11/2007
US	MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	08/18/2011	09/08/2011	09/29/2011
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	06/21/2011	07/15/2011	09/13/2011
US	Manufactured Gas Plants	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	NPL	National Priority List	EPA	09/07/2011	10/12/2011	03/01/2012
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	PADS	PCB Activity Database System	EPA	11/01/2010	11/10/2010	02/16/2011
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	02/01/2011	10/19/2011	01/10/2012
US	Proposed NPL	Proposed National Priority List Sites	EPA	09/07/2011	10/12/2011	03/01/2012
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RADINFO	Radiation Information Database	Environmental Protection Agency	01/10/2012	01/12/2012	03/01/2012
US	RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generators	Environmental Protection Agency	11/10/2011	01/05/2012	03/12/2012
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	11/10/2011	01/05/2012	03/12/2012
US	RCRA-NonGen	RCRA - Non Generators	Environmental Protection Agency	11/10/2011	01/05/2012	03/12/2012
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	11/10/2011	01/05/2012	03/12/2012
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	11/10/2011	01/05/2012	03/12/2012
US	ROD	Records Of Decision	EPA	09/28/2011	12/14/2011	01/10/2012
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	03/07/2011	03/09/2011	05/02/2011
US	SSTS	Section 7 Tracking Systems	EPA	12/31/2009	12/10/2010	02/25/2011
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2009	09/01/2011	01/10/2012
US	TSCA	Toxic Substances Control Act	EPA	12/31/2006	09/29/2010	12/02/2010
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	09/14/2010	10/07/2011	03/01/2012
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	06/27/2011	06/27/2011	09/13/2011
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	10/07/2011	12/09/2011	01/10/2012
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	12/30/2011	12/30/2011	01/10/2012
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	09/01/2007	11/19/2008	03/30/2009
US	US INST CONTROL	Sites with Institutional Controls	Environmental Protection Agency	12/30/2011	12/30/2011	01/10/2012

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CT	CT MANIFEST	Hazardous Waste Manifest Data	Department of Environmental Protection	11/21/2011	11/22/2011	12/22/2011
NJ	NJ MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2010	07/20/2011	08/11/2011
NY	NY MANIFEST	Facility and Manifest Data	Department of Environmental Conservation	01/10/2012	02/09/2012	03/09/2012
PA	PA MANIFEST	Manifest Information	Department of Environmental Protection	12/31/2009	01/26/2012	03/06/2012
RI	RI MANIFEST	Manifest information	Department of Environmental Management	12/31/2010	06/24/2011	06/30/2011
WI	WI MANIFEST	Manifest Information	Department of Natural Resources	12/31/2010	08/19/2011	09/15/2011
US	Oil/Gas Pipelines	GeoData Digital Line Graphs from 1:100,000-Scale Maps	USGS			
US	Electric Power Lines	Electric Power Transmission Line Data	Rextag Strategies Corp.			
US	AHA Hospitals	Sensitive Receptor: AHA Hospitals	American Hospital Association, Inc.			
US	Medical Centers	Sensitive Receptor: Medical Centers	Centers for Medicare & Medicaid Services			
US	Nursing Homes	Sensitive Receptor: Nursing Homes	National Institutes of Health			
US	Public Schools	Sensitive Receptor: Public Schools	National Center for Education Statistics			
US	Private Schools	Sensitive Receptor: Private Schools	National Center for Education Statistics			
CA	Daycare Centers	Sensitive Receptor: Licensed Facilities	Department of Social Services			
US	Flood Zones	100-year and 500-year flood zones	Emergency Management Agency (FEMA)			
US	NWI	National Wetlands Inventory	U.S. Fish and Wildlife Service			
US	USGS 7.5' Topographic Map	Scanned Digital USGS 7.5' Topographic Map (DRG)	USGS			

STREET AND ADDRESS INFORMATION

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PETRO-LOCK INC (T0603700266) - (MAP)

38206 SIERRA HWY N
PALMDALE, CA 93534
LOS ANGELES COUNTY
LUST CLEANUP SITE

CLEANUP OVERSIGHT AGENCIES
LAHONTAN RWQCB (REGION 6T) *(LEAD)* - *CASE #: 6B1900213T*
CASEWORKER: *JAMES BRATHOVDE*
LAHONTAN RWQCB (REGION 6V) - *CASE #: 6B1900213T*
LOS ANGELES COUNTY
CASEWORKER: *Manual Regalado*

- Summary
- Closure Review
- Cleanup Action Report
- Regulatory Activities
- Environmental Data (ESI)
- Site Maps / Documents
- Community Involvement
- Related Cases

Regulatory Profile

PRINTABLE CASE SUMMARY

CLEANUP STATUS - **DEFINITIONS**
OPEN - SITE ASSESSMENT AS OF 4/3/1991 - CLEANUP STATUS HISTORY

POTENTIAL CONTAMINANTS OF CONCERN
GASOLINE

POTENTIAL MEDIA AFFECTED
SOIL VAPOR, UNDER INVESTIGATION, SOIL, AQUIFER USED FOR DRINKING WATER SUPPLY

FILE LOCATION

BENEFICIAL USE
NONE SPECIFIED

Site History

No site history available

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0.0703125 seconds

California Regional Water Quality Control Board
Lahontan Region

Winston H. Hickox
Secretary for Environmental Protection

Victorville Office
Internet Address: http://www.swrcb.ca.gov/rwqcb6
15428 Civic Drive, Suite 100, Victorville, California 92392
Phone (760) 241-6583 • FAX (760) 241-7308

Gray Davis
Governor

July 12, 2002

LUSTIS No.: 6B1900213T

Mr. Wayne Ulberg
45315 N. Trevor Avenue
Lancaster, CA 93539

REQUEST FOR SITE CLOSURE UPDATE, PETRO-LOCK FACILITY, 38206 SIERRA HIGHWAY NORTH, PALMDALE, LOS ANGELES COUNTY

Introduction

On July 9, 2002, the California Regional Water Quality Control Board staff (Board staff) conducted a site inspection of the referenced Underground Storage Tank (UST) facility. The facility is no longer in operation at the 38206 Sierra Highway North address, and Board staff did not observe any USTs at the property. Based on our inspection and available information provided to this agency, Board staff has no verification that this site was closed.

Summary/Necessary Future Actions

Board staff requests that you provide to the Regional Board by **August 15, 2002** information regarding the closure of this UST case. If another regulatory agency has closed this UST case, Board staff requests a copy of the Case Closure Summary Form for our records.

If you have any questions regarding this matter, please telephone me at (760) 241-7364 or Hisam A. Baqai, Supervising Engineer at (760) 241-6583.

Sincerely,

Greg Cash

Greg Cash
Associate Engineering Geologist
Antelope/Indian Wells Unit

GC\rc\Y:\Drafts\PetroLock, 38206 Sierra HWY N, 6B1900213T.doc

FACILITIES INSPECTION REPORT

Program Type TANKS
Agency Type PR
Facility Type IND
PCA System Task No: 324

OFFICE NO: GV

INSPECTOR: G. Cash

6B190021 3T	Petro Lock	Petro Lock
WDS NUMBER	NAME OF AGENCY OR PARTY RESPONSIBLE FOR DISCHARGE	NAME OF FACILITY
	45315 N. Trevor Ave	38206 Sierra Hwy N
NPDES NUMBER	AGENCY STREET	FACILITY STREET
	Lancaster, CA 93539	Palmdale, CA 93550
SCHED INSPECT BEGIN DATE	AGENCY CITY AND STATE	FACILITY CITY AND STATE
SCHED INSPECT END DATE	Don Stull	Wayne Ulbers
SCHED INSPECT TYPE	AGENCY CONTACT PERSON	FACILITY CONTACT PERSON
07-09-02		(661) 948-6044
ACTUAL INSPECTION DATE	AGENCY PHONE NO.	FACILITY PHONE NO.

INSPECTION TYPE (Check One)

(A1) "A" type compliance -- (EPA Type S)
(B1) "B" type compliance -- (EPA Type C)
(02) Noncompliance follow-up -- Correction of a previously identified violation.
(03) Enforcement follow-up -- Enforcement action is being met.
(04) Complaint -- Complaint.
(05) Pre-requirement
X (06) Miscellaneous (UST)
(07) Pretreatment Audit (Every 5 years)
(08) Pretreatment Compliance (Yearly except audit year)

(Type)

If this is an EPA inspection not mentioned above, please note type. (e.g. - biomonitoring, performance audit, diagnostic, etc.)

N Were VIOLATIONS noted during this inspection? (Yes/No/Pending Sample Results)
N Was this a Quality Assurance-Based Inspection? (Y/N)
N Were bioassay samples taken? (N = No. If YES, then S = Static or F = Flowthrough)

INSPECTION SUMMARY (REQUIRED) (100 character limit)

UST Inspection - Status Update - station is not onsite - No visible USTs or associated piping - site is an abandoned dirt field - some loose soil piles / concrete on site. Need Status from Discharger.

INSPECTOR'S DATA:

INITIALS G.C. SIGNATURE G. Cash DATE 07-10-02

For Internal Use: Reviewed By: (1) EJL 7/10/02 (2) _____ (3) _____

SWIM Data Entry Date: 8/22/02 CW Regional Board File Number: _____ Reg. SWIM Coordinator

FACILITIES INSPECTION REPORT (Continued)

WDS:

VIOLATION (IF APPLICABLE)

VIOLATION TYPE:

DATE OF VIOLATION (YYMMDD): _____

DATE OF VIOLATION DETERMINATION (YYMMDD): _____

DESCRIPTION (200 Character Limit):

EPA SUGGESTED INSPECTION CHECKLIST

____ Permit	____ Flow Measurement	____ Pretreatment	____ Operations Maintenance
____ Records/Reports	____ Laboratories	____ Compliance Schedules	____ Sludge Disposal
____ Facility Site Review	____ Eff/Receiving Waters	____ Self-Monitoring	____ Other

____ (1 - 5) Overall Facility Operation Evaluation (5 = Very Reliable, 3 = Satisfactory, 1 = Unreliable)

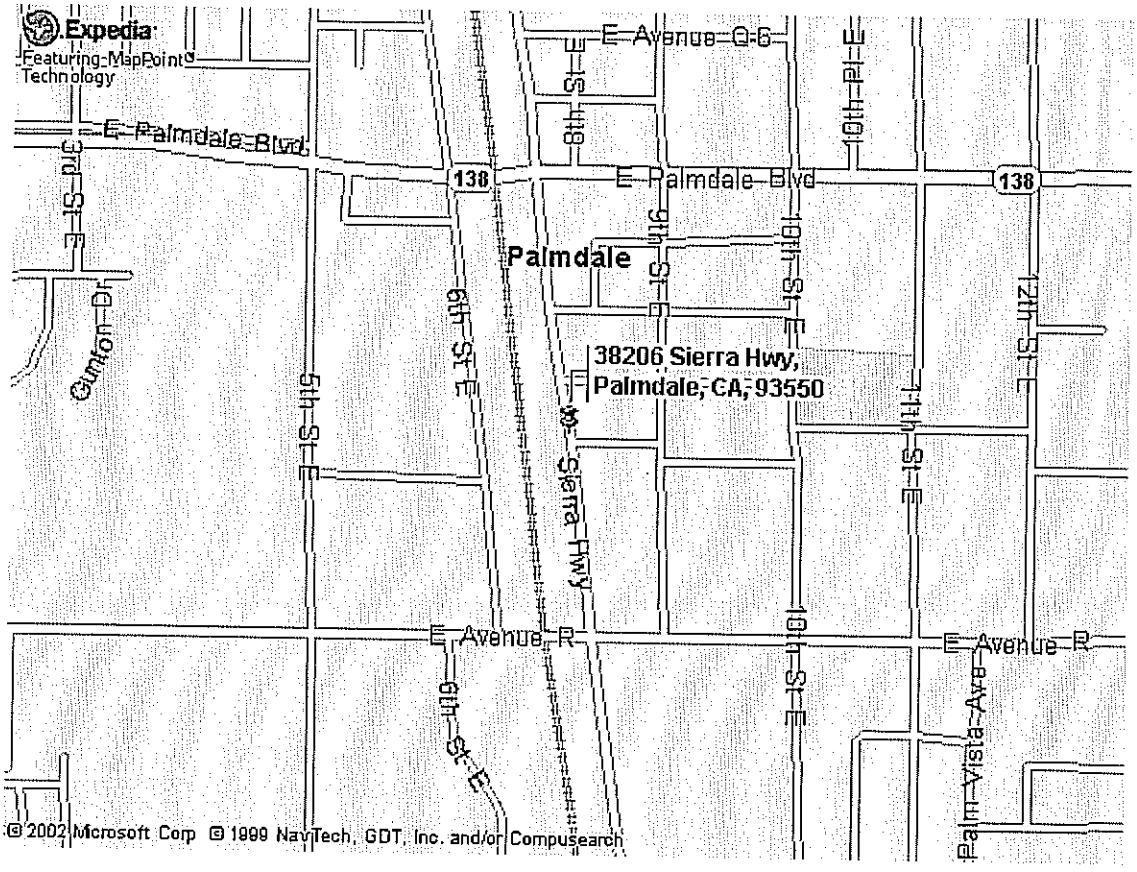
ADDITIONAL COMMENTS, SPECIAL INSTRUCTIONS, ITEMS FOR FOLLOWUP ON FUTURE INSPECTIONS, NOTES, ETC. (Attach additional pages, if necessary)

Send letter to Petrolock to inquire about status of UST.
Geotracker still has the UST case open - Last activity on 6-9-98 (Regulatory Review).

HISTORICAL INFORMATION

MOST RECENT ORDERS:			MOST RECENT INSPECTIONS:			MOST RECENT VIOLATIONS:	
ORDER NO.	DATE ADOPT	TYPE	DATE	TYPE	VIOLS?	VIOL. TYPE	DATE

Print this page using the print function in your browser.



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UST: 6B19002137

California Regional Water Quality Control Board

Lahontan Region

Winston H. Hickox
Secretary for
Environmental
Protection

2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150
Phone (530) 542-5400 • FAX (530) 544-2271

Gray Davis
Governor

April 3, 2002

UNDERGROUND STORAGE TANK OWNERS, OPERATORS AND OTHER INTERESTED PARTIES:

REQUIRED ELECTRONIC DELIVERABLE FORMAT FOR LABORATORY AND SITE DATA SUBMITTALS TO REGULATING AGENCIES

Assembly Bill 2886 (AB 2886) was passed by the State legislature in 2000, requiring that Underground Storage Tank Owners and/or Operators (individually or collectively the Responsible Party) or their agents submit analytical data electronically via the Internet to the Regulating Agencies. The new regulations are contained within California Code of Regulations (CCR), Title 23, Chapter 16, Article 12; Sections 2729 and 2729.1.

The State Water Resources Control Board (State Board) designated the Electronic Deliverable Format (EDF) developed by the U.S. Army Corps of Engineers as the means to comply with the new regulations. EDF enables laboratories and consultants to produce data in a standardized format that can be transmitted electronically to the Responsible Party and Regulating Agencies. All EDF data must be submitted over the Internet to the State Board's Geographic Environmental Information Management System database (GeoTracker). For more information about the EDF process, you may log-on to the State Board web site at **http://geotracker.swrcb.ca.gov** and then click on the information link to **AB 2886 Electronic Reporting**.

Since September 1, 2001, analytical laboratories have been required to submit electronic data using EDF for their analyses of soil and groundwater samples. These submittals, in addition to the customary paper format, are required for all UST sites (including both the preventive and investigative/cleanup components of the UST program).

After January 1, 2002, in addition to the laboratory data, site specific information is required to be submitted electronically for the following: 1) the latitude and longitude of groundwater monitoring wells (including any other well or permanent sampling point designated at the site) accurate to within one meter; 2) the surveyed elevation, relative to mean sea level, for any groundwater sampled, accurate to within a tenth of a foot; 3) groundwater information, including depth to water, free product presence/thickness and well status; and 4) a site map in electronic format showing property boundaries, buildings, and soil and water sampling locations.

Password: To initiate the EDF in GeoTracker, the Responsible Party is required to obtain a password by logging-on to the State Board web site at **http://geotracker.swrcb.ca.gov** and then click on the information link to **AB 2886 Electronic Reporting**. Then go to "For **Passwords and Login**". The password is used by the Responsible Party (or their agent) to upload the required analytical data into the GeoTracker database.

Assistance: If you, as a Responsible Party, require assistance to obtain or use a password (or to submit data and maps electronically), you may have an agent assist you (e.g., an environmental consultant, engineer, attorney, etc.), or you may call the GeoTracker help-desk at **1-800-506-9118**. Also, for detailed information regarding regulatory requirements or to find a State Board staff contact, the Responsible Party (or designated agent) may log on to the **AB 2886 Electronic Reporting** information link on the GeoTracker website listed above.

For eligible sites, the California Leaking UST Cleanup Fund will cover additional costs incurred by claimants for compliance with these regulations, to the extent that these costs are reasonable and necessary.

A recent review of GeoTracker shows that EDF submittals for UST cases in the Lahontan Region is at 15% compliance. **If you have not submitted EDF for laboratory data since September 1, 2001, you need to do so to comply with Section 2729, Chapter 16, Title 23, CCR.** Failing to submit EDF could delay approvals for workplans and requests for case closure.

If you have any questions, you may contact the GeoTracker help-desk at 1-800-506-9118 or the appropriate Regional Board staff. If you are unsure of the Regional Board staff to contact, you may call James Brathovde in the South Lake Tahoe office at (530) 542-5572 or Greg Cash in the Victorville office at (760) 241-7364.

Sincerely,

Robert S. Dodds
Assistant Executive Officer

JEB/cgT:UST.EDFMASSMAILINGLETTER.MARCH2002

Winston H. Hickox
Secretary for Environmental Protection

California Regional Water Quality Control Board

Lahontan Region

Gray Davis
Governor

Victorville Office
Internet Address: http://www.mscomm.com/~rwqcb6
15428 Civic Drive, Suite 100, Victorville, California 92392
Phone (760) 241-6583 • FAX (760) 241-7308

May 14, 1999

LUSTIS No. - 6B1900213T

Petro-Lock
Don Stull
PO Box 2226
Lancaster CA 93534

Dear Don Stull:

LANDOWNER NOTIFICATION AND PARTICIPATION REQUIREMENTS

The purpose of this letter is to inform you of recently enacted Legislation which may affect you. Sections 25297.15 and 25299.37 of the Health and Safety Code require that all current record owners of fee title be notified of any cleanup or site closure proposals, or when a lead agency issues a closure letter. All reasonable steps must be taken to accommodate landowner participation in the cleanup and site closure process.

According to our records you are the primary or active responsible party for site investigation and cleanup at the above-referenced site. *Accordingly, you are asked to provide the Regional Board with a complete mailing list of all record fee title owners of the subject property(s) within* ***30 days of receipt of this letter***. The list must be substantiated from the official records at the county assessor's office. Please also include a separate listing of all property owners affected by soil or ground water plumes that have migrated off of your site. It is your responsibility to keep this office informed of any changes in the property holders. The primary responsible party and regulatory agency are required to involve other landowners in the cleanup and site closure process accordingly and prior to the issuance of a case closure letter. You may use the two enclosed sample letters for the above items.

We are also required to notify you that you may request the designation of an administering agency when required to conduct corrective action at your site. The regional Board is currently the lead agency for your site and you are not required to request an administering agency. An administering agency is like a lead agency. If you want to know more information about this program please contact this office.

Additional information about the Regional Board's UST Program is available in a series of Fact Sheets prepared by Regional Board staff which are available from either office or the region's Internet site (*www.mscomm.com/~rwqcb6*). Additional information is also available on the State Water Resources Control Board site (www.swrcb.ca.gov).

Please include the Leaking Underground Storage Tank Information System (LUSTIS) Number, identified above, on all future correspondence regarding this site.

Thank you for your cooperation. We look forward to receiving the requested information. If you have any questions please call me at the Regional Board office at (760) 241-7413.

Sincereiy,

Cindi Mitton
UST Program Manager
Lahontan Regional Water Quality Control Board

Enclosures (3): Sample Letter 2
Sample Letter 3
Legislation

Find enclosures in the General (UST) File.

Regional Water Quality Control Board - Lahontan Region - Victorville
Leaking Underground Storage Tank Case Listing

Site Name: PETRO-LOCK INC RB LUSTIS Case No: 6B1900213T
Address: 38206 SIERRA HWY N PALMDALE 93534 County: Los Angeles

Operator: DON STULL

Local Agency: County of Los Angeles Lead Agency: Regional Board
Substance: 8006619 Amt. Leaked:

Case Type: Soil Only - S Priority: 3A Status: Pollution Characterization - 5C
Interim Action Taken (Y/N):N Abatement Methods:

Depth to Groundwater 0 Feet Below Ground Surface (BGS)
MTBE Present? Concentration ug/l Date Sampled

Resp. Party Search Status: Solvent
Resp. Party: PETRO-LOCK Phone:
Contact: DON STULL
Address: PO BOX 2226 LANCASTER CA 93534

Date Reported: 06/13/90 Date Entered: 04/23/91 Emergency: N
Staff: REF Deferral Date:06/01/95

Pilot Program? Y Source of Funding: Federal Funds Did Board Send Prop 65 Report? N

Reported By LOS ANGELES COUNTY PW Represents Local Agency
Address 900 FREMONT AVE S ALHAMBRA CA 91803 Local Case No

Leak Being Confirmed	07/17/90	Remedial Action Plan	
Pre. Assess. WP Sub		Remedial Action	
Pre. Site Assess. Underway	11/01/88	Post Action Monitoring	
Pollution Characterization	04/03/91	Case Closed	

Enforcement Type: 2 (0,1,2,3) Enforcement Date:
CAO Number CAO Date

Tracking Dates

1.

2. 09/03/93 LACDPW REQ RP SUBMIT SA RPT

3. 01/31/95 LACDPW REQ SAME 4/13/95

Summary

SITE #10301.RP REQ ON BY LA COUNTY 3 SEPERATE OCASSIONS TO SUBMIT SITE ASSESSMENT PROPOSAL AND MANIFESTS DOC DISP PF REINSEATE. REMEDIAL INVEST BEGAN 4/3/91.

Regional Water Quality Control Board - Lahontan Region - Victorville
Leaking Underground Storage Tank Case Listing

I-10301

AICC 10-7-91

Site Name: PETRO-LOCK INC
Address: 38206 SIERRA HWY N PALMDALE 93534
RB LUSTIS Case No: 6B1900213T
County: Los Angeles

Operator: DON STULL

Local Agency: County of Los Angeles
Substance: 8006619
Lead Agency: Regional Board
Amt. Leaked:

Case Type: Soil Only - S
Priority: 3A
Status: Pollution Characterization - 5C
Interim Action Taken (Y/N):N
Abatement Methods:

Depth to Groundwater 0 Feet Below Ground Surface (BGS)
MTBE Present? Concentration ug/l Date Sampled

Resp. Party Search Status: Solvent
Resp. Party: PETRO-LOCK
Phone:
Contact: DON STULL
Address: PO BOX 2226 LANCASTER CA 93534

Date Reported: 06/13/90
Date Entered: 04/23/91
Emergency: N
Staff: REF
Deferral Date: 6-1-95

Pilot Program? Y
Source of Funding: Federal Funds
Did Board Send Prop 65 Report? N

Reported By LOS ANGELES COUNTY PW
Represents Local Agency
Address 900 FREMONT AVE S ALHAMBRA CA 91803

Leak Being Confirmed	07/17/90	Remedial Action Plan	
Pre. Assess. WP Sub		Remedial Action	
Pre. Site Assess. Underway	11/01/88	Post Action Monitoring	
Pollution Characterization	04/03/91	Case Closed	

Enforcement Type: 2 (0,1,2,3)
Enforcement Date:
CAO Number
CAO Date

Tracking Dates
1.
2.
3.

Summary
SITE #10301

TANK CLOSURE NOT APPROVED ON 9/27/90

Tracking Dates

1. __/__/__ _____.

2. 9/30/93 LACDPW REQ RP SUBMIT SA RPT___.

3. 1/31/95 LACDPW REQ SAME BY 4/13/95___.

Summary

RP REQ BY LA COUNTY ON 3 SEPERATE DOC ASSIONS TO SUBMIT SITE ASSESSMENT PROPOSAL AND MANIFESTS DOC DISP OF RINSEATE. REMEDIAL INVEST BEGAN 4/3/91.

Case Status Review On
9/96

1-10301

Site Name: PETRO-LOCK INC
Address: 38206 SIERRA HWY N PALMDALE 93534

RB LUSTIS Case No: 6B1900213T
County: Los Angeles

Operator: DON STULL

Local Agency: County of Los Angeles
Substance: 8006619

Lead Agency: Regional Board
Amt. Leaked:

Case Type: Soil Only - S
Priority: 3A
Status: Pollution Characterization - 5C
Interim Action Taken (Y/N):N
Abatement Methods:

Depth to Groundwater 0 Feet Below Ground Surface (BGS)
MTBE Present? Concentration ug/l Date Sampled

Resp. Party Search Status: Solvent
Resp. Party: PETRO-LOCK
Phone:
Contact: DON STULL
Address: PO BOX 2226 LANCASTER CA 93534

Date Reported: 06/13/90
Date Entered: 04/23/91
Emergency: N
Staff: REF
Deferral Date: 6-1-95

Pilot Program? Y
Source of Funding: Federal Funds
Did Board Send Prop 65 Report? N

Reported By LOS ANGELES COUNTY PW
Represents Local Agency
Address 900 FREMONT AVE S ALHAMBRA CA 91803

Leak Being Confirmed	07/17/90	Remedial Action Plan	
Pre. Assess. WP Sub		Remedial Action	
Pre. Site Assess. Underway	11/01/88	Post Action Monitoring	
Pollution Characterization	04/03/91	Case Closed	

Enforcement Type: 2 (0,1,2,3)
Enforcement Date:
CAO Number
CAO Date

Tracking Dates
1.
2.
3.

Summary
SITE #10301

TANK CLOSURE NOT APPROVED ON 9/27/90

Tracking Dates

1. 91 196 what is status of clsr.

2. 91 196 kvwd for clsr. clsr pending.

3. / /

Summary

DTU 100 fbg. soil only case. ~~Contam~~ FHC are ~~PH~~ gasoil and diesel. Max TPHd 14,600 ppm at 30 fbg. Max ~~PH~~ FHC depth. Max depth of contam is 1C fbg. Case pending clsr.

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

HARRY W. STONE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

January 31, 1995

IN REPLY PLEASE
REFER TO FILE: I-10301

MR DON STULL
PETRO-LOCK
PO BOX 2226
LANCASTER CA 93534

Dear Mr. Stull:

UST LOCAL OVERSIGHT PROGRAM (LOP) REVIEW SHEET
SITE STATUS REQUEST
CLOSURE PERMIT NOS. 4970B, 6077B AND 8606B
LOCATION: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified in letters dated December 2, 1991, March 25, 1992, and September 30, 1993, to submit a Site Assessment Proposal and properly signed manifests documenting proper disposal of tank rinseate. As of this date, our records show that you have not responded. In addition, a Tank Closure Report is required for the additional 550 gallon diesel underground storage tank discovered during the remedial excavation that began on April 3, 1991.

Please be advised that the required information must be submitted to this office by April 13, 1995. Failure to comply with this request will result in the issuance of a Final Notice of Noncompliance.

Failure to comply with the Los Angeles County Department of Public Works UST LOP directives may disallow you from participating in the UST Cleanup Fund.

Notify Dave Lobato at (818) 458-4374 a minimum of 72 hours prior to commencing any significant investigation, remediation, or assessment activities on site. You may also choose to make notification either by facsimile to (818) 458-4992 or by mailing to the address below. The Los Angeles County Department of Public Works may disregard the work performed if the County was not properly notified.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P. O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Phoenix Wu at (818) 458-6988, Monday through Thursday, 7:00 a.m. to 5:15 p.m.

Very truly yours,

HARRY W. STONE
Director of Public Works

By _____
Phoenix Wu
UST Local Oversight Program
Waste Management Division

Reviewed _____
UST Local Oversight Program
Waste Management Division

PW:rm
WP/10301

NL

ETL Rec'd 5/7/93
REF Rec'd 5/7/93

6B190021 3T

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

THOMAS A. TIDEMANSON, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

CERTIFIED MAIL RETURN - RECEIPT REQUESTED

REG 6 (V)

September 30, 1993

IN REPLY PLEASE
REFER TO FILE:

I-10301

MR DON STULL
PETRO-LOCK
PO BOX 2226
LANCASTER CA 93534

Dear Mr. Stull:

NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NO. 4970B
LOCATION: 38206 N. SIERRA HIGHWAY, PALMDALE

You were notified on March 25, 1992, to submit to this office on or before April 30, 1992, a Site Assessment Proposal. As of this date, our records show that you have not responded. Please be advised that the required information must be submitted to this office by November 30, 1993. Failure to comply with this notice may result in the initiation of enforcement measures.

Correspondence should be submitted in duplicate to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Peter Dunn at (818) 458-3993.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Peter Dunn
Peter Dunn, R. C. E.
UST Local Oversight Program
Waste Management Division

Reviewed Nader Ahmadian
FOR Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

PD:rm
WP/10301

cc: California Regional Water Quality Control Board

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION - UST LOCAL OVERSIGHT PROGRAM

WATER RESOURCES CONTROL BOARD
DIVISION OF WATER QUALITY - UST CLEANUP PROGRAM

SITE SPECIFIC QUARTERLY REPORT
FOR: 06/01/94 TO 09/30/94

CONTRACTOR NO: 19000 SOURCE OF FUNDS: F
SITE NO: 10301 FEDERAL EXEMPT?: N
SITE NAME: PETRO-LOCK INC
ADDRESS: 38206 SIERRA HWY N
CITY/ZIP: PALMDALE 93534

SUBSTANCE: 12032
PETROLEUM?: Y
DATE REPORTED: 06/13/90
DATE CONFIRMED: 07/17/90
MULTIPLE RPs?: N

**** S I T E S T A T U S ****

CASE TYPE: S

RP SEARCH:	S	DATE UNDERWAY:	07/17/90	DATE COMPLETED:	07/17/90
PRELIMINARY ASSESSMENT:	C	DATE UNDERWAY:	11/01/88	DATE COMPLETED:	06/13/90
REMEDIAL INVESTIGATION:	U	DATE UNDERWAY:	04/03/91	DATE COMPLETED:	
REMEDIAL ACTION:		DATE UNDERWAY:		DATE COMPLETED:	
POST REMEDIAL MONITOR.:		DATE UNDERWAY:		DATE COMPLETED:	

ENFORCEMENT ACTION TAKEN: Y ENF TYPE: 2 DATE ENF TAKEN:
LUFT FIELD MANUAL CONSIDERATIONS: 2 CONTRACT STATUS: 5
CASE CLOSED: DATE CLOSED: RANK: 2B4
CASE REFERRED TO: DATE REFERRED:
DATE EXCAVATION STARTED: REMEDIAL ACTIONS TAKEN:

**** R E S P O N S I B L E P A R T Y I N F O R M A T I O N ****

CONTACT NAME: DON STULL
COMPANY NAME: PETRO-LOCK INC
ADDRESS: PO BOX 2226
CITY/STATE: LANCASTER CA 93534

ADDITIONAL RPs:

cc: Lahontan RWQCB

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION - UST LOCAL OVERSIGHT PROGRAM

WATER RESOURCES CONTROL BOARD
DIVISION OF WATER QUALITY - UST CLEANUP PROGRAM

SITE SPECIFIC QUARTERLY REPORT
FOR: 10/01/89 TO 12/31/93

CONTRACTOR NO: **19000** SOURCE OF FUNDS: **F** SUBSTANCE: **12032**
SITE NO: **10301** FEDERAL EXEMPT?: **N** PETROLEUM?: **Y**
SITE NAME: **PETRO-LOCK INC** DATE REPORTED: **06/13/90**
ADDRESS: **38206 SIERRA HWY N** DATE CONFIRMED: **07/17/90**
CITY/ZIP: **PALMDALE 93534** MULTIPLE RPs?: **N**

**** S I T E S T A T U S ****

CASE TYPE: S

RP SEARCH:	S	DATE UNDERWAY:	07/17/90	DATE COMPLETED:	07/17/90
PRELIMINARY ASSESSMENT:	C	DATE UNDERWAY:	11/01/88	DATE COMPLETED:	06/13/90
REMEDIAL INVESTIGATION:	U	DATE UNDERWAY:	04/03/91	DATE COMPLETED:	
REMEDIAL ACTION:		DATE UNDERWAY:		DATE COMPLETED:	
POST REMEDIAL MONITOR.:		DATE UNDERWAY:		DATE COMPLETED:	

ENFORCEMENT ACTION TAKEN: Y ENF TYPE: 2 DATE ENF TAKEN:
LUFT FIELD MANUAL CONSIDERATIONS: 2 CONTRACT STATUS: 5
CASE CLOSED: DATE CLOSED:
CASE REFERRED TO: DATE REFERRED:
DATE EXCAVATION STARTED: REMEDIAL ACTIONS TAKEN:

**** R E S P O N S I B L E P A R T Y I N F O R M A T I O N ****

CONTACT NAME: DON STULL
COMPANY NAME: PETRO-LOCK INC
ADDRESS: PO BOX 2226
CITY/STATE: LANCASTER CA 93534

ADDITIONAL RPs:

cc: Lahonton RWQCB

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

4-135

Rec'd.	APR 13 1992
HAB	4/16 CM
KC	
CM	4/16
File:	6B19002.12T

IN REPLY PLEASE REFER TO FILE I-10301

March 25, 1992

Mr. Don Stull
Petro-Lock
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

SECOND NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NOS. 4970B
FACILITY AT: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified in a letter dated September 30, 1991, to submit to this office on or before November 7, 1991, the items checked below:

[ ] Tank Closure Report
[X] Site Assessment Proposal Addendum
[ ] Site Assessment Report
[ ] Remedial Action Proposal
[ ] Remedial Action Report
[X] Other: Obtain a Closure Permit for the discovered tank and additional information.

