Appendix H
Transportation Analysis

KITTELSON & ASSOCIATES

CITY OF GARDENA LAND USE PLAN, ZONING CODE AND ZONING AMENDMENT PROJECT TRANSPORTATION IMPACT ANALYSIS

GARDENA, CA

July 23, 2023

Inside front cover

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City of Gardena Land Use Plan, Zoning Code and Zoning Amendment Project Transportation Impact Analysis

Gardena, CA

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Project Number 25625

July 23, 2023

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EXECUTIVE SUMMARY

The City of Gardena encompasses approximately 5.9 square miles in the South Bay region of Los Angeles County, California. The City is bordered by the City of Hawthorne to the northwest, the City of Torrance to the southwest, the City of Los Angeles to the east and southeast, and unincorporated communities to the west and north.

The City of Gardena Land Use Plan, Zoning Code & Zoning Amendment Project (herein referred to as "Land Use Plan and Zoning Amendment Project" or "Project") proposes changes to the land use designation and zoning for parcels located throughout Gardena (City). Textual changes to the land use plan and Zoning Code also apply to properties throughout the city.

This Land Use Plan and Zoning Amendment Project is a result of the City's recent adoption of the 6th Cycle Housing Element for 2021 – 2029 (Housing Element). Housing element law requires local governments to adequately plan to meet their existing and projected housing needs, including their share of the regional housing needs allocation (RHNA) (California Government Code Sections 65580-65588) based on a Regional Housing Needs Plan (RHNP) developed by councils of government. The Southern California Association of Governments (SCAG) determined that the City of Gardena will need to accommodate the development of 5,735 units during the 8-year planning period.

Government Code Section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment, and an analysis of the relationship of zoning on these sites to public facilities and services. The inventory of land suitable for residential development shall be used to identify sites that can be developed for housing within the planning period. The Gardena Housing Element contained Inventory Sites that accommodated its RHNA allocation along with an approximate 22 percent buffer for affordable units.

Because the City has limited vacant or underutilized properties within the existing residential and mixed-use zones to accommodate the RHNA number, the Housing Element requires that almost all of the Inventory Sites be provided with one of four housing overlays and that certain amendments be made to the Gardena Zoning Code, in part to provide for ministerial approval of affordable projects and also to provide objective zoning standards.

The Housing Element identified 122 sites (468 parcels consolidated) that are considered viable for housing development (the Inventory Sites). Except for two sites which are identified for rezoning to a very high residential density, all the other sites are slated to receive one of four housing overlays. The City is also studying additional non-inventory sites to be rezoned (Non-inventory Sites) in order to provide for a more coherent development pattern.

The Gardena Land Use Policy Map and Zoning Map will be amended to apply the new land use designations and zones to specific parcels, resolve split-zoned parcels, and resolve

inconsistencies between the zones and existing on-site conditions. For a majority of the parcels the proposed amendments allow for new residential development or increased residential development when compared to existing conditions. There is no increased development capacity for those parcels to be redesignated or rezoned only to resolve inconsistencies with existing on-site conditions.

Kittelson & Associate (Kittelson) has prepared this transportation analysis for the Project, analyzing the transportation effects associated with the land use and zoning changes previously made in connection with the Housing Element implementation as well as impacts associated with the changes to the Non-inventory Sites and additional Zoning Code amendments. This report analyzes the transportation effects of developing these sites to their development potential of 13,128 dwelling units (compared to existing conditions, the net development is 154 fewer single-family dwelling units, 12,167 additional multiple-family dwelling units, and 7,544,381 fewer square feet of non-residential development).

Below is a summary of the California Environmental Quality Act (CEQA) transportation impact analysis and non-CEQA local transportation assessment.

SIGNIFICANT TRANSPORTATION IMPACTS

The CEQA transportation impact analysis found no significant impacts for the following transportation-related topics:

- Vehicle miles traveled (VMT)
- Transit, roadway, bicycle, and pedestrian facilities
- Geometric design and incompatible use hazards
- Emergency access

LOCAL ROADWAY OPERATIONS

Kittelson analyzed roadway segment capacity with the addition of vehicle trips resulting from the increase in dwelling units under the Land Use Plan and Zoning Amendment Project, to assist the City in planning the long-term roadway network.

Of the 20 roadway segments that were studied, 18 of the study roadway segments are forecast to operate within acceptable levels of service under Cumulative (2040) Plus Project conditions. One roadway segment (Marine Avenue from Western Avenue to Normandie Avenue) is forecast to exceed the City's acceptable level of service standard and exceed its daily volume capacity. However, the Project is not anticipated to contribute to nor worsen this condition. Another roadway segment (Western Avenue from 158th Street to 162nd Street) is forecast to exceed the City's acceptable level of service standard. However, the roadway segment is still forecast to operate without exceeding its daily volume capacity. Overall, the Project is expected to minimally increase roadway volumes under the Cumulative (2040) conditions.

Section 2 — Introduction

INTRODUCTION

This report documents the California Environmental Quality Act (CEQA) and non-CEQA transportation assessments for this Land Use Plan and Zoning Amendment Project.

The purpose of this study is to assess potentially significant impacts resulting developing sites to their development potential of 13,128 dwelling units, as well as effects on the surrounding transportation system; if needed, it identifies measures to address any impacts or negative effects. The study also serves as the basis for the transportation component of the project's Environmental Impact Report (EIR).

PROJECT DESCRIPTION

The City of Gardena (City) encompasses approximately 5.9 square miles in the South Bay region of Los Angeles County, California. The City is bordered by the City of Hawthorne to the northwest, the City of Torrance to the southwest, the City of Los Angeles to the east and southeast, unincorporated communities to the west and north.

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- HO-3 (12-20 du/ac)
- HO-4 (21-30 du/ac)
- HO-5 (31-50 du/ac)
- HO-6 (51-70 du/ac)

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The City of Gardena is shown in Figure 1.

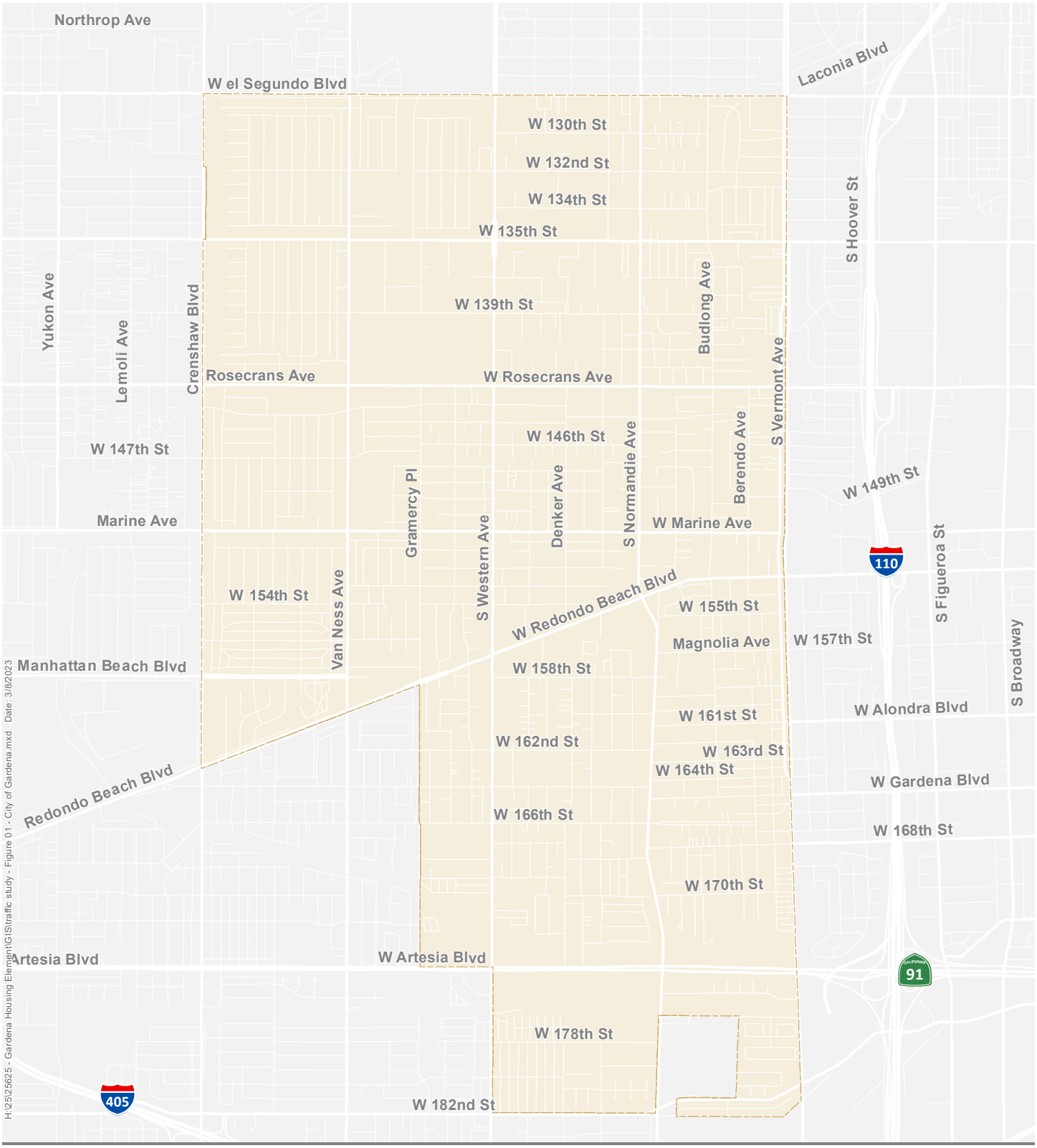


Figure 1

KITTELSON & ASSOCIATES

City of Gardena

STUDY LOCATIONS

Study roadway segments were developed in conjunction with City staff. The following roadway segments were analyzed for volume and capacity at the daily level; note, the roadway segment numbers correspond with the numbering scheme used for the City's 2021 citywide traffic counts.

3. El Segundo Blvd. (Western Ave. to Normandie Ave.)
7. 135th St. (Western Ave. to Normandie Ave.)
10. Rosecrans Ave. (Van Ness Ave. to Western Ave.)
11. Rosecrans Ave. (Western Ave. to Normandie Ave.)
13. Marine Ave. (Crenshaw Blvd. to Van Ness Ave.)
14. Marine Ave. (Western Ave. to Normandie Ave.)
20. Redondo Beach Blvd. (Western Ave. to Normandie Ave.)
27. Crenshaw Blvd. (El Segundo Blvd. to 135th St.)
28. Crenshaw Blvd. (135th St. to Rosecrans Ave.)
29. Crenshaw Blvd. (Rosecrans Ave. to Marine Ave.)
30. Crenshaw Blvd. (Marine Ave. to Manhattan Beach Blvd.)
38. Western Ave. (El Segundo Blvd. to 135th St.)
39. Western Ave. (135th St. to Rosecrans Ave.)
40. Western Ave. (Rosecrans Ave. to Marine Ave.)
42. Western Ave. (158th St. to 162nd St.)
43. Western Ave. (166th St. to Artesia Blvd.)
44. Western Ave. (Artesia Blvd. to 182nd St.)
46. Normandie Ave. (135th St. to Rosecrans Ave.)
50. Normandie Ave. (170th St. to Artesia Blvd.)
53. Vermont Ave. (135th St. to Rosecrans Ave.)

These segments are shown in Figure 2.