As of this date, our records show that you have not responded. Please be advised that the required information must be submitted to this office by April 30, 1992. Failure to comply with this notice may result in the initiation of enforcement measures.

This office has reviewed your letter dated November 6, 1991. Petro-Lock was named the Responsible Party for this site because they were the property owner when contamination was discovered. Our underground tank file shows no other involvement by any party other than Petro-Lock since 1984.

Correspondence should be submitted in duplicate to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts
WP/10301-1

cc: California Regional Water Quality Control Board

Waste

PETRO LOCK, INC.

45315 North Trevor Avenue
Lancaster, California 93534
(805) 948-6044

March 3, 1992

Mr. Scott Small
County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, Ca 91802-1460

RECEIVED
MAR 5 1992
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION

R200712

C# PT 0200712

Re: File 1-10301

Mr. Small,

On Monday evening I was telephoned by a party who stated that I should look at the rain damage at Q-12 and Sierra Hwy where, in their opinion, the street would soon cave-in with or without any further rain damage. I found that the South side of the excavation next to Avenue Q-12 had fallen in within 30" of the power pole. In addition, the water meter was hanging on the water main of which over three feet was exposed. The weight of the meter, in my opinion, could break the water main at any time.

Mark Norris of Professional Pipeline met me at 6 a.m. at the site and I made the decision to push the dirt back into the excavation, shoring up the power pole, water meter and the street.

I will continue working with RESNA for some economical plan to satisfy the contamination problem there. I have requested my attorney to locate whomever owns the mineral rights on that property as they should share in any clean-up expense.

Mr. Small, I have received articles indicating that the Federal E.P.A. is studying Passive Remediation? Do you have any input or opinion on this? It seems that this site would fit that package.

Wayne Ulberg

c.c. RESNA
Russell Juncal

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

12/74

Rec'd.	DEC 05 1991
HAB	12-9
CM	✓
File:	GB19002 13 T

December 2, 1991

IN REPLY PLEASE REFER TO FILE I-10301

Mr. Don Stull
Petro-Lock
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NOS. 4970B AND 6077B
FACILITY AT: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified in a letter dated September 30, 1991, to submit to this office on or before November 7, 1991, the items checked below:

[ ] Tank Closure Report
[X] Site Assessment Proposal Addendum
[ ] Site Assessment Report
[ ] Remedial Action Proposal
[ ] Remedial Action Report
[X] Other: Obtain a Closure Permit for the discovered tank and additional information.

As of this date, our records show that you have not responded. Please be advised that the required information must be submitted to this office by January 16, 1992. Failure to comply with this notice may result in the initiation of enforcement measures.

This office has reviewed your letter dated November 6, 1991. Petro-Lock was named the Responsible Party for this site because they were the property owner when contamination was discovered. Our underground tank file shows no other involvement by any party other than Petro-Lock since 1984.

Correspondence should be submitted in duplicate to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By _____
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed _____
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts
WP/10301

cc: California Regional Water Quality Control Board

Waste

PP103076

PETRO LOCK, INC.

Distributor

POST OFFICE BOX 2226
45315 NORTH TREVOR AVENUE
LANCASTER, CALIFORNIA 93539
(805) 948-6044

RECEIVED
NOV 07 1991
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION

11/6/91

County of Los Angeles
Department of Public Works
UST Local Oversight Program
Annex Building
P.O. Box 1460
Alhambra, Ca 91802-1460

C# PP0103076

Mr. Scott Small,

Re: 1-10301 = County Letter of September 30, 1991.

Petro Lock Inc. is the owner of property at 38206 North Sierra Highway, City of Palmdale, California. The purpose of this letter is to request some clarification from the Department of Public Works, UST Program concerning the factual and legal basis for your requesting Petro Lock Inc. to commence corrective action.

By way of background, the site was purchased by Petro Lock Inc. at a Los Angeles County Marshall's sale in 1984. At that time, this property was an abandoned service station, which, I believe, had not been operated since 1982. Petro Lock Inc. chose to remove the old service station including the removal of three 12,000 gallon underground storage tanks. These tanks proved not to be leaking with no contamination in their vicinity. At the time that these tanks were removed additional piping was found and your office requested that these additional pipes be removed. In removing these pipes, several more tanks were found. Some were full of concrete and we were told to remove these tanks and take soil samples. We did and found yet another tank.

I find the history of this property to date back sometime prior to 1935 when there was a Shell Oil Company service station along with a Chevrolet agency and garage. I suggest that any tank leakage or contamination was prior to 1957. As near as I can find, the three 12,000 gallon tanks which Petro Lock Inc. removed were put into service prior to 1957.

While I have complied with the Department of Public Works, UST Program's initial requests, it does not now appear, nor has it ever, that the contamination existing at the site is derived from USTs I owned or operated.

There has been motor fuel storage and dispensing from the site since before 1935 and through 1982. In short, the

contamination currently existing at the site has been dormant at least since 1957 and has never been contributed to by Petro Lock Inc.

I am aware of nothing which indicates that Petro Lock contributed to the contamination at the site. I find no grounds where Petro Lock Inc. would be the "responsible party" under any Federal or State statute or regulation. I primarily seek some clarification of the factual and legal basis for your request that Petro Lock should perform corrective action. If Petro Lock, in fact, is responsible for the contamination existing at the site, Petro Lock will seek an affordable plan for remedying the situation.

If your department determines that Petro Lock is responsible for cleaning the site, I would like an explicit statement of the grounds which you contend. With your response, I will arrange for the site to be cleaned or file a contested case petition.

I look forward to your response.

Respectfully,

Wayne Ulberg

Wayne Ulberg, C.E.O.

c.c. Mr. Russell Juncal

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

December 2, 1991

IN REPLY PLEASE REFER TO FILE I-10301

Mr. Don Stull
Petro-Lock
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NOS. 4970B AND 6077B
FACILITY AT: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified in a letter dated September 30, 1991, to submit to this office on or before November 7, 1991, the items checked below:

[ ] Tank Closure Report
[X] Site Assessment Proposal Addendum
[ ] Site Assessment Report
[ ] Remedial Action Proposal
[ ] Remedial Action Report
[X] Other: Obtain a Closure Permit for the discovered tank and additional information.

As of this date, our records show that you have not responded. Please be advised that the required information must be submitted to this office by January 16, 1992. Failure to comply with this notice may result in the initiation of enforcement measures.

This office has reviewed your letter dated November 6, 1991. Petro-Lock was named the Responsible Party for this site because they were the property owner when contamination was discovered. Our underground tank file shows no other involvement by any party other than Petro-Lock since 1984.

Correspondence should be submitted in duplicate to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By _____
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed _____
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts
WP/10301

cc: California Regional Water Quality Control Board

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 30, 1991

IN REPLY PLEASE REFER TO FILE -10301

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

UST LOCAL OVERSIGHT PROGRAM REVIEW SHEET
SITE ASSESSMENT PROPOSAL
PREPARED BY: RESNA/WATER WORK CORPORATION
REPORT DATE: AUGUST 20, 1991
CLOSURE PERMIT NO. 4970B & 6077B
LOCATION: 38206 NORTH SIERRA HIGHWAY, PALMDALE

The proposal to drill five borings has not been approved for the following reasons:

1. Only four borings were shown on the plot plan drawn to scale. The proposal specified the drilling of five borings. Indicate the location of the missing boring on a plot plan drawn to scale. The plot plan needs to show the previous locations of the dispensers and piping.
2. Obtain a closure permit for the tank that was discovered during the remedial excavation.
3. Submit the valid SCAQMD permit for excavation work.
4. Based on the County inspection reports dated September 26, 1990 and April 3, 1991, there is visual evidence that the pit was enlarged prior to the remedial excavation that began on April 3, 1991. Indicate the quantity and present location of the soil that was removed from the pit between the inspection dates and prior to April 3, 1991.
5. Indicate the proposed use/remedial action for all the excavated soil.

Submit all the above-mentioned requirements to this office by November 7, 1991.

Notify Dave Lobato at (818) 458-4374 a minimum of 72 hours prior to commencing any significant investigation, remediation, or assessment activities on site. The Los Angeles County Department of Public Works may disregard the work performed if the County was not properly notified.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P. O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:cs/102477/September 12, 1991
WP/10301

cc: California Regional Water Quality Control Board
Mr. Russell W. Juncal, RESNA Industries/Water Work Company

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

8/227

August 13, 1991

Rec'd.	AUG 22 1991
HAB	8-26
CM	8/26
CRM	✓
File:	6B19002137

IN REPLY PLEASE REFER TO FILE: I-10301

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

SECOND NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NOS. 3270B AND 6077B
FACILITY AT: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified on March 21, 1991, to submit to this office on or before May 9, 1991, the item(s) checked below:

[ ] Tank Closure Report
[ ] Site Assessment Proposal
[X] Site Assessment Report
[ ] Remedial Action Proposal
[ ] Remedial Action Report
[X] Other: Additional Information

As of this date, our records show that you have not responded. Please be advised that the required information needs to must be submitted to this office by September 3, 1991. Failure to comply with this notice may result in the initiation of enforcement measures.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
OKA UST Local Oversight Program
Waste Management Division

Reviewed
for Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts/10301-1

cc: California Regional Water Quality Control Board,
Lahontan Region

file

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 13, 1991

IN REPLY PLEASE REFER TO FILE: I-10301

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

SECOND NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NOS. 3270B AND 6077B
FACILITY AT: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified on March 21, 1991, to submit to this office on or before May 9, 1991, the item(s) checked below:

[ ] Tank Closure Report
[ ] Site Assessment Proposal
[X] Site Assessment Report
[ ] Remedial Action Proposal
[ ] Remedial Action Report
[X] Other: Additional Information

As of this date, our records show that you have not responded. Please be advised that the required information needs to must be submitted to this office by September 3, 1991. Failure to comply with this notice may result in the initiation of enforcement measures.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Local Oversight Program
Waste Management Division

OKA

Reviewed
for Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts/10301-1

cc: California Regional Water Quality Control Board,
Lahontan Region

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

SS

July 3, 1991

IN REPLY PLEASE
REFER TO FILE:
I-10301

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

NOTICE OF NONCOMPLIANCE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
CLOSURE PERMIT NOS. 3270B AND 6077B
FACILITY AT: 38206 NORTH SIERRA HIGHWAY, PALMDALE

You were notified on March 21, 1991, to submit to this office on or before May 9, 1991, the item(s) checked below:

[ ] Tank Closure Report
[ ] Site Assessment Proposal
[X] Site Assessment Report
[ ] Remedial Action Proposal
[ ] Remedial Action Report
[X] Other: Additional Information

As of this date, our records show that you have not responded. Please be advised that the required information must be submitted to this office by August 1, 1991. Failure to comply with this notice may result in the initiation of enforcement measures.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P.O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P.E.
Supervising Civil Engineer II
Waste Management Division

SS:ts/10301-1

cc: California Regional Water Quality Control Board,
Lahontan Region

Pb. file

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

Waste Management Division

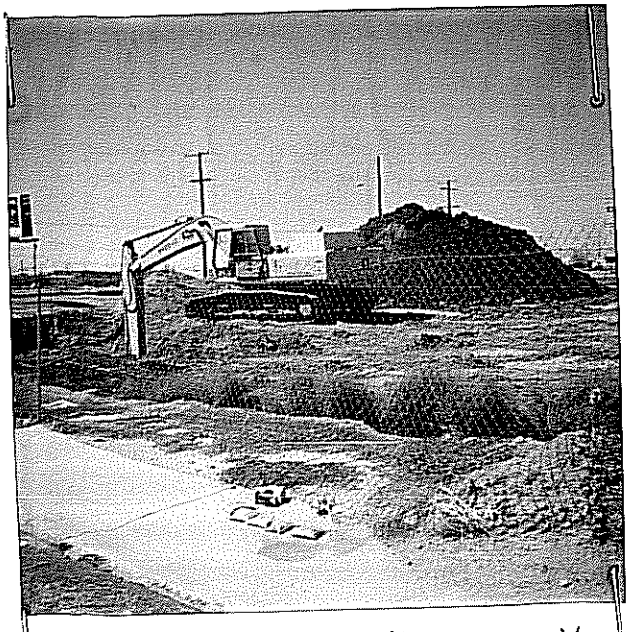
INSPECTOR'S REPORT

TO: Dave Lobato/Small DATE: 4-3-91

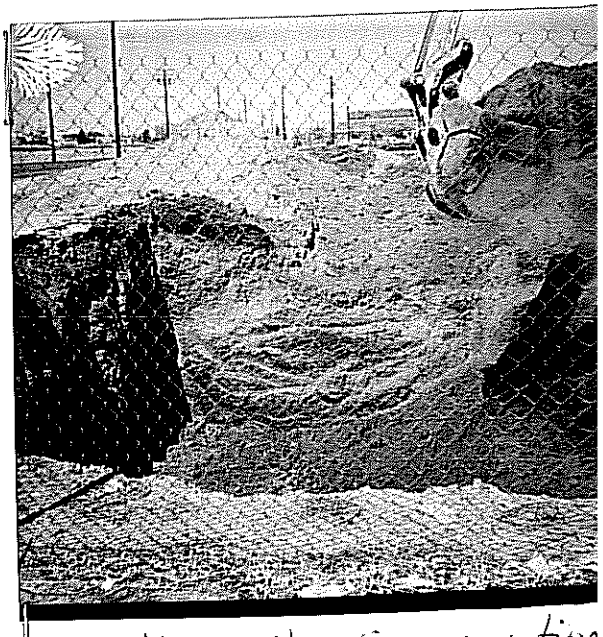
FROM: Tom CUSTARD FILE: I-10301

INDUSTRY: Petro-Lock inc.
38206 N. Sierra Hwy. Palmdale

REPORT: This inspection was scheduled in advance to coincide with excavation as part of soil remediation on-site. Project engineer Scott Small and I were met at the site by Joe Knight of Waterwork Resna Industries. The existing excavation was further excavated both vertically and laterally. Visible and olfactory evidence of contamination was noted in the north wall of the excavation. The excavation was opened to approximately 20 Ft. B.G. Evidence of contamination suggests that further excavation, or alternative forms of soil remediation will be necessary.



extensive soil pile on-site



North wall of excavation

1 of 2

INSPECTION REQUEST

Call Date: 3-27-91

Caller: Joe Knight

From: WaterWork Resna Ind.

Telephone: 209) 838-3507

Site Name: Petro-Lock Inc.

Site Address: 38206 N. Sierra
Palmdale

Inspection Date: 4-3-91

Time: 8AM-

File No.: I- 10301

Project Engr.: Small

Oversight Samples Requested By Project Engineer
( ) Yes* ( ) No

Reason:

Purpose	Type	Sampling		Soil	Water	Comments
		Yes	No			
Tank Closure						Excavation & Stockpile on-site
Initial Site Assessment						
Final Site Assessment						
Remediation	X	X		X		
Post Remediation Verification						

Work Plan Approval: Letter X Verbal ___ By Scott Small Date 3-21-91

Work Request: Letter ___ Verbal ___ By ___ Date ___

Type of Contamination: Gasoline/Diesel

Health and Safety Plan Submitted and In File: Yes X No ___

Will Mail ___ Will Federal Express ___ Will Fax ___

Will Hand Deliver ___ Will Have Copy on Site ___

Assigned Inspector: T. CUSTARD

* If samples are requested, Project Engineer to determine number, location and depth.

Comments:

DL:ts(3)/IR

Form completed by: To

2 OF 2

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

THOMAS A. TIDEMANSON, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

3/27

Rec'd.	MAR 27 1991
HAB	KC 3/28
CMM	4/2
File:	6B1900213T

IN REPLY PLEASE
REFER TO FILE:
I-10301

March 21, 1991

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

91 MAR 22 PM 1:14
CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD LOS ANGELES REGION

Dear Mr. Stull:

UST LOCAL OVERSIGHT PROGRAM REVIEW SHEET
HAZARDOUS MATERIALS UNDERGROUND STORAGE
SITE ASSESSMENT PROPOSAL
CLOSURE PERMIT NOS. 3270B AND 6077B
FACILITY: 38206 NORTH SIERRA HIGHWAY, PALMDALE

This office has reviewed the subject document(s) submitted on March 4, 1991, dated February 25, 1991. The comments in this letter must be addressed and submitted to this office by May 9, 1991.

The Site Assessment Proposal has been reviewed and found adequate, unless otherwise noted below. You may proceed with the plan as proposed.

1. Confirmation samples must be taken approximately every 20 feet on the floor and all walls of the excavation. Composite sampling is not acceptable.

2. Confirmation borings will be required after the excavation is complete to verify that the contamination has not migrated beyond the excavation limits. Submit a proposal

3. All samples must be analyzed by a State certified lab. The detection limits must comply with the Los Angeles County UST Local Oversight Program Guidelines (page 19).

4. All regulatory permits related to the site work must be obtained.

5. All future soil sample analysis must utilize EPA method 8240, the SDOHS TPH Draft Method for gasoline/diesel, and the DHS test for organic lead.

6. Documentation as to the historic high groundwater depth at the facility.

7. Disposal destination of tanks and evidence of legal disposal.

8. Manifest to document disposal of tank rinseate, signed by the receiving facility.

9. Indicate use of excavated soil.

10. Wet ink signature and seal on all future submittals is required of a CA Registered Civil Engineer, CA Certified Engineering Geologist, Registered Geotechnical Engineer, or CA Registered Geologist.

11. Proposed future uses or improvements for the area related to the contamination.

12. Submit the South Coast Air Quality Management District (SCAQMD) permit obtained for the previous and present excavation work.

13. A plot plan drawn to scale showing the location of tanks and associated piping, pumps, sampling points, buildings, adjacent streets and north arrow.

You are cautioned that any contaminated soils or hazardous materials generated during any operation must be manifested and transported to a hazardous waste disposal facility as required by California Health and Safety Code, Division 20, Chapter 6.5, unless evidence is presented indicating that the material may be disposed of at a less restricted facility. Copies of all completed manifests shall be submitted to this office as part of the final report.

Notify Dave Lobato at (818) 458-4374 a minimum of 72 hours prior to commencing any significant investigation, remediation, or assessment activities on site. The Los Angeles County Department of Public Works may disregard the work performed if the County was not properly notified.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Local Oversight Program, Annex Building, P. O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts/10301

cc: California Regional Water Quality Control Board
Mr. Joseph Knight, RESNA Industries

DRAFT

VI. Health and Safety Plan

The Health and Safety Plan report is to be submitted prior to conducting any field work and it must comply with OSHA Health and Safety Code. It should be submitted along with the Site Assessment Proposal and be amended at the time of the submittal of the Remedial Action Proposal. The Health and Safety plan shall be signed by a qualified person. For other than motor vehicle fuel contamination, the Health and Safety plan shall be signed by an Industrial Hygienist.

The plan should include but is not limited to the following:

A. Material safety data sheets for all known hazardous contaminants at the site.

B. Location of an easily seen wind direction indicator.

C. A chemical hazard analysis to include: threshold limit values (TLV) time weighted averages (TWA), short-term exposure limits (STEL), immediately hazardous to life limits (IDLH), routes of exposure, symptoms, and target organs.

D. Identify chemicals present which are known to the State to be carcinogenic or teratogenic.

E. Other possible Health and Safety risks, i.e., electrical lines, adjacent chemical bulk storage tanks, moving equipment, fire and explosion, adjacent chemical manufacturing operations, and shoring requirements for all excavations over five feet in depth.

F. The type of air monitoring equipment to be used and its calibration and maintenance schedules

G. A plan showing site controls, if applicable, with exclusion and support zones. Show the required personal protective equipment, including respirators, that should be worn.

H. Personal protective equipment required.

I. An Emergency Response Plan to include First Aid measures and location of nearest hospital.

J. A decontamination procedure for drilling and sampling equipment, and personal protective clothing.

K. The qualifications of the person signing the Health and Safety plan (Site Safety Officer, Implementing Officer, etc.).

PRINTED ON RECYCLED PAPER

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE:
I-10301

March 21, 1991

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

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UST LOCAL OVERSIGHT PROGRAM REVIEW SHEET
HAZARDOUS MATERIALS UNDERGROUND STORAGE
SITE ASSESSMENT PROPOSAL
CLOSURE PERMIT NOS. 3270B AND 6077B
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If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Local Oversight Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

SS:ts/10301

cc: California Regional Water Quality Control Board
Mr. Joseph Knight, RESNA Industries

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K. The qualifications of the person signing the Health and Safety plan (Site Safety Officer, Implementing Officer, etc.).

PRINTED ON RECYCLED PAPER

Waste

810.25

RESNA INDUSTRIES

WATERWORK CORP.

RECEIVED
MAR 4 1991
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION

February 13, 1991

Mr. Scott Small
Los Angeles County Department of Public Works
UST Pilot Program, Annex Building
P.O. Box 1460
Alhambra, CA 91802-1460

C# PP8100474

Re: Site No. I-10301, 36206 North Sierra Highway, Palmdale, CA 93534

Dear Mr. Small:

This letter is being submitted in response to your letter dated September 27, 1990, regarding the Tank Closure Report and to present a workplan to assess the lateral and vertical extent of soil contamination at the above referenced site.

A copy of the manifest for the disposal of all tanks and tank rinseate is attached.

With regard to soil sample holding times, attached is a letter with documentation from Converse Envirolab indicating all samples in question (S-1A, S-1B, S-2A, S-2B, S-3A, S-3B, S-4A, and S-4B) were analyzed within the required time frame.

If you have any questions or comments regarding this project, please contact our Escalon office at 209/838-3507.

Respectfully,
WaterWork

Joseph Knight

Joseph Knight
Staff Geologist

Russell W. Juncal
CA Registered Geologist No. 3864

JK/tdp

1710 MAIN STREET • ESCALON, CA 95320 • (209) ~~838-3507~~ 579-8201
2350-A WALSH AVENUE • SANTA CLARA, CA 95051 • (408) 496-1249

CONVERSE ENVIRONMENTAL WEST

3 East Foothill Boulevard, Suite B
Pasadena, California 91107-3112

Telephone (818) 796-8200
FAX (818) 351-1060

RECEIVED FEB 13 1991

February 7, 1991

Mr. Don Stull
Petro-Lock, Inc.
45315 North Trevor Avenue
Lancaster, California 93539

Subject: Soil Sample Holding Time
Empty Lot/Former Service Station
36206 Sierra Highway
Palmdale, California
CEW Project No. 88-41-361-01

Dear Mr. Stull:

Per your recent telephone request, please find attached a Converse Envirolab note regarding the soil sample holding time (prior to analysis) for Converse Environmental Consultants California, (now Converse Environmental West, CEW) soil sample numbers S-1A, S-1B, S-2A, S-2B, S-3A, S-3B, S-4A, and S-4B. As shown by the dates mentioned in the Converse Envirolab note (dated February 6, 1991), the above-referenced samples were analyzed within the maximum holding time of 14 days. Also attached are copies of the original Converse Envirolab Laboratory Analytical Report for the soil samples of concern.

If you have any further questions about the above referenced site, please do not hesitate to call.

Respectfully Submitted,

CONVERSE ENVIRONMENTAL WEST

Michael S. Grossjan
Senior Staff Geologist

Cathy L. Lielausis, RG 4426, REA 01614
Senior Geologist
Project Manager

Attachments: 1) Converse Envirolab note (dated February 6, 1991).
2) Copies of original Laboratory Analytical Report #887111137.

Printed On Recycled Paper

A Wholly Owned Subsidiary of
The Converse Professional Group

Converse Envirolab
169 North Halstead Street, Pasadena, California 91107-3127

Telephone (818) 351-2330
FAX (818) 568-9165

February 6, 1991

Michael Grossjan
Converse Environmental West
3393 East Foothill Boulevard
Pasadena, California 91107

Dear Michael,

As you requested, I am sending to you the following information regarding the samples logged into Converse Envirolab's inventory (#887111137). Your Petrolock Project number is 884136101.

According to the data retrieved:

1. The **sample collection date** is November 18, 1988.

2. The **actual analysis date** is a range which spans from November 30, 1988, through December 1, 1988.

If you need further assistance, please call me at 818/568-8994.

Sincerely,

Shu-Teh Pan
Organic Laboratory Manager

STP/mjc

CONVERSE ENVIROLAB
A CONVERSE PROFESSIONAL GROUP COMPANY

TABLE 5
ANALYSIS EPA METHOD USEPA 418.1

DATE COMPLETED:12/05/88 MATRIX:SOIL UNITS:MG/KG
ND = NOT DETECTED
TR = TRACE (detected,less than detection limit)

PARAMETER	SAMPLE ID	RESULTS
	S-4A	
PETRO HYDROCARBONS		3300.
	S-4B	
PETRO HYDROCARBONS		270.

Reviewed by :
Shu-Teh Pan
Organics Lab Manager

Approved by:
George Colovos Ph.D
Laboratory Director

67 West Bellevue Drive Suite D Pasadena California 91105-2501 Telephone 818 796-8200

CONVERSE ENVIROLAB
A CONVERSE PROFESSIONAL GROUP COMPANY

TABLE 4
ANALYSIS EPA METHOD mod8015

DATE COMPLETED: 12/05/88 MATRIX: SOIL UNITS: PPM
ND = NOT DETECTED
TR = TRACE (detected, less than detection limit)

PARAMETER	SAMPLE ID	RESULTS
	S-4A	
XYLENE ISOMERS		940.
FUEL HYDROCARBONS		4700.
BENZENE		< 1.
TOLUENE		110.
	S-4B	
XYLENE ISOMERS		9.
FUEL HYDROCARBONS		720.
BENZENE		< 1.
TOLUENE		< 1.

67 West Bellevue Drive Suite D Pasadena, California 91105-2501 Telephone 818 796-8200

TABLE 3
ANALYSIS EPA METHOD 8020

DATE COMPLETED:12/05/88 MATRIX:SOIL UNITS:PPM
ND = NOT DETECTED
TR = TRACE (detected,less than detection limit)

PARAMETER	SAMPLE ID	RESULTS
1,4-DiClbenzene		< 1.
	S-3A	
1,3-DiClbenzene		< 1.
1,2-DiClbenzene		< 1.
Chlorobenzene		< 1.
Xylenes		< 1.
Benzene		< 1.
Toluene		< 1.
Ethylbenzene		< 1.
1,4-DiClbenzene		< 1.
	S-3B	
1,3-DiClbenzene		< 1.
1,2-DiClbenzene		< 1.
Chlorobenzene		< 1.
Xylenes		< 1.
Benzene		< 1.
Toluene		< 1.
Ethylbenzene		< 1.
1,4-DiClbenzene		< 1.

TABLE 2
ANALYSIS EPA METHOD 8020

DATE COMPLETED: 12/05/88 MATRIX: SOIL UNITS: PPM
ND = NOT DETECTED
TR = TRACE (detected, less than detection limit)

PARAMETER	SAMPLE ID	RESULTS
	S-1A	
1,3-DiClbenzene		< 1.
1,2-DiClbenzene		< 1.
Chlorobenzene		< 1.
Xylenes		< 1.
Benzene		< 1.
Toluene		< 1.
Ethylbenzene		< 1.
1,4-DiClbenzene		< 1.
	S-1B	
1,3-DiClbenzene		< 1.
1,2-DiClbenzene		< 1.
Chlorobenzene		< 1.
Xylenes		< 1.
Benzene		< 1.
Toluene		< 1.
Ethylbenzene		< 1.
1,4-DiClbenzene		< 1.
	S-2A	
1,3-DiClbenzene		< 1.
1,2-DiClbenzene		< 1.
Chlorobenzene		< 1.
Xylenes		< 1.
Benzene		< 1.
Toluene		< 1.
Ethylbenzene		< 1.
1,4-DiClbenzene		< 1.
	S-2B	
1,3-DiClbenzene		< 1.
1,2-DiClbenzene		< 1.
Chlorobenzene		< 1.
Xylenes		< 1.
Benzene		< 1.
Toluene		< 1.
Ethylbenzene		< 1.

CONVERSE ENVIROLAB
A CONVERSE PROFESSIONAL GROUP COMPANY

ENVIROLAB NO: 887111137 12/05/88

PROJECT NO.:884136101 DATE SAMPLED:11/18/88
PETROLOCK DATE DUE :12/02/88

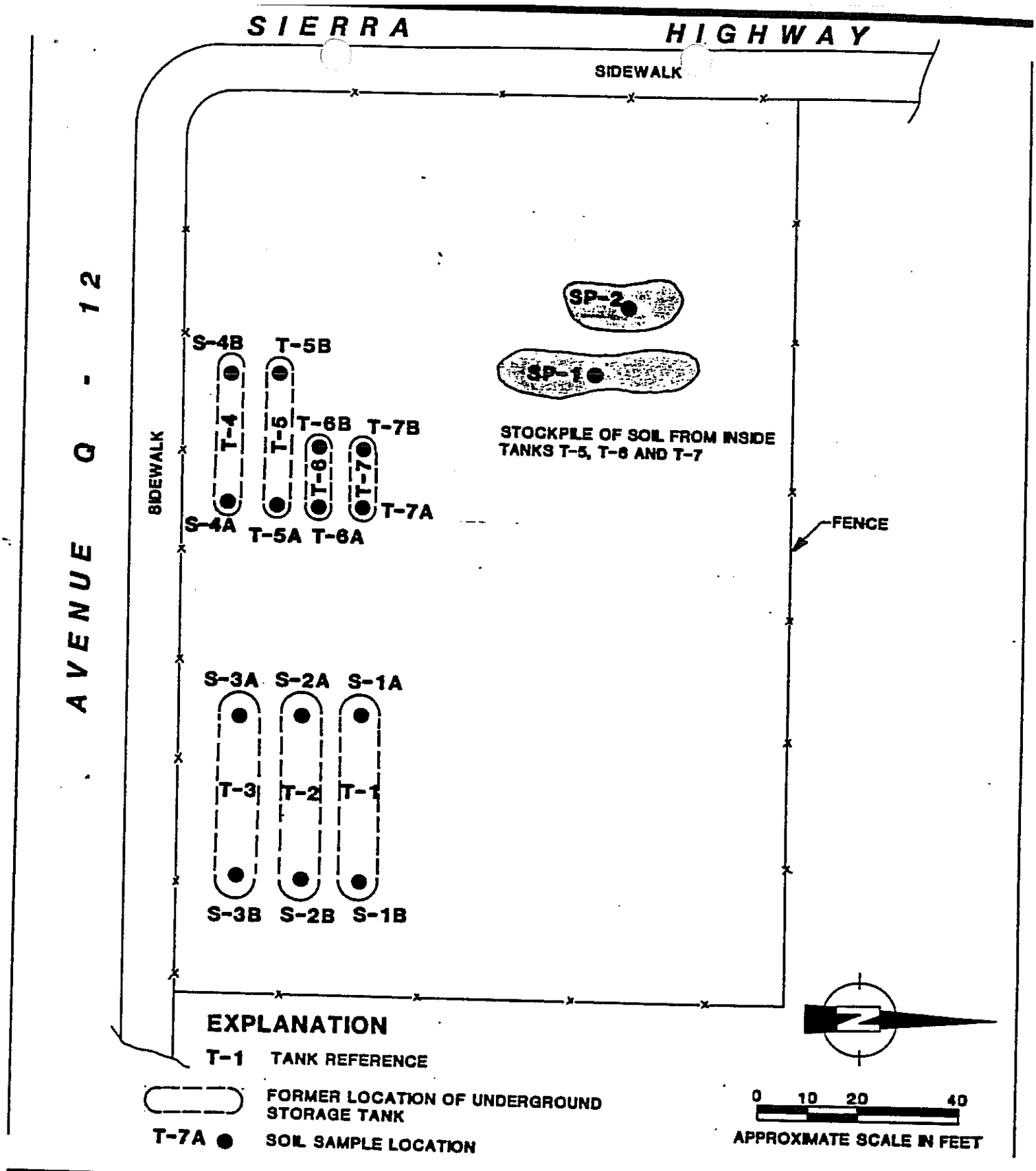
PROJECT MANAGER:CATHY LIELAUASIS

TABLE 1
ANALYSIS EPA METHOD 8015

DATE COMPLETED:12/05/88 MATRIX:SOIL UNITS:PPM
ND = NOT DETECTED
TR = TRACE (detected,less than detection limit)

PARAMETER	SAMPLE ID	RESULTS
FUEL HYDROCARBONS	S-1A	< 5
FUEL HYDROCARBONS	S-1B	< 5
FUEL HYDROCARBONS	S-2A	< 5
FUEL HYDROCARBONS	S-2B	< 5
FUEL HYDROCARBONS	S-3A	< 5
FUEL HYDROCARBONS	S-3B	< 5

67 West Bellevue Drive Suite D Pasadena, California 91105-2501 Telephone 818 796-8200



SITE PLAN

EMPTY LOT/FORMER SERVICE STATION
36206 Sierra Highway, Palmdale, California
for: Petro-Lock, Inc.

Project No.
88-41-361-01

CONVERSE ENVIRONMENTAL WEST

Figure No.
A-1

APPLICATION FOR CLOSURE
HAZARDOUS MATERIALS UNDERGROUND STORAGE
COUNTY OF LOS ANGELES PARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
2250 ALCAZAR STREET
LOS ANGELES, CALIFORNIA 90033

3270 B

4183B

RECEIVED FEB 11 1991

(RE-ISSUED 3/21/9

OWNER:
NAME Petro Lock Inc.
ADDRESS 45315 N. Trevor Avenue CITY Lancaster STATE Ca. ZIP 93534
P.O. BOX 2226

FACILITY:
NAME Palmdale Petro Lock Inc.
SITE ADDRESS 38206 N. Sierra Hwy CITY Palmdale ZIP 93550
MAILING ADDRESS 45315 N. Trevor Ave. CITY Lancaster STATE Ca. ZIP 93534
CONTACT PERSON Don Stull TITLE Yard Manager PHONE 805-948-6044

CLOSURE REQUESTED:

☐ TEMPORARY (REFER TO CONDITIONS A AND B ON BACK OF THIS FORM)
EFFECTIVE DATE OF CLOSURE _____
DATE OPERATION WILL RESUME _____

☒ PERMANENT, TANK(S) REMOVAL DISPOSAL DESTINATION J.D. Bodine
(REFER TO CONDITIONS A AND C ON BACK OF THIS FORM)

☐ PERMANENT, TANK(S) IN PLACE
(REFER TO CONDITIONS A AND D ON BACK OF THIS FORM)

TANK(S) DESCRIPTION: (ATTACH ADDITIONAL LIST IF NECESSARY.)