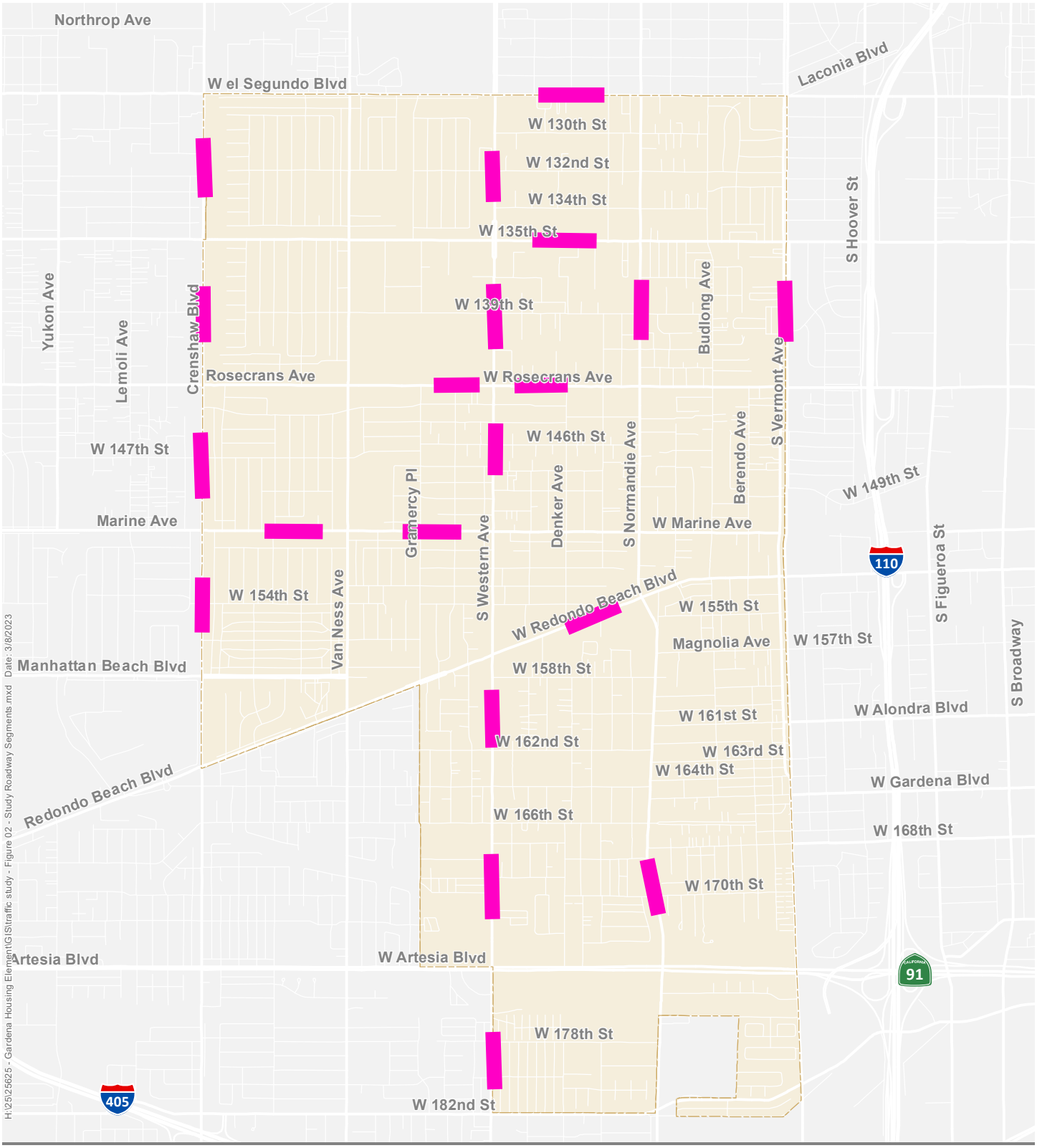


Figure 2

KITTELSON & ASSOCIATES

Study Roadway Segments
Gardena, CA

ANALYSIS SCENARIOS, METHODOLOGIES, AND MODELING APPROACH

This section summarizes the approach to the vehicle miles traveled (VMT) and roadway segment analyses, based on discussions with City staff and detailed in the Transportation Analysis Methodology Memo attached to this study.

ANALYSIS SCENARIOS

As part of this study, the following scenarios were developed and analyzed:

- Existing (2023) Conditions – The existing regional average VMT was used as the baseline for assessing the project's potential VMT impacts.
- Existing (2023) Plus Project Conditions – The city's VMT with the additional housing units under Project implementation was developed for the year 2023.
- Cumulative (2040) Conditions – This scenario represents the buildout land uses, densities, and circulation network changes in the city and in the region as defined by the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regional travel demand model.
- Cumulative (2040) Plus Project Conditions – This scenario reflects the Cumulative 2040 Conditions described above plus land uses and densities with Project implementation.

ANALYSIS METHODOLOGIES

The appropriate metrics, methodologies, and standards for the VMT and non-VMT analysis were developed in consultation with City staff and discussed below.

CEQA VMT Analysis

Senate Bill 743 (SB 743) was signed into law in September 2013. It required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Historically, CEQA transportation analyses of individual projects determined impacts in the circulation system in terms of roadway delay and/or capacity at specific locations. SB 743 changes included the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts and identified vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's significant transportation impacts. Since the bill has gone into effect (July 1, 2020), automobile delay, as measured by "level of service" and other similar metrics, no longer constitutes a significant environmental effect under CEQA.

In June 2020, the City of Gardena prepared its *SB 743 Implementation Transportation Analysis Updates* which serves as the City's transportation analysis guidelines and includes methodologies and criteria for evaluating VMT impacts. The guidelines require the analysis of home-based VMT per capita for residential projects; home-based work VMT per employee for office, industrial, and

hotel projects; and total VMT per service population (residents + employees) for all other project types. The guidelines also include criteria for screening land use projects out of a detailed VMT analysis; specifically, this can apply to affordable housing projects, local-serving retail projects, small projects (generating fewer than 110 daily trips), projects in low VMT areas, and projects in high-quality transit areas. The City has also prepared a VMT spreadsheet tool to estimate the VMT per capita and per employee for individual land use projects, when appropriate; otherwise, the SCAG regional travel demand model can be used to estimate project VMT.

The City's guidelines include the following metrics and thresholds for analyzing individual residential land use projects, using the SCAG travel demand model or the City's VMT spreadsheet tool (note, only the thresholds for residential development projects are listed since the project only provides for residential development):

- **Project Threshold**: A significant impact would occur if the project generates home-based VMT per capita exceeding 15% below the SCAG regional average (i.e. higher than regional VMT or 0-14% below regional VMT).
- **Cumulative Threshold**: A significant impact would occur if the project threshold (stated above) was exceeded or if the project is determined to be inconsistent with the RTP/SCS.

The City's guidelines include the thresholds listed below for analyzing land use plans such as specific plans or a general plan. For plans that propose a variety of land uses, the guidelines require analyzing VMT per service population using the SCAG travel demand model. For plans focused on a singular land use, such as housing or commercial/office, the guidelines require analyzing VMT per capita or VMT per employee. Given that this Project includes residential development potential, the thresholds below refer to VMT per capita.

- **Project Threshold**: A significant impact would occur if the VMT per capita for the land use plan exceeds 15% below the SCAG regional average (i.e., higher than regional VMT or 0-14% below regional VMT).
- **Cumulative Threshold**: A significant impact would occur if the project threshold (stated above) was exceeded or if the project is determined to be inconsistent with the RTP/SCS.

Given these metrics and thresholds from the City's guidelines, there are two potential, distinct approaches to analyzing the Project's VMT impacts:

- Analyze the sites individually, potentially screen a majority of the sites out of a VMT analysis using the City's screening criteria, and analyze the remaining sites using the City's VMT spreadsheet tool.
- Analyze the entirety of the Project as a land use plan and utilize the SCAG travel demand model.

Given that the Project as a whole could potentially change local VMT patterns due to the number of dwelling units potentially being added, VMT impacts may not be captured if each site is analyzed individually using the spreadsheet tool. In addition, under CEQA, the Project provides

for implementation of the Land Use Plan and Zoning Amendment Project as a singular land use plan, consisting of the entirety of the study sites. Therefore, the VMT analysis approach that is used in this study is to analyze the Project as a land use plan, assessing citywide VMT per capita (since the Project increases residential development potential).

For the VMT analysis in this study, citywide home-based VMT per capita was compared to the existing SCAG regional average. VMT was assessed by interpolating citywide and regional VMT per capita to the Notice of Preparation (NOP) year (2023) using the base and future year versions of the SCAG model. The 2016 RTP/SCS version of the SCAG model was used to remain consistent with the VMT information included in the City's guidelines, VMT estimating tool, and other local analysis documents.

Non-CEQA Local Transportation Assessment

While traditional vehicle delay and capacity metrics are no longer used to determine significant impacts under CEQA, such metrics can still be utilized by local agencies for local planning purposes. The City of Gardena's guidelines include standards for such non-CEQA assessments.

The City's local transportation assessment procedures are as follows:

- **Projects Generating Fewer Than 20 Peak Hour Trips**: Summarize project trip distribution and assignment.
- **Projects Generating 20 to 49 Peak Hour Trips**: Summarize project trip distribution and assignment; summarize trip distribution and assignment for cumulative projects.
- **Projects Generating 50 or More Peak Hour Trips**: In addition to the trip distribution, trip assignment, and cumulative projects summaries, conduct assessments of affected intersections and residential/neighborhood streets. The required study scenarios for the intersection analysis are existing conditions, opening year conditions, and opening year plus project conditions; additional cumulative analysis may be needed for larger specific plans or other similar projects. The required study scenarios for the residential/neighborhood streets assessment are opening year conditions and opening year plus project conditions.

A localized peak-hour assessment focused on specific intersections and residential streets may not be appropriate for analyzing the Project, since project-specific layouts, site plans, access points, and other specifics that would affect project vehicle trips' turning movements and paths would not be available at this time. Therefore, this study evaluates daily volumes along the City's arterial roadways to determine if implementation of the Land Use Plan and Zoning Amendment Project would affect long-term citywide roadway capacity due to the increase in residential units. Site-specific assessments such as site access, on-site circulation, driveway sight distance, queuing, and parking can be requested by the City for individual projects as they undergo their review and approval processes.

The City's procedures include analyzing existing conditions, opening year conditions, and opening year plus project conditions, with cumulative analyses potential needed for larger specific plans or other similar projects. Given that the opening year for each of the sites varies, the approach taken by this study is to analyze roadway segment daily volumes under existing conditions, cumulative year conditions, and cumulative year plus project conditions. The cumulative year corresponds to the SCAG RTP/SCS horizon year travel demand model to allow the City to understand long-term roadway capacity conditions.

The City's guidelines do not include recommended roadway segment capacity values. Therefore, this study utilizes daily capacity values based on the standard Highway Capacity Manual (HCM). Generalized daily roadway capacities in the HCM were refined based on study locations' speed limits and citywide K-factors and D-factors. A roadway's K-factor is the ratio of the highest peak hour volume to the daily volume; according to the citywide traffic counts, the citywide K-factor is 0.09. A roadway segment's D-factor is the ratio of the higher-volume direction to lower-volume direction; according to the citywide traffic counts, the citywide D-factor is 0.53. Roadway capacities for two-, four-, and six-lane roads were developed to be used in this study as shown in Table 1.

Table 1: Roadway Segment Daily Capacities

Roadway Type	Daily Capacity
6 Lanes Divided	56,700
4 Lanes Divided	37,800
4 Lanes Undivided	25,200
2 Lanes Divided	18,900

SOURCE: HIGHWAY CAPACITY MANUAL; ADAPTED BY KITTELSON & ASSOCIATES, 2022.

To analyze roadway segments, daily-level volumes and capacities from Table 2 were used to calculate a volume-to-capacity (V/C) ratio. Based on the V/C ratio, roadway segments were assigned a level of service (LOS) grade ranging LOS A to LOS F, with LOS A signifying free-flow traffic and LOS F signifying segments that have volumes exceeding capacity. LOS grades and corresponding V/C ratios are provided in Table 2. For this analysis, LOS D was used as the roadway segment LOS standard.

Table 2: V/C Ratios and LOS Grades

V/C Ratio	LOS
Less than 0.61	A
0.61 to 0.70	B
0.71 to 0.80	C
0.81 to 0.90	D
0.91 to 1.00	E
Greater than 1.00	F

SOURCE: HIGHWAY CAPACITY MANUAL; ADAPTED BY KITTELSON & ASSOCIATES, 2022.

The existing conditions roadway segment analysis is based on volumes from the City's 2021 citywide traffic counts and existing lane configurations. The cumulative no project and cumulative plus project volumes were developed using the SCAG horizon-year model.

MODELING APPROACH

The SCAG regional travel demand model was utilized to estimate regional and citywide home-based VMT per capita for the CEQA analysis, and roadway volumes for the non-CEQA analysis. The 2016 RTP/SCS version of the SCAG model was used to remain consistent with the VMT information included in the City's guidelines, VMT estimating tool, and other local analysis documents. Two versions of the travel demand model were used: a base year (2018) model and a future-year (2040) model that represents the SCAG RTP/SCS horizon year. The VMT outputs from these two models were then interpolated to 2023 to represent Existing conditions.

To obtain the regional average for the VMT analysis, the base and future year models were run to obtain the year 2023 regional average home-based VMT per capita under no-project conditions. The base year 2018 model includes 20,985 households and 31,092 jobs in the city; these are both slightly higher than the base year estimates (20,800 households and 29,300 jobs) in the SCAG RTP/SCS. The horizon year model includes 23,977 households and 35,057 jobs in the city; these are both of a similar magnitude to the horizon year estimates (23,700 households and 32,100 jobs) in the SCAG RTP/SCS. It was determined that the models therefore can be utilized to estimate VMT under the no project/baseline conditions; slight differences in the number of citywide households and jobs can be expected given the regional nature of the model, the size of the model's transportation analysis zones (TAZs), and the variations between TAZ and jurisdictional boundaries. In addition, the City provided a list of cumulative projects in the city that are under construction or undergoing review. After reviewing the projects that include a zoning change (e.g., from residential to commercial), it was determined that the number of citywide households and jobs in the horizon year model accounts for the growth that would be expected in the city when including these projects.

To obtain the citywide home-based VMT per capita under Project conditions, the base and future models were modified to replace the existing or previous plan development assumptions with the Project assumptions; citywide VMT per capita was then interpolated to 2023 Project conditions. The base year model was modified to remove existing development at each parcel based on the information provided by the City, to be replaced by the proposed residential development potential. Note that the SCAG model includes processes to convert dwelling units to residents and non-residential square footage to employment. With these changes, the following existing development was subtracted from the study parcels within the base year model:

- Single-family dwelling units: 154 dwelling units
- Multi-family dwelling units: 961 dwelling units
- Non-residential development: 7,544,281 square feet

The future-year model (corresponding to the RTP/SCS horizon year) was modified to remove previous development assumptions at each site under the City's General Plan buildout, based on each site's acreage and current General Plan designation. This was done by applying the General Plan's average density assumption for each land use designation, as well as residential versus non-residential acreage split assumptions for mixed-use designations. With these changes, the following previously-planned future development was subtracted from the study parcels within the future year model:

- Multi-family dwelling units: 1,529 dwelling units
- Non-residential development: 5,652,262 square feet

The proposed residential development potential was then added to the base and future year models to represent plus Project conditions. For each parcel, the acreage and overlay density assumptions were used to estimate the number of proposed dwelling units. This resulted in adding 13,128 multi-family dwelling units to the city to represent plus Project conditions.