TANK NO.	MATERIAL	AGE (YEARS)	CAPACITY (GAL)	MATERIALS STORED (PAST AND PRESENT)
1	Leaded Reg	Unknown	12,000	Leaded Regular
2	Unleaded	Unknown	12,000	Leaded & Unleaded
5	Waste Oil	Unknown	7,500	Diesel & Waste Oil
4	Diesel	unknown	10000	Diesel & Regular

	YES	NO
HAS ANY UNAUTHORIZED DISCHARGE EVER OCCURRED AT THIS SITE?	☐	☒
HAVE STRUCTURAL REPAIRS EVER BEEN MADE ON THESE TANKS?	☐	☒
WILL NEW UNDERGROUND TANKS BE INSTALLED FOLLOWING CLOSURE?	☐	☒
WILL ANY WELLS, INCLUDING MONITORING WELLS, BE ABANDONED?	☐	☒

IF THE RESPONSE TO ANY OF THE ABOVE QUESTIONS IS YES, ATTACH EXPLANATION.

BY SIGNATURE BELOW THE APPLICANT CERTIFIES THAT HE/SHE HAS READ AND UNDERSTANDS THE CONDITIONS ON THE REVERSE SIDE OF THIS FORM AND THAT THE STATEMENTS AND DISCLOSURES ABOVE ARE TRUE AND CORRECT.

APPLICANT'S SIGNATURE Scott L. Stacy DATE 8/4/87
OWNER ☐ OPERATOR ☒ CONTRACTOR HY INC.
STATE LICENSE NO. 274894

TO BE COMPLETED BY THE COUNTY ENGINEER

BY SIGNATURE BELOW APPLICANT IS GRANTED APPROVAL TO PROCEED WITH THE CLOSURE.

FEE COLLECTED $ 255.00
PERMIT NO 3270B
FILE NO 10301 R/C 4A

Blair O Sung
DATE 9/21/87

TO ARRANGE FOR AN INSPECTION, TELEPHONE RANDY MACDONALD (805) 945 6411
8-9 AM, 72 HRS ADV.

LL205 Revised 9/86

PLICATION FOR CLOSURE
ZARDOUS MATERIALS UNDERGROUND STORAGE
JNTY OF LOS ANGELES-DEPARTMENT OF PUBLIC WORKS
STE MANAGEMENT DIVISION
) S. FREMONT AVENUE
IAMBRA, CALIFORNIA 91803-1331

T.G. [Pg: 172 Sec: D-9]

Permit 6077 B
File 10301 R/C 4A
Fee $217
Check [✓] Cash [ ]

NER: Name PETRO LOCK INC Phone 805 948 6044
Mailing Address 45315 N TREVOR City LANCASTER State CA Zip 93534

CILITY:
Occupant Name PALMDALE PETROLOCK Phone 805 948 6044
Site Address 38206 N SIERRA HWY City PALMDALE Zip 93534
Mailing Address 45315 N TREVOR / City State Zip
Contact Person DON STUBB Title MANAGER

NTRACTOR [X], complete below: OWNER/OPERATOR AS CONTRACTOR [ ]
Name J.D. BROWING & SON INC Phone 714-355 5624
State License No. 425319 Class C12 C61/40

OSURE REQUESTED:
[X] PERMANENT, TANK REMOVAL (See Conditions A and C Attached)
How many underground tanks will remain after this closure? NONE
[ ] PERMANENT, CLOSURE IN PLACE (See Conditions A and D Attached)
[ ] TEMPORARY (See Conditions A and B Attached)

NK DESCRIPTION: PLOT PLAN ATTACHED [X] EXISTING HMUSP NO. 1723

ank No.	Tank Mat'l	Age	Capacity	Materials Stored (Past/Present)
6	STEEL	UNK	4000	REG GASOLINE
7	"	"	"	" "
8	"	"	"	" "

MPLETE THE FOLLOWING:

	YES	NO
Has an unauthorized release ever occurred at this site?	[ ]	[X]
Have structural repairs ever been made to these tanks?	[ ]	[X]
Will new underground tanks be installed after closure?	[ ]	[X]
Will any wells, including monitoring wells, be abandoned?	[ ]	[X]

OTICE: CONTAMINATED TANKS AND RESIDUES THAT MAY BE LEFT IN TANKS TO BE CLOSED AY BE A HAZARDOUS WASTE WHICH MUST BE TRANSPORTED AND DISPOSED OF PURSUANT TO HAPTER 6.5, CALIFORNIA HEALTH & SAFETY CODE. FAILURE TO COMPLY MAY BE ROSECUTED AS A FELONY VIOLATION.

By signature below the applicant certifies that all statements and disclosures above are true and correct and that they have read and agree to abide by this permit and all conditions and limitations attached.

Applicant's Signature [signature] Date 9-7-89
(Print Name) DARREN H EVANS Phone 714 355-5624
Owner [ ] Operator [ ] Contractor [X]

TO BE COMPLETED BY THE DEPARTMENT OF PUBLIC WORKS

PURSUANT TO SECTION 11.80.070B, LOS ANGELES COUNTY CODE, PERMISSION IS HEREBY GRANTED TO PROCEED WITH THE CLOSURE DESCRIBED ABOVE SUBJECT TO THE ATTACHED CONDITIONS AND LIMITATIONS [X]. THIS PERMIT EXPIRES 180 DAYS FROM THE DATE BELOW.

T.A. TIDEMANSON
Director of Public Works
David Esparza 9/7/89

Form Approved OMB No. 2050—0039 (Expires 9-30-88)

Please print or type. (Form designed for use on elite (12-pitch typewriter).) **Instructions on the Back**

Department of Health Services
Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No. CAC000112829 | Manifest Document No. 004180 | 2. Page 1 of 1

Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address
Petrolock, Inc.
45315 N. Trevor Lancaster, CA 93534

4. Generator's Phone (805) 948-6044

A. State Manifest Document Number 88031180

B. State Generator's ID

5. Transporter 1 Company Name: M. Bethel, Inc.
6. US EPA ID Number: CAD980882724

C. State Transporter's ID 904921

D. Transporter's Phone 818-338-2719

7. Transporter 2 Company Name
8. US EPA ID Number

E. State Transporter's ID

F. Transporter's Phone

9. Designated Facility Name and Site Address
J. D. Brodine & Son, Inc.
795 Todd Avenue
Azusa, CA 91702
10. US EPA ID Number: CAD028122133

G. State Facility's ID CAD028122133

H. Facility's Phone 818-969-7741

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste No.
a. Hazardous Waste Solid N.O.S. ORM-E NA9189	002	TP	01800	P	State 512 / EPA/Other
b.					State / EPA/Other
c.					State / EPA/Other
d.					State / EPA/Other

J. Additional Descriptions for Materials Listed Above
2 - empty ~~[illegible]~~ 12,000 gallon tanks

K. Handling Codes for Wastes Listed Above
a. 15
b.
c.
d.

15. Special Handling Instructions and Additional Information
Gloves

Job location: 38206 N. Sierra Hwy. Palmdale, CA

16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name: Ken Haberman
Signature: Ken Haberman
Month Day Year: 11 18 88

TRANSPORTER

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: MELVIN BETHEL
Signature: Melvin Bethel
Month Day Year: 11 18 88

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name:
Signature:
Month Day Year:

FACILITY

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.
Printed/Typed Name: SADIE N. ROSE
Signature: Sadie N. Rose
Month Day Year: 11 18 88

8022 A (1/88)
8700—22
(9-86) Previous editions are obsolete.

Do Not Write Below This Line

White: TSDF SENDS THIS COPY TO DOHS WITHIN 30 DAYS
To: P.O. Box 3000, Sacramento, CA 95812

NOV. 22 1988

orm Approved OMB No. 2050—0039 (Expires 9-30-88)
lease print or type. (Form designed for use on elite (12-pitch typewriter).

Instructions on the Back

Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

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Manifest Document No.: 00479
Page 1 of 1
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Petrolock, Inc.
45315 N. Trevor Lancaster, CA 93534
4. Generator's Phone (805) 948-6044

A. State Manifest Document Number
B. State Generator's ID

5. Transporter 1 Company Name: J. D. Brodine & Son, Inc.
6. US EPA ID Number: CAD028122133
C. State Transporter's ID: 905087
D. Transporter's Phone: 818-969-7741

7. Transporter 2 Company Name
8. US EPA ID Number
E. State Transporter's ID
F. Transporter's Phone

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b.					State / EPA/Other
c.					State / EPA/Other
d.					State / EPA/Other

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1 - empty ~~10,000~~ 12,000 gallon tank

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b.
c.
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Printed/Typed Name: Ken Haberman
Signature: Ken Haberman
Month Day Year: 11 18 88

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: Kelly Dunkerson
Signature: Kelly Dunkerson
Month Day Year: 11 18 88

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name
Signature
Month Day Year

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.
Printed/Typed Name: MAUREEN COBB
Signature: Maureen Cobb
Month Day Year: 11 18 88

GENERATOR
TRANSPORTER
FACILITY

8022 A (1 88)
8700-22
9 86) Previous editions are obsolete

Do Not Write Below This Line

White: TSDF SENDS THIS COPY TO DOHS WITHIN 30 DAYS
To: P.O. Box 3000, Sacramento, CA 95812

NOV. 22 1988

COPY

J. D. Brodine & Son Inc.

14879 WHITTRAM AVENUE • FONTANA, CA 92335 • (714) 355-5624

LETTER OF CERTIFICATION FOR PROPER LEGAL TANK DISPOSAL

DATE: May 1, 1990

TO: Petrolock, Inc.
45315 N. Trevor
Lancaster, CA 93534

JOB LOCATION: 38206 N. Sierra Hwy.
Lancaster, CA

This letter certifies that the tank(s) at the above location were transported to 795 Todd Avenue, Azusa, California, a Toxic Substance Disposal Facility (TSDF) EPA ID# CAD028122133.

The tank(s) were washed using water under pressure to float free any product and then pumped until clean. All tank washings were pumped into a truck licensed to pump and haul hazardous waste and then disposed of at a proper facility for recycling oil and water.

All tanks were tested with a USI flammable gas monitor to confirm they had been rendered safe to cut up for scrap, then cut up and hauled to a local scrap yard.

CLOSURE PERMIT #: 4970B
OR PLAN CHECK #:

MANIFEST #: 88081479 & 88081480
HAULER #: 905087 904981

TANK SIZE: 8,000 gal.	TANK SIZE: 12,000 gal.	TANK SIZE: 12,000 gal.
INVENTORY# 833	INVENTORY# 1223	INVENTORY# 1224
CONTENTS : diesel	CONTENTS : diesel	CONTENTS : gasoline
TANK TAG INFO:	TANK TAG INFO:	TANK TAG INFO:
UL#	UL#	UL#
MFG:	MFG:	MFG:
TANK SIZE: 12,000 gal.	TANK SIZE:	TANK SIZE:
INVENTORY# 1225	INVENTORY#	INVENTORY#
CONTENTS : gasoline	CONTENTS :	CONTENTS :
TANK TAG INFO:	TANK TAG INFO:	TANK TAG INFO:
UL#	UL#	UL#
MFG:	MFG:	MFG:

Sincerely,

Darron H. Evans, President
J. D. BRODINE & SON, INC.

J. D. Brodine & Son Inc.
14879 WHITTRAM AVENUE • FONTANA, CA 92335 • (714) 355-5624

May 24, 1990 PERMIT NO. 6077B

Petro Lock, Inc.
P. O. Box 2226
Lancaster, CA 93539

Job location: 38206 N. Sierra Hwy.
Palmdale, CA

CERTIFICATION OF TANK DISPOSAL

On December 28, 1989 three (3) 4,000 gallon tanks were picked up from the above location and transported to our facility at 14879 Whittram Avenue, Fontana, CA.

The tanks were cut up on-site then transported to Whittram Avenue where they were then hauled to a local scrap yard.

Sincerely,

Darron H. Evans
J. D. Brodine & Son, Inc.

DE/mc

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

NOTICE

TO: Don Stull DATE: January 26, 1989

FIRM NAME: Petro Luck Inc. FILE NO: 10301

LOCATION 38206 N. Sierra Highway I.W. PERMIT NO:
Palmdale, CA 93550

REMARKS: The facility named above did have seven underground tanks. Four of the tanks were pulled out under closure permit # 4970-B.

The tanks rinse was kept in 55 gallon drums and left on site. It must be hauled away to a legal disposal site by February 15, 1989. A copy of the manifest must be kept on file for verification.

The three tanks left in ground must be removed by February 15, 1989. You must apply for a closure permit through our main office in Alhambra. (For further information) (about closure permit contact John Huff at 818 - 458 - 3510).

Please telephone the office indicated below for return inspection.

Santa Clarita Valley Regional Office
23757 West Valencia Boulevard
Valencia, Ca. 91355

(805) 253-7207
8-9 A.M.

Kenneth R. Kvammen
Assistant Deputy County Engineer
Waste Management Division

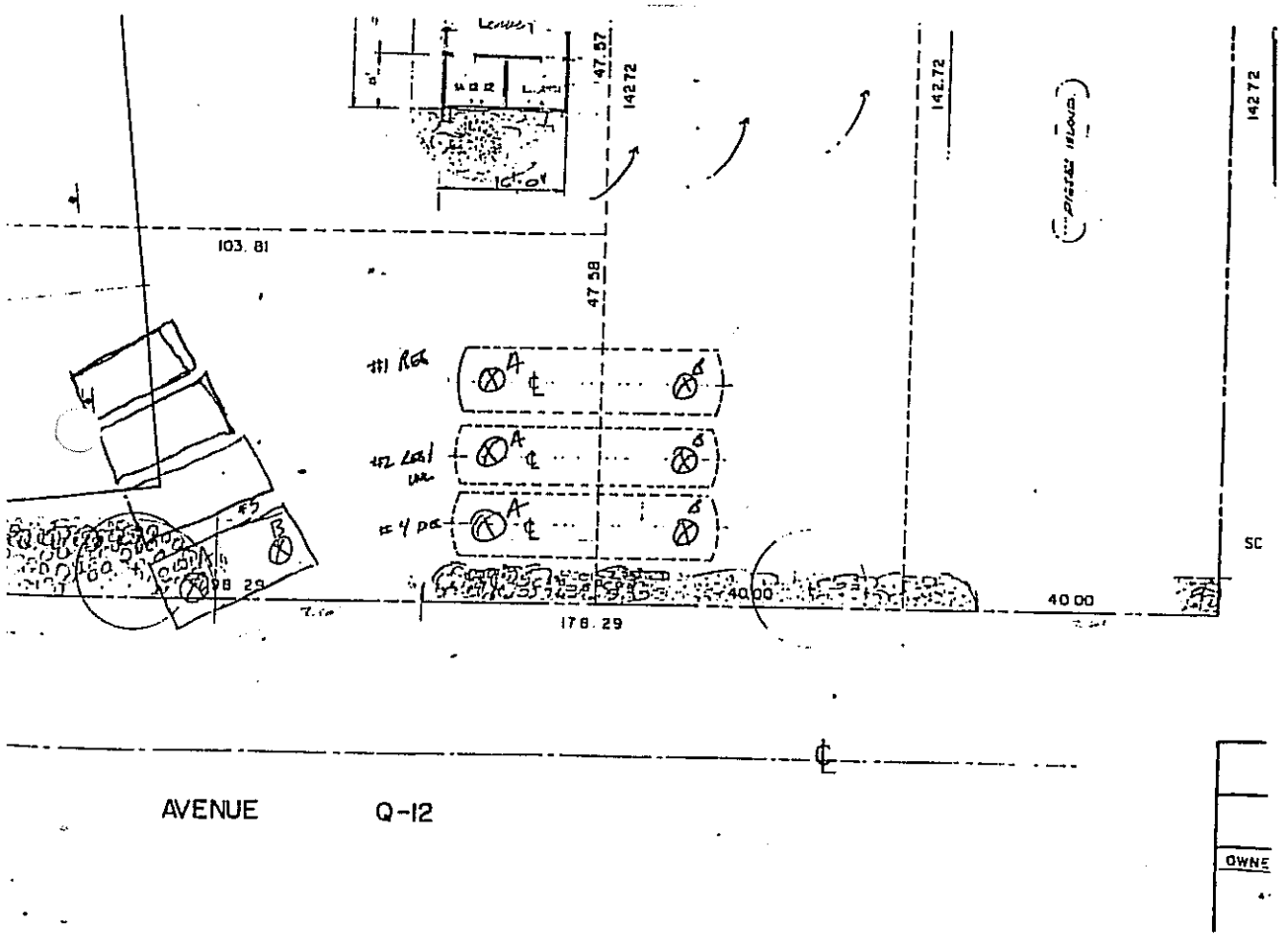
By Mark Khal
Mark Khal
Industrial Waste Engineering Inspector

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
CLOSURE REPORT REQUIREMENTS

A closure report shall be submitted to the Los Angeles County Department of Public Works, Waste Management Division, P.O. Box 4089, Los Angeles, CA 90051 containing:

1. File number of facility and closure permit number.
2. Plot plan to scale showing locations of tanks, sampling points, buildings, adjacent streets and north arrow.
3. Description of methods for obtaining, handling and transporting samples.
4. Time and date samples were obtained.
5. If borings were established, boring logs certified by a CA Registered Geologist, CA Certified Engineering Geologist or CA Registered Civil Engineer with sufficient experience in soils.
6. Chain-of-custody documentation initiated by person obtaining sample through person at State Department of Health Services certified laboratory.
7. Disposal destination of tanks and evidence of legal disposal.
8. Analysis results by a State certified laboratory submitted on laboratory letterhead showing analysis date, methods of extraction and methods of analysis.
9. Documentation as to depth of groundwater at facility.
10. Manifests to document hazardous waste disposal of any removed soil.
11. Any observations of site contamination.
12. Remedial action plan to mitigate contamination.
13. Report to be signed by CA Registered Geologist, CA Certified Engineering Geologist or CA Registered Civil Engineer with sufficient experience in soils.

Signature [illegible] Date 8/7/87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CLOSURE PERMIT SUPPLEMENT
HAZARDOUS MATERIALS UNDERGROUND STORAGE
LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
2250 ALCAZAR STREET
LOS ANGELES, CALIFORNIA 90033

Closure Permit No. 3270 B
File No. I-10301-4A

To satisfy the permanent closure requirements for underground storage tanks previously storing hazardous materials, site integrity must be demonstrated by the analysis of soil samples and, if applicable, groundwater samples as outlined below. These requirements are in addition to the conditions listed on the Application fo Closure or contained in an approved Closure Plan.

1. Samples shall be obtained at the sampling points (SP) indicated on the attached plot plan.

2. For each SP, samples shall be obtained at the following depths:

SP	Depth(s)	Compounds	Analysis Method
1A,B	2' TO 4' BELOW TANK INVERT	T.P.H. & ORGANIC LEAD	EPA 8015
2A,B	" " " " " "	T.P.H. & " "	" "
3A,B	" " " " " "	"	EPA 418.1
4A,B	" " " " " "	" & ORGANIC LEAD	EPA 418.1 & 8015

3. All soil samples obtained shall be undisturbed and unexposed prior to analysis. The method used to obtain the samples and the date of sampling shall be included in the final report.

4. If groundwater is encountered during sampling, a groundwater monitoring well shall be established at the most downgradient sampling point. The well shall be developed by removing a minimum of four well volumes and a groundwater sample shall be obtained and analyzed.

5. The analysis results for all soil samples shall be expressed in milligrams per kilogram (mg/kg). Analysis results for groundwater samples shall be expressed in parts per billion (ppb).

6. Analysis results shall be reported on laboratory letterhead and shall include the following information: a) The date the analysis was conducted; b) The method of extraction (if applicable); c) The method of analysis.

7. All soil/groundwater samples obtained shall be handled and transported to a laboratory in strict accordance with applicable EPA regulations utilizing chain-of-custody procedures. Chain-of-custody documentation shall be included in the final report.

8. If the soil/groundwater analysis indicates undefined contamination at the facility, additional sampling shall be required to define the vertical and lateral extent present.

9. A final report that contains all of the above required information shall be submitted to the office above within one (1) month from the sampling date or 180 days from the date of this permit, whichever earlier.

NOTICE TO CLOSURE PERMIT APPLICANTS

The South Coast Air Quality Management District (SCAQMD) has adopted Rule 1166 regulating emissions of Volatile Organic Compounds (VOC) from decontamination of soil effective August 6, 1988.

In addition to the requirements of your Closure Permit, persons excavating any underground storage tank that previously contained VOC's must:

-- Notify the SCAQMD Executive Officer by telephone at (818) 572-6195, 24 hours prior to tank excavation. 1166(c)(1)(A)

-- Monitor the excavated material during the excavation for VOC contamination. 1166(c)(1)(B)

-- When VOC contamination is detected:
* Cease excavation
* Cover the contaminated soil until implementation of approved mitigation measures. 1166(c)(1)(C)
* Notify the SCAQMD Executive Officer at 572-6195 within 24 hours of detection of contaminated soil. 1166(c)(2)(A)

-- A person shall not engage in or allow any on-site or off-site spreading of VOC contaminated soil which results in uncontrolled evaporation of VOC to the atmosphere. 1166(c)(3)

Exemptions

-- Treatment of less than one (1) cubic yard of contaminated soil. 1166(d)(1)(A)

-- Decontamination of soil containing organic compounds that have initial boiling point of 302°F or greater, Reid Vapor Pressure less than 80mm Hg or Absolute Vapor Pressure less than 36mm Hg at 20°C. 1166(d)(1)(B),(F)

-- Removal of soil for sampling purposes pursuant to EPA methods. 1166(d)(1)(C)

-- Accidental spillage of five (5) gallons or less of VOC. 1166(d)(1)(D)

-- Decontamination of soil which is contaminated through natural seepage of VOC from oil and gas wells or other natural sources. 1166(d)(1)(E)

SPECIFIC QUESTIONS ON RULE 1166 SHOULD BE REFERRED TO THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (818) 572-6200

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
CLOSURE REPORT REQUIREMENTS

A closure report shall be submitted to the Los Angeles County Department of Public Works, Waste Management Division, P.O. Box 4089, Los Angeles, CA 90051 containing:

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3. Description of methods for obtaining, handling and transporting samples.
4. Time and date samples were obtained.
5. If borings were established, boring logs certified by a CA Registered Geologist, CA Certified Engineering Geologist or CA Registered Civil Engineer with sufficient experience in soils.
6. Chain-of-custody documentation initiated by person obtaining sample through person at State Department of Health Services certified laboratory.
7. Disposal destination of tanks and evidence of legal disposal.
8. Analysis results by a State certified laboratory submitted on laboratory letterhead showing analysis date, methods of extraction and methods of analysis.
9. Documentation as to depth of groundwater at facility.
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11. Any observations of site contamination.
12. Remedial action plan to mitigate contamination.
13. Report to be signed by CA Registered Geologist, CA Certified Engineering Geologist or CA Registered Civil Engineer with sufficient experience in soils.

Signature _____ Date 11-1-88

LOSURE PERMIT SUPPLEMENT
IAZARDOUS MATERIALS UNDER..OUND STORAGE
.OS ANGELES COUNTY
EPARTMENT OF PUBLIC WORKS
ASTE MANAGEMENT DIVISION
250 ALCAZAR STREET
OS ANGELES, CALIFORNIA 90033

Closure Permit No. 4970 B
File No. I-10301-4A

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- Samples shall be obtained at the sampling points (SP) indicated on the attached plot plan.

- For each SP, samples shall be obtained at the following depths:

SP	Depth(s)	Compounds	Analysis Method
1A, 1B, 2A, 2B	2 to 3 ft below the tank invert	TPH & BTXE	8015, 8020
1A, 4B, 5A, 5B	2 to 3 ft below the tank invert	TPH & BTXE	418.1, 8015

All soil samples obtained shall be undisturbed and unexposed prior to analysis. The method used to obtain the samples and the date of sampling shall be included in the final report.

If groundwater is encountered during sampling, a groundwater monitoring well shall be established at the most downgradient sampling point. The well shall be developed by removing a minimum of four well volumes and a groundwater sample shall be obtained and analyzed.

The analysis results for all soil samples shall be expressed in milligrams per kilogram (mg/kg). Analysis results for groundwater samples shall be expressed in parts per billion (ppb).

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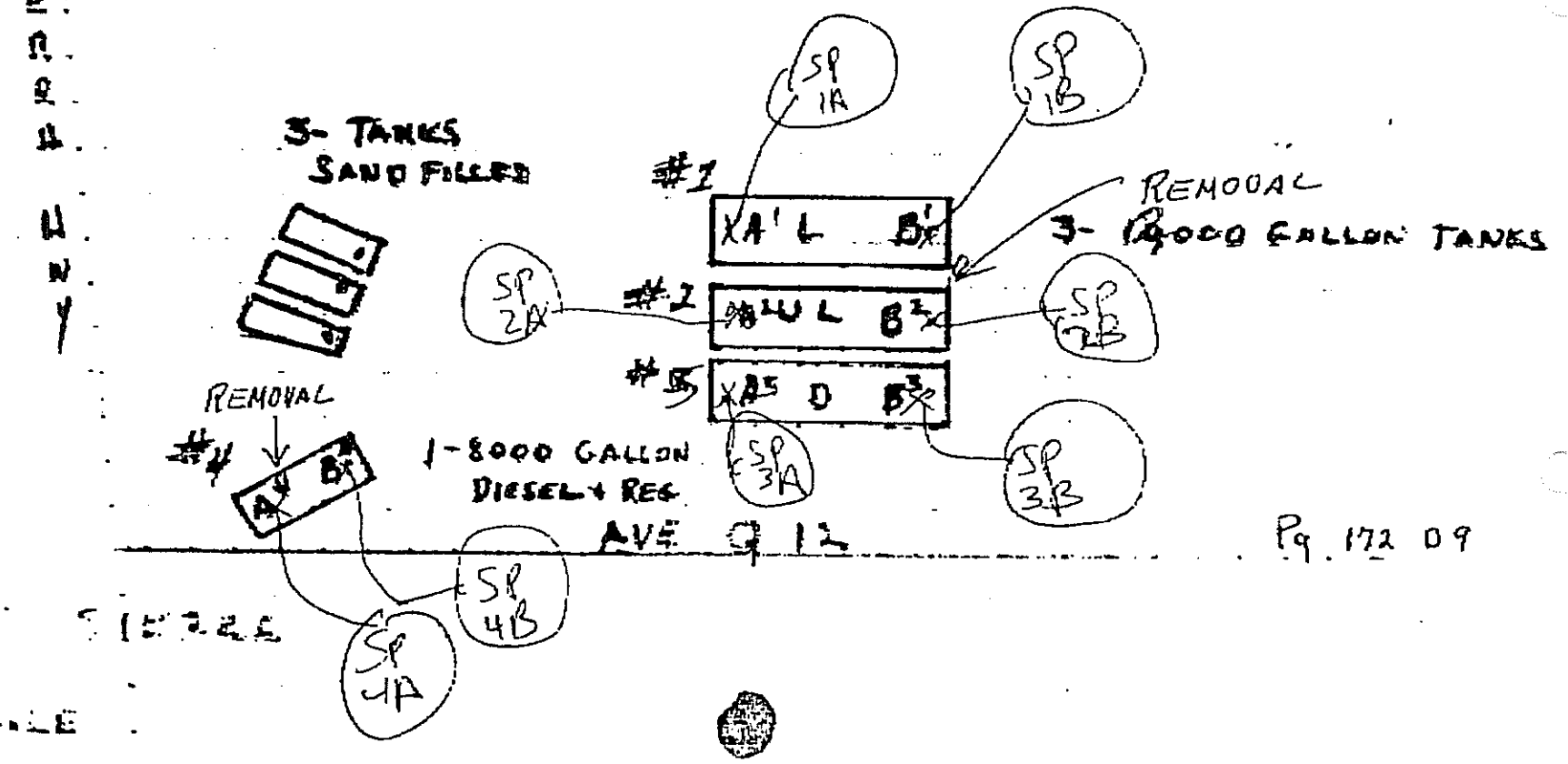
If the soil/groundwater analysis indicates undefined contamination at the facility, additional sampling shall be required to define the vertical and lateral extent present.

A final report that contains all of the above required information shall be submitted to the office within one (1) month from the

N

OWNER
PETRO LOCK
45315 N TREVOR
LANCASTER CA

CONTRACTOR
J D BROOING + SON INC
795 TODD AVE PO BOX 1300
AZUSA CA 91740
818 969-7741



Pg. 172 09

HAZARDOUS MATERIALS ENGINEERING SERVICE
COUNTY OF LOS ANGELES-DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
900 S. FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331

TG { Pg: 172 Sec: D9

11 +U

File 10301 R/C 4A

Fee $ 255

Check [✓] Cash [ ]

OWNER: Name PETRO LOCK INC Phone 805 948 6044
Mailing Address 45515 N TREVOR City LANCASTER State CA Zip 93534

FACILITY:
Occupant Name PALMDALE PETRO LOCK INC Phone
Site Address 38206 N SIERRA HWY City PALMDALE Zip 93550
Mailing Address 45515 N TREVOR City LANCASTER State CA Zip 93534
Contact Person DON STULL Title MANAGER

CONTRACTOR [X], complete below: OWNER/OPERATOR AS CONTRACTOR [ ]
Name J.D. BRODINE & SON INC Phone 818 969 7941
State License No. 425319 Class C 12 C 61/40

CLOSURE REQUESTED:
[X] PERMANENT, TANK REMOVAL (See Conditions A and C Attached)
How many underground tanks will remain after this closure? NONE
[ ] PERMANENT, CLOSURE IN PLACE (See Conditions A and D Attached)
[ ] TEMPORARY (See Conditions A and B Attached)

TANK DESCRIPTION: PLOT PLAN ATTACHED [X] EXISTING HMUSP NO.

Tank No.	Construction Material	Age (Years)	Capacity (gal)	Materials Stored (Past/Present)
1	STEEL	UNK	12,000	UNLEADED GASOLINE + REG
2	"	"	12,000	LEADED + UNLEADED REG
4	"	"	10,000	DIESEL
5	"	"	5,000	WASTE OIL + DIESEL

COMPLETE THE FOLLOWING:

	YES	NO
Has an unauthorized release ever occurred at this site?	[ ]	[X]
Have structural repairs ever been made to these tanks?	[ ]	[X]
Will new underground tanks be installed after closure?	[ ]	[X]
Will any wells, including monitoring wells, be abandoned?	[ ]	[X]

NOTICE: CONTAMINATED TANKS AND RESIDUES THAT MAY BE LEFT IN TANKS TO BE CLOSED MAY BE A HAZARDOUS WASTE WHICH MUST BE TRANSPORTED AND DISPOSED OF PURSUANT TO CHAPTER 6.5, CALIFORNIA HEALTH & SAFETY CODE. FAILURE TO COMPLY MAY BE PROSECUTED AS A FELONY VIOLATION.

By signature below the applicant certifies that all statements and disclosures above are true and correct and that they have read and agree to abide by this permit and all conditions and limitations attached.

Applicant's Signature [signature] Date 11-1-88
(Print Name) DARROW EVANS Phone 818 969 7941
Owner [ ] Operator [ ] Contractor [ ]

==========TO BE COMPLETED BY THE DEPARTMENT OF PUBLIC WORKS==========

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T.A. TIDEMANSON Randy McDonald (805) 253-7207 (8-9:30 A.M. Thursday)
Director of Public Works
By David E. Pondi Date 11/1/88 (11:00 AM)

Form Approved OMB No. 2050—0039 (Expires 9-30-88)
Please print or type. *(Form designed for use on elite (12-pitch typewriter).*

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Sacramento, California

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D. Transporter's Phone: 818-338-2719

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8. US EPA ID Number:

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Job location: 38206 N. Sierra Hwy. Palmdale, CA

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Printed/Typed Name: Ken Haberman | Signature: Ken Haberman | Month Day Year: 11 11 88

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: MELVIN BETHEL | Signature: Melvin Bethel | Month Day Year: 11 11 88

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name: | Signature: | Month Day Year:

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.
Printed/Typed Name: | Signature: | Month Day Year:

GENERATOR — TRANSPORTER — FACILITY

IN CASE OF AN EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802, WITHIN CALIFORNIA CALL 1-800-852-7550

DHS 8022 A (1/88)
PA 8700—22
Rev. 9-86) Previous editions are obsolete.

Do Not Write Below This Line

Blue: GENERATOR SENDS THIS COPY TO DOHS WITHIN 30 DA
To: P.O. Box 400, Sacramento, CA 95812-0400

State of California—Health and Welfare Agency
Form Approved OMB No. 2050—0039 (Expires 9-30-88)
Please print or type. (Form designed for use on elite (12-pitch typewriter).

Instructions on the Back

Department of Health Services
Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

Generator's US EPA ID No. C A C 0 0 1 2 8 0 2 9 | Manifest Document No. 0 0 4 7 9 | 2. Page 1 of 1

Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address
Petrolock, Inc.
45315 N. Trevor Lancaster, CA 93534

4. Generator's Phone (805) 948-6044

A. State Manifest Document Number 88081479

B. State Generator's ID

5. Transporter 1 Company Name: J. D. Brodine & Son, Inc.
6. US EPA ID Number: C A D 0 2 8 1 2 2 1 3 3

C. State Transporter's ID 905087

D. Transporter's Phone 818-969-7741

7. Transporter 2 Company Name
8. US EPA ID Number

E. State Transporter's ID

F. Transporter's Phone

9. Designated Facility Name and Site Address
J. D. Brodine & Son, Inc.
795 Todd Avenue
Azusa, CA 91702

10. US EPA ID Number: C A D 0 2 8 1 2 2 1 3 3

G. State Facility's ID C A D 0 2 8 1 2 2 1 3 3

H. Facility's Phone 818-969-7741

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	12. Containers Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste No.
a. Hazardous Waste Solid N.O.S. ORM-E NA9189	002	TP	17000	P	State 512 / EPA/Other
b.					State / EPA/Other
c.					State / EPA/Other
d.					State / EPA/Other

J. Additional Descriptions for Materials Listed Above
1 - empty 8,000 gallon tank
1 - empty ~~10,000~~ 12,000 gallon tank

K. Handling Codes for Wastes Listed Above
a. 15
b.
c.
d.

15. Special Handling Instructions and Additional Information
Gloves

Job location: 38206 N. Sierra Hwy. Palmdale, CA

16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name: Ken Haberman | Signature: Ken Haberman | Month Day Year: 1 1 1 8 8 8

TRANSPORTER

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: Kelly Dunkerson | Signature: Kelly Dunkerson | Month Day Year: 1 1 1 8 8 8

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name | Signature | Month Day Year

FACILITY

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in item 19.
Printed/Typed Name | Signature | Month Day Year

GENERATOR

IN CASE OF AN EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA CALL 1-800-852-7550

DHS 8022 A (1/88)
EPA 8700—22
(Rev. 9-86) Previous editions are obsolete.

Do Not Write Below This Line

Blue: GENERATOR SENDS THIS COPY TO DOHS WITHIN 30 DAYS
To: P.O. Box 400, Sacramento, CA 95812-0400

Scott,

I identify which tank is the Waste-oil tank. The tanks identified in Closure Report don't correlate with those on the Closure app.

E.g.

There's no tank #3 on Closure Permit but its shown in the Closure Report.

Soils in the vicinity of the waste-oil tank must also be verified for 8240.

Consultant called 2/20/91

I told him so.

OKA

Waste
810.25

AirPetro CORP.

RECEIVED
JAN 17 1991

January 15, 1991

Mr. Scott Small
Los Angeles County Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

Subject: Tank Closure, Q-12 & Palmdale Blvd., Palmdale, CA

Mr. Small:

I have employed Mr. Russell Juncal of Water Works, Inc. to represent Petro Lock, Inc. in the matter of your file #I-10301 (a work plan in accordance with your request of September 27, 1990).

Yours truly,

Wayne Ulberg

cc: Mr. Russell Juncal
Mr. Don Stull

C# PP108125

P.O. BOX 2226 • LANCASTER, CALIFORNIA 93539 • TELEPHONE (805) 949-6220

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

1900213

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

IN REPLY PLEASE REFER TO FILE:
WM-1
10301

9-133

AUG 27 1990

	SEP 13 1990
AND	9-17
KC	9/17
CM	9/27
Files	

90 SEP 11 PM 12:30

Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Don Stull

NOTIFICATION OF RESPONSIBILITY FOR REIMBURSEMENT FOR COSTS INCURRED IN ADMINISTERING THE UNDERGROUND STORAGE TANK CLEANUP PROGRAM
SITE ADDRESS: 38206 N. Sierra Hwy., Palmdale,CA 93534

The purpose of this letter is to inform responsible parties that the Los Angeles County Department of Public Works has entered into an agreement with the State of California to oversee the cleanup of contaminated sites resulting from the unauthorized discharge of hazardous substances from underground storage tanks. The cleanup of these sites is necessary to protect the public and environment from unnecessary exposure to hazardous chemicals.

The cleanup program developed by Los Angeles County is funded by State and Federal monies and is subject to the reimbursement requirements associated with the use of these funds. In order to comply with the reimbursement requirement, it will be necessary to account for all time and materials expended by County staff at each cleanup site. On a routine basis, site specific amounts detailing the time and expenses expended for each site will be provided to the State. The State will then invoice the responsible party for all direct and indirect costs associated with the cleanup of the site.

For your information, please find the enclosed Notice of Reimbursement. This is your formal notification concerning reimbursement requirements for the responsible party. If any of the information contained in the Notice of Reimbursement is incorrect, or if you have any questions regarding the reimbursement requirements, please contact Pat Proano of the Underground Storage Tank Local Oversite Program at (818) 458-3979.
Any correspondence should be sent to:

Los Angeles County Department of Public Works
Waste Management Division
UST Local Oversite Program
Attention Pat Proano
P.O. Box 1460
Alhambra, CA 91803-1331

Very truly yours,

T.A. TIDEMANSON
Director of Public Works

Pat A. Proano
for Supervising Civil Engineer II
Waste Management Division

Enc.

cc: State Water Resources Control Board
California Regional Water Quality Control Board,
LaHonton Region

PRINTED ON RECYCLED PAPER

State Water Resources Control Board
Division of Water Quality
UST Cleanup Program

Notice of Reimbursement
When Federal Funds are Used

Site Code: 10301
Site Name: Petro-Lock, Inc.
Address: 38206 N. Sierra Hwy.
City/State/Zip: Palmdale, CA 93534

First Reported: 06/13/90
Substance: 12032
Petroleum?: Y

The following information has been provided to:

Contact Person: Don Stull
Repsonsible Party: Petro-Lock, Inc.
Address: P.O. Box 2226
City/State/Zip: Lancaster, CA 93534

Whereas the Federal Petroleum Leaking Underground Storage Tank Trust Fund provides funding to pay the local and state agency administrative and oversight costs associated with the cleanup of releases from underground storage tanks; and Whereas the direct and indirect costs of overseeing removal or remedial action at the above site are funded, in whole or in part, from the Federal Trust Fund; and Whereas the above individual(s) entity(ies) have been identified as the party(ies) responsible for investigation and cleanup of the above site; YOU ARE HEARBY NOTIFIED that pursuant to Subdivision (h) of Section 699(b) of the United States Code, the above Responsible Party(ies) shall reimburse the State Water Resources Control Board for all direct and indirect costs incurred by any and all state and local agencies while overseeing the cleanup of the above underground storage tank site; and the above Responsible Party(ies) shall make full payment of such costs within 30 days of receipt of a detailed invoice from the State Water Resources Control Board.

Contract Project Director:

Signature

(818) 458-3979
Telephone Number

Date 08/28/90

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WATER RESOURCES CONTROL BOARD - DIVISION OF WATER QUALITY

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION - UST LOCAL OVERSITE PROGRAM

SITE SPECIFIC QUARTERLY REPORT

CONTRACTOR NO: 19000 SOURCE OF FUNDS: F SUBSTANCE: 12032

SITE NO: 10301 FEDERAL EXEMPT: N PETROLEUM: Y

SITE NAME: Petro-Lock, Inc. DATE REPORTED: 06/13/90

ADDRESS: 38206 N. Sierra Hwy. DATE CONFIRMED: 07/17/90

CITY/ZIP Palmdale 93534 CATEGORY: R

SITE STATUS

CASE TYPE: S CONTRACT STATUS: EMERGENCY RESPONSE:

RP SEARCH: S DATE UNDERWAY: 07/17/90 DATE COMPLETED: 07/17/90

PRELIMINARY ASSESSMENT: DATE UNDERWAY: DATE COMPLETED:

SITE INVESTIGATION: DATE UNDERWAY: DATE COMPLETED:

REMEDIAL ACTION: DATE UNDERWAY: DATE COMPLETED:

POST REMEDIAL ACTION MONITORING: DATE UNDERWAY: DATE COMPLETED:

ENFORCEMENT ACTION TAKEN: TYPE: DATE TAKEN:

LUFT CATEGORY: CASE CLOSED: DATE CLOSED:

DATE EXCAVATION STARTED: REMEDIAL ACTIONS TAKEN:

RESPONSIBLE PARTY

CONTACT NAME: Don Stull

COMPANY NAME: Petro-Lock, Inc.

ADDRESS: P.O. Box 2226

CITY/STATE: Lancaster , CA 93534

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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

File

IN REPLY PLEASE
REFER TO FILE:

I-10301

September 27, 1990

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

UST LOCAL OVERSITE PROGRAM REVIEW SHEET
HAZARDOUS MATERIALS UNDERGROUND STORAGE
TANK CLOSURE REPORT
CLOSURE PERMIT NOS. 3270B AND 6077B
FACILITY: 38206 NORTH SIERRA HIGHWAY, PALMDALE, CA 93534

This office has reviewed the subject document(s) submitted on June 13, 1990. The comments in this letter must be addressed and submitted to this office by October 25, 1990.

The Tank Closure Report has not been approved.

Note: Closure samples S-1A through S-4B exceeded the maximum holding time of 14 days. The results cannot be accepted as the maximum levels indicated by the laboratory results. Samples S-4A and S-4B must be shown on the plot plan. Evidence that the local scrap yard received the tank metal must be submitted to this office.

You are cautioned that any contaminated soils or hazardous materials generated during the approved operation must be manifested and transported to a hazardous waste disposal facility as required by California Health and Safety Code, Division 20, Chapter 6.5, unless evidence is presented indicating that the material may be disposed of at a less restricted facility. Copies of all completed manifests shall be submitted to this office as part of the final report.

Notify Dave Lobato at (818) 458-4374 a minimum of 72 hours prior to commencing any significant investigation, remediation, or assessment activities on site. The Los Angeles County Department of Public Works may disregard the work performed if the County was not properly notified.

Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Pilot Program, Annex Building, P. O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Pilot Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

Enc.

cc: California Regional Water Quality Control Board
Ms. Cathy L. Lielausis, Converse Environmental West
South Coast Air Quality Management District
State Department of Health Services

PP100 4/90

ts(7)/10301

ADDITIONAL PROPOSAL/REPORT REQUIREMENTS

[X] Plot plan to scale showing location of tanks and associated piping, pumps, sampling points, buildings, adjacent streets and north arrow.

[ ] Verification samples to verify the removal of all contamination.

[ ] Insufficient number of samples were obtained. Additional samples required in accordance with Closure Permit Requirements.

[ ] Describe method of obtaining, handling, and/or transporting samples.

[ ] Previous samples obtained were not analyzed in accordance with Closure Permit Requirements. Samples must be analyzed by appropriate methods.

[X] All future soil sample analysis must utilize the following methods:
( )EPA 8010 ( )EPA 8020 (X)EPA 8240 (X)EPA 418.1
(X)SDOHS TPH Draft Method for gasoline/diesel ( )CAM Metals
(X)Other: SDOHS test for lead.

[ ] All future groundwater sample analysis must utilize the following EPA methods and test for the items indicated:
( )EPA 601 ( )EPA 602 ( )EPA 624 ( )EPA 418.1
( )SDOHS TPH Draft Method for gasoline/diesel ( )CAM Metals
( )Other: _____

[ ] Determine the hydraulic gradient. A minimum of 3 groundwater monitoring wells are required.

[ ] Documentation as to depth of groundwater at facility.

[ ] Boring logs certified by a CA Registered Geologist, CA Certified Engineering Geologist, or a CA Registered Civil Engineer with sufficient experience in soils for all borings.

[ ] Chain-of-custody documentation initiated by person obtaining sample through person at DOHS certified laboratory.

[ ] Analysis results by a State certified laboratory on laboratory letterhead showing received date, analysis date, methods of extraction and analysis.

[ ] Respond to inquires stated on the enclosed "Hydrogeologic Report Correction/Review Sheet".

[ ] Disposal destination of tanks and evidence of legal disposal.

[X] Manifest to document disposal of tank rinseate, signed by the receiving facility.

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[ ] Manifests to document hazardous waste disposal of removed soil, signed by the receiving facility.

[X] Indicate use of excavated soil.

[ ] Evidence of legal disposal of soils designated as nonhazardous.

[X] Wet ink signature and seal on all future reports is required of CA Registered Geologist, CA Certified Engineering Geologist, Registered Geotechnical Engineer, or CA Registered Civil Engineer with sufficient experience in soils.

[X] Health and Safety plan prior to conducting any field work.

[X] Proposed future uses or improvements for the area related to the contamination.

[X] Obtain South Coast Air Quality Management District (SCAQMD) permit.

[X] Obtain State Department of Health Services (SDOHS) Permit-by-Rule.

[X] Site Assessment Proposal to define the vertical and lateral extent of contamination. Two non-compliance letters have already been sent regarding this issue. Submit a proposal.

[ ] Site Assessment Proposal is inadequate.

[ ] Remedial Action Proposal to mitigate contamination.

[ ] Remedial Action Proposal is inadequate.

[ ] Other:

PP101 7/90

ts(7)/10301(1)

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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

10-222
RECD 10-17-90
RWQCB-6

IN REPLY PLEASE
REFER TO FILE:

I-10301

September 27, 1990

UST 19009BT

Mr. Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Mr. Stull:

UST LOCAL OVERSITE PROGRAM REVIEW SHEET
HAZARDOUS MATERIALS UNDERGROUND STORAGE
TANK CLOSURE REPORT
CLOSURE PERMIT NOS. 3270B AND 6077B
FACILITY: 38206 NORTH SIERRA HIGHWAY, PALMDALE, CA 93534

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Correspondence should be submitted to the Los Angeles County Department of Public Works, UST Pilot Program, Annex Building, P. O. Box 1460, Alhambra, CA 91802-1460.

If you have any questions regarding this matter, please contact Scott Small at (818) 458-3996.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

By Scott Small
Scott Small
UST Pilot Program
Waste Management Division

Reviewed P. A. Proano
Pat Proano, P. E.
Supervising Civil Engineer II
Waste Management Division

Enc.

cc: California Regional Water Quality Control Board
Ms. Cathy L. Lielausis, Converse Environmental West
South Coast Air Quality Management District
State Department of Health Services

PP100 4/90

ts(7)/10301

ADDITIONAL PROPOSAL/REPORT REQUIREMENTS

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[ ] Remedial Action Proposal is inadequate.

[ ] Other:

PP101 7/90

ts(7)/10301(1)

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Pls file

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

Waste Management Division

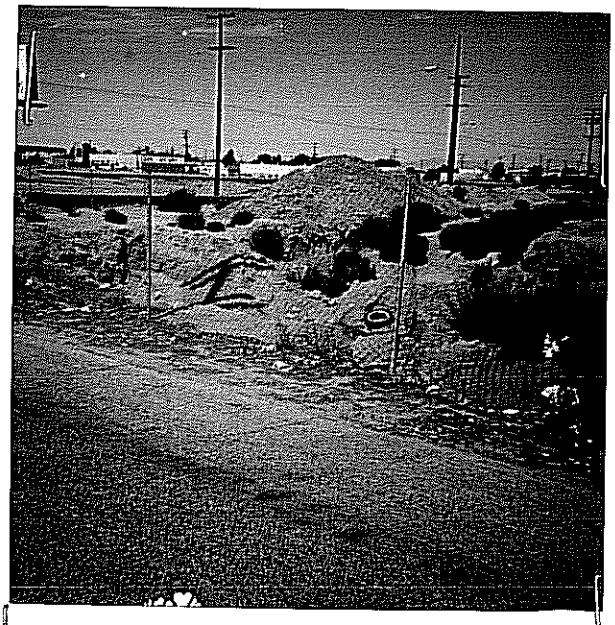
INSPECTOR'S REPORT

TO: Dave Lobato/ Scott Small DATE: 9-26-90

FROM: Tom Custard FILE: I-10301

INDUSTRY: Petro-Lock
38206 N. Sierra Hwy, Palmdale

REPORT: The preliminary site inspection yielded no evidence of prior site assessment. The TANK excavation remains open. Debris are scattered at the bottom of the excavation. TWO (2) UNCOVERED Soil piles exist adjacent the excavation. NO Signs of Contamination were noted in the excavation or soil piles. The rest OF the Site is graded dirt.



Excavation in Foreground
Soil piles in Background

38-0002 DPW 10/86

1081

D.L.

file

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

IN REPLY PLEASE REFER TO FILE:
WM-1
10301

AUG 27 1990

Don Stull
Petro-Lock, Inc.
P.O. Box 2226
Lancaster, CA 93534

Dear Don Stull

NOTIFICATION OF RESPONSIBILITY FOR REIMBURSEMENT FOR COSTS INCURRED IN ADMINISTERING THE UNDERGROUND STORAGE TANK CLEANUP PROGRAM
SITE ADDRESS: 38206 N. Sierra Hwy., Palmdale,CA 93534

The purpose of this letter is to inform responsible parties that the Los Angeles County Department of Public Works has entered into an agreement with the State of California to oversee the cleanup of contaminated sites resulting from the unauthorized discharge of hazardous substances from underground storage tanks. The cleanup of these sites is necessary to protect the public and environment from unnecessary exposure to hazardous chemicals.

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Any correspondence should be sent to:

Los Angeles County Department of Public Works
Waste Management Division
UST Local Oversite Program
Attention Pat Proano
P.O. Box 1460
Alhambra, CA 91803-1331

Very truly yours,

T.A. TIDEMANSON
Director of Public Works

for Pat A. Proano
Supervising Civil Engineer II
Waste Management Division

Enc.

cc: State Water Resources Control Board
California Regional Water Quality Control Board,
LaHonton Region

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State Water Resources Control Board
Division of Water Quality
UST Cleanup Program

Notice of Reimbursement
When Federal Funds are Used

Site Code: 10301
Site Name: Petro-Lock, Inc.
Address: 38206 N. Sierra Hwy.
City/State/Zip: Palmdale, CA 93534

First Reported: 06/13/90
Substance: 12032
Petroleum?: Y

The following information has been provided to:

Contact Person: Don Stull
Repsonsible Party: Petro-Lock, Inc.
Address: P.O. Box 2226
City/State/Zip: Lancaster, CA 93534

Whereas the Federal Petroleum Leaking Underground Storage Tank Trust Fund provides funding to pay the local and state agency administrative and oversight costs associated with the cleanup of releases from underground storage tanks; and Whereas the direct and indirect costs of overseeing removal or remedial action at the above site are funded, in whole or in part, from the Federal Trust Fund; and Whereas the above individual(s) entity(ies) have been identified as the party(ies) responsible for investigation and cleanup of the above site; YOU ARE HEARBY NOTIFIED that pursuant to Subdivision (h) of Section 699(b) of the United States Code, the above Responsible Party(ies) shall reimburse the State Water Resources Control Board for all direct and indirect costs incurred by any and all state and local agencies while overseeing the cleanup of the above underground storage tank site; and the above Responsible Party(ies) shall make full payment of such costs within 30 days of receipt of a detailed invoice from the State Water Resources Control Board.

Contract Project Director:

Signature _____ (818) 458-3979 Telephone Number Date 08/28/90

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WATER RESOURCES CONTROL BOARD - DIVISION OF WATER QUALITY

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION - UST LOCAL OVERSITE PROGRAM

SITE SPECIFIC QUARTERLY REPORT

CONTRACTOR NO: 19000 SOURCE OF FUNDS: F SUBSTANCE: 12032

SITE NO: 10301 FEDERAL EXEMPT: N PETROLEUM: Y

SITE NAME: Petro-Lock, Inc. DATE REPORTED: 06/13/90

ADDRESS: 38206 N. Sierra Hwy. DATE CONFIRMED: 07/17/90

CITY/ZIP Palmdale 93534 CATEGORY: R

SITE STATUS

CASE TYPE: S CONTRACT STATUS: EMERGENCY RESPONSE:

RP SEARCH: S DATE UNDERWAY: 07/17/90 DATE COMPLETED: 07/17/90

PRELIMINARY ASSESSMENT: DATE UNDERWAY: DATE COMPLETED:

SITE INVESTIGATION: DATE UNDERWAY: DATE COMPLETED:

REMEDIAL ACTION: DATE UNDERWAY: DATE COMPLETED:

POST REMEDIAL ACTION MONITORING: DATE UNDERWAY: DATE COMPLETED:

ENFORCEMENT ACTION TAKEN: TYPE: DATE TAKEN:

LUFT CATEGORY: CASE CLOSED: DATE CLOSED:

DATE EXCAVATION STARTED: REMEDIAL ACTIONS TAKEN:

RESPONSIBLE PARTY

CONTACT NAME: Don Stull

COMPANY NAME: Petro-Lock, Inc.

ADDRESS: P.O. Box 2226

CITY/STATE: Lancaster , CA 93534

PRINTED ON RECYCLED PAPER

PILOT PROGRAM SITE ADD

SITE ID: 10301 SITE NAME: Petro-Lock, Inc.
ADDRESS STREET NUMBER: 38206 N. STREET: Sierra Hwy
CITY: Palmdale ZIP CODE: 93534
PROJECT MANAGER (EMP ID): ~~23670~~ Scott Small (288421)

PP STATUS (I/R/U/C): __ RANK: _____ PRELIM FILE REVIEW (INITIALS) MDE
FUNDING (S/F): F FEDERAL EXEMPT? (Y/N) N SUBSTANCE CODE: 12032
PETROLEUM? (Y/N) Y DATE REPORTED (TO COUNTY): 6-13-90
DATE CONFIRMED (INTO PP): 7-17-90 CASE TYPE (U/S/G/D): S
CONTRACT STATUS: (1-8) _____ DATE EMERGENCY RESPONSE: _____

RP SEARCH (S/I/R/N): _____ DATE BEGIN: _____
DATE END: _____
PRELIM ASSESSMENT (U/C): _____ DATE BEGIN: _____
DATE END: _____
SITE INVESTIGATION (U/C): _____ DATE BEGIN: _____
DATE END: _____
REMEDIAL ACTION (U/C): _____ DATE BEGIN: _____
DATE END: _____
POST REMED MONITOR (Y/N/U/C): __ DATE BEGIN: _____
DATE END: _____

ENFORCEMENT ACTION TAKEN? (Y/N) ____ TYPE: (1-6) _____
DATE ACTION TAKEN: _____
DATE LAST CORSP: _____ CASE CLOSED: (Y/R/_) _____
DATE CLOSED: _____ DATE EXCAVATION STARTED: _____
LUFT CATEGORY (1/2/3): ___ REMEDIAL ACTIONS TAKEN (CODE): _____

RESPONSIBLE PARTY INFORMATION

RP CONTACT NAME: Don Stull RP FAX:
RP COMPANY NAME: Petro-Lock Inc. RP PHONE: (805) 948-6044
NUMBER: P.O. Box 2226 STREET:
CITY: Lancaster STATE/ZIP: CA/93534

CURRENT CONSULTANT INFORMATION

CONTACT PERSON NAME: Cathy L. Lielaussis
PHONE NUMBER: (818) 796-8200

COMMENT:

SM:tb/SMILE

JOBT

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS - JOB CONTROL

J B / P W	DOCUMENT NO:	JOB NO: W20103.01	START DATE: M M D D Y Y 08 01 90	EXP DATE: M M D D Y Y 06 30 99	DEPOSIT (Y/N): N	CASH (Y/N):	
☑ E - ORG ☐ M - ADJ	JOB DESCRIPTION (30 CHARACTER MAXIMUM): 38206 N. SIERRA HWY PALMDALE	JOB TYPE: E	BILLING TYPE: m	PROJECT FUND:	PROJECT:		
FAID NO:	RPT CAT	RESTRICT (Y/N):	CUSTOMER NAME: State of Calif	CUSTOMER ADDRESS: 2014 T Street P.O. Box 944212 Sacramento, CA 94244-2120			

SERVICER	FUND: A01	DEPT P.W	ORG: 47900	SUB ORG	APPR:	MINOR OBJ:	PROGRAM: E042	SUB PGM	REV SRC 9795	SUB REV	RPT CAT:	
REQUESTER	FUND	DEPT	ORG:	SUB ORG	PROGRAM	SUB PGM	MINOR OBJ	SUB EXP	APPR CODE	JOB:		
	REF PO DEPT:	REF PURCHASE ORDER NO	REF PO LINE:	CUSTOMER: P W 243609							RPT CAT	
COSTING	METHOD (P/D):	CLASS 1:	RATE 1:	CLASS 2:	RATE 2:	DEFAULT:	CLASS 3:	RATE 3:	CLASS 4:	RATE 4:		
EXCL OBJS	OBJ 1:	OBJ 2:	OBJ 3:	OBJ 4:	OBJ 5:	DEPOSIT HOLD:	BILLING FLAGS	OPT:	LVL:	A/DST:	HOLD:	CYCLE:

JOBD	RESP ORG: 47900	JOB BUDGET:	I/D: D									
ISF TRANSFER REVENUE DISTRIB.	REV SRC: 9795	SUB REV:	APPR ACCT:									
	ISF FUND:	ISF ORG:	ISF SUB ORG									
SPECIAL FUND EXPEND. DISTRIB.	FUND: A01	MIN OBJ:	SUB EXP	APPR ACCT								
	PROGRAM E042	SUB PGM:	SPL ORG:	SPL SUB:								
DPW JOB REFERENCE DATA	S/DIST: 5	FACILITY ID	LAST DATE BILLED									
	COMMENT REF NO	JOB OPEN INDICATOR:										

STATE REPORTS	INDICATOR	MAX BILLING AMT:	OH RT ID:		
SUB RPT CAT	F/G/P	TYPE	JURISDICTION	PERCENT	
JURISDICTION	PERCENT	JURISIDCTION	PERCENT		

JOAT ☐ A ☐ C ☐ D	ORGANIZATION NAME	ORG CODE	AMOUNT

PREPARED BY: Grady Jones

APPROVED BY: [signature]

DATE: 9/9/90

DEP DIRECTOR APPROVAL: ☐ REQUIRED ☐ NOT REQD

COMMENTS: State Water Resources Control Board

DEP DIR APPROVAL: _____ DATE: _____

FEDERAL

I-10301-4A

UNDERGROUND STORAGE TANK UNAUTHORIZED RELEASE (LEAK) / CONTAMINATION SITE REPORT

EMERGENCY: ☐ YES ☒ NO

HAS STATE OFFICE OF EMERGENCY SERVICES REPORT BEEN FILED? ☐ YES ☒ NO

FOR LOCAL AGENCY USE ONLY
I HEREBY CERTIFY THAT I AM A DESIGNATED GOVERNMENT EMPLOYEE AND THAT I HAVE REPORTED THIS INFORMATION TO LOCAL OFFICIALS PURSUANT TO SECTION 25180.7 OF THE HEALTH AND SAFTY CODE.
SIGNED: [signature] DATE: JUL 20 1990

REPORT DATE: 07/19/90 CASE #:

REPORTED BY
NAME OF INDIVIDUAL FILING REPORT: David Esfandi PHONE: (818)458-3589 SIGNATURE: D. Esfandi
REPRESENTING: ☐ OWNER/OPERATOR ☐ REGIONAL BOARD ☒ LOCAL AGENCY ☐ OTHER
COMPANY OR AGENCY NAME: LA Co. Dept. of public works
ADDRESS: 900 S Fremont Ave STREET CITY Alhambra STATE CA ZIP 91803

RESPONSIBLE PARTY
NAME: Petro-Lock Inc. ☐ UNKNOWN CONTACT PERSON: Don Stull PHONE: (805)948-6044
ADDRESS: P.O. Box 2226 STREET CITY Lancaster STATE CA ZIP 93534

SITE LOCATION
FACILITY NAME (IF APPLICABLE): Petro-Lock Inc. OPERATOR: Don Stull PHONE: (805)948-6044
ADDRESS: 38206 N. STREET Sierra Hwy CITY Palmdale COUNTY LA ZIP 93534
CROSS STREET: Ave Q-12

IMPLEMENTING AGENCIES
LOCAL AGENCY: LACo. D.P.W. AGENCY NAME CONTACT PERSON: Carl Sjoberg PHONE: (818)458-3539
REGIONAL BOARD: Lahontan Region CONTACT PERSON: Cindi Mitton PHONE: (619)241-6583

SUBSTANCES INVOLVED
(1) NAME: Reg. Gas QUANTITY LOST (GALLONS): ☒ UNKNOWN
(2) ☐ UNKNOWN

DISCOVERY/ABATEMENT
DATE DISCOVERED: 06/13/90
HOW DISCOVERED: ☐ INVENTORY CONTROL ☐ SUBSURFACE MONITORING ☐ NUISANCE CONDITIONS ☐ TANK TEST ☒ TANK REMOVAL ☐ OTHER
DATE DISCHARGE BEGAN: ☒ UNKNOWN
HAS DISCHARGE BEEN STOPPED? ☒ YES ☐ NO IF YES, DATE 06/13/90
METHOD USED TO STOP DISCHARGE (CHECK ALL THAT APPLY): ☐ REMOVE CONTENTS ☐ REPLACE TANK ☒ CLOSE TANK ☐ REPAIR TANK ☐ REPAIR PIPING ☐ CHANGE PROCEDURE ☐ OTHER

SOURCE/CAUSE
SOURCE OF DISCHARGE: ☐ TANK LEAK ☒ UNKNOWN ☐ PIPING LEAK ☐ OTHER
CAUSE(S): ☐ OVERFILL ☐ RUPTURE/FAILURE ☐ SPILL ☐ CORROSION ☒ UNKNOWN ☐ OTHER

CASE TYPE
CHECK ONE ONLY: ☐ UNDETERMINED ☒ SOIL ONLY ☐ GROUNDWATER ☐ DRINKING WATER - (CHECK ONLY IF WATER WELLS HAVE ACTUALLY BEEN AFFECTED)

CURRENT STATUS
CHECK ONE ONLY: ☐ NO ACTION TAKEN ☐ PRELIMINARY SITE ASSESSMENT WORKPLAN SUBMITTED ☐ POLLUTION CHARACTERIZATION ☐ LEAK BEING CONFIRMED ☒ PRELIMINARY SITE ASSESSMENT UNDERWAY ☐ POST CLEANUP MONITORING IN PROGRESS ☐ REMEDIATION PLAN ☐ CASE CLOSED (CLEANUP COMPLETED OR UNNECESSARY) ☐ CLEANUP UNDERWAY

REMEDIAL ACTION
CHECK APPROPRIATE ACTION(S) (SEE BACK FOR DETAILS)
☐ CAP SITE (CD) ☐ EXCAVATE & DISPOSE (ED) ☐ REMOVE FREE PRODUCT (FP) ☐ ENHANCED BIO DEGRADATION (IT)
☐ CONTAINMENT BARRIER (CB) ☐ EXCAVATE & TREAT (ET) ☐ PUMP & TREAT GROUNDWATER (GT) ☐ REPLACE SUPPLY (RS)
☐ VACUUM EXTRACT (VE) ☐ NO ACTION REQUIRED (NA) ☐ TREATMENT AT HOOKUP (HU) ☐ VENT SOIL (VS)
☒ OTHER (OT) not specified.

COMMENTS

HSC 05 (11/89)

UNDERGROUND STORAGE TANK PILOT PROGRAM
SITE SELECTION WORKSHEET

WRCB No. 8-119-550-0

SITE INFORMATION:

Site Name Petro-Lock Inc. File No. 10301 R/C 4A

Site Address 38206 N. Sierra Hwy Unincorporated Area [ ] City Palmdale [X]

Responsible Party Petro-Lock Inc.

PROPERTY OWNER [X] TANK OWNER [ ] OPERATOR [ ] OTHER [ ]

Contact Name Don Stull Phone No. (805) 948-6044

Mailing Address P.O. Box 2226

City Lancaster State CA Zip 93534

RESPONSIBLE PARTY	Yes	No	Defer	Date/By
Identify Confirmation:				
Property/Land title records	[ ]	[X]		
HMUSP/Closure permit application	[X]	[ ]		2-16-89 MDE
Notification by RP	[ ]	[X]		
Other	[ ]	[X]		
Exclusion criteria reviewed	[X]	[ ]		7-17-90 MDE
LEAK INFORMATION				
Hazardous Material Released:				
Petroleum Hydrocarbons	[X]	[ ]		6-13-90 MDE
Heavy Metals*	[ ]	[X]		
Chlorinated Solvents*	[ ]	[X]		
Pesticides/Herbicides*	[ ]	[X]		
Other*	[ ]	[X]		
State Form HSC 05 submitted	[X]	[ ]	[ ]	7-17-90 MDE
Soil contamination confirmed	[X]	[ ]	[ ]	6-13-90 MDE
Groundwater contamination confirmed	[ ]	[X]	[ ]	
Proposition 65 report submitted	[ ]	[X]	[ ]	
Free floating product	[ ]	[X]	[ ]	
Perched aquifer	[ ]	[ ]	[X]	
Regional aquifer	[ ]	[ ]	[X]	
Within Superfund area	[ ]	[X]	[ ]	
SITE STATUS				
State LUFTUS list checked	[X]	[ ]		7-17-90 MDE
New Site	[ ]	[X]		
Unauthorized release letter sent	[ ]	[ ]	[X]	
Preliminary Assessment completed	[X]	[ ]	[ ]	6-13-90 MDE
Remedial Action in progress	[X]	[ ]	[ ]	6-13-90 MDE
PILOT PROGRAM NOTIFICATIONS				
Notification of Responsibility to RP	[ ]	[ ]		
Notice of Reimbursement (Form UST01/02)	[ ]	[ ]		
Initial Site Specific Quarterly Report	[ ]	[ ]	[ ]	
*Notification to State DOHS (Form HSC 05)	[X]	[ ]	[ ]	7-17-90 MDE

FUNDING State [ ] Federal [X]

Form JOBT submitted [ ] [ ]

JOB NUMBER W 20 10301

COMMENTS

SCOTT SMALL

SITE RECOMMENDED

UNIT HEAD 08/28/90 DATE

APPROVAL

PROJECT MANAGER DATE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
Waste Management Division, UST Pilot Program
Annex Building, P. O. Box 1460
Alhambra, CA 91802-1460
(818) 458-4925
Monday - Friday
1:00 p.m. to 4:00 p.m.

HYDROGEOLOGIC REPORT CORRECTION/REVIEW SHEET

REVIEW OF UNDERGROUND STORAGE TANK REPORTS INCLUDE:

- ✓ Closure Report
- ___ Site Assessment Proposal
- ___ Site Assessment Report
- ___ Site Remediation Proposal
- ___ Site Remediation Report
- ___ Post Remediation Monitoring Report
- ___ Final Monitoring Report
- ___ Other

OUR FILE NUMBER I-10301

By the consulting firm CEW Their Job Number 88-41-361-01
Consultants Phone (818) 796-8200 Contact Person Cathy Lielausis

Site Name Petrolock Inc. RP Name Petro-Lock Inc.
Site Address 36206 Sierra Highway Palmdale, CA. RP Address 36206 Sierra Highway Palmdale, CA.