Section 3 — Existing Conditions

EXISTING CONDITIONS

This section summarizes existing mobility conditions in the City of Gardena related to vehicles, transit, bicycles, pedestrians, freight/goods movement, and traffic operations.

ROADWAY NETWORK

The roadway system in Gardena consists of arterials, major collector roadways, collector roadways, and local streets which serve local and regional traffic demand, including traffic to/from freeways. The existing vehicular facilities in Gardena are discussed below.

FREEWAYS/HIGHWAYS

The city is served by four nearby freeways, which effectively provide connections to and from the South Bay subregion to other subregions within the metropolitan area. The four closest freeway facilities that are adjacent to Gardena provide regional connectivity and access to other local freeways are described below.

Interstate 105 (I-105) is an east-west freeway that connects the South Bay/LAX area to the I-605 freeway in Norwalk. The freeway traverses the City of Hawthorne, approximately ½-mile north of the Gardena City limits.

Interstate 110 (I-110) is a major north-south freeway in the greater Los Angeles Metropolitan area. It traverses the City of Los Angeles immediately east of Gardena.

Interstate 405 (I-405) is a ring freeway that connects I-5 to coastal cities within the Los Angeles Basin, between west Los Angeles and Orange County. The freeway traverses the City of Hawthorne, Lawndale, and Torrance.

State Route 91 (SR-91) is an east-west freeway that connects the local subregion to north Orange County and the Inland Empire. The western terminus of the freeway is just outside the eastern City limits of Gardena. West of this point, the SR-91 designation is terminated, and a transition occurs into the divided highway of Artesia Boulevard.

LOCAL ROADWAYS

Roadways within Gardena are classified in the Circulation Plan (updated 2020) as arterials, major collector roadways, collector roadways, and local streets; these classifications are shown in Figure 3**.**

- **Arterials** connect traffic from smaller roadways to freeway interchanges and regional roadway corridors. They provide a linkage between activity centers in the city to adjacent communities and other parts of the region, and provide intra-city mobility. They are generally served by regional bus transit routes and are the primary truck routes in the

community. They are typically designed to accommodate between 40,000 to 60,000 vehicles per day.

- **Major Collector Roadways** serve as an intermediate route to carry traffic between collector roadways and arterial roadways. Access to adjacent land uses is generally unrestricted. Traffic controls typically consist of signalization at intersections with arterials – however, left-turn lanes and/or left-turn signalization are generally not provided. On street parking is generally allowed, although there may be certain time restrictions. They are typically designed to accommodate between 15,000 and 25,000 vehicles per day.
- **Collector Roadways** connect a defined geographic area of the city. They intend to move traffic from a local roadway to a secondary roadway and provide access to all types of land uses and generally have no limitations on access. Parking is generally allowed during most hours. Roadways classified as collector streets within Gardena can be broken down into collector roadways that serve two primary land uses: commercial-industrial uses and residential uses. They are typically designed to accommodate fewer than 15,000 vehicles per day.
- **Local Streets** are designed to provide vehicular, pedestrian, and bicycle access to individual parcels throughout the city. They allow unrestricted parking. In residential neighborhoods, they can include traffic calming measures such as speed humps, traffic diverters, chokers, traffic circles and pavement treatments to slow traffic or prevent through traffic from infiltrating residential neighborhoods.

Individual arterials in Gardena are described below. In general, the north-south arterials provide connections to I-105, I-405, and neighboring cities such as Torrance and Inglewood. The east-west roadways provide connections to I-110, I-405, and neighboring cities such as Lawndale, Hawthorne, Torrance, Compton, and El Segundo. Sidewalks are generally provided on both sides of the road for all arterials.

El Segundo Boulevard is an east-west six-lane arterial with three lanes in each direction. It connects the western and eastern areas of Gardena to the central commercial areas. The posted speed limit is 40 mph.

Rosecrans Avenue is an east-west six-lane arterial with three lanes in each direction. It connects the western and eastern areas of Gardena to the central commercial areas. The posted speed limit is 40 mph.

Redondo Beach Boulevard is an east-west four-lane arterial with two lanes in each direction and two-way left turn lanes periodically spaced throughout the roadway. It primarily serves commercial centers and provides access to several neighborhoods north and south of the roadway. It also provides a connection to El Camino College, directly west of Crenshaw Boulevard. The posted speed limit is 35 mph.

Artesia Boulevard is an east-west six-lane arterial with three lanes traveling in each direction. Heading east, the roadway turns into SR-91 and connects with I-110 and I-405. It primarily serves commercial centers and provides access to several neighborhoods north and south of the roadway. The posted speed limit is 45 mph.

Crenshaw Boulevard is a north-south four-lane arterial with two lanes traveling in each direction. It connects nearby communities to El Camino College directly north of Redondo Beach Boulevard. It also connects southern areas to the commercial districts in the north. The posted speed limit is 40 mph.

Western Avenue is a north-south four-lane arterial with two lanes traveling in each direction. It connects the central area of Gardena to the commercial areas on the north and south ends of the city. The posted speed limit is 40 mph.

Vermont Avenue is a north-south four-lane arterial with two lanes traveling in each direction. It primarily provides connections for residents to the commercial area towards the south. The posted speed limit is 40 mph. There are dedicated northbound bike lines along several segments of the roadway, primarily between 135th Street and Marine Avenue within the City of Los Angeles.

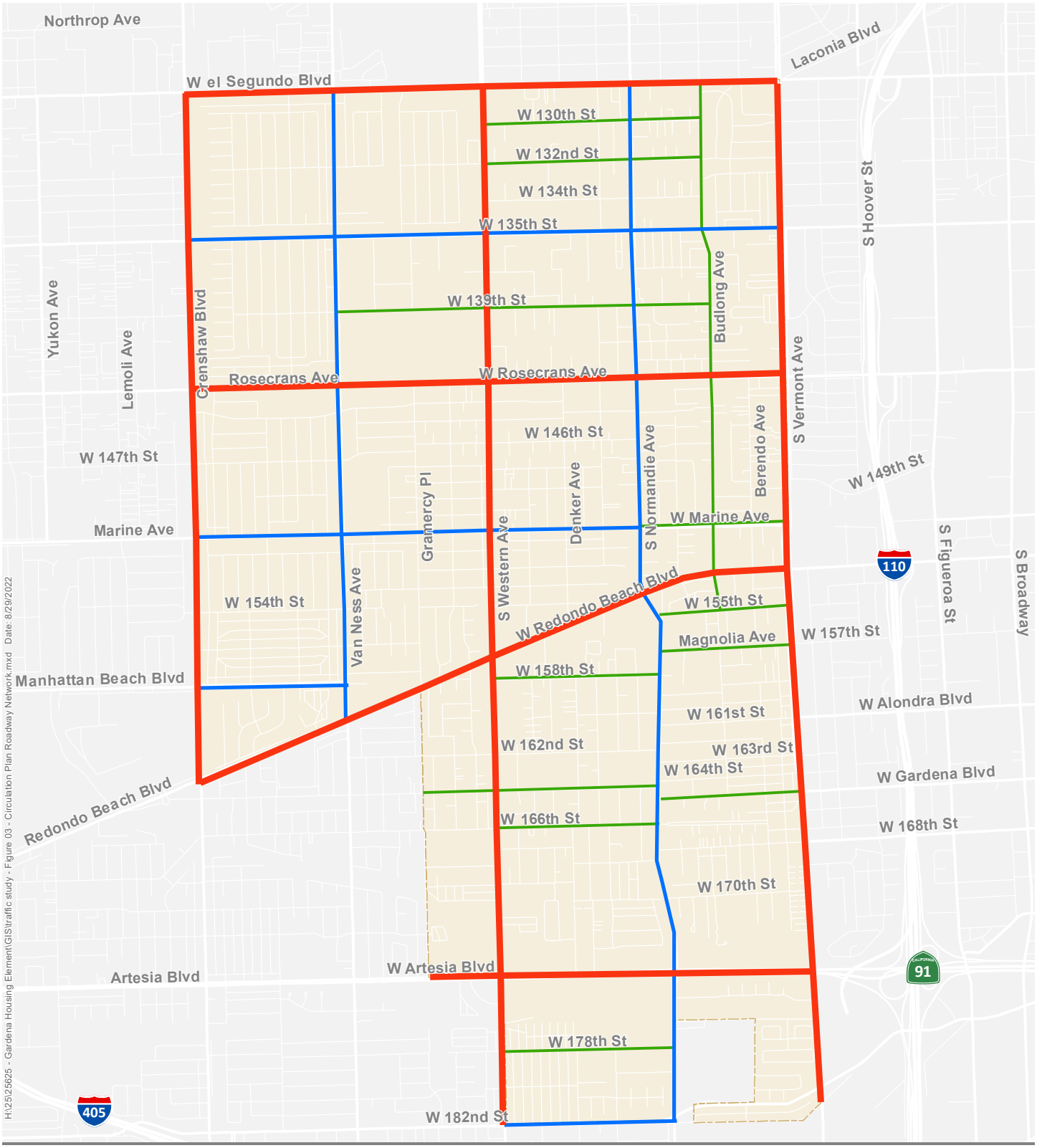


Figure 3

Circulation Plan Roadway Network
Gardena, CA

KITTELSON & ASSOCIATES

TRANSIT SERVICE

Three transit agencies provide bus service within Gardena – GTrans, LA Metro, and Torrance Transit. With these bus services, transit riders can access LA Metro commuter rail stations to the north of the city. The various public transit services in and around Gardena as of March 2023 are documented below and shown in Figure 4.

BUS SERVICE

GTrans

Gtrans provides local bus service that connects the City of Gardena to several nearby cities such as Carson, El Segundo, Hawthorne, Hermosa Beach, Inglewood, Lawndale, and Lomita. It also offers several connections to LA Metro rail stations. GTrans operates daily and provides service between 4:25 AM and 10:00 PM.

LA Metro

LA Metro provides bus service throughout Los Angeles County and operates four lines within Gardena City limits. It operates daily and provide service between 4:10 AM and 2:43 AM.

Torrance Transit

Torrance Transit provides bus services that connect the City of Torrance to neighboring cities such as Gardena. Torrance Transit operates five of its twelve fixed routes within the City of Gardena. It operates on weekdays and provides service between 5:20 AM and 10:10 PM. Only one line currently operates on the weekend (Line 1) between 6:15 AM and 8:45 PM.

Table 3 presents a summary of the bus routes that serve the City of Gardena.

Table 3: City of Gardena Transit Services

Agency	Route	Beginning and End Points		Peak / Off-Peak Frequency (in Minutes)
		North/West	South/East	
GTrans	1X	Harbor Freeway Green Line Station	Redondo Beach Green Line Station	45
	2	Normandie Ave & Pacific Coast Highway	Normandie Ave & PCH	15 / 30
	3	South Bay Galleria	MLK Transit Center	30
	5	Aviation Green Line Station	Rosa Park Station	60
	7X	Sofi Stadium	Harbor Gateway Transit Center	15

Agency	Route	Beginning and End Points		Peak / Off-Peak Frequency (in Minutes)
		North/West	South/East	
LA Metro	125	Plaza El Segundo	Norwalk Station	20 / 30
	209	Expo & Crenshaw Station	Crenshaw & Rosecrans	60
	210	Hollywood/Vine	South Bay Galleria Transit Center	10 / 15
	344	Harbor Gateway Transit Center	Palos Verdes Dr South & Seacove	40 / 60
Torrance Transit	1	Harbor Freeway Station	Del Amo Fashion Center	60
	2	Harbor Freeway Station	Madrona Ave at Carson St	60
	5	Crenshaw Station	Pacific Coast Highway at Crenshaw Blvd	60
	10	Crenshaw Station	Pacific Coast Highway at Crenshaw Blvd	30
	13	Torrance Blvd at Broadway	Artesia Station	45

SOURCE: GTRANS WEBSITE (MARCH 2023); METRO MAPS AND SCHEDULES WEBPAGE (MARCH 2023); TORRANCE TRANSIT SCHEDULE BOOK (OCTOBER 2022).