ACTION

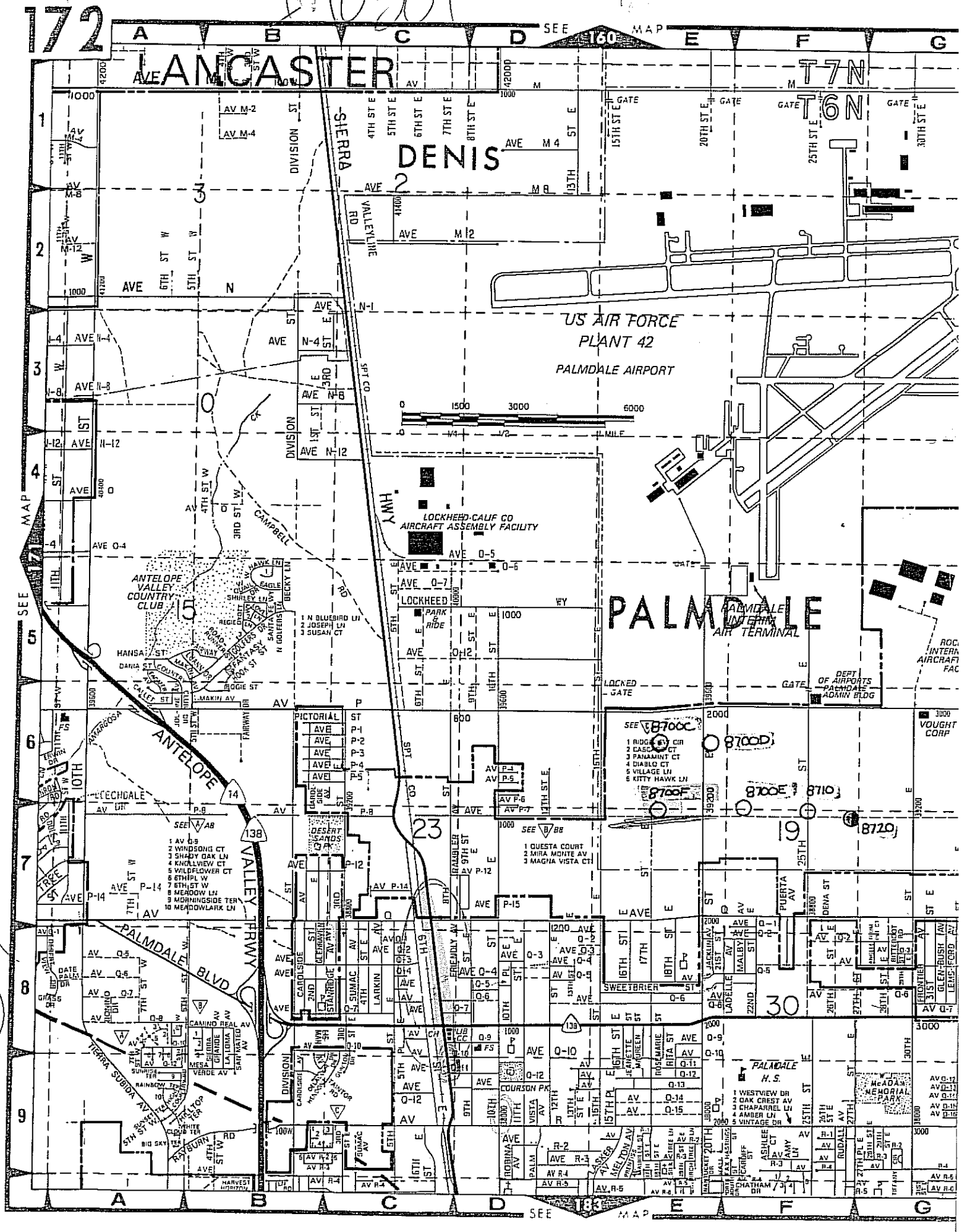
- ✓ Hydrogeologic Section Approved:
- ___ Hydrogeologic Section Approved, Yet Subject to Conditions Below:
- ___ Prior to Hydrogeologic Approval, Satisfy Conditions Below:

___ Satisfy Conditions on the Attached Supplemental Hydrogeologic Report Correction/Review Sheet for Site Assessment Reports

Report reviewed by Franklin J. Goldman Date 8/16/90
Franklin J. Goldman

John N. Roth C.E.G. No. 649 Date 8/16/90

I 10301



10301

certified testing laboratories, inc.
2905 EAST CENTURY BLVD. • SOUTH GATE, CALIF. 90280 • (213) 564-2641

Waste mgt 805397 MOE 860.4.3

RECEIVED
DEC 13 1988
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION

LABORATORY NO. 4547

REPORTED 12-06-88

CLIENT Los Angeles County Dept. of Public Works
Waste Management Division
P.O. Box 1460
Alhambra, CA 91802-1460
Attn: Carl Sjoberg

SAMPLED

RECEIVED 11-21-88

SAMPLE Soil

MARKS Project Name: 10301-4A-4970B Two to Four Feet Below Tank
11/18/88 Grab

BASED ON SAMPLE As received

RESULTS

		Total Petroleum Hydrocarbons Modified EPA 8015, mg/Kg	Detection Limit, mg/Kg
1A	2:30	ND	15
1B	2:45	ND	15
2A	3:00	ND	15
2B	3:30	ND	15
3A	3:45	ND	15
3B	4:15	ND	15
4A	2:00	2,240	15
4B	2:15	720	15

		Total Recoverable Petroleum Hydrocarbons Method EPA 418.1, mg/Kg	Detection Limit, mg/Kg
4A	2:00	2,239	5
4B	2:15	734	5

This report applies only to the sample, or samples, investigated and is not necessarily indicative of the quality or condition of apparently identical or similar products. As a mutual protection to clients, the public and these Laboratories, this report is submitted and accepted for the exclusive use of the client to whom it is addressed and upon the condition that it is not to be used, in whole or in part, in any advertising or publicity matter without prior written authorization from these Laboratories.

LABORATORY NO.	4547	REPORTED	12-06-88
CLIENT	Los Angeles County Dept. of Public Works	SAMPLED	
SAMPLE	Soil	RECEIVED	11-21-88
MARKS	Project Name: 10301-4A-4970B Two to Four Feet Below Tank 11/18/88 Grab		
BASED ON SAMPLE	As received		

RESULTS

Purgeable Aromatics
EPA 8020 mg/Kg

1A	2:30	ND
1B	2:45	ND
2A	3:00	ND
2B	3:30	ND
3A	3:45	ND
3B	4:15	ND

Attachment: Chain of Custody

Respectfully submitted,
CERTIFIED TESTING LABORATORIES, INC.

Stuart E. Salot, Ph.D.
Laboratory Director

Department of Public Works
Waste Management Division
Attention Carl Sjoberg
(818) 458-3539

County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

CHAIN OF CUSTODY RECORD

PROJ NO.:

PROJECT NAME: 10301-4A-4970 B

SAMPLERS: (Signature) Mark A. Ehal

STA. NO.	DATE	TIME	COMP	GRAB	STATION LOCATION	NO OF CONTAINERS	8015 - 8020	418.1 & 8015						REMARKS	Type of Sample
SP 1A	11-18	2:30		✓	TWO TO FOUR FEET below grade	1	X								Soil
1B	11-18	2:45		✓	"	1	X								Soil
2A	11-18	3:0		✓	"	1	X								Soil
2B	11-18	3:30		✓	"	1	X								Soil
3A	11-18	3:45		✓	"	1	X								Soil
3B	11-18	4:15		✓	"	1	X								Soil
4A	11-18	2:0		✓	"	1		X							Soil
4B	11-18	2:15		✓	"	1		X							Soil

Relinquished by: (Signature)	Date / Time	Received by: (Signature)	Relinquished by: (Signature)	Date / Time	Received by: (Signature)
Mark Ehal	11-21-88 1:15				
Relinquished by: (Signature)	Date / Time	Received by: (Signature)	Relinquished by: (Signature)	Date / Time	Received by: (Signature)
Relinquished by: (Signature)	Date / Time	Received for Laboratory by: (Signature) Julie A. Tapay	Date / Time 11/21/88 1:15	Remarks	

Distribution: Original Accompanies Shipment; Copy to Coordinator Field Files

Department of Public Works
Waste Management Division
Attention Carl Sjoberg
(818) 458-3539

County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

CHAIN OF CUSTODY RECORD

PROJ NO.:

PROJECT NAME: 10301-4A-4970 B

SAMPLERS: (Signature) Mark A. Ehal

STA. NO.	DATE	TIME	COMP.	GRAB	STATION LOCATION	NO OF CONTAINERS	8015 & 8020	418.1 & 8015					REMARKS	Type of Sample
SP 1A	11-18	2:30		✓	TWO TO FOUR FEET below GRADE	1	X							SOIL
1B	11-18	2:45		✓	"	1	X							SOIL
2A	11-18	3:0		✓	"	1	X							SOIL
2B	11-18	3:30		✓	"	1	X							SOIL
3A	11-18	3:45		✓	"	1	X							SOIL
3B	11-18	4:15		✓	"	1	X							SOIL
4A	11-18	2:0		✓	"	1		X						SOIL
4B	11-18	2:15		✓	"	1		X						SOIL

Relinquished by: (Signature)	Date / Time	Received by: (Signature)	Relinquished by: (Signature)	Date / Time	Received by: (Signature)
Mark Ehal	11-21-88 1:15				
Relinquished by: (Signature)	Date / Time	Received by: (Signature)	Relinquished by: (Signature)	Date / Time	Received by: (Signature)
Relinquished by: (Signature)	Date / Time	Received for Laboratory By: (Signature) Julie A. Tapay	Date / Time 11/21/88 1:15	Remarks	

Distribution: Original Accompanies Shipment; Copy to Coordinator Field Files

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460
UNDERGROUND TANKS

To CARL SJOBERG — Date 11-21-88

Firm Name PETROLOCK INC — File No. 10301-4A

Location 38206 N. SIERRA HWY — T.G. 172-D9

Contact Name DON STULL — Title MANAGER

Contractor J. D. BRODINE — Phone No. 818-969-7741

☐ Installed ____ Tank(s)

☒ Removed 4 Tank(s)

Tank(s) Capacity
3 X 10,000
1 X 8,000

Tank Usage:

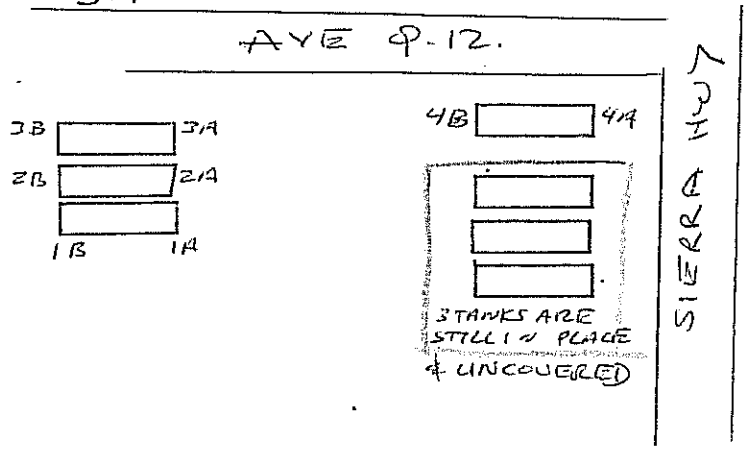
- 1 Oil
- 1 Gasoline
- 1 Diesel
- ____ Chemical
- ____ I.W.
- ____ Other

Monitoring System:

- X Single Wall
- ____ Secondary Containment
- ____ Monitoring Wells
- ____ Other

NOTE: THREE MORE UNDERGROUND TANKS STILL ON SITE.

SKETCH:



Inspector Mark Khal

Date Inspected 11-18-88

____ Tank(s) in Compliance

____ Unauthorized Discharged

____ Notice Issued

Santa Clarita Valley Regional Office
23757 West Valencia Boulevard
Valencia, Ca. 91355
Telephone (805) 253-7207

Wastemgt
806392
806392.3
MDE

certified testing laboratories, inc.

2905 EAST CENTURY BLVD. • SOUTH GATE, CALIF. 90280 • (213) 564-2641

LABORATORY NO. 4471 REPORTED 11-28-88

CLIENT Los Angeles County Dept. of Public Works
Waste Management Division
P.O. Box 1460
Alhambra, CA 91802-1460
Attn: Carl Sjoberg

SAMPLED
RECEIVED 11-15-88

RECEIVED
DEC 1988
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION

SAMPLE Soil

MARKS Project Name: 10301-4A-4970B 11/10/99 Grab

BASED ON SAMPLE As received

RESULTS

Analyte		Analyses Results		Method
SP 11 Tank #5	11:15			
Lead (Total)		102	mg/Kg	(APHA 316A)
SP 12 Tank #6	11:10			
Lead (Total)		92	mg/Kg	(APHA 316A)
SP 13 Tank #7	11:25			
Lead (Total)		88	mg/Kg	(APHA 316A)

		Total Petroleum Hydrocarbons Modified EPA 8015, mg/Kg (as gasoline)	Detection Limit, mg/Kg
SP 11 Tank #5	11:15	15,000	10
SP 12 Tank #6	11:10	10,900	10
SP 13 Tank #7	11:25	33,100	10

		Total Recoverable Petroleum Hydrocarbons Method EPA 418.1, mg/Kg	Detection Limit, mg/Kg
SP 11 Tank #5	11:15	2,580	5
SP 12 Tank #6	11:10	5,800	5
SP 13 Tank #7	11:25	25,000	5

Attachment: Chain of Custody

Respectfully submitted,
CERTIFIED TESTING LABORATORIES, INC.

Stuart E. Salot, Ph.D.
Laboratory Director

This report applies only to the sample, or samples, investigated and is not necessarily indicative of the quality or condition of apparently identical or similar products. As a mutual protection to clients, the public and these Laboratories, this report is submitted and accepted for the exclusive use of the client to whom it is addressed and upon the condition that it is not to be used, in whole or in part, in any advertising or publicity matter without prior written authorization from these Laboratories.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

Waste Management Division

INSPECTOR'S REPORT

TO: CARL SJOBERG DATE: 11-16-88

FROM: MARK KHAL FILE: 10301-4A
PERMIT # 4970-B

INDUSTRY: PETROLOCK INC. 38206 N. SIERRA HWY
PALMDALE, CA.

REPORT:

UPON INSPECTION OF THIS SITE IT WAS FOUND THAT THERE EXISTS SEVEN UNDERGROUND TANKS. THE CLOSURE PERMIT # 4970-B CONCERNS ONLY FOUR TANKS.

OWNER CLAIMED THAT REMAINING THREE TANKS ARE FILLED WITH SAND. A SAMPLE FROM THE SAND INSIDE TANKS HAS BEEN COLLECTED FOR ANALYSIS.

38-0002 DPW 10/86

Department of Public Works
Waste Management Division
Attention Carl Sjoberg
(818) 458-3539

County of Los Angeles
Department of Public Works
P.O. Box 1460
Alhambra, CA 91802-1460

PETROLOCK INC
38206 - N. SIERRA HWY
PALMDALE, CA.

CHAIN OF CUSTODY RECORD

PROJ NO.

PROJECT NAME: 10301-4A-4970-B

SAMPLERS: (Signature) MARK KHAL

STA. NO.	DATE	TIME	COMP	GRAB	STATION LOCATION	NO OF CONTAINERS	8015	418.1 TRIALEAD					REMARKS	Type of Sample
SP11	11-10	11:15		V	TANK # 5	1	X	X					THESE THREE SAMPLES	SOIL
SP12	11-10	11:20		V	TANK #6	1	X	X					ARE TAKEN FROM	SOIL
SP13	11-10	11:25		V	TANK #7	1	X	X					INSIDE TANKS.	SOIL
													TANKS SUPPOSEDLY FILLED	
													UP WITH SAND.	

Relinquished by: (Signature)	Date / Time	Received by: (Signature)	Relinquished by: (Signature)	Date / Time	Received by: (Signature)
Mark Khal	11.15.88 2:20				
Relinquished by: (Signature)	Date / Time	Received by: (Signature)	Relinquished by: (Signature)	Date / Time	Received by: (Signature)
Relinquished by: (Signature)	Date / Time	Received for Laboratory by: (Signature)	Date / Time	Remarks	
		Naomi Humphrey	11-15 2:21		

Distribution: Original Accompanies Shipment; Copy to Coordinator Field Files

Notes to File No. I- 10301

Date	Employee	Notes

Gilray Enterprises, Inc.

211 South State College Boulevard, Suite 315, Anaheim, California 92806 (714) 533-7294 FAX (714) 956-5651

CLOSURE REPORT: UNDERGROUND STORAGE TANK REMOVAL

PREPARED FOR

CITY OF PALMDALE

COMMUNITY REDEVELOPMENT AGENCY, HOUSING

PERFORMED AT

PIERCE PROPERTY
932 EAST AVENUE Q10
BETWEEN 9TH & 10TH STREETS EAST
PALMDALE, CALIFORNIA 93550

FOR SUBMISSION TO

COUNTY OF LOS ANGELES, DEPARTMENT OF PUBLIC WORKS
ENVIRONMENTAL PROGRAMS DIVISION
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

DECEMBER 17, 2004

Gilray Enterprises, Inc.

211 South State College Boulevard, PMB 315, Anaheim, California 92806 (714) 533-7294 FAX (714) 956-5651

January 6, 2005

COUNTY OF LOS ANGELES
Department of Public Works
Environmental Programs Division
P.O. Box 1460
Alhambra, CA 91802-1460

SUBJECT: **CLOSURE REPORT: UNDERGROUND STORAGE TANK REMOVAL**

REFERENCE: **SITE-FILE NO. 30331-43832**
PIERCE PROPERTY, 932 EAST AVENUE Q10, PALMDALE, CALIFORNIA 93550

Dear Sirs:

Enclosed is a copy of our Closure Report for an Underground Storage (UST) Tank Removal at the above referenced property.

Based upon the results of this investigation, there does not appear to be any significant environmental impact on the subject property from the former UST installation.

Formal regulatory closure of this site is requested. Please issue a Closure Certification Letter with a designation of "No Further Action Required At This Time".

If you have any questions or comments regarding this report, please contact me at (714) 533-7294.

Respectfully submitted,

REGISTERED ENVIRONMENTAL ASSESSOR
RAY GILBERT
No. 01419
STATE OF CALIFORNIA

Ray Gilbert, R.E.A. No. 01419
Project Manager

REGISTERED GEOLOGIST
GREGORY R. DICKINSON
RG 6334
EXPIRES 12/31/06
STATE OF CALIFORNIA

Greg Dickinson, R.G. No. 6334
Principal Geologist
Enclosure:

Cc: Sophia Briones, Community Redevelopment Agency of the City of Palmdale, Housing

Gilray Enterprises, Inc.

211 South State College Boulevard, Suite 315, Anaheim, California 92806 (714) 533-7294 FAX (714) 956-5651

December 17, 2004

Ms. Sophia Briones
Housing Coordinator
City of Palmdale, Community Redevelopment Agency, Housing
38250 Sierra Highway
Palmdale, California 93550

Subject: CLOSURE REPORT: UNDERGROUND STORAGE TANK REMOVAL
Pierce Property
932 East Avenue Q10
between 9Th & 10th Streets East
Palmdale, California 93550

Dear Ms. Briones:

Submitted herewith is our Closure Report for removal of an Underground Storage Tank (UST) on the above referenced property.

Please contact the undersigned if you have any questions or comments regarding this report.

Respectfully submitted,

REGISTERED ENVIRONMENTAL ASSESSOR
RAY GILBERT
No. 01419
Expires
STATE OF CALIFORNIA

Ray Gilbert, R.E.A. No. 01419
Project Manager

REGISTERED GEOLOGIST
GREGORY R. DICKINSON
RG 6334
EXPIRES 1/31/06
STATE OF CALIFORNIA

Greg Dickinson, R.G. No. 6334
Principal Geologist

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1.0 EXECUTIVE SUMMARY

We have conducted an Underground Storage Tank (UST) removal at the Pierce Property, 932 East Avenue Q10, Palmdale, California 93550, the subject property.

The subject UST has been removed from the subject property according to regulatory guidelines. Based upon the results of this investigation, there does not appear to be any significant environmental impact on the subject property from the former UST installation.

GEI requests formal regulatory closure of this site from the LACDPW on behalf of the City of Palmdale and the property owner.

Closure Certification of this site is requested with a designation of “No Further Action Required At This Time”.

2.0 INTRODUCTION

2.1 PROPERTY DESCRIPTION

The subject property is located at the address of 932 East Avenue Q10, between 9Th & 10th Streets East, in the city of Palmdale, California 93550. It is commonly known as the Pierce Property.

Exhibit #1 Site Location Map, GEI, 2004

2.2 CLIENT

This project was conducted for the City of Palmdale, Community Redevelopment Agency, Housing, 38250 Sierra Highway, Palmdale, California 93550. The current owner of the subject property is Mr. William A. Pierce.

2.3 BACKGROUND

The subject property is currently being acquired by the City of Palmdale for inclusion in a housing redevelopment project commonly known as the Courson Connection.

A Phase I Environmental Site Investigation (ESA) conducted by GEI on November 04, 2004 identified the presence of a small Underground Storage Tank (UST) on the subject property.

This investigation was then initiated to remove the UST from the subject property.

2.4 PHYSICAL SETTING

2.4.1 TOPOGRAPHY: The subject property lies in the southern end of the Antelope Valley, north of the San Gabriel Mountains, east of the Sierra Madre Mountains, and south of the Tehachapi Mountains. The subject property is located at 34^0 34' 39.4" North Latitude and 118^0 6' 47.2" West Longitude in the Palmdale, California quadrangle.

Exhibit #2 USGS Map, Palmdale California Quadrangle, 1958, Photorevised 1974

Topographical information indicates that the subject property is essentially planar with little relief at an approximate average elevation of 2,650 feet <u>above</u> Mean Sea Level (MSL). The predominant grade in the area near the subject property slopes downward in a northeasterly direction at a rate of approximately 44 feet per mile (0.83% Grade).

2.4.2 GROUNDWATER: Historical groundwater data for the general vicinity of the subject property was obtained from the Palmdale Water District (PWD).

Reference #1 Palmdale Water District
2029 East Avenue Q
Palmdale, California 93550
(661) 947-4111

Groundwater data from historical well sounding reports from PWD Well #6A for the period of 1997 to 2004 was used to prepare a groundwater trend graph.

Exhibit #3 Groundwater Trend Graph, PWD, 2004

A well location map was prepared from data obtained from the Palmdale Water District (PWD). Well #6A is located approximately 1.5 miles north of the subject property.

Exhibit #4 Well Location Map, PWD, 2004

A review of this information indicates that major groundwater elevations in the general vicinity of the subject property predominantly varied from approximately 2038 feet above Mean Sea Level (MSL) to 2093 feet above MSL during that period, with a resultant surface to groundwater depth estimated at between 557 to 612 feet beneath the subject property.

2.4.3 SOIL COMPOSITION: A copy of the Well Drillers Log for Well #6A was obtained from PWD to provide general soil composition data in the geographical area of the subject property.

Exhibit #5 Well Drillers Log, PWD, 2004

A review of that soil composition data indicates that soil in the area is comprised of inter-bedded layers of sands, gravels and clays to a depth exceeding 1,000 feet.

Additional site-specific soil composition was obtained from a boring log, presented later in this report. Soil collected from the excavation at approximately seven (7) feet below grade surface (BGS) indicates that the soil on the site is classified by USCS symbol “GW”, and is described as “10YR5/4, (yellowish brown), FINE TO COARSE SAND, scattered fine to coarse gravel”.

3.0 PERMITS AND NOTIFICATIONS

3.1 TANK REGISTRATION

There was no record of registration of the subject UST on file with the LACDPW. Thus, prior to removal, an application for a tank permit, #433498, was filed with the LACDPW on December 08, 2004.

Exhibit #6 Tank Registration Documents, LACDPW, 2004

Since others had installed the UST on the subject property, the manufacturer, and date of installation are unknown. A tag affixed to the tank read "Underwriters Laboratories Inspected, Underground Storage Tank For Hazardous Fluids, Metal No.14 U.S.Gage, No. A236066, Do Not Cover Up This Tank Until Installation Is Approved By Local Authorities".

Based upon physical dimensions (42" diameter, 46" length), the nominal tank capacity was estimated at 275 gallons. The tank was essentially empty upon discovery. Very little liquid remained in the bottom. The former contents of the tank are unknown, but were reported by the property owner to be either automotive or possibly aviation fuel.

The subject UST is a single wall, unlined, bare steel tank with no apparent exterior corrosion protection. The UST had an above ground manually operated dispenser, a fill port and a vent line, all attached directly above the UST. There were no other dispensers or product piping connected to the subject UST.

3.2 APPLICATION FOR CLOSURE

An application for closure, #433051, was then filed with the LACDPW, also on December 08, 2004, to remove the tank from the subject property.

Exhibit #7 Application For Closure, LACDPW, 2004

A company known as Innovative Construction Solutions (ICS) was selected by GEI to conduct the removal of the subject UST.

Reference #2 Innovative Construction Solutions, Inc.
7125 Fenwick Lane, Suite O
Westminster, California 92683
(714) 893-6366

ICS is a State of California Class A licensed contractor, license #764815, with Hazardous Substance Removal certification.

3.3 SCAQMD NOTIFICATION

The SCAQMD was notified by ICS pursuant to the requirements of Rules 1149 and 1166.

3.4 EXCAVATION CLEARANCE – UNDERGROUND UTILITIES

Underground Service Alert (USA) was notified of the tank removal via telephone at (800) 227-2600 on December 07, 2004. USA assigned the reference #A3420921 to this project. The excavation area was subsequently surveyed by the respective utility companies and cleared for excavation by markings indicating that the project area was free of electrical, natural gas, telephone, water and other utilities.

3.5 EXCAVATION CLEARANCE – ABOVEGROUND UTILITIES

There are no aboveground utilities in the immediate vicinity of the subject UST.

3.6 EPA GENERATOR NUMBER

The State of California, Department of Toxic Substances Control (CADTSC) was contacted via telephone on December 07, 2004 at (800) 618-6942 to obtain a temporary generator number. A temporary generator ID number, good for 90 days, #CAC00284753, was issued by the CADTSC.

3.7 LOCAL FIRE DEPARTMENT NOTIFICATION

The Los Angeles County Fire Department (LACFD) was contacted via telephone on December 07, 2004 at (661) 949-6319 to approve and witness the tank removal.

Reference #3 *County of Los Angeles Fire Department, Fire Prevention Bureau*
335-A East Avenue K-6
Lancaster, California 93535-4504
(661) 949-6319

An appointment was set with Inspector Kenneth Morris to be on site at 9:30AM, December 17, 2004.

3.8 COUNTY HAZMAT NOTIFICATION

The LACDPW, Newhall Region was contacted via telephone on December 07, 2004 at (661) 222-2954 to approve and witness soil sampling.

Reference #4 *Los Angeles County Department of Public Works, Newhall Region*
23757 West Valencia Boulevard
Santa Clarita, California 91355-2192
(661) 222-2954

An appointment was set with Industrial Waste Inspector James Keegan to be on site at 10:00AM, December 17, 2004. Mr. Keegan requested that we record the tank # and the destination for destruction. Mr. Keegan authorized GEI to proceed with sampling if no inspector arrived on site by 10:15AM.

4.0 UST REMOVAL

4.1 TANK EXPOSURE

The soil overburden was removed to fully expose the top and sides of the tank. The UST was found to be fully intact with no evidence of breaches in tank integrity. There was no physical evidence of leakage. The UST was essentially empty.

4.2 VAPOR MONITORING

The excavation site was continuously monitored for vapor concentrations utilizing a Mini Rae 2000 portable VOC Monitor, #PGM-7600, calibrated with Isobutylene on 12/16/2004 @1:00PM. There were no VOC levels detected in the excavation area between 7:00AM when excavation began, and 10:00AM when the tank was removed. Vapor concentrations were logged on a Tank Removal Verification and Site Log, presented later in this report.

4.3 TANK CLEANING

The inside of the tank was cleaned prior to removal. A company known as Nieto and Sons Trucking, Inc. (NIETO) performed this service.

Reference #5 *Nieto and Sons Trucking, Inc.*
EPA ID CAT080016116
P.O. Box 760
Yorba Linda, California 92885-0760
(714) 990-6855

Two windows were cut in the top of the tank near each end. The interior of the tank was triple rinsed with high-pressure water to remove residual fuels. The rinsate was pumped out by NIETO and transported under Uniform Hazardous Waste Manifest #24035532, as Non-RCRA Hazardous Waste Liquid, to DeMenno Kerdoon, for recycling.

Exhibit #8 *Uniform Hazardous Waste Manifest, NIETO, 2004*

Reference #6 *DeMenno Kerdoon*
EPA ID CAT080013352
2000 North Alameda Street
Compton, California 90222
(310) 537-7100

In accordance with regulatory requirements, the blue generator copy of this manifest was sent via U.S. mail to the State of California, Department of Toxic Substances Control.

Reference #7 *State of California, Department of Toxic Substances Control*
P.O. Box 400
Sacramento, California 95812-0400

4.4 TANK CERTIFICATION

The tank was inspected and certified to be clean by a company known as CTL Environmental Services (CTL).

Reference #8 *CTL Environmental Services*
24404 South Vermont Avenue, #307
Harbor City, California 90710
(310) 530-5006

Mr. Stuart E. Salot, a Certified Industrial Hygienist, #19731433 inspected the interior of the tank. Vapor inside the tank was checked with a portable Lower Explosion Limit instrument (LEL), and determined to be 0%. A Tank Certification Report was issued, signed and sealed by Mr. Salot. The UST was marked by paint with the number 07385.

Exhibit #9 *Tank Certification Report, CTL, 2004*

4.5 APPROVAL TO REMOVE

Upon receipt of the Tank Certification Report, and, the Tank Removal Verification and Site Log, Inspector Kenneth Morris, LACFD, previously referenced, issued verbal approval to remove the tank from the excavation.

Exhibit #10 *Tank Removal Verification and Site Log, LACFD, 2004*

4.6 TANK REMOVAL

A chain was attached to the tank, and a backhoe was utilized by ICS to remove the tank from the excavation and place it in the bed of a pickup truck operated by NIETO.

4.7 TANK TRANSPORTATION AND DESTRUCTION

The tank was transported by NIETO to Ecology Auto Parts (EAP) for destruction.

Reference #9 *Ecology Auto Parts*
13780 East Imperial Highway
Santa Fe Springs, California 90670
(562) 404-8683

The tank was scrapped, crushed and destroyed on December 18, 2004, and a Certificate of Destruction was issued by EAP on that date.

Exhibit #11 *Certificate of Destruction, EAP, 2004*

5.O SOIL SAMPLING AND ANALYSIS

5.1 REGULATORY OVERSIGHT

An Industrial Waste Inspector from LACDPW did not report to the site to oversee soil sampling.

5.2 SAMPLE COLLECTION

Following the written instructions provided by LACDPW with the Application For Closure, a single sampling location was selected in the excavation at a point approximately two (2) feet below the tank invert and approximately 7 feet below grade surface, near the fill end.

A backhoe operated by ICS was utilized to remove soil to terminal depth. Seven individual samples were collected from undisturbed soil at that single location as follows:

- ?? Five (5) – 5gram EnCore
- ?? One (1) – 25gram EnCore
- ?? One (1) - 1½" X 6" pre-cleaned stainless steel tube

All EnCore samples were capped and placed in their original foil pouches. The open ends of the stainless steel tube were covered with Teflon film and capped with polyethylene caps. The samples were labeled "932-01-A through 932-01-G", respectively. Personnel working under the supervision of Greg Dickinson, a California Registered Geologist, performed the soil sampling described above.

An additional soil sample was collected in a 1½" X 6" pre-cleaned stainless steel tube, and a boring log was prepared to classify that soil.

Exhibit #12 Boring Log, PACEDGE, 2004

5.3 PRESERVATION

The samples were then placed inside double zip-lock bags and placed in an ice bath in an insulated container for preservation.

5.4 CHAIN OF CUSTODY

A chain of custody form was prepared for the samples, and, the samples were transported to Calscience Environmental Laboratories, Inc. (CEL), an EPA Certified laboratory, for analysis.

Exhibit #13 Chain of Custody, GEI, 2004

Reference #10 Calscience Environmental Laboratories, Inc.
7440 Lincoln Way
Garden Grove, California 92841-1432
(714) 895-5494

5.5 ANALYSES

The written instructions received from LACDPW directed that the samples retrieved from the subject property should be discretely analyzed as follows:

1. Total Petroleum Hydrocarbons (TPHG) as Diesel per DHS-LUFT Method 8015M
2. Total Petroleum Hydrocarbons (TPHG) as Gasoline per DHS-LUFT Method 8015M
3. Purgeable Aromatics (BTXE, MTBE, Fuel Oxygenates & Ethanol) per EPA Method 5035/8260B

5.6 ANALYTICAL RESULTS

Complete analytical results for the sample retrieved from the tank excavation are presented in the laboratory reports attached.

Exhibit #14 Analytical Reports, CEL, 2004

Trace quantities of the following compounds were detected in the soil samples:

Analytical Method	Compound	Quantity
Total Recoverable Petroleum Hydrocarbons	EPA Method 418.1	15 mg/kg (PPM)
Ethylbenzene	EPA Method 5035/8260B	1.8 ?g/kg (PPB)
Toluene	EPA Method 5035/8260B	2.3 ?g/kg (PPB)

All other analytes measured were reported non-detect at the reporting limit by CEL.

6.0 EXCAVATION CLOSURE

All soil from the stockpile was backfilled into the excavation by ICS. The excavation was then backfilled to surface grade with additional clean fill soil present on site.

7.0 SUMMARY AND CONCLUSIONS

The subject UST has been removed from the subject property according to regulatory guidelines. Based upon the results of this investigation, there does not appear to be any significant environmental impact on the subject property from the former UST installation.

GEI requests formal regulatory closure of this site from the LACDPW on behalf of the City of Palmdale and the property owner.

Closure Certification of this site is requested with a designation of “No Further Action Required At This Time”.

8.0 REPORT PREPARATION

This report presents the findings of an Underground Storage Tank removal conducted for the City of Palmdale, Community Redevelopment Agency, Housing, 38250 Sierra Highway, Palmdale, California 93550.

Data for this report was gathered from a field investigation conducted December 17, 2004.

This data has been collected and reported under the guidance and supervision of a qualified professional registered with the State of California as a Registered Geologist.

The conclusions and recommendations presented are the professional opinions of members of the staff of Gilray Enterprises, Inc. (GEI), based upon their academic training and practical environmental experience.

Legal interpretations of the findings of all environmental investigations should be obtained from a qualified legal advisor trained in environmental law. None of the opinions presented by GEI are intended, nor should be construed as legal advice.

Report prepared and submitted by,

REGISTERED ENVIRONMENTAL ASSESSOR
RAY GILBERT
No. 01419
Expires
STATE OF CALIFORNIA

Registered Environmental Assessor
Ray Gilbert, R.E.A. No. 01419
Project Manager

REGISTERED GEOLOGIST
GREGORY R. DICKINSON
RG 6334
EXPIRES 1/31/06
STATE OF CALIFORNIA

Greg Dickinson, R.G. No. 6334
Principal Geologist

9.0 REFERENCES

REFERENCE #1 PALMDALE WATER DISTRICT 2
REFERENCE #2 INNOVATIVE CONSTRUCTION SOLUTIONS, INC. 4
REFERENCE #3 COUNTY OF LOS ANGELES FIRE DEPARTMENT, FIRE PREVENTION BUREAU 5
REFERENCE #4 LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS, NEWHALL REGION 5
REFERENCE #5 NIETO AND SONS TRUCKING, INC. 6
REFERENCE #6 DEMENNO KERDOON 6
REFERENCE #7 STATE OF CALIFORNIA, DEPARTMENT OF TOXIC SUBSTANCES CONTROL 6
REFERENCE #8 CTL ENVIRONMENTAL SERVICES 7
REFERENCE #9 ECOLOGY AUTO PARTS 7
REFERENCE #10 CALSCIENCE ENVIRONMENTAL LABORATORIES, INC. 8

10.0 EXHIBITS

EXHIBIT #1 SITE LOCATION MAP, GEI, 2004 2
EXHIBIT #2 USGS MAP, PALMDALE CALIFORNIA QUADRANGLE, 1958, PHOTOREVISED 1974 2
EXHIBIT #3 GROUNDWATER TREND GRAPH, PWD, 2004 3
EXHIBIT #4 WELL LOCATION MAP, PWD, 2004 3
EXHIBIT #5 WELL DRILLERS LOG, PWD, 2004 3
EXHIBIT #6 TANK REGISTRATION DOCUMENTS, LACDPW, 2004 4
EXHIBIT #7 APPLICATION FOR CLOSURE, LACDPW, 2004 4
EXHIBIT #8 UNIFORM HAZARDOUS WASTE MANIFEST, NIETO, 2004 6
EXHIBIT #9 TANK CERTIFICATION REPORT, CTL, 2004 7
EXHIBIT #10 TANK REMOVAL VERIFICATION AND SITE LOG, LACFD, 2004 7
EXHIBIT #11 CERTIFICATE OF DESTRUCTION, EAP, 2004 7
EXHIBIT #12 BORING LOG, PACEDGE, 2004 8
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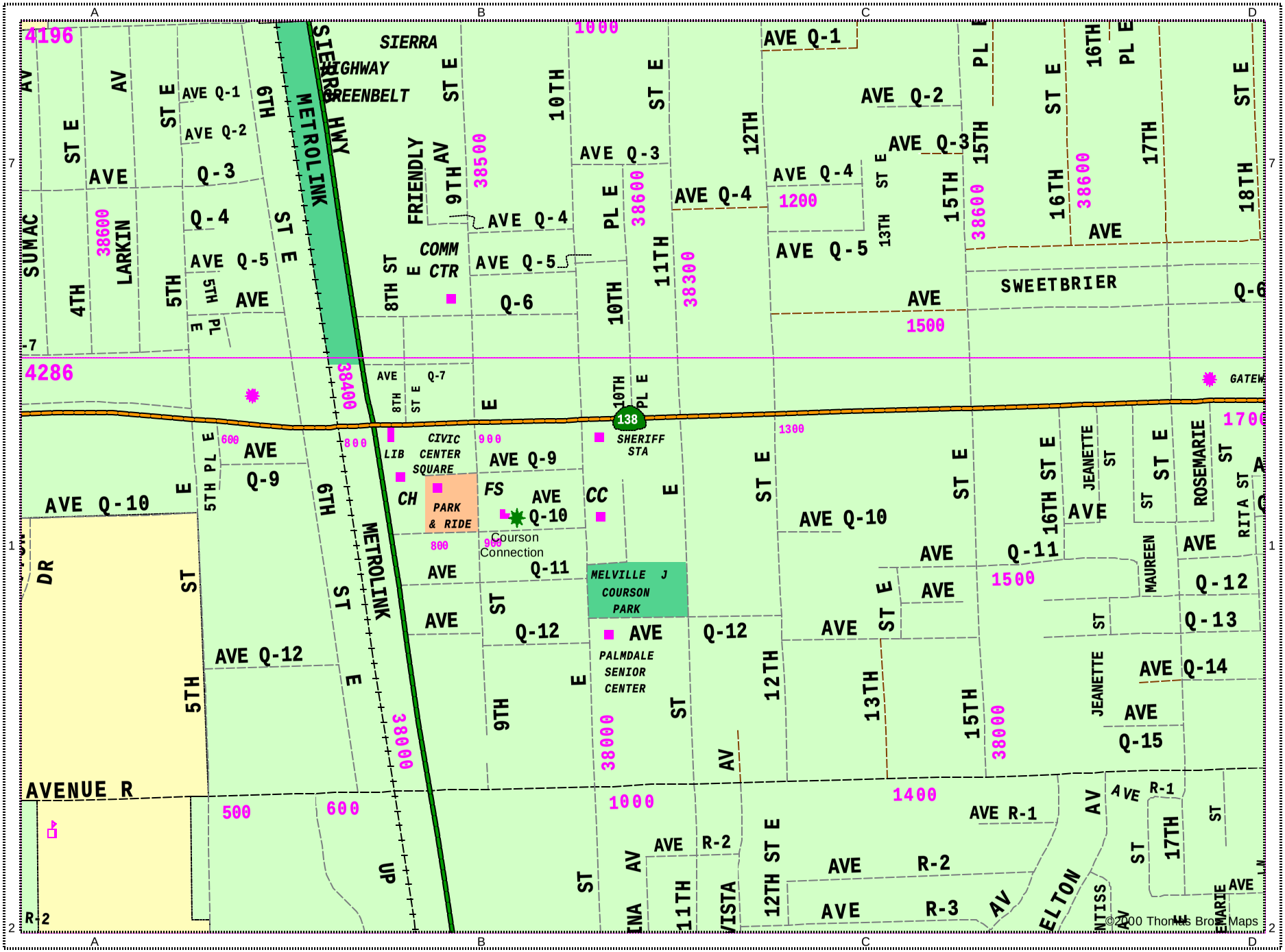
EXHIBIT #1

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651



©2000 Thomas Bros. Maps

Courson Connection: Palmdale, CA 93550, 4286 B1

EXHIBIT #2

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

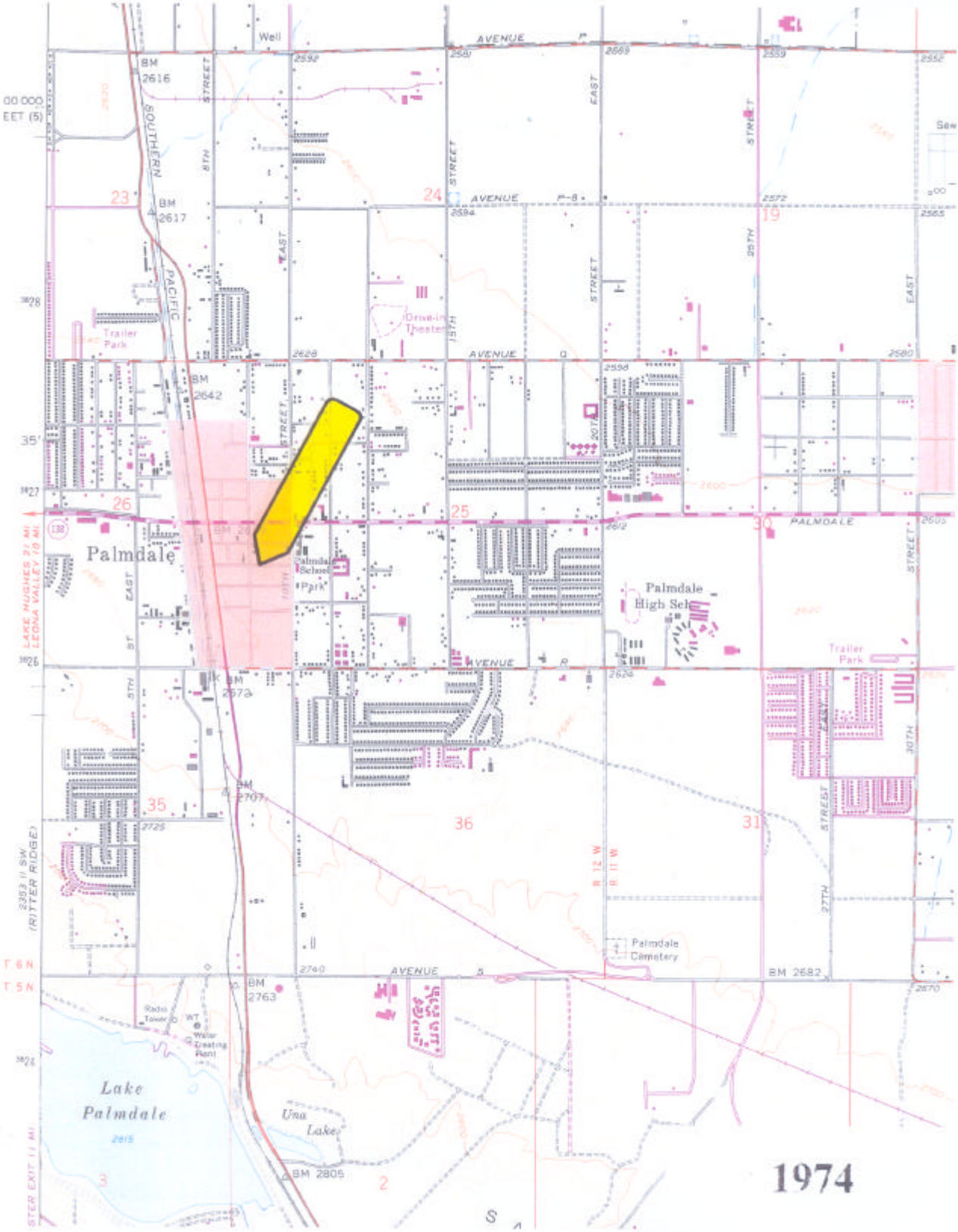

Palmdale
Palmdale High Sch
Palmdale School
Park
Drive-in Theater
Trailer Park
Palmdale Cemetery
Lake Palmdale
Una Lake
Radio Tower
Water Treating Plant
SOUTHERN PACIFIC
AVENUE P
AVENUE P-8
AVENUE Q
AVENUE R
AVENUE S
PALMDALE
10TH STREET EAST
20TH STREET EAST
30TH STREET EAST
27TH STREET EAST
R 12 W
R 11 W
T 6 N
T 5 N
LAKE HUGHES 21 MI
LEONA VALLEY 10 MI
2353 II SW (RITTER RIDGE)
BM 2616
BM 2617
BM 2642
BM 2672
BM 2707
BM 2763
BM 2682
BM 2805
1974

EXHIBIT #3

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

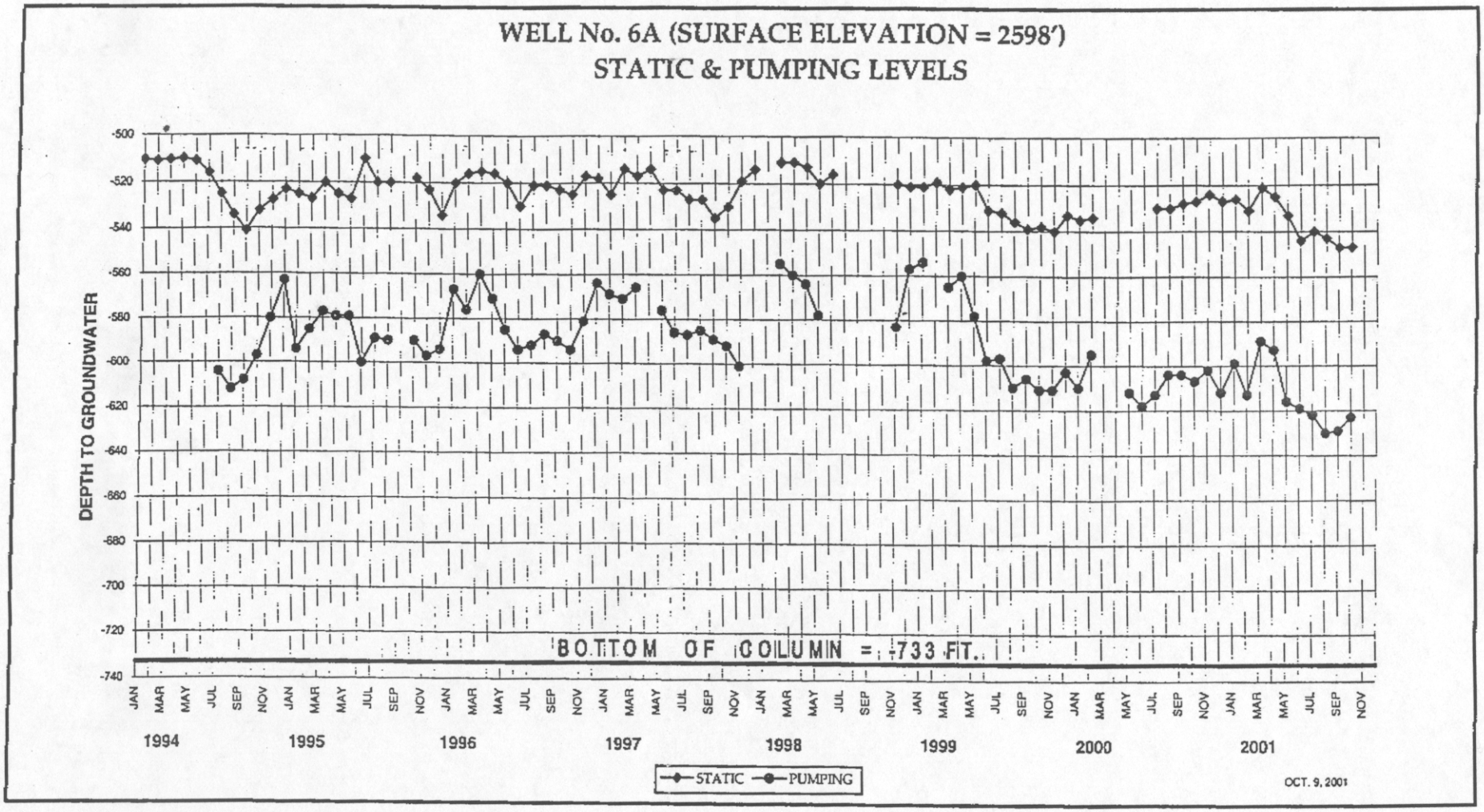
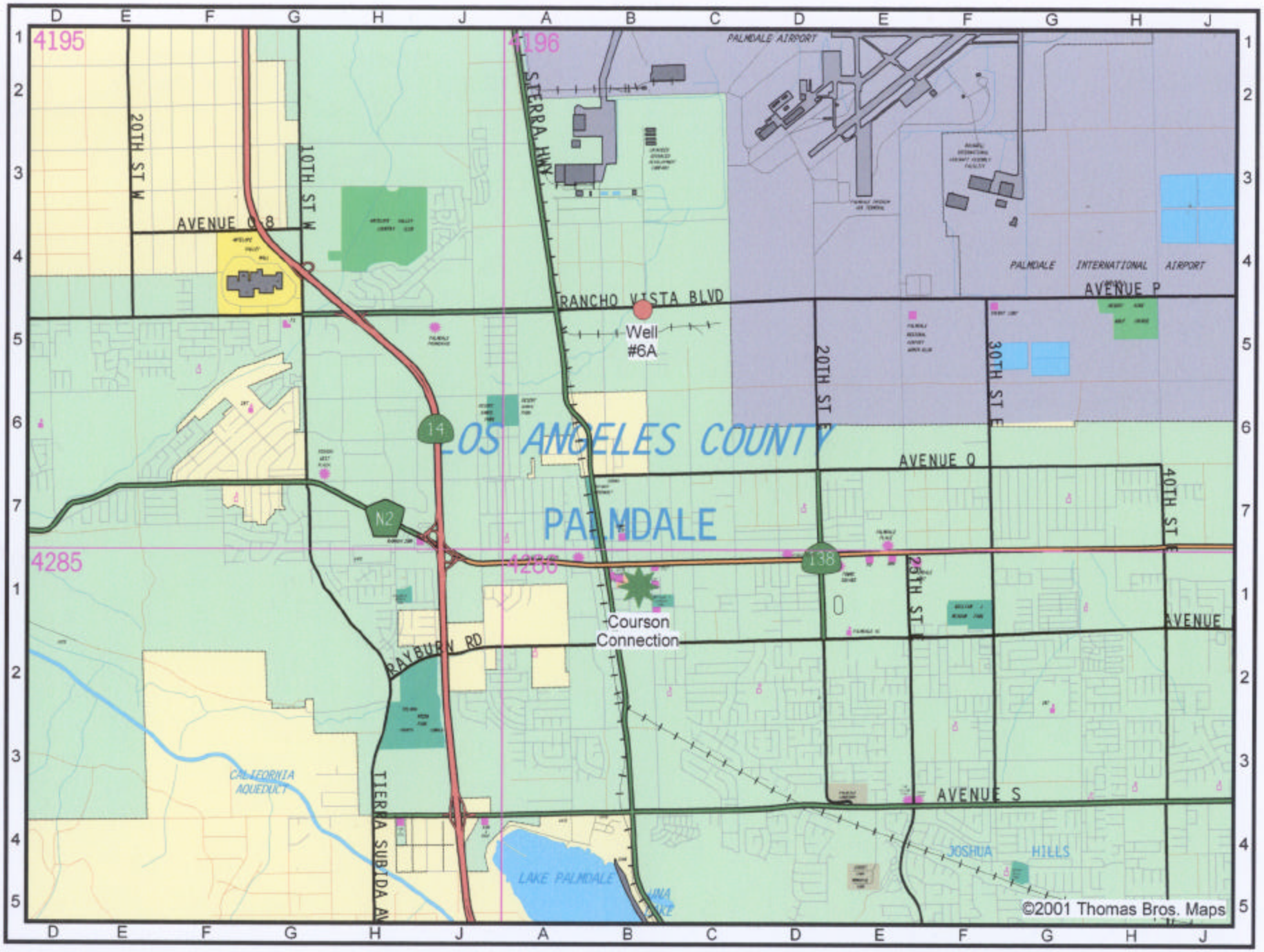

WELL No. 6A (SURFACE ELEVATION = 2598')
STATIC & PUMPING LEVELS
DEPTH TO GROUNDWATER
-500
-520
-540
-560
-580
-600
-620
-640
-660
-680
-700
-720
-740
BOTTOM OF COLUMN = -733 FT.
JAN MAR MAY JUL SEP NOV
1994
1995
1996
1997
1998
1999
2000
2001
STATIC
PUMPING
OCT. 9, 2001

EXHIBIT #4

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651



Well #6A: 4196B5

Courson Connection: Palmdale, CA 93550, 4286B1

EXHIBIT #5

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

DUPLICATE
Driller's Copy

STATE OF CALIFORNIA
THE RESOURCES AGENCY
DEPARTMENT OF WATER RESOURCES

WATER WELL DRILLERS REPORT

Do not fill in
No. 067867

Notice of Intent No. 142981
Local Permit No. or Date 12-30-82

State Well No.
RECORDATIONumber Well No. 193 188

(1) OWNER: Name Palmdale Water District
Address 2005 East Avenue Q
City Palmdale, Ca. Zip 93550

(2) LOCATION OF WELL (See instructions): County Los Angeles Owner's Well Number 6A
Well ... if not east from above
Township 6N Range 12W Section 23
Distance from cities, roads, or nearest towns, etc.
N.E. Corner Sec. 23 & 10th St. East

(3) TYPE OF WORK:
New Well X Deepening [ ]
Reconstruction [ ]
Reconditioning [ ]
Horizontal Well [ ]
Destruction [ ] (Describe destruction materials and procedures in Item 12)

(4) PROPOSED USE:
Domestic -Public
Irrigation [ ]
Industrial [ ]
Test Well [ ]
Stock [ ]
Municipal [ ]
Other [ ]

660'

WELL LOCATION SKETCH

(5) EQUIPMENT:
Rotary X Reverse [ ]
Cable [ ] Air [ ]
Other [ ] Bailer [ ]

(6) GRAVEL PACK:
Yes X No [ ] Size #5
Diameter of bore 30
Packed from 0 to 1010 ft.

(7) CASING INSTALLED:
Steel X Plastic [ ] Concrete [ ]

(8) PERFORATIONS: Mill Cut
Type of perforation or slot

From ft.	To ft.	Diam. in.	Gauge or Wall	From ft.	To ft.	Slot size
0	1010	16	.240	480	1000	.080X3
0	100	32	Conductor Pipe			

(9) WELL SEAL:
Was surface sanitary seal provided? Yes X No [ ] If yes, to depth 100 ft.
Were strata sealed against pollution? Yes [ ] No X Interval ft.
Method of sealing Grout

(10) WATER LEVELS:
Depth to first water, if known 165'
Standing level after well completion 165'

(11) WELL TESTS:
Was well test made? Yes X No [ ] If yes, by whom? Rottman Drlg.
Type of test Pump X Bailer [ ]
Depth to water at start of test 600' ft. At end of test 600' ft.
Discharge 800 gal/min after 30 hours Water temperature
Chemical analysis made? Yes [ ] No X If yes, by whom?
Was electric log made? Yes X No [ ] If yes, attach copy to this report.

(12) WELL LOG: Total depth 1030 ft. Depth of completed well 1010 ft.

From ft.	To ft.	Formation (Describe by color, character, size of material)
0	50	Med. to Coarse sand & some gravel in Redish Clay
50	60	Med. to Coarse sand, small gravel
60	70	Med. to Coarse sand w/ Redish clay layers
70	90	Med. to Coarse sand
90	130	Med to Coarse sand, sm. gravel Silt Streaks
130	170	Med. to Coarse sand, sm. gravel
170	190	Med. to Coarse sand
190	200	Fine to Coarse sand
200	240	Fine to Coarse sand
240	250	Brn. Clay w/ 30% Fine to Coarse sand
250	280	Med. to Coarse sand
280	290	Fine to Coarse sand
290	300	Fine to Coarse Sand w/ 20% Clay
300	310	Fine to Coarse sand w/20% Clay
310	320	Fine to Coarse sand w/ 30% Brn. Clay
320	330	Fine to Med. sand w/ 30% Clay
330	340	Med. to Coarse sand w/30% Brn Clay
340	360	Fine to Coarse sand
360	380	Fine to Med. sand
380	410	Fine Sand (Hard packed)
410	420	Fine to Med. sand
420	430	Fine to Coarse sand
430	440	Fine to Coarse sand 10% Brn. Clay
440	450	80% Fine to Med. Sand 20% Brn. Clay
450	470	Fine to Med. Sand
470	[illegible]	[illegible]

WELL DRILLER'S STATEMENT:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.
SIGNED (Well Driller)
NAME Rottman Drilling Co. (Person, firm, or corporation) (Type or print)
Address [illegible]
City [illegible] Zip 93534
License No. [illegible] Date of this report 3-17-83

DWR 188 (REV. 7-76) IF ADDITIONAL SPACE IS NEEDED, USE NEXT CONSECUTIVELY NUMBERED FORM

DUPLICATE
Driller's Copy

STATE OF CALIFORNIA
THE RESOURCES AGENCY
DEPARTMENT OF WATER RESOURCES

WATER WELL DRILLERS REPORT

Do not fill in
No. 067868

Notice of Intent No.
Local Permit No. or Date
State Well No.
Other Well No.

PAGE # 2 # 067867

(1) OWNER: Name Paladale Water District
Address
City Zip

(2) LOCATION OF WELL (See instructions):
County Owner's Well Number
Well address if different from above
Township and Section
Distance from cities, roads, railroad, rivers, etc.

WELL LOCATION SKETCH

(3) TYPE OF WORK:
New Well [ ] Deepening [ ]
Reconstruction [ ]
Reconditioning [ ]
Horizontal Well [ ]
Destruction [ ] (Describe destruction materials and procedures in Item 14)

(4) PROPOSED USE:
Domestic [ ]
Irrigation [ ]
Industrial [ ]
Test Well [ ]
Stock [ ]
Municipal [ ]
Other [ ]

(5) EQUIPMENT:
Rotary [ ] Reverse [ ]
Cable [ ] Air [ ]
Other [ ] Bucket [ ]

(6) GRAVEL PACK:
Yes [ ] No [ ] Size
Diameter of bore
Gravel from ft. to ft.

(7) CASING INSTALLED:
Steel [ ] Plastic [ ] Concrete [ ]

From ft.	To ft.	Dia. in.	Gage or Wall	From ft.	To ft.	Slot Size

(8) PERFORATIONS:
Type of perforation or size of screen

(9) WELL SEAL:
Was surface sanitary seal provided? Yes [ ] No [ ] If yes, to depth ft.
Were strata sealed against pollution? Yes [ ] No [ ] Interval ft.
Method of seal

(10) WATER LEVELS:
Depth of first water, if known ft.
Standing level after completion ft.

(11) WELL TESTS:
Was well test made? Yes [ ] No [ ] If yes, by whom?
Type of test Pump [ ] Bailer [ ] Air lift [ ]
Depth to water at start of test ft. At end of test ft.
Discharge gal/min after hours Water temperature
Chemical analysis made? Yes [ ] No [ ] If yes, by whom?
Was electric log made? Yes [ ] No [ ] If yes, attach copy to this report

(12) WELL LOG: Total depth ft. Depth of completed well ft.

From ft.	To ft.	Formation (Describe by color, character, size of material)
480	500	Fine Sand (Loose)
500	510	90% Fine Sand 10% Brn. Clay
510	520	70% Brn. Clay 30% Fine sand
520	540	90% Brn. Clay 10% Fine sand
540	560	75% Brn. Clay 25% Fine sand
560	560	80% Brn Clay 20% Fine sand
560	590	80% Brn. Clay 20% Fine sand
590	600	70% Brn. Clay 30% Fine sand
600	620	60% Fine sand 40% Brn. Clay
620	630	70% Fine to Med. Sand 30% Brn. Clay
630	640	90% Fine to Med. sand 10% Brn. Clay
640	660	80% Fine to Med. Sand 20% Brn. Clay
660	670	90% Brn. Clay 10% Fine sand
670	690	Brn. Clay w/Fine to Coarse sand
690	700	Brn. Clay w/ 10% Fine sand
700	710	Fine to Med. sand w/30% Brn. Clay
710	720	Fine to Med. sand w/50% Brn. Clay
720	730	Med. to Coarse sand w/ 30% Brn. Clay
730	740	Med. to Coarse sand w/ 50% Brn. Clay
740	750	Fine to Med. sand w/ 50% Brn. Clay
750	760	Med. to Coarse sand w/ 50% Brn. Clay
760	780	Fine to Med. sand W/ 60% Brn. Clay
780	790	Fine to Med. sand w/ 5% brn. Clay
790	800	Fine to Med. sand w/ #5 gravel
800	810	Med. to Coarse sand w/ # 5 gravel (Bottom)

Work started 19 Completed 19

WELL DRILLER'S STATEMENT:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.
SIGNED (Well Driller)
NAME (Person, firm, or corporation) (Type or printed)
Address
City Zip
License No. Date of this report

DWR 188 (REV. 7-70) IF ADDITIONAL SPACE IS NEEDED, USE NEXT CONSECUTIVELY NUMBERED FORM

DUPLICATE
Driller's Copy

STATE OF CALIFORNIA
THE RESOURCES AGENCY
DEPARTMENT OF WATER RESOURCES
WATER WELL DRILLERS REPORT

Do not fill in
No. 067869

Notice of Intent No. ...
State Well No. ...
Local Permit No. or Date ...
Other Well No. ...

PAGE # 3 # 067867

(1) OWNER: Name ...
Address ...
City ... Zip ...

(2) LOCATION OF WELL (See instructions).
County ... Owner's Well Number ...
Well address if different from above ...
Township ... Range ... Section ...
Distance from cities, roads, railroad, fences, etc. ...

(3) TYPE OF WORK:
New Well [ ] Deepening [ ]
Reconstruction [ ]
Reconditioning [ ]
Horizontal Well [ ]
Destruction [ ] (Describe destruction materials and procedures in Item 12)

(4) PROPOSED USE:
Domestic [ ]
Irrigation [ ]
Industrial [ ]
Test Well [ ]
Stock [ ]
Municipal [ ]
Other [ ]

WELL LOCATION SKETCH

(5) EQUIPMENT:
Rotary [ ] Reverse [ ]
Cable [ ] Air [ ]
Other [ ] Bailer [ ]

(6) GRAVEL PACK:
Yes [ ] No [ ] Size ...
Designer of test ...
Gravel from ... to ... ft.

(7) CASING INSTALLED:
Steel [ ] Plastic [ ] Concrete [ ]

From ft.	To ft.	Dia. in.	Gauge or Wall

(8) PERFORATIONS:
Type of perforation or screen

From ft.	To ft.	Slot size

(9) WELL SEAL:
Was surface sanitary seal provided? Yes [ ] No [ ] If yes, to depth ... ft.
Were strata sealed against pollution? Yes [ ] No [ ] Interval ... ft.
Method of sealing ...

(10) WATER LEVELS:
Depth of first water, if known ... ft.
Standing level after completion ... ft.

(11) WELL TESTS:
Was well test made? Yes [ ] No [ ] If yes, by whom? ...
Type of test: Pump [ ] Bailer [ ] Air lift [ ]
Depth to water at start of test ... ft. At end of test ... ft.
Discharge ... gal/min after ... hours Water temperature ...
Chemical analysis made? Yes [ ] No [ ] If yes, by whom? ...
Was electric log made? Yes [ ] No [ ] If yes, attach copy to this report.

(12) WELL LOG: Total depth ... ft. Depth of completed well ... ft.

From ft.	To ft.	Formation (Describe by color, character, size of materials)
810	820	Med. to Coarsesand w/ # 5 gravel & 10% Grey Clay
820	830	Med. to Coarse sand w/ #5 gravel & 10% Grey Clay
830	840	Med. to Coarse sand w/30% Brn. Clay
840	850	Med. to Coarse sand W/ 20% Brn. Clay
850	860	Med. to Coarse sand w/ 10% Brn. & White Clay
860	880	Fine to Med. sand w/ 10% Brn. Clay
880	900	Coarse sand w/ # 3 to 5 gravel
900	910	Coarse sand w/ # 3 to 4 gravel & Blue Clay streaks
910	920	Med. to Coarse sand w/ Grey Clay streaks
920	940	Med. to Coarse sand
940	970	Fine to Coarse sand
970	1000	Fine to Med. sand
1000	1010	Fine to Coarse sand
1010	1020	Fine to Med. sand
1020	1030	Fine sand, Granite (Chips)

Work started ... 19... Completed ... 19...

WELL DRILLER'S STATEMENT:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.
Signed ... (Well Driller)
NAME ... (Person, firm, or corporation) (Type or printed)
Address ...
City ... Zip ...
License No. ... Date of this report ...

IF ADDITIONAL SPACE IS NEEDED, USE NEXT CONSECUTIVELY NUMBERED FORM

EXHIBIT #6

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

FORM VALID JULY 1, 2004 TO JUNE 30, 2005

HAZARDOUS MATERIALS UNDERGROUND STORAGE PERMIT APPLICATION SUPPLEMENT / NOTICE TO FILE AUTHORIZATION TO MAINTAIN UNDERGROUND STORAGE TANKS UNDER THE LOS ANGELES COUNTY UNIFIED PROGRAM PERMIT
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

Environmental Programs Division
900 South Fremont Avenue, 3rd Floor Annex Building
Alhambra, CA 91803-1331
Ph No. (626) 458-3517 Fax No. (626) 458-3569
www.ladpw.org/epd

DPW USE ONLY:
SITE-FILE NO.: 30331-43832 RC 4A
APPLICATION NO. 433497
ISSUED HMUSP NO.: 433498
DATE REC'D. 12/9/4 BY SJC
TG PAGE/GRID

Application is hereby made for authorization to operate and maintain underground storage tanks within the Los Angeles County Unified Hazardous Materials Program jurisdiction. This form must accompany each new Underground Storage Tank (UST) permit application, or Unified Program (UP) Permit application to operate underground storage tanks. ***** See instructions on back of this form*****

FACILITY ADDRESS INFORMATION	UST OPERATOR, IF NOT UST OWNER NAMED ON UP FACILITY FORM
RESIDENCE (William Pierce)	
FACILITY NAME	OPERATOR NAME
932 EAST AVENUE Q10	
FACILITY ADDRESS	OPERATOR MAILING ADDRESS IF DIFFERENT FROM FACILITY ADDRESS
PALMDALE CA 93550	
CITY ZIP	CITY STATE ZIP

NUMBER OR USTS TO BE PERMITTED AT FACILITY: 1 FEDERAL TAX ID NUMBER: _____ SIC CODE: _____

ASSESSOR PARCEL NUMBER (APN): MAP BOOK NO. 3009-023-007 PAGE NO. _____ PARCEL NO. _____

THIS SUPPLEMENT MUST BE ACCOMPANIED BY:

(1) One copy of UP USTS - FACILITY form for each site;
(2) One copy of UP USTS - TANK PAGE 1 and TANK PAGE 2 forms, for each tank;
(3) Certificate of Financial Responsibility (Petroleum USTS);
(4) Hazardous Materials Underground Storage Permit (HMUSP) application fee;
(5) Pro-rated Annual Maintenance Fee.