BUS STOPS

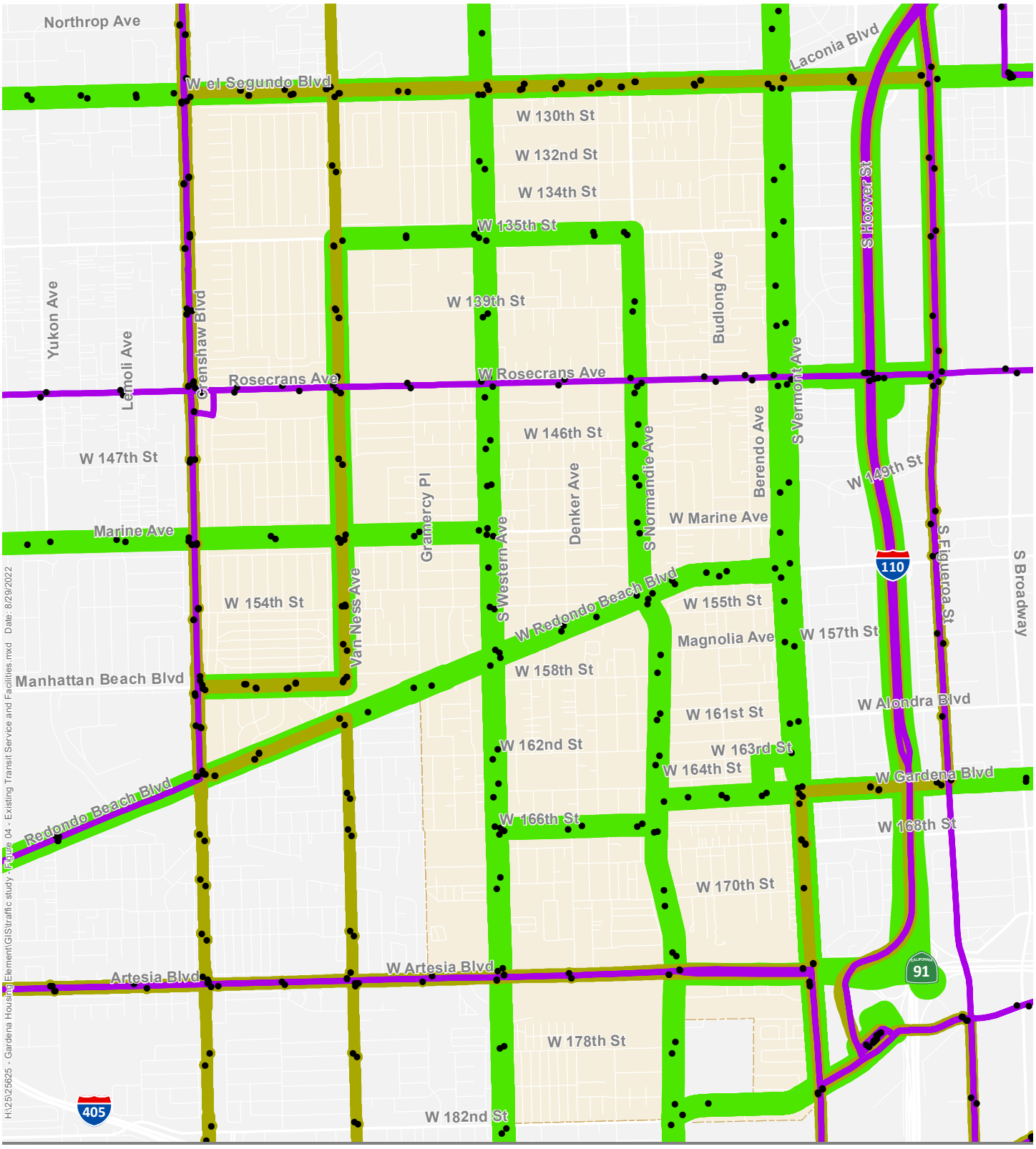
Bus stop amenities such as shelters, benches, and bicycle parking can enhance security and comfort for transit riders. In the city, bus stops can include:

- Pole with signage and route information
- Bench
- Nearby trash receptacle

Covered shelters are generally not provided in the city.

RAIL SERVICE

In addition to bus service, LA Metro operates several commuter rail lines in the county. The C-Line (formerly Green Line) runs along I-105 to the north of the city, with stations at Crenshaw Boulevard (Crenshaw Station) and Vermont Avenue (Vermont/Athens Station). The C-Line operates Sunday through Saturday with 10- to 15-minute headways during commute periods and provides service between 3:33 AM and 12:44 AM on weekdays and weekends.



- Bus Stops
- LA Metro Bus Routes
- Torrance Transit Bus Routes
- GTrans Bus Routes

0 2,625 Feet

Figure 4

Existing Transit Service and Facilities
Gardena, CA

KITTELSON & ASSOCIATES

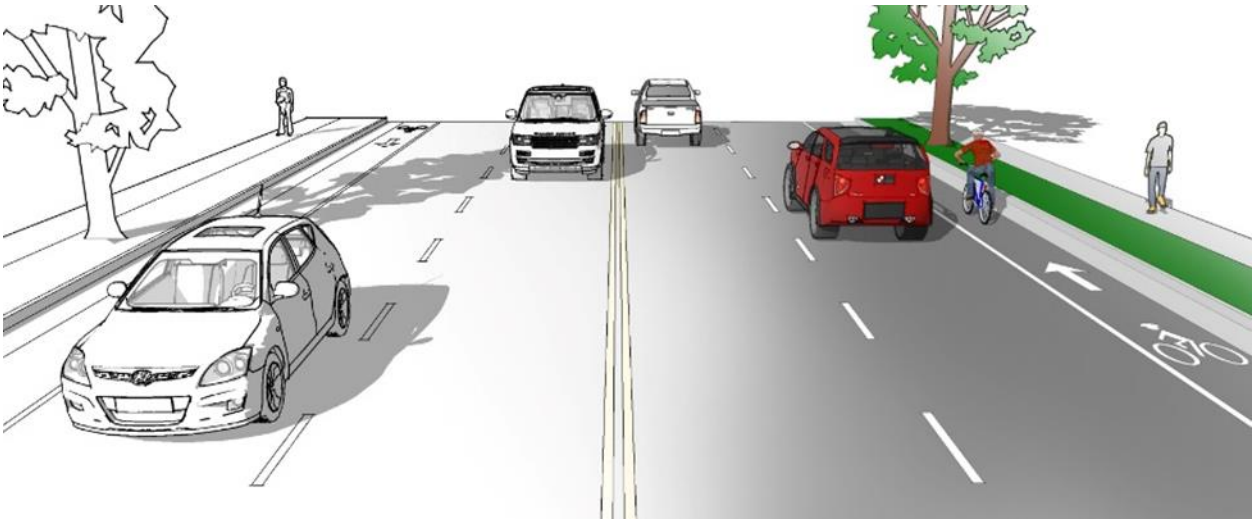
BICYCLE FACILITIES

The city has a bicycle facilities network that primarily consists of on-street shared facilities. Figure 5 displays the existing designated bikeways in and around the city.

Bikeways are categorized into four types, as described and depicted in illustrations below.

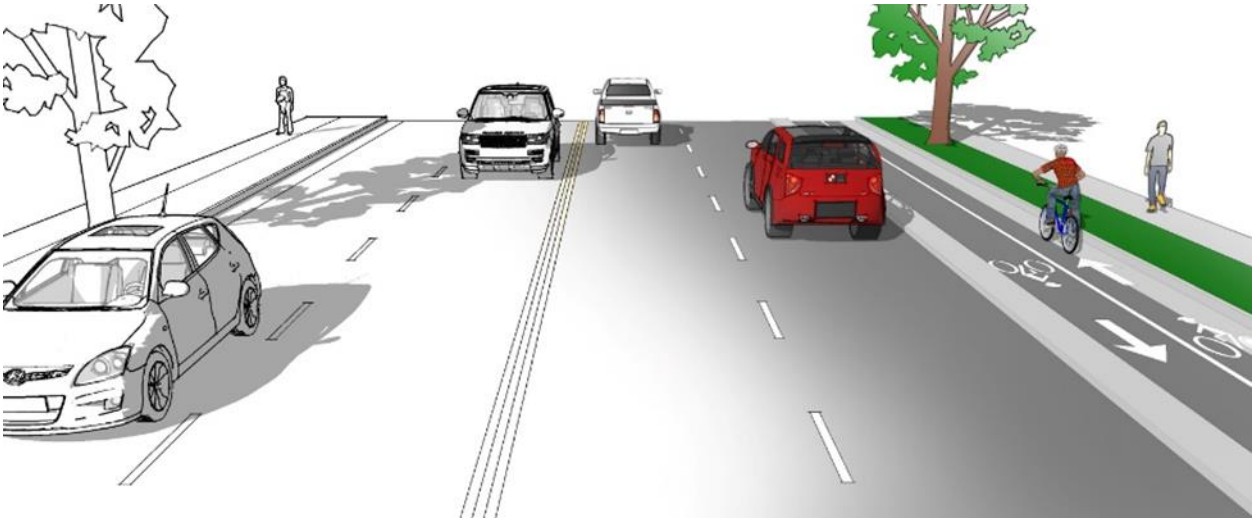
- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



As shown in Figure 5, the bikeway network in the city primarily consists of Class III bike routes. In addition, there is a northbound Class II bike lane along Vermont Avenue north of Redondo Beach Boulevard and south of Artesia Boulevard in the City of Los Angeles, and a Class I bike path along the Dominguez Channel north of Rosecrans Avenue (which runs between 120th Street and Redondo Beach Boulevard).

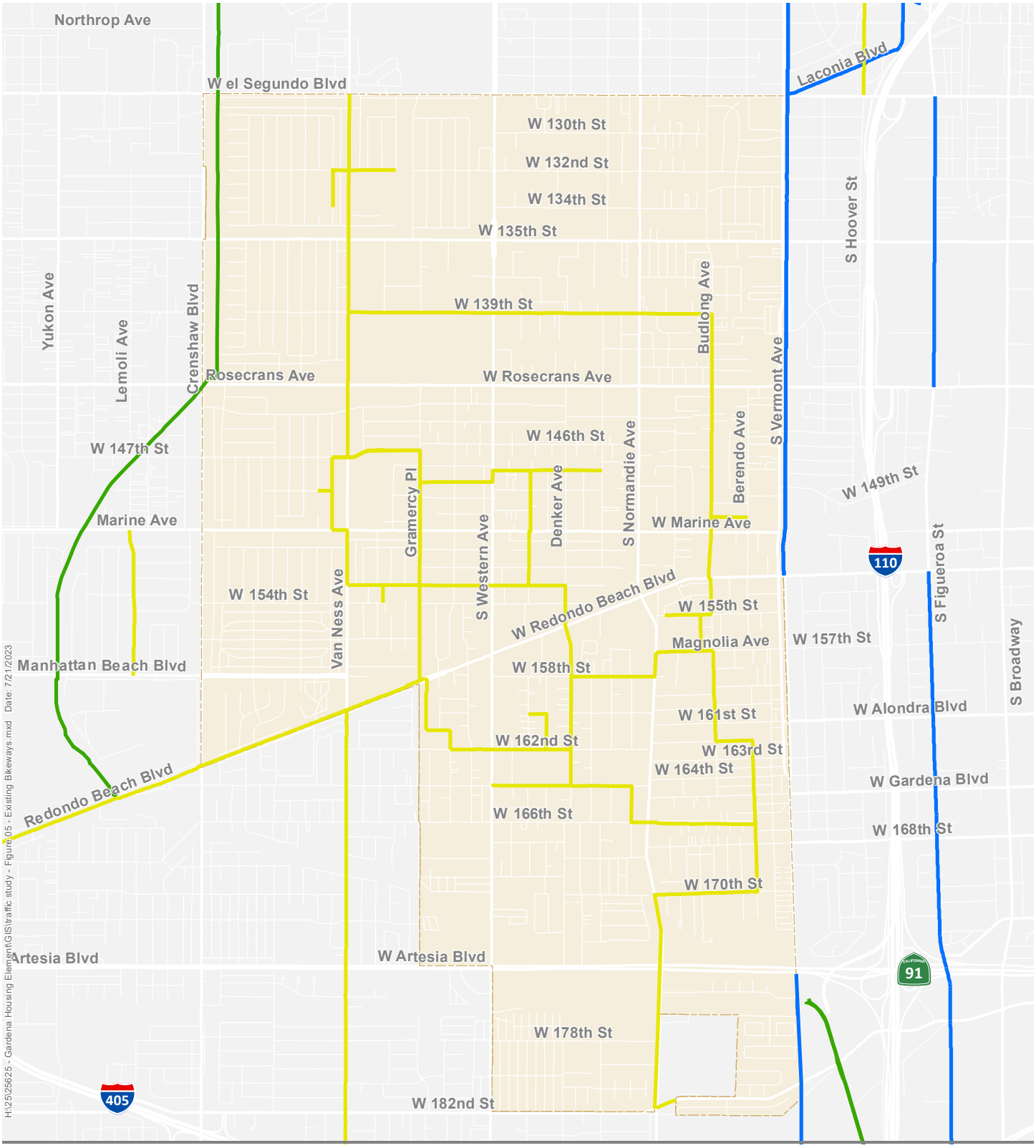


Figure 5

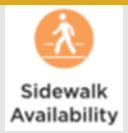
KITTELSON & ASSOCIATES

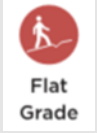
Existing Bikeways
Gardena, CA

PEDESTRIAN CONDITIONS

The City of Gardena provides several types of facilities and amenities that support walking in the city. The availability and quality of pedestrian facilities vary throughout the city and can be analyzed using seven key factors as shown in Table 4.

Table 4: Summary of Pedestrian Facility Conditions

Factor	Description	Assessment
	Sidewalk availability is core to supporting walkability and safety separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on both sides of the roadway and are available along the entire segment rather than end midblock.	Sidewalks are generally available on both sides of the streets on all roadways throughout the entire city. Along portions of El Segundo Boulevard, Vermont Avenue and Rosecrans Avenue, there are areas where the sidewalk curves into a parallel residential street on the other side of a buffer.
	Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking.	Sidewalks are generally in good condition and lack significant physical hazards along the pedestrian path of travel.
	Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings.	Crosswalks are generally marked at every major intersection. They are mostly traditional crosswalks consisting of two parallel lines. High-visibility ladder crosswalks are provided at some intersections along El Segundo Boulevard and Vermont Avenue.
	Shading, whether natural or artificial, can encourage walking in areas such as Southern California which are relatively warm with limited rainfall, especially in the summer.	Overall, there is minimal shading for pedestrians walking in Gardena. There are some blocks with sidewalk-adjacent trees to help shade pedestrians.