HMUSP FEE SCHEDULE (Los Angeles County Code 11.82.010):

NUMBER OF USTS:	HMUSP (APPLICATION FEE)	+	*PRO-RATED ANNUAL PERMIT MAINTENANCE FEE*
1	$236.00		$591.00
2	$276.00		$691.00
3	$316.00		$791.00
4	$356.00		$891.00
5	$396.00		$991.00
6 or more tanks	$196.00 + $40.00 per tank = $_____	+	$491.00 + $100.00 per tank = $_____

MAKE CHECKS PAYABLE TO: "LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORK"

See Back of form for Pro-rated Annual Permit Maintenance Fee factors.

This Hazardous Materials Underground Storage Permit application form with the Issued HMUSP Number identified in the upper right hand corner will serve as the UST operating permit document until the Unified Program Permit is issued by the Los Angeles County Fire Department as the Certified Unified Program Agency (CUPA) the following Fiscal Year. All fees due must be paid prior to issuance of the Unified Program Permit authorizing the underground storage of hazardous materials.

Facilities claiming an exemption to regulation must complete this section:

☐ There are no underground storage tanks within this facility.

☐ Other (attach a written statement).

UST OWNER/OPERATOR REPRESENTATIVE MUST COMPLETE THIS SECTION (AND BACK OF FORM):

SIGNATURE _____ TITLE CONSULTANT

PRINT NAME RAY GILBERT DATE 12/08/04

Complete Certification of Compliance with Los Angeles County Lobbyist Ordinance on back 38-0012 DPW Rev. 7/04

UNIFIED PROGRAM (UP) FORM
UNDERGROUND STORAGE TANKS – FACILITY (Form A)

(one page per site) Page ____ of ____

TYPE OF ACTION (Check one item only)
☐ 1. NEW SITE PERMIT ☐ 2. INTERIM PERMIT ☐ 3. RENEWAL PERMIT ☐ 4. AMENDED PERMIT ☐ 5.CHANGE OF INFORMATION ☐ 6.TEMPORARY SITE CLOSURE ☐ 7.PERMANENTLY CLOSED SITE ☐ 8. TANK REMOVED 400

I. FACILITY / SITE INFORMATION

BUSINESS NAME (Same as FACILITY NAME or DBA) 3: RESIDENCE
FACILITY ID# 1:

NEAREST CROSS STREET 401:

BUSINESS TYPE 403: ☐ 1. GAS STATION ☐ 2. DISTRIBUTOR ☐ 3. FARM ☐ 4. PROCESSOR ☒ 5. COMMERCIAL ☒ 6. OTHER

FACILITY OWNER TYPE 402: ☐ 1. CORPORATION ☒ 2. INDIVIDUAL ☐ 3. PARTNERSHIP ☐ 4. LOCAL AGENCY/DISTRICT* ☐ 5. COUNTY AGENCY* ☐ 6. STATE AGENCY* ☐ 7. FEDERAL AGENCY*

TOTAL NUMBER OF TANKS REMAINING AT SITE 404: 1

Is facility on Indian Reservation or trustlands? 405: ☐ Yes ☒ No

*If owner of UST is a public agency: name of supervisor of division, section or office which operates the UST (This is the contact person for the tank records.) 406

II. PROPERTY OWNER INFORMATION

PROPERTY OWNER NAME 407: WILLIAM PIERCE
PHONE 408: 661-273-3860
MAILING OR STREET ADDRESS 409: 932 EAST AVENUE Q10
CITY 410: PALMDALE
STATE 411: CA
ZIP CODE 412: 93550
PROPERTY OWNER TYPE 413: ☐ 1. CORPORATION ☒ 2. INDIVIDUAL ☐ 3. PARTNERSHIP ☐ 4. LOCAL AGENCY / DISTRICT ☐ 5. COUNTY AGENCY ☐ 6. STATE AGENCY ☐ 7. FEDERAL AGENCY

III. TANK OWNER INFORMATION

TANK OWNER NAME 414: WILLIAM PIERCE
PHONE 415: 661-273-3860
MAILING OR STREET ADDRESS 416: 932 EAST AVENUE Q10
CITY 417: PALMDALE
STATE 418: CA
ZIP CODE 419: 93550
TANK OWNER TYPE 420: ☐ 1. CORPORATION ☒ 2. INDIVIDUAL ☐ 3. PARTNERSHIP ☐ 4. LOCAL AGENCY / DISTRICT ☐ 5. COUNTY AGENCY ☐ 6. STATE AGENCY ☐ 7. FEDERAL AGENCY

IV. BOARD OF EQUALIZATION UST STORAGE FEE ACCOUNT NUMBER

TY (TK) HQ 44- ____ Call (916) 322-9669 if questions arise 421

V. PETROLEUM UST FINANCIAL RESPONSIBILITY

INDICATE METHOD(s) 422:
☐ 1. SELF-INSURED ☐ 2. GUARANTEE ☐ 3. INSURANCE ☐ 4. SURETY BOND ☐ 5. LETTER OF CREDIT ☐ 6. EXEMPTION ☒ 7. STATE FUND ☐ 8. STATE FUND & CFO LETTER ☐ 9. STATE FUND & CD ☐ 10. LOCAL GOV'T MECHANISM ☐ 99. OTHER:

VI. LEGAL NOTIFICATION AND MAILING ADDRESS

Check one box to indicate which address should be used for legal notifications and mailing.
Legal notifications and mailings will be sent to the tank owner unless box 1 or 2 is checked. ☐ 1. FACILITY ☒ 2. PROPERTY OWNER ☐ 3. TANK OWNER 423

VII. APPLICANT SIGNATURE

Certification – I certify that the information provided herein is true and accurate to the best of my knowledge.

SIGNATURE OF APPLICANT: [signature]
DATE 424: 12/08/04
PHONE 425: 714-533-7294
NAME OF APPLICANT (print) 426: TOM GILBERT
TITLE OF APPLICANT 427: CONSULTANT

OFFICIAL USE ONLY	DATE RECEIVED	CUPA	PA	DISTRICT/INSPECTOR

STATE UST FACILITY NUMBER 428: ____
1998 UPGRADE CERTIFICATE NUMBER 429: ____

UNIFIED PROGRAM (UP) FORM

BUSINESS OWNER/OPERATOR IDENTIFICATION (LACoCUPA Form 2730)

☐ NEW BUSINESS ☐ OUT OF BUSINESS ☐ REVISE/UPDATE (EFFECTIVE / /) PAGE OF

I. IDENTIFICATION

FACILITY ID# 1	BEGINNING DATE 100	ENDING DATE 101	
BUSINESS NAME (Same as FACILITY NAME or DBA – Doing Business As) 3	BUSINESS PHONE 102		
BUSINESS SITE ADDRESS 103			
CITY 104 C	ZIP CODE 105		
DUN & BRADSTREET 106	SIC CODE (4 digit #) 107		
COUNTY LOS ANGELES 108	UNINCORPORATED ☐ Yes ☐ No 133a.		
BUSINESS OPERATOR NAME 109	BUSINESS OPERATOR PHONE 110		

II. BUSINESS OWNER

OWNER NAME 111	OWNER PHONE 112	
OWNER MAILING ADDRESS 113		
CITY 114	STATE 115	ZIP CODE 116

III. ENVIRONMENTAL CONTACT

CONTACT NAME 117	CONTACT PHONE 118	
CONTACT MAILING ADDRESS 119		
CITY 120	STATE 121	ZIP CODE 122

IV. EMERGENCY CONTACTS

PRIMARY		SECONDARY	
NAME 123	William Pierce	NAME 128	
TITLE 124		TITLE 129	
BUSINESS PHONE 125		BUSINESS PHONE 130	
24-HOUR PHONE 126	661-273-3860	24-HOUR PHONE 131	
PAGER # 127		PAGER # 132	
E-MAIL ADDRESS (if any) 133b		E-MAIL ADDRESS (if any) 133b	

V. ADDITIONAL LOCALLY COLLECTED INFORMATION 133

FEDERAL TAX IDENTIFICATION NUMBER
BUSINESS OWNER'S NAME AND DATE OF BIRTH
BUSINESS OWNER'S DRIVER'S LICENSE NUMBER AND STATE
133c

MAILING/ BILLING INFORMATION

ADDRESS 133d	CITY 133e	STATE 133f	ZIP CODE 133g

Certification: Based on my inquiry of those individuals responsible for obtaining the information, I certify under penalty of law that I have personally examined and am familiar with the information submitted and believe the information is true, accurate, and complete.

SIGNATURE OF OWNER/OPERATOR OR DESIGNATED REPRESENTATIVE	DATE 134 12/08/04	NAME OF DOCUMENT PREPARER 135
NAME OF SIGNER (print) 136 RAY GILBERT	TITLE OF SIGNER 137 CONSULTANT	

OFFICIAL USE ONLY	UP Form	HW	HM	ARP	APST	UST	TP	CUPA	PA
INSPECTOR	DISTRICT	DATE OF INSP.	DIVISION	BATTALION	STATION				

UNIFIED PROGRAM (UP) FORM
UNDERGROUND STORAGE TANKS – TANK PAGE 1 (Form B)

(two pages per tank) Page of

TYPE OF ACTION (Check one item only) ☐ 1. NEW SITE PERMIT ☐ 2. INTERIM PERMIT ☐ 3. RENEWAL PERMIT ☐ 4. AMENDED PERMIT ☐ 5.CHANGE OF INFORMATION ☐ 6.TEMPORARY SITE CLOSURE ☐ 7.PERMANENTLY CLOSED SITE ☐ 8. TANK REMOVED 430

BUSINESS NAME (Same as FACILITY NAME or DBA) RESIDENCE 3 | FACILITY ID: 1

LOCATION WITHIN SITE (Optional) 431

I. TANK DESCRIPTION

(A scaled plot plan with location(s) of UST system(s) including buildings and landmarks shall be submitted to the CUPA or PA.)

TANK ID # 432	TANK MANUFACTURER 433	COMPARTMENTALIZED TANK ☐ Yes ☒ No 434
1	UNKNOWN	If "Yes", complete one page for each compartment.
DATE INSTALLED (YEAR/MO) 435	TANK CAPACITY IN GALLONS 436	NUMBER OF COMPARTMENTS 437
UNKNOWN	200	1

ADDITIONAL DESCRIPTION (For local use only) 438

II. TANK CONTENTS

TANK USE 439
- ☒ 1. MOTOR VEHICLE FUEL (If marked complete Petroleum Type)
- ☐ 2. NON-FUEL PETROLEUM
- ☐ 3. CHEMICAL PRODUCT
- ☐ 4. HAZARDOUS WASTE (includes Used Oil)
- ☐ 95. UNKNOWN

PETROLEUM TYPE 440
- ☒ 1a. REGULAR UNLEADED
- ☐ 1b. PREMIUM UNLEADED
- ☐ 1c. MIDGRADE UNLEADED
- ☐ 2. LEADED
- ☐ 3. DIESEL
- ☐ 4. GASOHOL
- ☐ 5. JET FUEL
- ☐ 6. AVIATION FUEL
- ☐ 99. OTHER: ____

COMMON NAME 441 (from Hazardous Materials Inventory page)

CAS# 442 (from Hazardous Materials Inventory page)

III. TANK CONSTRUCTION

TYPE OF TANK ((Check one item only) 443
- ☒ 1. SINGLE WALL
- ☐ 2. DOUBLE WALL
- ☐ 3. SINGLE WALL WITH EXTERIOR MEMBRANE LINER
- ☐ 4. SIGNLE WALL IN VAULT
- ☐ 5. SINGLE WALL WITH INTERNAL BLADDER
- ☐ 95. UNKNOWN
- ☐ 99. OTHER ____

TANK MATERIAL – primary tank ((Check one item only) 444
- ☒ 1. BARE STEEL
- ☐ 2. STAINLESS STEEL
- ☐ 3. FIBERGLASS / PLASTIC
- ☐ 4. STEEL CLAD W/FIBERGLASS REINFORCED PLASTIC (FRP)
- ☐ 5. CONCRETE
- ☐ 8. FRP COMPTIBLE W/100% METHANOL
- ☐ 95. UNKNOWN
- ☐ 99. OTHER ____

TANK MATERIAL – secondary tank ((Check one item only) 445
- ☐ 1. BARE STEEL
- ☐ 2. STAINLESS STEEL
- ☐ 3. FIBERGLASS / PLASTIC
- ☐ 4. STEEL CLAD W/FIBERGLASS REINFORCED PLASTIC (FRP)
- ☐ 5. CONCRETE
- ☐ 8. FRP COMPTIBLE W/100% METHANOL
- ☐ 10. COATED STEEL
- ☐ 95. UNKNOWN
- ☐ 99. OTHER ____

TANK INTERIOR LINING OR COATING (Check one item only) 446
- ☐ 1. RUBBER LINED
- ☐ 2 ALKYD LINING
- ☐ 3. EPOXY LINING
- ☐ 4 PHENOLIC LINING
- ☐ 5. GLASS LINING
- ☐ 6 UNLINED
- ☐ 95. UNKNOWN
- ☐ 99 OTHER

DATE INSTALLED 447 (For local use only) ____

OTHER CORROSION PROTECTION (IF APPLICABLE) (Check one item only) 448
- ☐ 1 MANUFACTURED CATHODIC PROTECTION
- ☐ 2 SACRIFICIAL ANODE
- ☐ 3 FIBERGLASS REINFORCED PLASTIC
- ☐ 4 IMPRESSED CURRENT
- ☐ 95 UNKNOWN
- ☐ 99 OTHER ____

DATE INSTALLED 448 (For local use only) ____

SPILL AND OVERFILL

(Check all that apply)	YEAR INSTALLED 450	TYPE (local use only) 451	OVERFILL PROTECTION EQUIPMENT	YEAR INSTALLED 452
☐ 1 SPILL CONTAINMENT	____	____	☐ 1 ALARM	____
☐ 2 DROP TUBE	____	____	☐ 2 BALL FLO AT	____
☐ 3 STRIKER PLATE	____	____	☐ 3 FILL TUBE SHUT OFF VALVE	____

☐ 4 EXEMPT

IV. TANK LEAK DETECTION (A description of the monitoring program shall be submitted to the local agency.)

IF SINGLE WALL TANK (Check all that apply) 453
- ☐ 1 VISUAL (EXPOSED PORTION ONLY)
- ☐ 2 AUTOMATIC TANK GAUGING (ATG)
- ☐ 3 CONTINUOUS ATG
- ☐ 4 STATISTICAL INVENTORY RECONCILIATION (SIR) + BIENNIAL TANK TESTING
- ☐ 5 MANUAL TANK GAUGING (MTG)
- ☐ 6 VADOSE ZONE
- ☐ 7 GROUNDWATER
- ☐ 8 TANK TESTING
- ☐ 99 OTHER

IF DOUBLE WALL TANK OR TANK WITH BLADDER (Check one item only) 454
- ☐ 1 VISUAL (SINGLE WALL IN VAULT ONLY)
- ☐ 2 CONTINUOUS INTERSTITIAL MONITORING
- ☐ 3 MANUAL MONITORING

V. TANK CLOSURE INFORMATION / PERMANENT CLOSURE IN PLACE

ESTIMATED DATE LAST USED (YR/MO/DAY) 455	ESTIMATED QUANTITY OF SUBSTANCEREMAINING 456	TANK FILLED WITH INERT MATERIAL? 457
2001	☐ Yes ☐ No	☐ Yes ☒ No

OFFICIAL USE ONLY	DATE RECEIVED	CUPA	PA	DISTRICT/INSPECTOR

UNIFIED PROGRAM (UP) FORM
UNDERGROUND STORAGE TANKS – TANK PAGE 2 (Form B)

VI. PIPING CONSTRUCTION (Check all that apply)

Page of

UNDERGROUND PIPING	ABOVEGROUND PIPING
SYSTEM TYPE ☐ 1. PRESSURE ☒ 2. SUCTION ☐ 3. GRAVITY 458	☐ 1. PRESSURE ☒ 2. SUCTION ☐ 3. GRAVITY 459
CONSTRUCTION ☒ 1. SINGLE WALL ☐ 3. LINED TRENCH ☐ 99. OTHER 460	☒ 1. SINGLE WALL ☐ 95. UNKNOWN 462
MANUFACTURER ☐ 2. DOUBLE WALL ☐ 95. UNKNOWN ____	☐ 2. DOUBLE WALL ☐ 99. OTHER ____
MANUFACTURER ____ 461	MANUFACTURER ____ 463
MATERIALS AND CORROSION PROTECTION ☒ 1. BARE STEEL ☐ 6. FRP COMPATIBLE W/100% METHANOL	☐ 1. BARE STEEL ☐ 6. FRP COMPATIBLE W/100% METHANOL
☐ 95. UNKNOWN ☐ 2. STAINLESS STEEL ☐ 7. GALVANIZED STEEL	☐ 2. STAINLESS STEEL ☒ 7. GALVANIZED STEEL
☐ 3. PLASTIC COMPATIBLE W/ CONTENTS ☐ 8. FLEXIBLE (HDPE)	☐ 3. PLASTIC COMPATIBLE W/CONTENTS ☐ 8. FLEXIBLE (HDPE) ☐ 95. UNKNOWN
☐ 4. FIBERGLASS ☐ 9. CATHODIC PROTECTION	☐ 4. FIBERGLASS ☐ 9. CATHODIC PROTECTION
☐ 5. STEEL W/COATING ☐ 99. OTHER ____ 464	☐ 5. STEEL W/COATING ☐ 99. OTHER ____ 465

VII. PIPING LEAK DETECTION (Check all that apply) (A description of the monitoring program shall be submitted to the local agency.)

UNDERGROUND PIPING

SINGLE WALL PIPING 466

PRESSURIZED PIPING (Check all that apply):

☐ 1. ELECTRONIC LINE LEAK DETECTOR 3.0 GPH TEST WITH AUTO PUMP SHUT OFF FOR LEAK, SYSTEM FAILURE, AND SYSTEM DISCONNECTION + AUDIBLE AND VISUAL ALARMS.

☐ 2. MONTHLY 0.2 GPH TEST

☐ 3. ANNUAL INTEGRITY TEST (0.1GPH)

CONVENTIONAL SUCTION SYSTEMS (Check all that apply)

☐ 5. DAILY VISUAL MONITORING OF PUMPING SYSTEM + TRIENNIAL PIPING INTEGRITY TEST (0.1 GPH)

SAFE SUCTION SYSTEMS (NO VALUES IN BELOW GROUNDPIPING):

☐ 7. SELF MONITORING

GRAVITY FLOW

☐ 9. BIENNIAL INTEGRITY TEST (0.1 GPH)

SECONDARILY CONTAINED PIPING

PRESSURIZED PIPING (Check all that apply):

10. CONTINUOUS TURBINE SUMP SENSOR WITH AUDIBLE AND VISUAL ALARMS AND (Check one)
   - ☐ a. AUTO PUMP SHUT OFF WHEN A LEAK OCCURS
   - ☐ b. AUTO PUMP SHUT OFF FOR LEAKS, SYSTEM FAILURE AND SYSTEM DISCONNECTION
   - ☐ c. NO AUTO PUMP SHUT OFF

☐ 11. AUTOMATIC LEAK DETECTOR (3.0 GPH TEST) WITHFLOW SHUT OFF

☐ 12. ANNUAL INTEGRITY TEST (0.1 GPH)

SUCTION/GRAVITY SYSTEM

☐ 13. CONTINUOUS SUMP SENSOR + AUDIBLE AND VISUAL ALARMS

EMERGENCY GENERATORS ONLY (Check all that apply)

☐ 14. CONTINUOUS SUMP SENSOR WITHOUT AUTO PUMP SHUT OFF * AUDIBLE AND VISUAL ALARMS

☐ 15. AUTOMATIC LEAK DETECTOR (3.0 GPH) WITHOUT FLOW SHUT OFF

☐ 16. ANNUAL INTEGRITY TEST (0.1 GPH) ☐ 17. DAILY VISUAL CHECK

ABOVEGROUND PIPING

SINGLE WALL PIPING 467

PRESSURIZED PIPING (Check all that apply):

☐ 1. ELECTRONIC LINE LEAK DETECTOR 3.0 GPH TEST WITH AUTO PUMP SHUT OFF FOR LEAK, SYSTEM FAILURE, AND SYSTEM DISCONNECTION + AUDIBLE AND VISUAL ALARMS.

☐ 2. MONTHLY 0.2 GPH TEST

☐ 3. ANNUAL INTEGRITY TEST (0.1GPH) ☐ 4. DAILY VISUAL CHECK

CONVENTIONAL SUCTION SYSTEMS (Check all that apply)

☐ 5. DAILY VISUAL MONITORING OF PIPING AND PUMPING SYSTEM

☐ 6. TRIENNIAL INTEGRITY TEST (0.1 GPH)

SAFE SUCTION SYSTEMS (NO VALVES IN BELOW GROUND PIPING):

☐ 7. SELF MONITORING

GRAVITY FLOW (Check all that apply):

☐ 8. DAILY VISUAL MONITORING ☐ 9. BIENNIAL INTEGRITY TEST (0.1 GPH)

SECONDARILY CONTAINED PIPING

PRESSURIZED PIPING (Check all that apply):

10. CONTINUOUS TURBINE SUMP SENSOR WITH AUDIBLE AND VISUAL ALARMS AND (Check one)
   - ☐ a AUTO PUMP SHUT OFF WHEN A LEAK OCCURS
   - ☐ b AUTO PUMP SHUT OFF FOR LEAKS, SYSTEM FAILURE AND SYSTEM DISCONNECTION
   - ☐ c NO AUTO PUMP SHUT OFF

☐ 11. AUTOMATIC LEAK DETECTOR

☐ 12. ANNUAL INTEGRITY TEST (0.1 GPH)

SUCTION/GRAVITY SYSTEM

☐ 13. CONTINUOUS SUMP SENSOR + AUDIBLE AND VISUAL ALARMS

EMERGENCY GENERATORS ONLY (Check all that apply)

☐ 14. CONTINUOUS SUMP SENSOR WITHOUT AUTO PUMP SHUT OFF * AUDIBLE AND VISUAL ALARMS

☐ 15. AUTOMATIC LINE LEAK DETECTOR (3.0 GPH TEST)

☐ 16. ANNUAL INTEGRITY TEST (0.1 GPH) ☐ 17. DAILY VISUAL CHECK

VIII. DISPENSER CONTAINMENT

DISPENSER CONTAINMENT	☐ 1. FLOAT MECHANISM THAT SHUTS OFF SHEAR VALVE	☐ 4. DAILY VISUAL CHECK
DATE INSTALLED 468	☐ 2. CONTINUOUS DISPENSER PAN SENSOR + AUDIBLE AND VISUAL ALARMS	☐ 5. TRENCH LINER / MONITORING
____	☐ 3. CONTINUOUS DISPENSER PAN SENSOR WITH AUTO SHUT OFF FOR DISPENSER + AUDIBLE AND VISUAL ALARMS	☒ 6. NONE 469

IX. OWNER/OPERATOR SIGNATURE

I certify that the information provided herein is true and accurate to the best of my knowledge.

SIGNATURE OF OWNER/OPERATOR RAY GILBERT FOR WILLIAM PIERCE	DATE 12/08/04 470
NAME OF OWNER/OPRATOR (print) WILLIAM PIERCE	TITLE OF OWNER/OPERATOR PROPERTY OWNER 472

OFFICIAL USE ONLY	Permit Number 473	Permit Approved 474	Permit Expiration Date 475

CLOSURE PERMIT SUPPLEMENT
HAZARDOUS MATERIALS UNDERGROUND STORAGE
LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
WASTE MANAGEMENT DIVISION
900 S. FREMONT AVENUE
ALHAMBRA, CA 91803

Closure Permit No.: _____ B
File No.
I- _____

PART 1 OF 2

To satisfy the permanent closure requirements for underground storage tanks previously storing hazardous materials, site integrity must be demonstrated by the analysis of soil samples and, if applicable, groundwater samples as outlined below. These requirements are in addition to the conditions listed on the Application for Closure or contained in an approved Closure Plan.

1. Samples shall be obtained at the sampling points (SP) indicated on the attached plot plan.

2. For each SP, samples shall be obtained at the following depths:

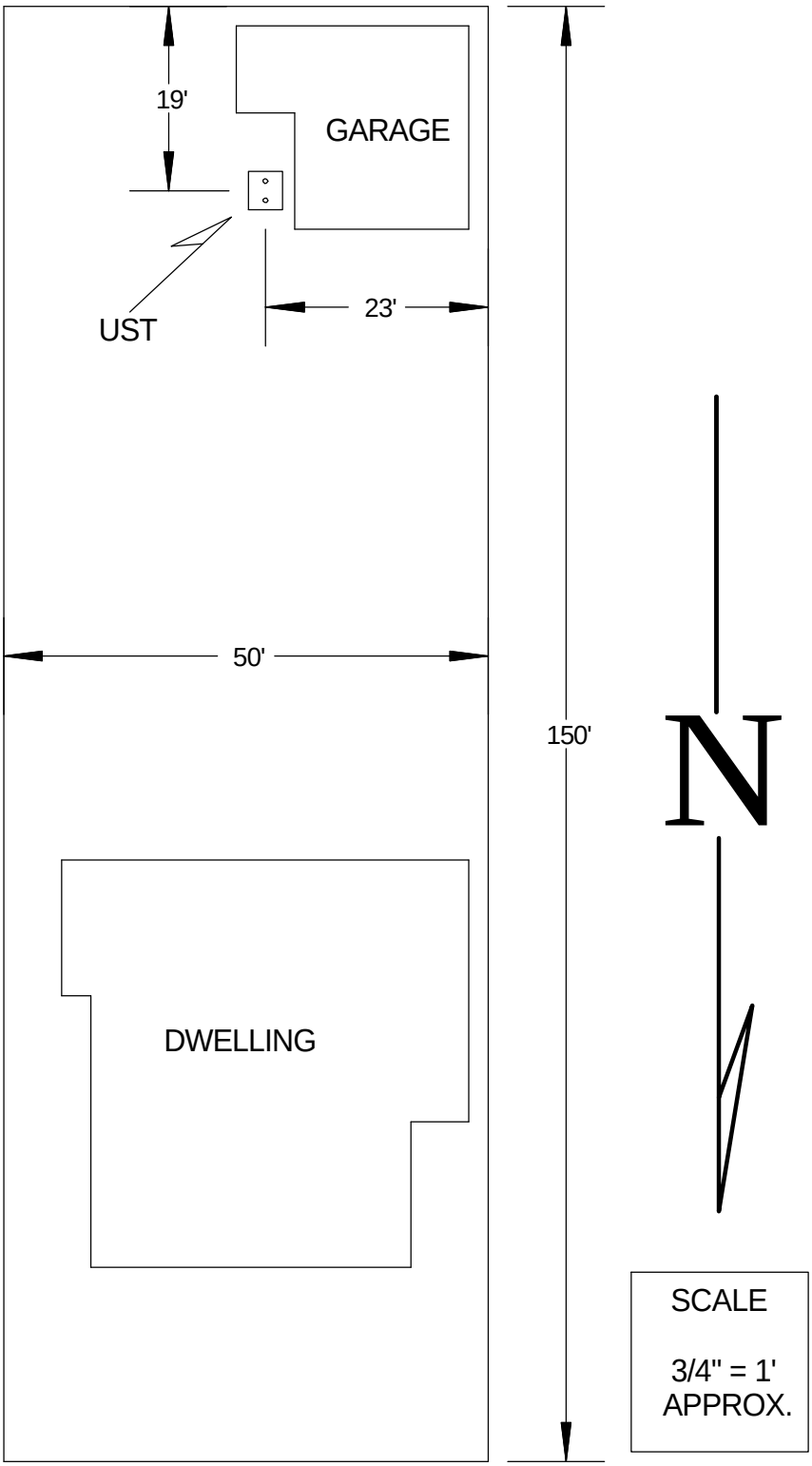
SP	Depth(s)	Compounds	Analysis Method
#A	2-4' beneath tank	TPH, BTEX, MTBE,	8015(M), 8260B,
	invert	~~Oxygenates~~ Ethanol	418
EPA 5035 soil preparation method will			
be utilized			

dn4/FPERMIT Rev. 3/90

Cont'd on Page 2

PLOT PLAN

932 EAST AVENUE Q10, PALMDALE, CA 93550



EAST AVENUE Q 10

EXHIBIT #7

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

FORM VALID JULY 1, 2004 TO JUNE 30, 2005

DPW USE ONLY:	
SITE-FILE NO. 30331-43832	RC 4A
APPLICATION NO. 43305/	
CHECK [X]	CASH [ ] OTHER [ ]
FEE $ 548	

APPLICATION FOR CLOSURE
FOR HAZARDOUS MATERIAL UNDERGROUND STORAGE TANKS
COUNTY OF LOS ANGELES, DEPARTMENT OF PUBLIC WORKS
Environmental Programs Division
900 South Fremont Avenue, 3rd Floor Annex Building
Alhambra, CA 91803-1331
Ph No. (626) 458-3517 Fax No. (626) 458-3569
www.ladpw.org/epd

TANK OWNER: Contact Name: WILLIAM PIERCE Phone: 661-273-3860
Mailing Address: 932 EAST AVE Q10 City: PALMDALE State: CA Zip: 93550

FACILITY/SITE: Occupant Name: SAME Phone:
Site Address: City: State: Zip:
Mailing Address: City: State: Zip:
Contact Person: Title:

CONTRACTOR [ ] OWNER/OPERATOR AS CONTRACTOR [ ]
Contractor Name: INNOVATIVE CONSTRUCTION SOLUTIONS, INC. Phone: 714-893-6366
State License No.: 769815 A-HAZ Class: A-HAZ
Hazardous Substance Removal Certified: YES [X] NO [ ]

CLOSURE REQUESTED: Closure of Underground Storage Tanks (USTs) shall be in compliance with California Health and Safety Code Chapter 6.7, Section 25298, and California Code of Regulations Title 23, Division 3, Chapter 16, Sections 2670 through 2672.

[X] PERMANENT, UST REMOVAL (See Section 2672(b))
How many underground storage tanks will remain after this closure?
[ ] PERMANENT, CLOSURE IN PLACE (See Section 2672(c)) - Attach Justification Statement
[ ] TEMPORARY, (See Section 2671)
[ ] Other:

PLOT PLAN ATTACHED [ ] Showing existing tanks product piping & dispenser locations **EXISTING HMUSP NO.:**
UST DISCRIPTION:

UST NO.	*	UST ID NO. (DPW USE ONLY)	CAPACITY GALLONS	MATERIALS STORED (PAST/PRESENT)	CLOSURE APPLICATION FEE*
1		001	200	GASOLINE	$365.00
2					448.00
3					531.00
4					614.00
5					697.00
6 (+ ATTACH LIST)					$282.00 + $83.00/PER TANK =

* Compliance with December 22, 1998 Standards. - Non-compliant UST Closure fees are $423.00 + $125.00 per tank.

	YES	NO
Has an unauthorized release ever occurred at this site?	[ ]	[X]
Have structural repair ever been made to these tanks?	[ ]	[X]
Will new underground storage tanks be installed after closure?	[ ]	[X]
Will any wells, including monitoring wells, be abandoned?	[ ]	[X]

NOTICE: CONTAMINATED TANKS AND RESIDUES THAT MAY BE LEFT IN TANKS TO BE CLOSED, MAY BE HAZARDOUS WASTE WHICH MUST BE TRANSPORTED AND DISPOSED OF PURSUANT TO CHAPTER 6.5, CALIFORNIA HEALTH AND SAFETY CODE AND REPORTED IN THE CLOSURE REPORT. FAILURE TO COMPLY MAY BE PROSECUTED AS A FELONY VIOLATION.

By signature below the applicant certifies that all statements and disclosures above are true and correct and that they have read and agree to abide by this permit and all conditions and limitations attached.

Applicant's Signature Date 12/08/04
(Print Name) RAY GILBERT Phone 714-533-7294

Owner [ ] Operator [ ] Contractor [X]

TO BE COMPLETED BY THE DEPARTMENT OF PUBLIC WORKS

PURSUANT TO SECTION 11.80.070B, LOS ANGELES COUNTY CODE, PERMISSION IS HEREBY GRANTED TO PROCEED WITH THE CLOSURE DESCRIBED ABOVE SUBJECT TO THE ATTACHED CONDITIONS AND LIMITATIONS. ATTACHMENTS YES [ ] NO [ ]
THIS AUTHORIZATION EXPIRES: 06/08/04

JAMES A. NOYES
Director of Public Works By: Date: 12/8/4

Complete Certification of Compliance with Los Angeles County Lobbyist Ordinance on back ClosApp FORMAT DPW Rev. 7/04

EXHIBIT #8

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

State of California—Environmental Protection Agency
Form Approved OMB No. 2050-0039 (Expires 9-30-99)
Please print or type. *Form designed for use on elite (12-pitch) typewriter.*

See Instructions on back of page 6.

Department of Toxic Substances Control
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No.: CAC002534752 | Manifest Document No.: 0001
2. Page 1 of 1

Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address: William Pierce, 932 E. Avenue Q-10, Palmdale, CA 93550
4. Generator's Phone: (661) 272-
A. State Manifest Document Number: 24035532
B. State Generator's ID:

5. Transporter 1 Company Name: Nieto and Sons Trucking, Inc.
6. US EPA ID Number: CAT080016116
C. State Transporter's ID: XXXXXXXXXXXXXXXXXX
D. Transporter's Phone: (714) 990-6855

7. Transporter 2 Company Name:
8. US EPA ID Number:
E. State Transporter's ID [Reserved.]
F. Transporter's Phone:

9. Designated Facility Name and Site Address: Demenno Kerdoon, 2000 N. Alameda Street, Compton, CA 90222
10. US EPA ID Number: CAT080013352
G. State Facility's ID:
H. Facility's Phone: (310) 537-7100

11. US DOT Description (including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No:	12. Containers Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste Number
a. NON RCRA HAZARDOUS WASTE LIQUID	001	TT	XPXK	G	State 221; EPA/Other Exempt
b.					State; EPA/Other
c.					State; EPA/Other
d.					State; EPA/Other

J. Additional Descriptions for Materials Listed Above: Maint Yard, 932 E. Ave Q-10, Palmdale

K. Handling Codes for Wastes Listed Above: a. | b. | c. | d.

15. Special Handling Instructions and Additional Information
NO SMOKING
24 Hour Emergency Phone Number : 714-990-6855
Wear Appropriate Protective Clothing
Alternate Disposal Site : Crosby & Overton
1630 W. 17th Street (800) 827-6729
Long Beach, CA 90813 CAD028409019

16. **GENERATOR'S CERTIFICATION:** I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name: William A. Pierce | Signature: | Month 12 Day 17 Year 04

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: | Signature: | Month 12 Day 17 Year 04

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name: | Signature: | Month Day Year

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.
Printed/Typed Name: | Signature: | Month Day Year

GENERATOR — TRANSPORTER — FACILITY

IN CASE OF EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA, CALL 1-800-852-7550

DO NOT WRITE BELOW THIS LINE.

DTSC 8022A (1/99)
EPA 8700—22

Yellow: GENERATOR RETAINS

EXHIBIT #9

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

TANK CERTIFICATION REPORT

CTL ENVIRONMENTAL SERVICES
24404 S. Vermont Avenue, #307
Harbor City, CA 90710
TEL: (310) 530-5006

TANK REMOVAL CERTIFICATE #: 07385
Date: 12/14/04
Permit #:
Site: PALMDALE CITY YARD
Address of tank: 932 E AVE Q10
PALMDALE, CA 93550
Client: NIETO

TANK DESCRIPTION	TANK SIZE	TANK NUMBER	TANK CONTENTS	RESULTS OF TANK INSPECTION
CP STEEL	200 GAL	07385	GASOLINE	0% LEL

The tank(s) described above has/have been inspected and found to be gas free based on readings obtained with an MSA type 2A Explosivity Meter (LEL of zero percent). A visual inspection has been made of the interior of the tank(s) and no visible contamination has been observed except as noted below.

EXCEPTION: NONE

THE AMERICAN BOARD OF INDUSTRIAL HYGIENE INCORPORATED CERT. NO. #1973 1433 PENNSYLVANIA 1960 STUART E. SALOT, Ph.D.

The tank(s) described above is/are approved for removal and transportation.

INSPECTED BY:

CERTIFIED BY: STUART E. SALOT, Ph.D., C.I.H.
CERTIFIED INDUSTRIAL HYGIENIST (#1973 & 1433)

CLIENT COPY

EXHIBIT #10

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

FIRE DEPARTMENT
FIRE PREVENTION DIVISION
TANK REMOVAL VERIFICATION AND SITE LOG

GENERAL INFORMATION

Date 12-17-04 Permit # 30331-43832

Tank Location 932 E. Q 10

Name of Contractor Innovative Constructio Solutions

Contractor State License # 764815 A-HAZ Telephone # (714) 893-6366

TANK STABILIZATION

	Time Complete	Contractors Signature
1. Remaining Liquid Removed Through Product Lines	N/A	
2. Dry Ice Added (15#/1,000 gal., attach receipt)	N/A	
3. Date Gas Analyzer Last Tested (no more than 3 months old)	12/16	
4. L.E.L. and O2 Level Readings	0.0	O_2 20.9

EXCAVATION

Continuous monitoring of vapor concentrations around the excavation site is required, log readings below every 30 minutes.

Reading	Time	Signature
0.0	7:00AM	
0.0	8:30	
0.0	8:00	

CERTIFICATION

Tank Identification # 07385 EPA I.D. # CAC002584753

Tank Size 200 GAL Tank Type SW/STEEL

Tank Cleaned By NIETO & SONS Signature John Dunday Nieto & Sons

CERTIFIED INDUSTRIAL HYGIENIST OR CERTIFIED MARINE CHEMIST-ATTACH BUSINESS CARD

Name STUART SALO

Time Certified 9:30 12/11/04 Signature

TRANSPORT - ATTACH COPY OF TRANSPORTATION MANIFEST

Tank Transported By NIETO & SONS To John Dunday Nieto & Sons

EXHIBIT #11

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

CERTIFICATE OF DESTRUCTION

ECOLOGY AUTO PARTS
13780 E. IMPERIAL HWY
SANTA FE SPRINGS, CA 90670
(562)404-8683

COMPANY NAME: MAINTENANCE YARD

ADDRESS: 932 E. AVENUE Q-11
PALM DALE, CA

DESCRIPTION: 1-280 GALLON STEEL TANK

UNDERGROUND STORAGE TANK(S)
HAVE BEEN SCRAPPED, CRUSHED AND DESTROYED AT
ECOLOGY AUTO PARTS
SANTA FE SPRINGS, CA.
ON: 12/18/04

SIGNATURE: Barbara Medrano
TITLE: MANAGER/BARBARA MEDRANO
DATE: 12/22/04

EXHIBIT #12

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

PROJECT/#:	0104.0025.018.001	**DRILLING METHOD/DIAMETER:**	Hand Auger
LOCATION:	932 East Ave. Q10, Palmdale, CA	**DRILLING COMPANY:**	Gilray
LOGGED BY:	GD	**MONITORING EQUIPMENT:**	PID
DATE:	12/17/04	**DROP/WEIGHT:**	
ELEVATION:		**NOTES:**	

SOIL BORING LOG - B1

DEPTH (FEET)	BLOW COUNT	SAMPLE INTERVAL	USCS SYMBOL	PID READING	SOIL DESCRIPTION		
5							
		☒	GW	0	7' - 7.5'	10YR5/4 (yellowish brown), FINE TO COARSE SAND, damp, scattered fine to coarse gravel	
10					Note: Sample collected approximately 2-feet below UST invert.		
15							
20							
25							
30							

EXHIBIT #13

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

CALSCIENCE ENVIRONMENTAL LABORATORIES, INC.
7440 LINCOLN WAY
GARDEN GROVE, CA 92841-1432
TEL: (714) 895-5494 • FAX: (714) 894-7501

CHAIN OF CUSTODY RECORD

Date 12/17/04

Page 1 of 1

LABORATORY CLIENT: GILRAY ENTERPRISES, INC.
ADDRESS: 211 S. ST. COLLEGE BLVD., PMB 315
CITY: ANAHEIM STATE: CA ZIP: 92806
TEL: 714-533-7294 FAX: 714-956-5651 E-MAIL: GILRAY@SBCGLOBAL.NET

CLIENT PROJECT NAME / NUMBER: PIERCE
PROJECT CONTACT: RAY GILBERT
SAMPLER(S): (SIGNATURE)

P.O. NO.:
LAB USE ONLY: 12-1138
COOLER RECEIPT TEMP = _____ °C

TURNAROUND TIME: ☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☒ 5 DAYS ☐ 10 DAYS

SPECIAL REQUIREMENTS (ADDITIONAL COSTS MAY APPLY): ☐ RWQCB REPORTING ☐ ARCHIVE SAMPLES UNTIL ___ / ___ / ___.

SPECIAL INSTRUCTIONS

REQUESTED ANALYSES

LAB USE ONLY	SAMPLE ID	LOCATION/DESCRIPTION	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	TPH (G)	TPH (D) or ___	BTEX / MTBE (8021B)	HALOCARBONS (8021B)	VOCs (8260B)	VOCs (5035 / 8260B) EnCore	SVOCs (8270C)	PEST (8081A)	PCBs (8082)	EOB / DBCP (504.1) or (8011)	CAC, T22 METALS (6010B)	PNAs (8310)	VOCs (TO-14A) or (TO-15)	CH_4 / TGNMO (25.1)	FIXED GASES (25.1) or (D1946)
	932-01-A		12/17/04	10:24AM	S	1	5g ENCORE						1.) 8015M - GASOLINE								
	932-01-B	2' BELOW	"	10:28AM	"	1	"		"				2.) 8015M - DIESEL								
	932-01-C	TANK	"	10:33AM	"	1	"		"				3.) 8260B BTEX, MTBE, OXYGENATES &								
	932-01-D	INVERT	"	10:36AM	"	1	"		"								ETHANOL				
	932-01-E		"	10:40AM	"	1	"		"												
	932-01-F		"	10:45AM	"	1	25g ENCORE														
	932-01-G		"	10:49AM	"	1	1½" SS SLEEVE						EPA 418.1				TPH				

Relinquished by: (Signature)	Received by: (Signature)	Date:	Time:
Relinquished by: (Signature)	Received by: (Signature)	Date:	Time:
Relinquished by: (Signature)	Received for Laboratory by: (Signature) CEL	Date: 12/17/04	Time: 1341

DISTRIBUTION: White with final report, Green to File, Yellow and Pink to Client.
Please note that pages 1 and 2 of 2 of our T/Cs are printed on the reverse side of the Yellow and Pink copies respectively.

10/01/00 Revision

Q&Q Graphic (714) 898-9702

EXHIBIT #14

211 SOUTH STATE COLLEGE BOULEVARD, PMB 315, ANAHEIM, CALIFORNIA 92806 (714) 533-7294 FAX (714) 956-5651

Calscience Environmental Laboratories, Inc.

December 23, 2004

Ray Gilbert
Gilray Enterprises, Inc.
PMB 315
211 South State College Blvd.
Anaheim, CA 92806

Subject: **Calscience Work Order No.: 04-12-1138**
Client Reference: PIERCE

Dear Client:

Enclosed is an analytical report for the above-referenced project. The samples included in this report were received 12/17/2004 and analyzed in accordance with the attached chain-of-custody.

Unless otherwise noted, all analytical testing was accomplished in accordance with the guidelines established in our Quality Assurance Program Manual, applicable standard operating procedures, and other related documentation. The original report of any subcontracted analysis is provided herein, and follows the standard Calscience data package. The results in this analytical report are limited to the samples tested and any reproduction thereof must be made in its entirety.

If you have any questions regarding this report, please do not hesitate to contact the undersigned.

Sincerely,

Ranjit K. K. Clarke

Calscience Environmental
Laboratories, Inc.
Ranjit Clarke
Project Manager

Calscience Environmental Laboratories, Inc.

Analytical Report

Gilray Enterprises, Inc.		Date Received:	12/17/04
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 3550B
Anaheim, CA 92806		Method:	DHS LUFT

Project: PIERCE

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
932-01-A to -G	**04-12-1138-1**	**12/17/04**	**Solid**	**12/17/04**	**12/17/04**	**041217B04**

Parameter	Result	RL	DF	Qual	Units
TPH as Diesel	ND	5.0	1		mg/kg

Surrogates:	REC (%)	Control Limits	Qual
Decachlorobiphenyl	105	62-152	

Method Blank	098-03-002-3,898	N/A	Solid	12/17/04	12/17/04	041217B04

Parameter	Result	RL	DF	Qual	Units
TPH as Diesel	ND	5.0	1		mg/kg

Surrogates:	REC (%)	Control Limits	Qual
Decachlorobiphenyl	91	62-152	

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

Analytical Report

Gilray Enterprises, Inc.		Date Received:	12/17/04
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 5035
Anaheim, CA 92806		Method:	DHS LUFT

Project: PIERCE

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
932-01-A to -G	**04-12-1138-1**	**12/17/04**	**Solid**	**12/17/04**	**12/17/04**	**041217B01**

Parameter	Result	RL	DF	Qual	Units
TPH as Gasoline	ND	0.30	1.18		mg/kg

Surrogates:	REC (%)	Control Limits	Qual
1,4-Bromofluorobenzene	91	70-130	

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
Method Blank	**099-12-009-3,527**	**N/A**	**Solid**	**12/17/04**	**12/17/04**	**041217B01**

Parameter	Result	RL	DF	Qual	Units
TPH as Gasoline	ND	0.25	1		mg/kg

Surrogates:	REC (%)	Control Limits	Qual
1,4-Bromofluorobenzene	71	70-130	

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

Analytical Report

Gilray Enterprises, Inc.		Date Received:	12/17/04
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	Extraction
Anaheim, CA 92806		Method:	EPA 418.1M

Project: PIERCE

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
932-01-A to -G	**04-12-1138-1**	**12/17/04**	**Solid**	**12/22/04**	**12/22/04**	**041222L01**

Parameter	Result	RL	DF	Qual	Units
TRPH	15	10	1		mg/kg

Method Blank	**099-07-015-756**	**N/A**	**Solid**	**12/22/04**	**12/22/04**	**041222L01**

Parameter	Result	RL	DF	Qual	Units
TRPH	ND	10	1		mg/kg

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

Analytical Report

Gilray Enterprises, Inc.		Date Received:	12/17/04
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 5035
Anaheim, CA 92806		Method:	EPA 8260B
		Units:	ug/kg
Project: PIERCE			Page 1 of 1

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Date Prepared	Date Analyzed	QC Batch ID
932-01-A to -G	**04-12-1138-1**	**12/17/04**	**Solid**	**12/17/04**	**12/18/04**	**041218L01**

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
Benzene	ND	0.96	0.958		Tert-Butyl Alcohol (TBA)	ND	19	0.958	
Ethylbenzene	1.8	0.9	0.958		Diisopropyl Ether (DIPE)	ND	0.96	0.958	
Toluene	2.3	0.9	0.958		Ethyl-t-Butyl Ether (ETBE)	ND	0.96	0.958	
p/m-Xylene	ND	1.9	0.958		Tert-Amyl-Methyl Ether (TAME)	ND	0.96	0.958	
o-Xylene	ND	0.96	0.958		Ethanol	ND	480	0.958	
Methyl-t-Butyl Ether (MTBE)	ND	1.9	0.958						

Surrogates:	REC (%)	Control Limits	Qual	Surrogates:	REC (%)	Control Limits	Qual
Dibromofluoromethane	109	76-142		1,2-Dichloroethane-d4	115	77-155	
1,4-Bromofluorobenzene	85	73-115		Toluene-d8	97	90-108	

Method Blank	**095-01-025-10,010**	**N/A**	**Solid**	**12/18/04**	**12/18/04**	**041218L01**

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
Benzene	ND	1.0	1		Tert-Butyl Alcohol (TBA)	ND	20	1	
Ethylbenzene	ND	1.0	1		Diisopropyl Ether (DIPE)	ND	1.0	1	
Toluene	ND	1.0	1		Ethyl-t-Butyl Ether (ETBE)	ND	1.0	1	
p/m-Xylene	ND	2.0	1		Tert-Amyl-Methyl Ether (TAME)	ND	1.0	1	
o-Xylene	ND	1.0	1		Ethanol	ND	500	1	
Methyl-t-Butyl Ether (MTBE)	ND	2.0	1						

Surrogates:	REC (%)	Control Limits	Qual	Surrogates:	REC (%)	Control Limits	Qual
Dibromofluoromethane	101	76-142		1,2-Dichloroethane-d4	101	77-155	
1,4-Bromofluorobenzene	82	73-115		Toluene-d8	98	90-108	

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers

Calscience Environmental Laboratories, Inc.

Quality Control - Spike/Spike Duplicate

Gilray Enterprises, Inc.		Date Received:	12/17/04
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 3550B
Anaheim, CA 92806		Method:	DHS LUFT

Project PIERCE

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
04-12-1137-3	**Solid**	**GC 2**	**12/17/04**	**12/17/04**	**041217S04**

Parameter	MS %REC	MSD %REC	%REC CL	RPD	RPD CL	Qualifiers
TPH as Diesel	101	114	71-125	12	0-12	

RPD - Relative Percent Difference , CL - Control Limit

Calscience Environmental Laboratories, Inc.

Quality Control - Spike/Spike Duplicate

Gilray Enterprises, Inc.		Date Received:	12/17/04
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	Extraction
Anaheim, CA 92806		Method:	EPA 418.1M

Project PIERCE

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
932-01-A to -G	**Solid**	**IR #1**	**12/22/04**	**12/22/04**	**041222S01**

Parameter	MS %REC	MSD %REC	%REC CL	RPD	RPD CL	Qualifiers
TRPH	89	85	55-135	4	0-30	

RPD - Relative Percent Difference , CL - Control Limit

Calscience Environmental Laboratories, Inc.

Quality Control - Laboratory Control Sample

Gilray Enterprises, Inc.		Date Received:	N/A
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 3550B
Anaheim, CA 92806		Method:	DHS LUFT

Project: PIERCE

Quality Control Sample ID	Matrix	Instrument	Date Analyzed	Lab File ID	LCS Batch Number
098-03-002-3,898	**Solid**	**GC 2**	**12/17/04**	**050F5001**	**041217B04**

Parameter	Conc Added	Conc Recovered	LCS %Rec	%Rec CL	Qualifiers
TPH as Diesel	400	460	114	71-119	

RPD - Relative Percent Difference , CL - Control Limit

Calscience Environmental Laboratories, Inc.

Quality Control - LCS/LCS Duplicate

Gilray Enterprises, Inc.		Date Received:	N/A
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 5035
Anaheim, CA 92806		Method:	DHS LUFT

Project: PIERCE

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
099-12-009-3,527	**Solid**	**GC 22**	**12/17/04**	**12/17/04**	**041217B01**

Parameter	LCS %REC	LCSD %REC	%REC CL	RPD	RPD CL	Qualifiers
TPH as Gasoline	104	104	70-130	0	0-25	

RPD - Relative Percent Difference , CL - Control Limit

Calscience Environmental Laboratories, Inc.

Quality Control - Laboratory Control Sample

Gilray Enterprises, Inc.		Date Received:	N/A
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	Extraction
Anaheim, CA 92806		Method:	EPA 418.1M

Project: PIERCE

Quality Control Sample ID	Matrix	Instrument	Date Analyzed	Lab File ID	LCS Batch Number
099-07-015-756	**Solid**	**IR #1**	**12/22/04**	**NONE**	**041222L01**

Parameter	Conc Added	Conc Recovered	LCS %Rec	%Rec CL	Qualifiers
TRPH	100	100	100	70-130	

RPD - Relative Percent Difference , CL - Control Limit

Calscience Environmental Laboratories, Inc.

Quality Control - LCS/LCS Duplicate

Gilray Enterprises, Inc.		Date Received:	N/A
PMB 315		Work Order No:	04-12-1138
211 South State College Blvd.		Preparation:	EPA 5035
Anaheim, CA 92806		Method:	EPA 8260B

Project: PIERCE

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
095-01-025-10,010	**Solid**	**GC/MS X**	**12/18/04**	**12/18/04**	**041218L01**

Parameter	LCS %REC	LCSD %REC	%REC CL	RPD	RPD CL	Qualifiers
Benzene	108	108	81-117	0	0-7	
Carbon Tetrachloride	98	100	53-137	3	0-21	
Chlorobenzene	107	107	88-112	0	0-7	
1,2-Dichlorobenzene	110	110	79-115	0	0-8	
1,1-Dichloroethene	92	92	77-125	0	0-12	
Toluene	108	106	82-118	2	0-8	
Trichloroethene	107	107	80-116	0	0-9	
Vinyl Chloride	96	96	67-127	1	0-10	
Methyl-t-Butyl Ether (MTBE)	101	102	70-124	1	0-11	
Tert-Butyl Alcohol (TBA)	100	108	48-126	8	0-20	
Diisopropyl Ether (DIPE)	100	102	73-127	2	0-8	
Ethyl-t-Butyl Ether (ETBE)	93	97	72-126	4	0-10	
Tert-Amyl-Methyl Ether (TAME)	105	106	74-122	1	0-9	
Ethanol	94	100	62-128	6	0-20	

RPD - Relative Percent Difference , CL - Control Limit

Calscience Environmental Laboratories, Inc.

Glossary of Terms and Qualifiers

Work Order Number: 04-12-1138

Qualifier	Definition
*	See applicable analysis comment.
1	Surrogate compound recovery was out of control due to a required sample dilution, therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike or Matrix Spike Duplicate compound was out of control due to matrix interference. The associated LCS and/or LCSD was in control and, therefore, the sample data was reported without further clarification.
4	The MS/MSD RPD was out of control due to matrix interference. The LCS/LCSD RPD was in control and, therefore, the sample data was reported without further clarification.
5	The PDS/PDSD associated with this batch of samples was out of control due to a matrix interference effect. The associated batch LCS/LCSD was in control and, hence, the associated sample data was reported with no further corrective action required.
A	Result is the average of all dilutions, as defined by the method.
B	Analyte was present in the associated method blank.
C	Analyte presence was not confirmed on primary column.
E	Concentration exceeds the calibration range.
H	Sample received and/or analyzed past the recommended holding time.
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
N	Nontarget Analyte.
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
U	Undetected at the laboratory method detection limit.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

CALSCIENCE ENVIRONMENTAL LABORATORIES, INC.
7440 LINCOLN WAY
GARDEN GROVE, CA 92841-1432
TEL: (714) 895-5494 • FAX: (714) 894-7501

CHAIN OF CUSTODY RECORD

Date 12/17/04

Page 1 of 1

LABORATORY CLIENT: GILRAY ENTERPRISES, INC.
ADDRESS: 211 S. ST. COLLEGE BLVD., PMB 315
CITY: ANAHEIM STATE: CA ZIP: 92806
TEL: 714-533-7294 FAX: 714-956-5651 E-MAIL: GILRAY@SBCGLOBAL.NET

CLIENT PROJECT NAME / NUMBER: PIERCE
PROJECT CONTACT: RAY GILBERT
SAMPLER(S): (SIGNATURE)

P.O. NO.:
LAB USE ONLY: 12-1138
COOLER RECEIPT TEMP = _____ °C

TURNAROUND TIME: ☐ SAME DAY ☐ 24 HR ☐ 48 HR ☐ 72 HR ☒ 5 DAYS ☐ 10 DAYS

SPECIAL REQUIREMENTS (ADDITIONAL COSTS MAY APPLY): ☐ RWQCB REPORTING ☐ ARCHIVE SAMPLES UNTIL ___ / ___ / ___.

SPECIAL INSTRUCTIONS

REQUESTED ANALYSES

LAB USE ONLY	SAMPLE ID	LOCATION/DESCRIPTION	SAMPLING DATE	SAMPLING TIME	MATRIX	NO. OF CONT.	TPH (G)	TPH (D) or ___	BTEX / MTBE (8021B)	HALOCARBONS (8021B)	VOCs (8260B)	VOCs (5035 / 8260B) EnCore	SVOCs (8270C)	PEST (8081A)	PCBs (8082)	EOB / DBCP (504.1) or (8011)	CAC, T22 METALS (6010B)	PNAs (8310)	VOCs (TO-14A) or (TO-15)	CH_4 / TGNMO (25.1)	FIXED GASES (25.1) or (D1946)
	932-01-A		12/17/04	10:24AM	S	1	5g ENCORE						1.) 8015M - GASOLINE								
	932-01-B	2' BELOW	"	10:28AM	"	1	"		"				2.) 8015M - DIESEL								
	932-01-C	TANK	"	10:33AM	"	1	"		"				3.) 8260B BTEX, MTBE, OXYGENATES &								
	932-01-D	INVERT	"	10:36AM	"	1	"		"								ETHANOL				
	932-01-E		"	10:40AM	"	1	"		"												
	932-01-F		"	10:45AM	"	1	25g ENCORE														
	932-01-G		"	10:49AM	"	1	1½" SS SLEEVE						EPA 418.1				TPH				

Relinquished by: (Signature)	Received by: (Signature)	Date:	Time:
Relinquished by: (Signature)	Received by: (Signature)	Date:	Time:
Relinquished by: (Signature)	Received for Laboratory by: (Signature) CEL	Date: 12/17/04	Time: 1341

DISTRIBUTION: White with final report, Green to File, Yellow and Pink to Client.
Please note that pages 1 and 2 of 2 of our T/Cs are printed on the reverse side of the Yellow and Pink copies respectively.

10/01/00 Revision

Q&Q Graphic (714) 898-9702

Calscience Environmental Laboratories, Inc.

WORK ORDER #: 04 - 12 - 1138

Cooler 1 of 1

SAMPLE RECEIPT FORM

CLIENT: Gilray

DATE: 12/17/04

TEMPERATURE – SAMPLES RECEIVED BY:

CALSCIENCE COURIER:

_____ Chilled, cooler with temperature blank provided.
_____ Chilled, cooler without temperature blank.
_____ Chilled and placed in cooler with wet ice.
_____ Ambient and placed in cooler with wet ice.
_____ Ambient temperature.

_____ °C Temperature blank.

LABORATORY (Other than Calscience Courier):

_____ °C Temperature blank.
_____ °C IR thermometer.
_____ Ambient temperature.

Initial: NC

CUSTODY SEAL INTACT:

Sample(s): _____ Cooler: _____ No (Not Intact) : _____ Not Applicable (N/A): ✓

Initial: NC

SAMPLE CONDITION:

	Yes	No	N/A
Chain-Of-Custody document(s) received with samples	✓		
Sample container label(s) consistent with custody papers	✓		
Sample container(s) intact and good condition	✓		
Correct containers for analyses requested	✓		
Proper preservation noted on sample label(s)			✓
VOA vial(s) free of headspace.			✓
Tedlar bag(s) free of condensation			✓

Initial: NC

COMMENTS:

REGENCY SENIOR APARTMENTS
NWC 10TH ST E & AVE Q 11
PALMDALE, CA 93550

Inquiry Number:
April 10, 2012

EDR Site Report™

Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

The EDR-Site Report™ is a comprehensive presentation of government filings on a facility identified in a search of federal, state and local environmental databases. The report is divided into three sections:

Section 1: Facility Summary . . . . . Page 3

Summary of facility filings including a review of the following areas: waste management, waste disposal, multi-media issues, and Superfund liability.

Section 2: Facility Detail Reports . . . . . Page 4

All available detailed information from databases where sites are identified.

Section 3: Databases and Update Information. . . . . Page 5

Name, source, update dates, contact phone number and description of each of the databases for this report.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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SECTION 1: FACILITY SUMMARY

FACILITY AREA	FACILITY 1 **REGENCY SENIOR APARTMENTS** NWC 10TH ST E & AVE Q 11 PALMDALE, CA 93550 EDR ID #S109455669
WASTE MANAGEMENT Facility generates hazardous waste (RCRA)	NO
Facility treats, stores, or disposes of hazardous waste on-site (RCRA/TSDF)	NO
Facility has received Notices of Violations (RCRA/VIOL)	NO
Facility has been subject to RCRA administrative actions (RAATS)	NO
Facility has been subject to corrective actions (CORRACTS)	NO
Facility handles PCBs (PADS)	NO
Facility uses radioactive materials (MLTS)	NO
Facility manages registered aboveground storage tanks (AST)	NO
Facility manages registered underground storage tanks (UST)	NO
Facility has reported leaking underground storage tank incidents (LUST)	NO
Facility has reported emergency releases to the soil (ERNS)	NO
Facility has reported hazardous material incidents to DOT (HMIRS)	NO
WASTE DISPOSAL Facility is a Superfund Site (NPL)	NO
Facility has a known or suspect abandoned, inactive or uncontrolled hazardous waste site (CERCLIS)	NO
Facility has a reported Superfund Lien on it (LIENS)	NO
Facility is listed as a state hazardous waste site (SHWS)	NO
Facility has disposed of solid waste on-site (SWF/LF)	NO
MULTIMEDIA Facility uses toxic chemicals and has notified EPA under SARA Title III, Section 313 (TRIS)	NO
Facility produces pesticides and has notified EPA under Section 7 of FIFRA (SSTS)	NO
Facility manufactures or imports toxic chemicals on the TSCA list (TSCA)	NO
Facility has inspections under FIFRA, TSCA or EPCRA (FTTS)	NO
Facility is listed in EPA's index system (FINDS)	NO
Facility is listed in a county/local unique database (LOCAL)	**YES - p4**
POTENTIAL SUPERFUND LIABILITY Facility has a list of potentially responsible parties PRP	NO
TOTAL (YES)	1

SECTION 2: FACILITY DETAIL REPORTS

MULTIMEDIA

Facility is listed in a county/local unique database

DATABASE: State/County (LOCAL)

REGENCY SENIOR APARTMENTS
NWC 10TH ST E & AVE Q 11
PALMDALE, CA 93550
EDR ID #S109455669

NPDES:

Npdes Number:	CAS000002
Facility Status:	Terminated
Agency Id:	0
Region:	Not reported
Regulatory Measure Id:	352640
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	6B19C353664
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/09/2008
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	07/15/2010
Discharge Name:	Palmdale community Redevelopment Agency
Discharge Address:	38250 Sierra Hwy
Discharge City:	Palmdale
Discharge State:	California
Discharge Zip:	93550

SECTION 3: DATABASES AND UPDATE DATES

To maintain currency of the following federal, state and local databases, EDR contacts the appropriate government agency on a monthly or quarterly basis as required.

Elapsed ASTM days: Provides confirmation that this report meets or exceeds the 90-day updating requirement of the ASTM standard.

DATABASES FOUND IN THIS REPORT

CA NPDES: NPDES Permits Listing
Source: State Water Resources Control Board
Telephone: 916-445-9379
A listing of NPDES permits, including stormwater.

Date of Government Version: 02/20/2012
Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/20/2012
Date of Next Scheduled Update: 06/04/2012

Appendix G:
Public Service and Utility Correspondence

SCHOOL FACILITIES QUESTIONNAIRE

PALMDALE HOUSING ELEMENT ENVIRONMENTAL IMPACT REPORT

Please respond to the following questions on agency letterhead and provide a map if necessary. In your response, provide as much information as possible (necessary to evaluate potential impacts).

1. Please list the name of the school(s) and grade levels in your district that serve Palmdale.

   Anaverde Hills School - K-8

   Hillview Middle School - 7 & 8

   Cottonwood School - K-6

   Rancho Vista SChool - K-6

   Esperanza School - K-6

2. What are the most recent enrollment levels and current capacities at each school facility?

   Please See Attached District Enrollment Figures as of April 6, 2012

3. Does the District currently use portable or temporary classrooms at any of the facilities serving Palmdale? If so, please identify the school(s).

   Yes; Cottonwood School, Anaverde Hills School, Hillview Middle School, Rancho Vista School

4. Are current facilities suitable at this time? Is the district able to keep up with growth in the community? What has been done to accommodate growth and what are the deficiencies or overcrowding issues if any?

   1. No; 2. No; 3. We are in the process of building two schools in the District. The deficiencies are the infrastructure for the schools are not designed for the number of students per school site.

5. What is the generation rate used by the district to predict future population growth?

   Please see attached School Facilities Needs Analysis dated March 16, 2012

6. Are fees assessed against new developments for school-related services? If so, what is the amount of developer fees assessed?

   Yes; $2.91 per square foot residential and $.35 per square foot commercial/industrial.

7. Are there any new schools or expansions planned for schools service Palmdale?

   Gregg Anderson School – K-6 – Scheduled to open August 2012

   Anaverde Hills School – K-8 – Scheduled to open August 2013

   Cottonwood School – K-6 – Modernization

   Rancho Vista School – K-6 – Modernization

8. Does your school district anticipate being able to accommodate for the population that may be generated by the proposed Palmdale Housing Element Upgrade?

   No, due to the uncertainty of our funding mechanism.

9. Please provide any additional comments that would pertain to impacts associated with the Palmdale Housing Element Upgrade.

   Previous mitigation agreements with developers are no longer valid due to bankruptcies; therefore, to be able to fund permanent facilities will be a daunting task.

Nellie Thomas
Administrative Assistant to Robert Abel
Westside Union School District
41910 N. 50th St. W.
Quartz Hill, CA 93536

(661) 722-0716 x121

No. 8233 P. 3

DISTRICT ENROLLMENT

As of: 4/6/12

Grade	Anaverde		Cottonwood		Del Sur		Esperanza		Hillview		Joe Walker		Leona Valley		Quartz Hill		Rancho Vista		Sundown		Valley View		Mtn. School	Totals by Grade
	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed	SDC	Reg Ed		
Kdg.	0	42	1	71	0	67	0	156					0	19	1	142	5	98	4	158	0	114	0	878
1st	0	37	3	77	0	57	1	153					0	19	1	145	7	94	2	170	2	120	3	891
2nd	0	53	8	79	0	77	4	152					0	16	5	114	2	107	3	157	8	102	0	887
3rd	0	34	5	83	0	68	5	134					0	21	4	141	12	102	7	165	4	127	1	913
4th	0	45	9	81	3	65	5	148					0	18	6	132	7	104	4	154	6	110	1	898
5th	0	42	8	90	4	86	8	180					0	22	5	123	13	128	8	146	9	115	2	989
6th	0	43	6	87	7	95	12	156	8	0	0	0	0	24	4	154	2	110	4	171	13	121	2	1019
7th					4	125			34	428	20	401	0	14									3	1029
8th					4	152			27	470	24	409	0	10									1	1097
Subtotal	0	296	40	568	22	792	35	1079	69	898	44	810	0	163	26	951	48	743	32	1121	42	809		
Totals	296		608		814		1114		967		854		163		977		791		1153		851		13	8601
	5		(1)		(1)		(5)		(5)		1		(3)		5		2		0		(1)		(1)	(4)

Gain(Loss) from 03/30

Apr. 23. 2012 4:39PM