Factor	Description	Assessment
	Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility.	The city is generally flat without steep grade changes at the pedestrian level.
	Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure.	Buffers are not provided along the city's arterial roadways. However, buffers in the form of landscaping are provided along some collector and local roads.
	In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more friendly walking environment and increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture.	There are little to no pedestrian-oriented amenities throughout the city.

FREIGHT/GOODS MOVEMENT

The Surface Transportation Assistance Act (STAA) defines a network of state facilities as truck routes which accommodate large trucks. STAA-designated truck routes near Gardena include I-405, I-110, SR-91, and I-105, as shown in Figure 6.

Also as shown in Figure 6, the City's Circulation Plan designates a network of local truck routes, which are also documented in the City's Municipal Code.

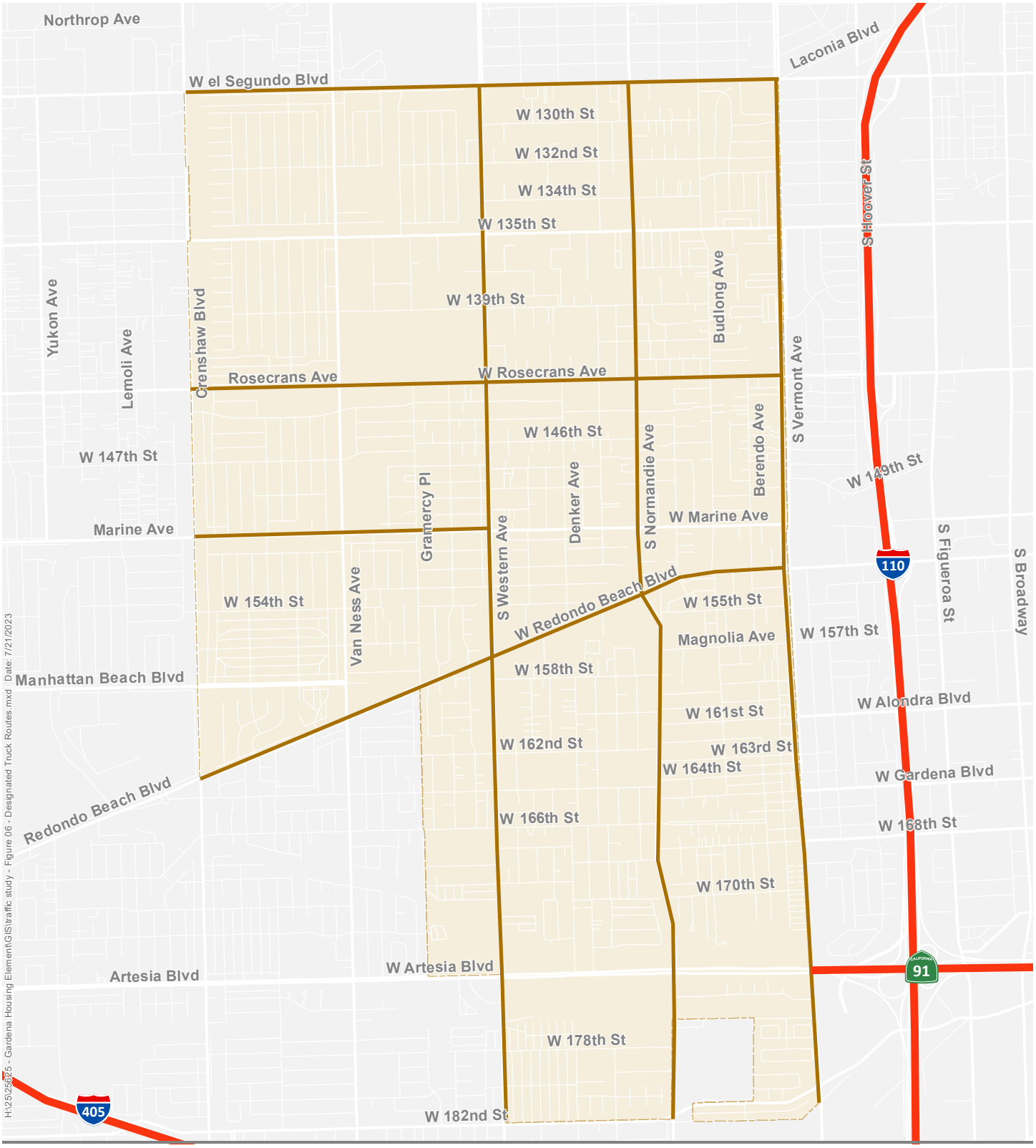


Figure 6

KITTELSON & ASSOCIATES

Designated Truck Routes
Gardena, CA

EXISTING TRAFFIC CONDITIONS

This section summarizes existing daily levels of service along the 20 study roadway segments shown in Figure 2, based on volumes from the City's 2021 citywide traffic counts and based on existing lane configurations.

LEVEL OF SERVICE METHODOLOGIES AND STANDARDS

As detailed in the Introduction section of this report, study roadway segments are analyzed at the daily level. The daily roadway capacities for two-, four-, and six-lane roads were developed based on the HCM and shown in Table 1. Based on the V/C ratios shown in Table 2, roadway segments are then assigned an LOS grade ranging from LOS A to LOS F.

For this analysis, LOS D is used as the roadway segment LOS standard.

EXISTING LEVELS OF SERVICE

Existing daily LOS for the 20 study roadway segments are shown in Table 5. Based on existing roadway volumes and layouts, Marine Avenue (from Western Avenue to Normandie Avenue) operates at LOS E with a V/C ratio of 0.98, which is below the acceptable LOS D standard. Note, this roadway segment still operates without exceeding its daily capacity.

Table 5: Existing Level of Service

Roadway Segment	Lanes	Capacity	Volume	V/C	LOS
El Segundo Blvd. (Western Ave. to Normandie Ave.)	6D	56,700	30,777	0.54	A
135th St. (Western Ave. to Normandie Ave.)	4U	25,200	16,858	0.67	B
Rosecrans Ave. (Van Ness Ave. to Western Ave.)	6D	56,700	31,758	0.56	A
Rosecrans Ave. (Western Ave. to Normandie Ave.)	6D	56,700	41,590	0.73	C
Marine Ave. (Crenshaw Blvd. to Van Ness Ave.)	4U	25,200	17,340	0.69	B
Marine Ave. (Western Ave. to Normandie Ave.)	2D	18,900	18,483	0.98	E
Redondo Beach Blvd. (Western Ave. to Normandie Ave.)	4D	37,800	30,337	0.80	C
Crenshaw Blvd. (El Segundo Blvd. to 135th St.)	4D	37,800	32,198	0.85	D
Crenshaw Blvd. (135th St. to Rosecrans Ave.)	4D	37,800	27,764	0.73	C
Crenshaw Blvd. (Rosecrans Ave. to Marine Ave.)	4D	37,800	27,485	0.73	C
Crenshaw Blvd. (Marine Ave. to Manhattan Beach Blvd.)	4D	37,800	24,671	0.65	B
Western Ave. (El Segundo Blvd. to 135th St.)	4D	37,800	21,028	0.56	A

Roadway Segment	Lanes	Capacity	Volume	V/C	LOS
Western Ave. (135th St. to Rosecrans Ave.)	4D	37,800	22,840	0.60	A
Western Ave. (Rosecrans Ave. to Marine Ave.)	4D	37,800	26,365	0.70	B
Western Ave. (158th St. to 162nd St.)	4D	37,800	30,668	0.81	D
Western Ave. (166th St. to Artesia Blvd.)	4D	37,800	31,208	0.83	D
Western Ave. (Artesia Blvd. to 182nd St.)	4D	37,800	27,705	0.73	C
Normandie Ave. (135th St. to Rosecrans Ave.)	4U	25,200	19,425	0.77	C
Normandie Ave. (170th St. to Artesia Blvd.)	4D	37,800	26,240	0.69	B
Vermont Ave. (135th St. to Rosecrans Ave.)	6D	56,700	19,881	0.35	A

NOTE: HIGHLIGHTED ROWS DESIGNATE ROADWAY SEGMENTS WITH UNACCEPTABLE LEVEL OF SERVICE.

EXISTING VEHICLE MILES TRAVELED

Table 6 shows the existing VMT levels in Gardena and the six-county SCAG region. The existing VMT was estimated by interpolating VMT outputs from the 2018 and 2040 SCAG model outputs to estimate 2023 conditions. Three types of VMT were determined:

- Total VMT: This calculation represents the total daily VMT that starts and/or ends within a boundary (such as the City of Gardena) but does not include VMT that travels through an area without starting or stopping there.
- VMT per Capita: This calculation represents the VMT for all home-based trips that originate within an area, divided by the area's resident population.
- VMT per Service Population: This calculation represents the VMT for all trips that originate or end within an area, divided by that area's service population (residents + employees).

VMT per capita is the VMT metric that will be used in this report's VMT impact analysis. As shown in Table 6, the city's existing VMT per capita is approximately 25% below the regional average.

Table 6: Existing (2023) VMT

Area	Total VMT	VMT per Capita	VMT per Service Population
City of Gardena	2,360,888	11.79	25.26
SCAG Region	791,216,126	15.75	27.92

Section 4 — Regulatory Setting

REGULATORY SETTING

This section summarizes applicable federal, state, regional, and local plans pertinent to the City of Gardena. This information provides a context for the transportation impact discussion related to the project's consistency with applicable policies, plans, laws, and regulations.

FEDERAL

AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the California MUTCD based on the FHWA MUTCD. Caltrans published the 2014 edition, Revision 5 on March 27, 2020.

STATE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The California Department of Transportation (Caltrans) is the state agency that provides funding and oversight for all modes of transportation, and is responsible for managing the state's highway system in California. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements along the State highway system near Gardena:

- Caltrans recently updated its transportation analysis guidelines to reflect a statewide shift from level of service (LOS) to vehicle miles traveled (VMT). Caltrans has provided guidance in three recent publications: Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020), Transportation Analysis Under CEQA: Evaluating Transportation Impacts of State Highway System Projects (September 2020), and Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects (September 2020).
- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provide instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plan affecting the state highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
    - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices.
    - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the state highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director's Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- Caltrans, as a responsible agency under the California Environmental Quality Act (CEQA), is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation related issues and is

responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

ASSEMBLY BILL 32, SENATE BILL 32 AND SENATE BILL 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- CARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

SENATE BILL 743

As previously discussed, SB 743 eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significance. OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on substantial evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. The City of Gardena developed guidelines for transportation impact analyses consistent with SB 743 in June 2020, which are discussed earlier in this study under "analysis methodologies."

REGIONAL AND COUNTY

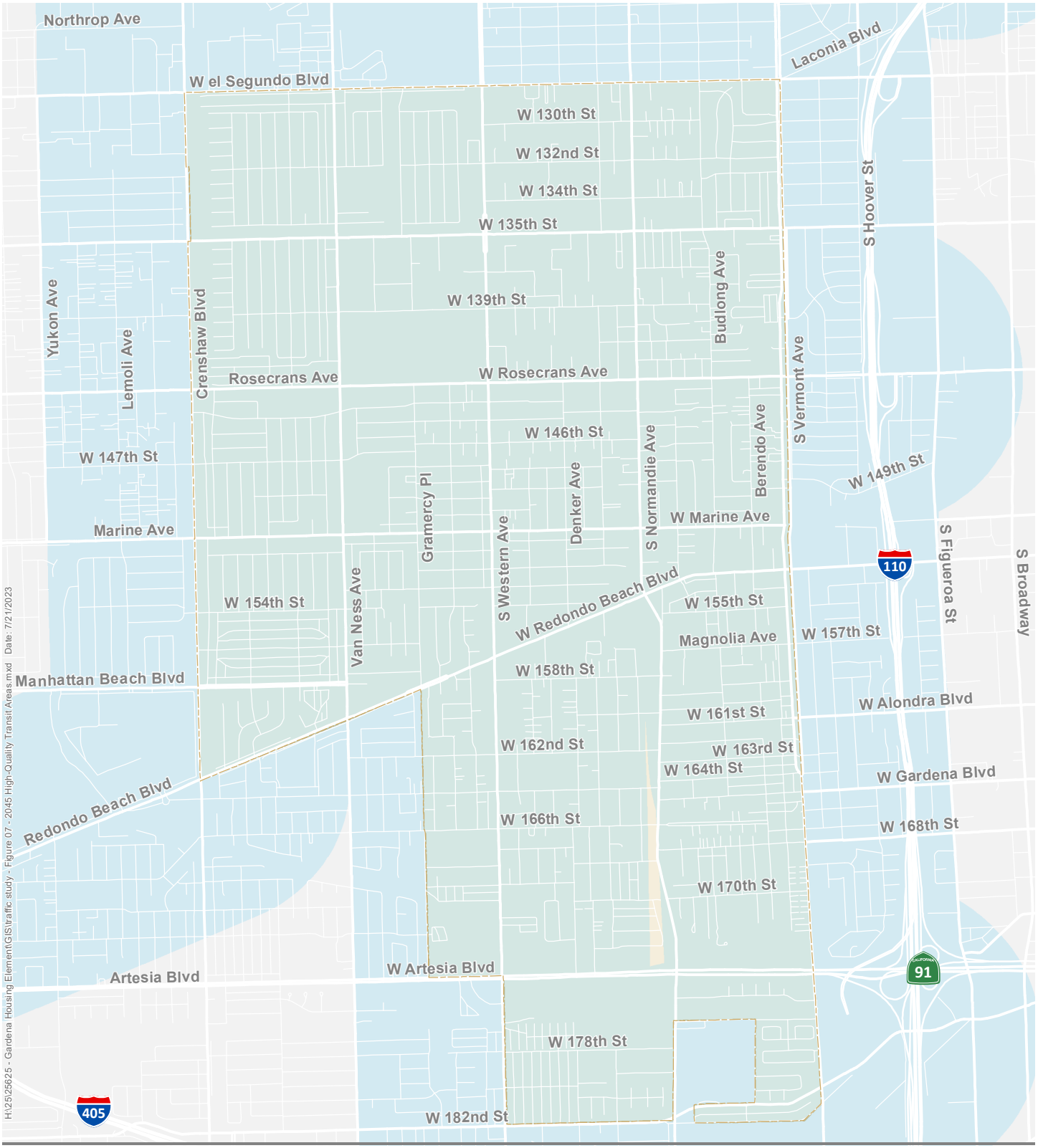
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

SCAG is a federally designated MPO and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy). The plan is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than $638 billion in transportation system investments in the region through 2045, and charts a path toward a more mobile, sustainable, and prosperous region.

As shown in Figure 7, SCAG anticipates the entirety of the City of Gardena to be a high-quality transit area by the year 2045, based on planned transit improvements. High-quality transit areas are defined as a ½ mile radius around an existing or planned major transit stop or station, or an existing stop along a high-quality transit corridor, which has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Access to high-quality transit can help support a reduction in VMT and an increase in transit ridership, and can help lessen VMT and traffic generated by new land use development.

SCAG also develops and maintains the regional travel demand model. Several local and county agencies have developed subregional travel demand models based on the SCAG model.



2045 High-Quality Transit Areas

City of Gardena

0 2,670 Feet

Figure 7

KITTELSON & ASSOCIATES

2045 High-Quality Transit Areas
Gardena, CA

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LA METRO)

The Los Angeles County Metropolitan Transportation Agency (LA Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, state, and federal funding for project implementation. As the county's transportation planning agency, LA Metro administers two funding programs funded by sales tax measures. Measure R, a half-cent sales tax to finance new transportation projects and programs, took effect July 2009 and is expected to generate $40 billion in new local sales tax revenues over 30 years. In November 2016, voters approved Measure M, which made Measure R permanent and added an additional half-cent sales tax.

In 2020, LA Metro updated its Long-Range Transportation Plan (LRTP), last adopted in 2009. The LRTP is a long-range policy document that guides transportation funding decisions for LA County's transportation system over a 25-year horizon. The plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

LA Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, Countywide Goods Movement Plan, Short Range Transportation Plan, Active Transportation Strategic Plan, the First Last Mile Strategic Plan.

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS (SBCCOG)

The City of Gardena is a member of the South Bay Cities Council of Governments (SBCCOG). SBCCOG is a regional government planning agency and joint powers authority that includes 16 incorporated cities, the Harbor City/San Pedro/Wilmington communities of the City of Los Angeles, and the unincorporated areas in Los Angeles County Districts 2 and 4. SBCCOG collaborates with member agencies on several mobility-related efforts:

- Electric Vehicle Adoption
- A Local Travel Network for the South Bay
- Sustainable Neighborhood Strategy
- Measures R and M
- Transit Operators Working Group (TOWG)
- Transportation Demand Management

SBCCOG recently completed a plan for a proposed Local Travel Network (LTN), a safe network of routes to accommodate a growing market of personal zero-emission slow-speed vehicles. The plan examined the feasibility of more widespread adoption of a transportation concept known as micromobility, which refers to a range of lightweight vehicles operating at speeds below 25 mph, including neighborhood electric vehicles (NEVs). The first phase of implementation consists

of two "Corridor" areas of the South Bay: one connecting inland cities and the other connecting beach cities. Proposed near-term LTN routes segments in the City of Gardena are shown in Figure 8.

SOUTH BAY BICYCLE MASTER PLAN

In 2011, the Los Angeles County Bicycle Coalition (LACBC) and the South Bay Bicycle Coalition (SBBC) partnered with the Cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance to develop the South Bay Bicycle Master Plan. The plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout these seven cities.

Figure 9 shows the full buildout bikeway network in Gardena according to the plan. As shown in the figure, the plan envisions a grid network of bikeways throughout the city. While on-street bike lanes are planned on some arterial streets, the predominant bicycle facilities in the city will be bike routes and bike boulevards on lower-volume and lower-speed roads, with bicyclists sharing the outer vehicle lane with automobiles.

LOCAL

GARDENA GENERAL PLAN CIRCULATION PLAN

The current Gardena General Plan Circulation Plan, updated in 2020, identifies existing and planned multimodal transportation facilities in the city, describes the overall circulation in the city, and develops goals and policies to improve the transportation network. The plan's circulation goals are as follows:

- Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.
- Promote a safe and efficient local street system that is attractive and meets the needs of the community.
- Develop Complete Streets to promote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.
- Provide adequate public facilities and infrastructure that support the needs of City residents and businesses.

GARDENA SB 743 IMPLEMENTATION TRANSPORTATION ANALYSIS UPDATES

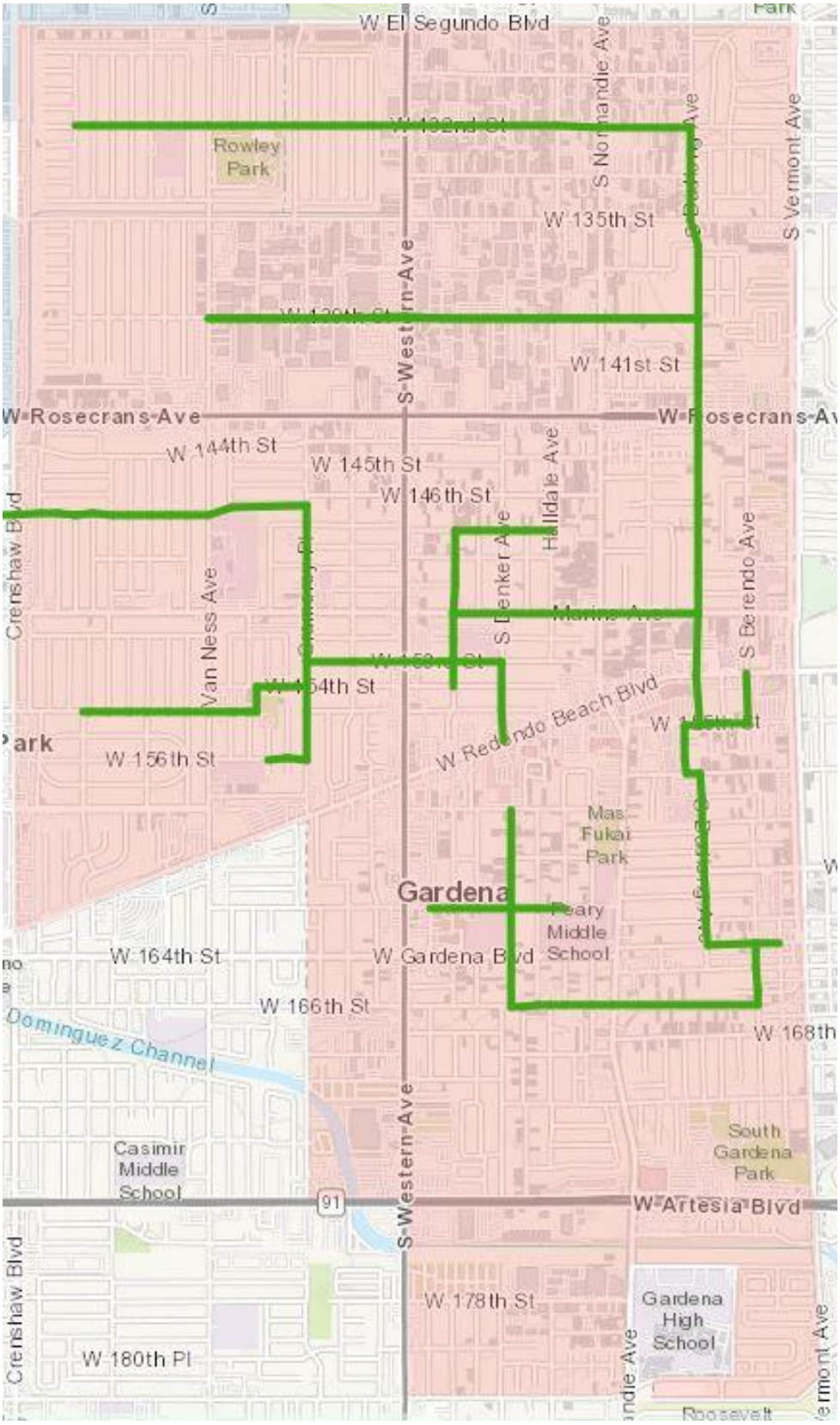
Published in June 2020, this document serves as the City's SB 743-consistent transportation analysis guidelines; it provides guidance for both CEQA and non-CEQA transportation assessments. The guidelines include the following information:

- VMT screening criteria for land use projects

- VMT metrics, thresholds, and significant impact criteria for land use projects
- VMT metrics, thresholds, and significant impact criteria for land use plans (such as Specific Plans or the City's General Plan)
- VMT metrics, thresholds, and significant impact criteria for transportation projects
- Three tiers of requirements and methodologies for analyzing roadway operation effects of land use projects

The City's guidelines and applicable thresholds are discussed earlier in this study under "analysis methodologies."

Figure 8: SBCCOG LTN Segments



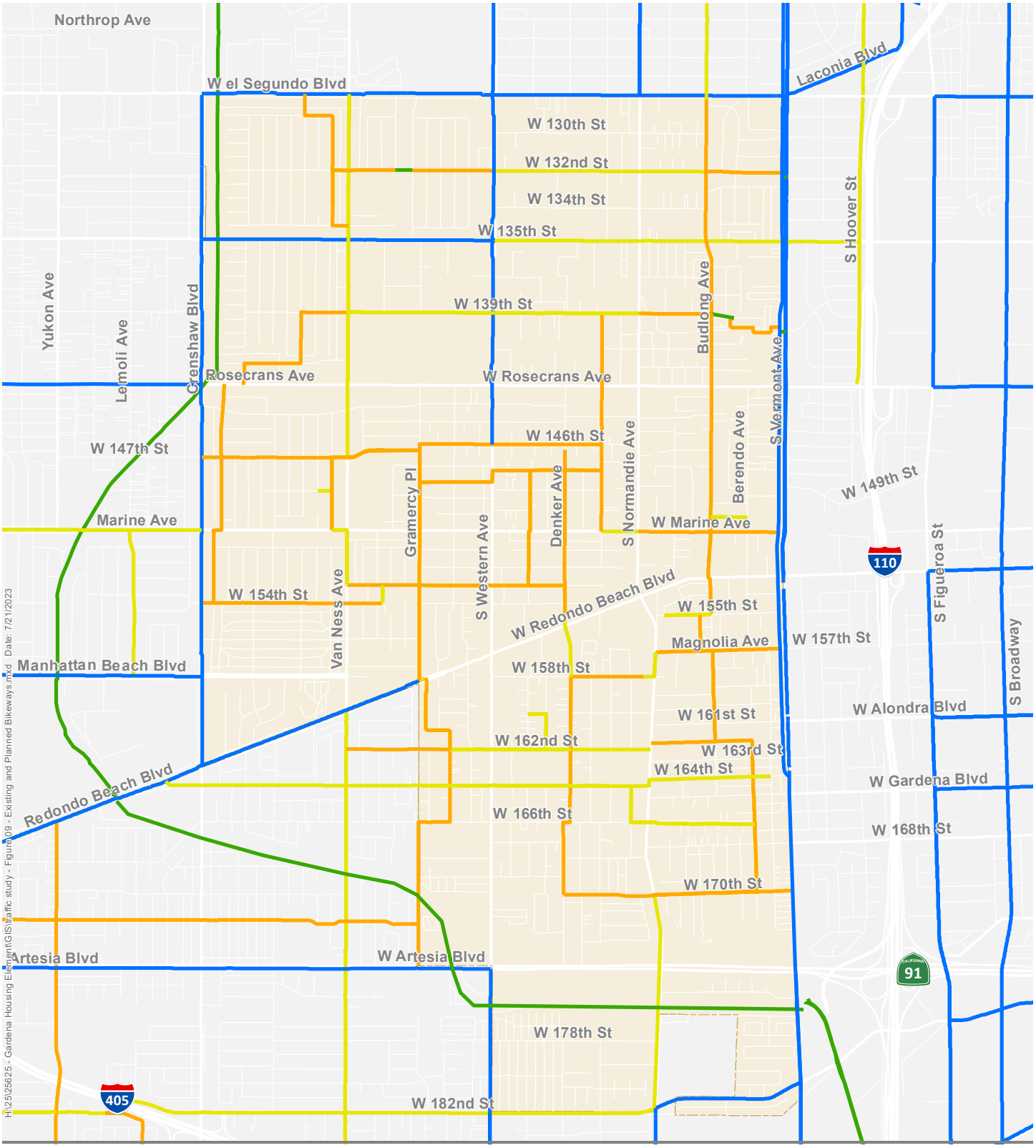


Figure 9

KITTELSON & ASSOCIATES

Existing and Planned Bikeways
Gardena, CA

Section 5 — Level of Service Analysis

LEVEL OF SERVICE ANALYSIS

This chapter provides an assessment of roadway segment operations for the long-term buildout Cumulative (2040) No Project and Plus Project Conditions. While traditional vehicle delay and capacity metrics are no longer used to determine significant impacts under CEQA, such metrics can still be utilized by local agencies for local planning purposes. Therefore, this chapter provides roadway segment level of service for informational purposes, to determine if implementation of the Project would affect long-term citywide roadway capacity due to the increase in residential units.

TRAFFIC VOLUME FORECASTING

Long-range 2040 daily traffic volumes for the study roadway segments were developed using the SCAG 2016 RTP/SCS travel demand model. Traffic volume outputs were extracted from the base year (2018) and future-year (2040) models. The growth between the base year and future year volume outputs was then applied to the 2021 counts to develop the Cumulative (2040) traffic volume forecasts along the study roadway segments. Differences in segment volumes between the no Project and plus Project versions of the 2040 model were then applied to the Cumulative (2040) traffic volume forecasts to develop volumes under Cumulative (2040) Plus Project conditions.

ASSUMED FUTURE ROADWAY IMPROVEMENTS

Roadway capacities for the cumulative roadway operations analysis are based on future lane configurations from the City's General Plan Circulation Plan (updated 2020), displayed in Figure 3 and Figure 10, as well as input from City staff regarding current plans for roadway widenings and improvements. If the existing configuration of a roadway segment includes more lanes than the Circulation Plan designation or includes a median or two-way turn lane while the Circulation Plan does not, then the existing configuration was assumed for the cumulative analysis.

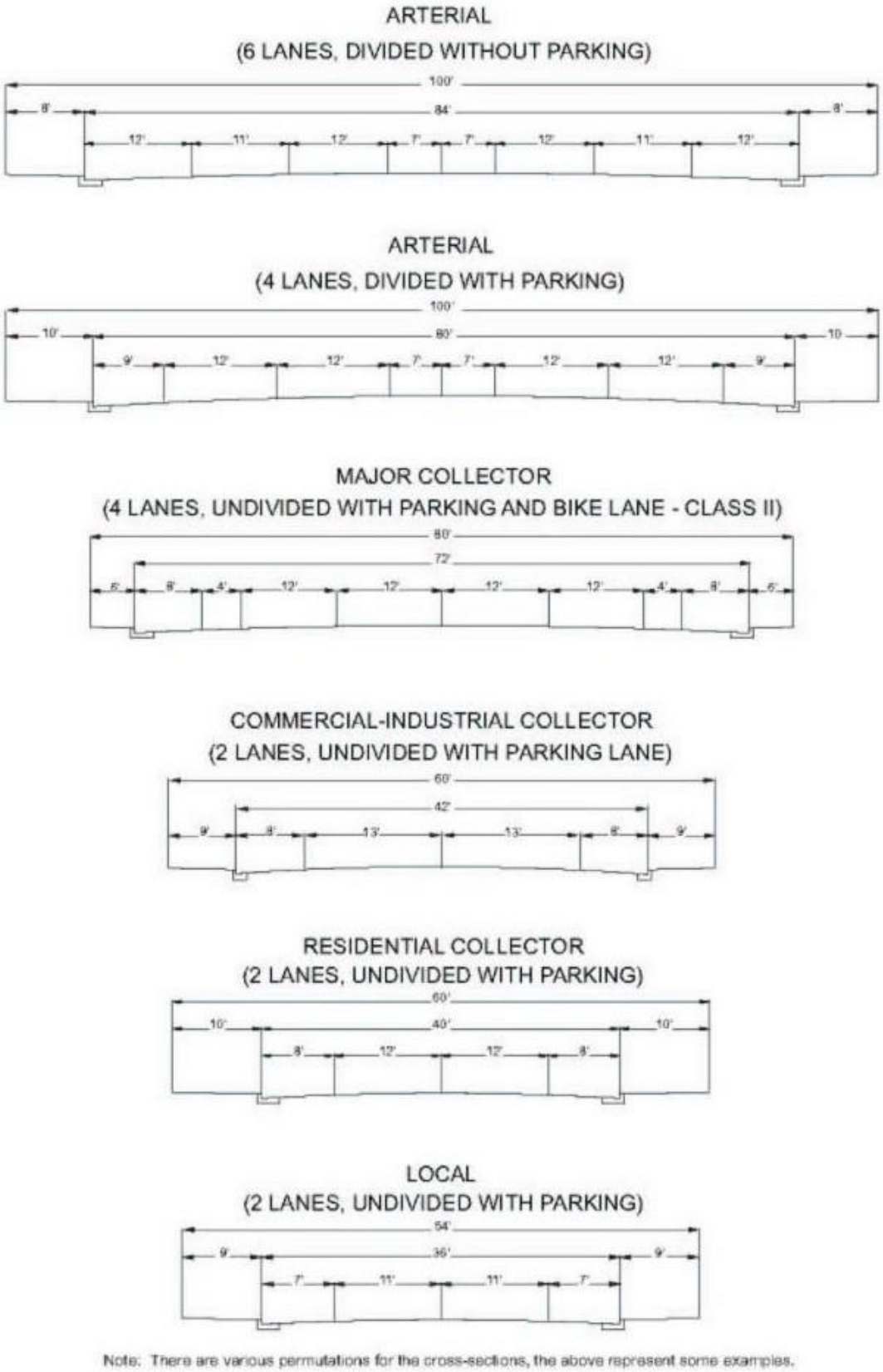
It is noted that the City's Circulation Plan designates Marine Avenue (from Western Avenue to Normandie Avenue) as a Major Collector (4 lanes undivided). This segment is currently predominantly two lanes. At this time, the City does not have plans to widen Marine Avenue, nor is it included in the capital improvement plan. Therefore, to remain consistent with the City's currently planned improvements, the existing lane configuration between Western Avenue and Normandie Avenue is assumed for the cumulative roadway operations analysis.

ROADWAY SEGMENT ANALYSIS

Daily roadway segment volumes and operations under the Cumulative (2040) scenario with and without the project are shown in Table 7.

As shown in the table, of the 20 roadway segments that were studied, 18 segments are forecast to operate within acceptable levels of service under Cumulative (2040) Plus Project conditions. One roadway segment (Marine Avenue from Western Avenue to Normandie Avenue) is forecast to operate at LOS F, exceeding the City's acceptable level of service standard of LOS D and exceeding its daily volume capacity. However, the Project is not anticipated to contribute to nor worsen this condition. Another roadway segment (Western Avenue from 158th Street to 162nd Street) is forecast to operate at LOS E, exceeding the City's acceptable level of service standard of LOS D. However, the roadway segment is still forecast to operate without exceeding its daily volume capacity. Overall, the Project is expected to minimally increase roadway volumes under the Cumulative (2040) conditions.

Figure 10: General Plan Circulation Plan Roadway Cross Sections



Note: There are various permutations for the cross-sections, the above represent some examples.

Table 7: Cumulative (2040) Roadway Segment Level of Service

Segment	General Plan Class	Lanes	Daily Capacity	No Project			Plus Project			
				Volume	V/C	LOS	Volume	V/C	LOS	V/C Change
El Segundo Blvd. (Western Ave. to Normandie Ave.)	Arterial	6D	56,700	30,800	0.54	A	30,800	0.54	A	0.00
135th St. (Western Ave. to Normandie Ave.)	Major Collector	4U	25,200	19,900	0.79	C	21,800	0.87	D	0.08
Rosecrans Ave. (Van Ness Ave. to Western Ave.)	Arterial	6D	56,700	31,800	0.56	A	33,200	0.59	A	0.03
Rosecrans Ave. (Western Ave. to Normandie Ave.)	Arterial	6D	56,700	41,600	0.73	C	41,700	0.74	C	0.01
Marine Ave. (Crenshaw Blvd. to Van Ness Ave.)	Major Collector	4U	25,200	19,300	0.77	C	20,500	0.81	D	0.04
Marine Ave. (Western Ave. to Normandie Ave.)	Major Collector	2D	25,200	20,100	1.06	F	19,800	1.05	F	-0.01
Redondo Beach Blvd. (Western Ave. to Normandie Ave.)	Arterial	4D	37,800	30,300	0.80	C	30,500	0.81	D	0.01
Crenshaw Blvd. (El Segundo Blvd. to 135th St.)	Arterial	4D	37,800	32,400	0.86	D	33,000	0.87	D	0.01
Crenshaw Blvd. (135th St. to Rosecrans Ave.)	Arterial	4D	37,800	29,200	0.77	C	29,600	0.78	C	0.01
Crenshaw Blvd. (Rosecrans Ave. to Marine Ave.)	Arterial	4D	37,800	27,500	0.73	C	28,400	0.75	C	0.02
Crenshaw Blvd. (Marine Ave. to Manhattan Beach Blvd.)	Arterial	4D	37,800	24,700	0.65	B	25,100	0.66	B	0.01
Western Ave. (El Segundo Blvd. to 135th St.)	Arterial	4D	37,800	21,600	0.57	A	24,000	0.63	B	0.06
Western Ave. (135th St. to Rosecrans Ave.)	Arterial	4D	37,800	25,100	0.66	B	25,200	0.67	B	0.01

Segment	General Plan Class	Lanes	Daily Capacity	No Project			Plus Project			
				Volume	V/C	LOS	Volume	V/C	LOS	V/C Change
Western Ave. (Rosecrans Ave. to Marine Ave.)	Arterial	4D	37,800	26,900	0.71	C	28,400	0.75	C	0.04
Western Ave. (158th St. to 162nd St.)	Arterial	4D	37,800	32,700	0.87	D	34,400	0.91	E	0.04
Western Ave. (166th St. to Artesia Blvd.)	Arterial	4D	37,800	33,300	0.88	D	34,200	0.90	D	0.02
Western Ave. (Artesia Blvd. to 182nd St.)	Arterial	4D	37,800	30,900	0.82	D	31,500	0.83	D	0.01
Normandie Ave. (135th St. to Rosecrans Ave.)	Major Collector	4U	25,200	20,200	0.80	C	20,400	0.81	D	0.01
Normandie Ave. (170th St. to Artesia Blvd.)	Major Collector	4D	37,800	27,700	0.73	C	28,200	0.75	C	0.02
Vermont Ave. (135th St. to Rosecrans Ave.)	Arterial	6D	56,700	22,500	0.40	A	23,100	0.41	A	0.01

NOTE: HIGHLIGHTED ROWS DESIGNATE ROADWAY SEGMENTS WITH UNACCEPTABLE LEVEL OF SERVICE.

Section 6 — Transportation Impact Analysis

TRANSPORTATION IMPACT ANALYSIS

This transportation impact analysis assesses how the study area's transportation system would operate with the implementation of the Land Use Plan and Zoning Amendment Project. Potential impacts were assessed based on criteria from the City's transportation analysis guidelines as well as the state's CEQA guidelines. The significance criteria are presented below, followed by the transportation impact analysis and findings.

SIGNIFICANT IMPACT THRESHOLDS

VMT IMPACTS

For the purposes of this transportation impact analysis, the VMT impact criteria are as follows:

- **Project VMT Threshold**: A significant impact would occur if the city's VMT per capita exceeds 15% below the SCAG regional average (i.e., higher than regional VMT or 0-14% below regional VMT).
- **Cumulative VMT Threshold**: A significant impact would occur if the Project threshold is exceeded or if the Project is determined to be inconsistent with the RTP/SCS.

OTHER TRANSPORTATION IMPACTS

In addition to VMT, additional transportation-related impact criteria are as follows:

- The Project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The Project results in inadequate emergency access.

ITEM 1: VMT

A significant Project VMT impact would occur if the city's VMT per capita would exceed 15% below the SCAG regional average. Based on an interpolation of the base and future year SCAG models to 2023 conditions, the SCAG regional average is 15.75 VMT per capita. The interpolated citywide average (without project implementation) is 11.79 VMT per capita, which is approximately 25% below the regional average. With implementation of the Land Use Plan and Zoning Amendment Project, the interpolated citywide average is 12.14 VMT per capita, which is 23% below the SCAG regional average. In addition, with implementation of the Project under the city's cumulative buildout conditions, the citywide average is estimated to be 11.52 VMT per capita, which is 27% below the SCAG regional average.

With implementation of the Land Use Plan and Zoning Amendment Update, the city's VMT per capita would not exceed 15% below the SCAG regional average. Therefore, the Project's impacts related to VMT would be considered **less-than-significant**.

A significant cumulative VMT impact would occur if the Project threshold is exceeded or if the Project is determined to be inconsistent with the RTP/SCS. As detailed in this section, the Project VMT threshold is not exceeded. In addition, the Project is consistent with the SCAG RTP/SCS. Besides helping increase the local and regional housing supply to meet regional housing needs and locating housing in a transit-rich area, the Project helps further the following RTP/SCS goals:

- Encourage regional economic prosperity and global competitiveness.
- Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Reduce greenhouse gas emissions and improve air quality.
- Support healthy and equitable communities.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Encourage development of diverse housing types in areas that are supported by multiple transportation options.

The Project does not exceed the Project VMT threshold and is not inconsistent with the RTP/SCS. Therefore, the Project's cumulative impacts related to VMT would be considered **less-than-significant**.

ITEM 2: TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES

A significant Project impact would occur if the Project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Each of these modes and facilities is reviewed for impacts below:

- **Transit**: This Project proposes to increase housing development and density in areas which are projected to be served by high-quality transit, according to SCAG. As detailed in the "Level of Service Analysis" section of this report, Project implementation will result in higher vehicle volumes on local roads due to the increase in housing units and the population. However, the Project is not expected to cause roadway segment volumes to exceed capacity in a manner that would negatively affect bus operations. In addition, the City can request site-specific assessments such as site access, on-site circulation, driveway sight distance, queuing, and parking once specific projects are undergoing their review and approval processes, to ensure that individual projects do not conflict with bus stops boardings/alightings and other bus operations.

- **Roadways**: As detailed in this report, the Project is not expected to cause roadway segment volumes to exceed capacity. In addition, the City can request site-specific circulation analyses once specific projects are undergoing their review and approval processes.
- **Bicycle**: Figure 9 shows the full buildout bikeway network in Gardena according to the South Bay Bicycle Master Plan. As shown in the figure, the plan envisions a grid network of bikeways throughout the city. While on-street bike lanes are planned on some arterial streets, the predominant bicycle facilities in the city will be bike routes and bike boulevards on lower-volume and lower-speed roads, with bicyclists sharing the outer vehicle lane with automobiles. As detailed in this report, the Project is not expected to cause arterial roadway volumes to exceed capacity in a manner that could result in conflicts with bicyclists using on-street bicycle facilities. In addition, housing intensification will generally occur in areas which are projected to be served by high-quality transit, which will encourage less driving and more transit (and bike-to-transit) trips. And the City can request site plan and access analyses once specific projects are undergoing their review and approval processes, to ensure that individual projects do not conflict with nearby bicycle facilities.
- **Pedestrian**: As detailed in this report, the Project is not expected to cause arterial roadway volumes to exceed capacity in a manner that could result in conflicts with pedestrians (such as vehicle queues backing up info crosswalks). In addition, housing intensification will generally occur in areas which are projected to be served by high-quality transit, which will encourage less driving and more transit (and walk-to-transit) trips. Also, the City can request site plan and access analyses once specific projects are undergoing their review and approval processes, to ensure that individual projects do not conflict with adjacent pedestrian sidewalks, crossings, and other facilities.

Overall, the Project is a programmatic land use plan and is not proposing any changes to the circulation system.

Therefore, the Project's impacts related to transit, roadway, bicycle, and pedestrian facilities would be considered **less-than-significant**.

ITEM 3: GEOMETRIC DESIGN AND INCOMPATIBLE USE HAZARDS

A significant Project impact would occur if the Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Land Use Plan and Zoning Amendment Project does not propose changes to the citywide roadway network and configuration. Geometric design features would generally be limited to individual projects' internal roadway networks, as well as driveways along City roads. As

individual sites are developed and undergo City review and approval, the City can require site plan and access analysis to ensure that neither on-site designs nor the interaction with City streets will result in geometric design feature hazards.

The Project would not result in the development of incompatible uses. Implementation of the Land Use Plan and Zoning Amendment Project would allow existing residential and non-residential sites to be developed into higher-density residential uses. The city is already built out, with a variety of residential and non-residential uses, and includes a dense grid network of roadways providing connections across the city. Additional residential development would not be incompatible with the existing and future land use and transportation contexts.

Therefore, the Project's impacts related to geometric design and incompatible use hazards would be considered **less-than-significant**.

ITEM 4: EMERGENCY ACCESS

A significant project impact would occur if the results in inadequate emergency access. Note, the Land Use Plan and Zoning Amendment Project is a programmatic level document; emergency accessibility is typically assessed at the project level.

The Land Use Plan and Zoning Amendment Project does not propose changes to the citywide roadway network and configuration that would affect local emergency access. Geometric design features would generally be limited to individual projects' internal roadway networks, as well as driveways along City roads. As individual sites are developed and undergo City review and approval, the City can require site plan and access analysis to ensure that neither on-site designs nor the interaction with City streets will result in geometric design feature hazards. In addition, as detailed in this transportation impact analysis report, Project implementation is projected to result in higher vehicle volumes on local roads due to the increase in housing units and the population; however, the Project is not expected to cause roadway segment volumes to exceed capacity in a manner that would negatively affect emergency vehicles.

Therefore, the Project's impacts related to emergency access would be considered **less-than-significant**.

Section 7 — Conclusions and Recommendations

CONCLUSIONS AND RECOMMENDATIONS

SIGNIFICANT TRANSPORTATION IMPACTS

The CEQA transportation impact analysis found no significant impacts for the following transportation-related topics:

- Vehicle miles traveled (VMT)
- Transit, roadway, bicycle, and pedestrian facilities
- Geometric design and incompatible use hazards
- Emergency access

LOCAL ROADWAY OPERATIONS

Kittelson analyzed roadway segment capacity with the addition of vehicle trips resulting from the increase in dwelling units under the Land Use Plan and Zoning Amendment Project, to assist the City in planning the long-term roadway network.

Of the 20 roadway segments that were studied, 18 of the study roadway segments are forecast to operate within acceptable levels of service under Cumulative (2040) Plus Project conditions. One roadway segment (Marine Avenue from Western Avenue to Normandie Avenue) is forecast to exceed the City's acceptable level of service standard and exceed its daily volume capacity. However, the Project is not anticipated to contribute to nor worsen this condition. Another roadway segment (Western Avenue from 158th Street to 162nd Street) is forecast to exceed the City's acceptable level of service standard. However, the roadway segment is still forecast to operate without exceeding its daily volume capacity. Overall, the Project is expected to minimally increase roadway volumes under the Cumulative (2040) conditions.

Appendix 1 —

Transportation Analysis Methodology Memo

KITTELSON & ASSOCIATES
750 The City Drive, Suite 410
Orange, CA 92868
P 714.468.1997

Technical Memorandum

January 27, 2023 Project# 25625

To: City of Gardena

From: Michael Sahimi – Kittelson & Associates, Inc.

CC: Starla Barker -- De Novo Planning Group

RE: Gardena General Plan Amendment and Zoning Ordinance Update – Transportation Analysis Methodology Memo

The City of Gardena (City) recently prepared its 2021-2029 Housing Element (Project), which focuses on: 1) conserving and improving existing affordable housing, 2) providing adequate sites for residential development, 3) assisting in the provision of affordable housing, 4) removing governmental and other constraints on housing development, and 5) affirmatively furthering fair housing. In order to accommodate the RHNA numbers, the City is introducing a housing overlay with four density categories in the Zoning Law of the City of Gardena. In addition to implementation of the housing overlay to the parcels identified in the 2021-2029 Housing Element, the City identified opportunities for the exploration of additional residential development. Kittelson & Associates, Inc. (Kittelson) will conduct the California Environmental Quality Act (CEQA) transportation impact analysis and non-CEQA transportation assessment which will be incorporated into the project's environmental impact report (EIR). The transportation impact analysis report will document significant transportation-related impacts to the environment that will require mitigation, as well as negative effects on local roadway operations and circulation which may require improvements to roadway capacity.

This memorandum documents the proposed CEQA and non-CEQA transportation analysis methodologies for City approval. The methodologies in this memo are based on the City's *SB 743 Implementation Transportation Analysis Updates* (June 2020); this memo includes recommended deviations from and additions to the City's transportation analysis standards for this project.

PROJECT BACKGROUND AND DESCRIPTION

The Housing Element is an eight-year program extending from 2021 through 2029. The State of California requires cities and counties to develop local housing programs to meet their share of existing and future housing needs for all income groups. The Southern California Association of Governments (SCAG) prepared the 6th cycle of the Regional Housing Need Assessment (RHNA), which indicated that the City of Gardena will need to accommodate the development of 5,735 units between 2021 and 2029.

As part of the Housing Element, the City is proposing to place residential overlay zones on commercial, industrial, and mixed use sites, rezone approximately 8 acres along Artesia Boulevard to a residential zone allowing 51 – 70 acres, and make minor clean-up changes in some areas to eliminate split-zoned properties and rezone properties to match the density that already exists on the property. The four different housing overlays, which vary in the allowable density of dwelling units per acre (du/ac), are listed below:

- HO-3 (12-20 du/ac)
- HO-4 (21-30 du/ac)
- HO-5 (31-50 du/ac)
- HO-6 (51-70 du/ac)

Locations included the City's inventory of feasible sites to accommodate the required increase in housing units. However, additional locations are also included a part of the overlay.

In addition to the housing overlay, the transportation analysis will also analyze the effects of residential development as part of the following:

- Sites being rezoned in conjunction with the General Plan Amendment to Very High Density Residential
- Sites where split zoning is being eliminated and are being rezoned to Medium Density Residential or High Density Residential
- Sites with the potential for a future Religious Institution Overlay

The total development potential being assumed for the analysis is 13,128 multi-family dwelling units.

The transportation analysis report will not assess sites where there is no increased development capacity (e.g., redesignated or rezoned only to resolve inconsistencies with existing on-site conditions) or where the proposed designation change is still consistent with General Plan development assumptions and thus no new growth is anticipated.

Note, parcel-level data was obtained through the following City-provided spreadsheets:

- "LU_ZC DATA NEEDS (08.12.2022)" received on September 7, 2022
- "GardenaReligiousInstitutions 09.19.2022" received on September 19, 2022
- "CHANGES LU_ZC DATA NEEDS (10.04.2022)" received on October 4, 2022
- "Copy of LU_ZC DATA NEEDS (01.09.2023)" received January 20, 2023

CEQA TRANSPORTATION IMPACT ANALYSIS

This section discusses the proposed methodologies, metrics, and significant impact thresholds for the CEQA transportation impact analysis.

Vehicle Miles Traveled (VMT) Analysis

Senate Bill 743 (SB 743) was signed into law in September 2013. It required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Historically, CEQA transportation analyses of individual projects determined impacts in the circulation system in terms of roadway delay and/or capacity at specific locations. SB 743 changes included the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts and identified vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's significant transportation impacts. Since the bill has gone into effect (July 1, 2020), automobile delay, as measured by "level of service" and other similar metrics, no longer constitutes a significant environmental effect under CEQA.

In June 2020, the City of Gardena prepared its *SB 743 Implementation Transportation Analysis Updates* which serves as the City's transportation analysis guidelines and includes methodologies and criteria for evaluating VMT impacts. The guidelines require the analysis of home-based VMT per capita for residential projects; home-based work VMT per employee for office, industrial, and hotel projects; and total VMT per service population (residents + employees) for all other project types. The guidelines also include criteria for screening land us projects out of a detailed VMT analysis; specifically, this can apply to affordable housing projects, local-serving retail projects, small projects (generating fewer than 110 daily trips), projects in low VMT areas, and projects in high-quality transit areas. The City has also prepared a VMT spreadsheet tool to estimate the VMT per capita and per employee for individual land use projects, when appropriate; otherwise, the SCAG regional travel demand model can be used to estimate project VMT.

The City's guidelines include the following thresholds for analyzing individual residential land use projects, using the SCAG travel demand model or the City's VMT spreadsheet tool (note, only the thresholds for residential development projects are listed since the project only provides for residential development):

- **Project Threshold**: A significant impact would occur if the project generates VMT[1] per capita exceeding 15% below the SCAG regional average (i.e. higher than regional VMT or 0-14% below regional VMT).
- **Cumulative Threshold**: A significant impact would occur if the project threshold (stated above) was exceeded or if the project is determined to be inconsistent with the RTP/SCS.

The City's guidelines include the thresholds listed below for analyzing land use plans (such as specific plans or a general plan) using the SCAG travel demand model. For plans that propose a variety of land uses, the guidelines require analyzing VMT per service population. For plans focused on a singular land use, such as housing or commercial/office, the guidelines require analyzing VMT per capita or VMT per employee. Given that the project focuses solely on residential development, the thresholds below refer to VMT per capita.

- **Project Threshold**: A significant impact would occur if the VMT per capita for the land use plan exceeds 15% below the SCAG regional average (i.e., higher than regional VMT or 0-14% below regional VMT).
- **Cumulative Threshold**: A significant impact would occur if the project threshold (stated above) was exceeded or if the project is determined to be inconsistent with the RTP/SCS.

Given these metrics and thresholds from the City's guidelines, there are two potential, distinct approaches to analyzing the project's VMT impacts:

- Analyze the sites individually, potentially screen a majority of the sites out of a VMT analysis using the City's screening criteria, and analyze the remaining sites using the City's VMT spreadsheet tool.
- Analyze the entirety of the project as a land use plan and utilize the SCAG travel demand model.

Given that the project as a whole could potentially change local VMT patterns due to the number of dwelling units potentially being added, VMT impacts may not be captured if each site is analyzed individually using the spreadsheet tool. In addition, under CEQA, the proposed project provides for implementation of the Housing Element as a singular land use plan, consisting of the entirety of the study parcels. Therefore, the recommended approach is to analyze the project as a land use plan, assessing citywide VMT per capita (since the project involves an intensification of residential land uses).

Citywide home-based VMT per capita will be compared to the SCAG regional average. VMT should be assessed by interpolating citywide and regional VMT per capita to the Notice of Preparation (NOP) year (2022) using the base and future year versions of the SCAG model. The 2016 RTP/SCS version of the SCAG model will be used (instead of the 2020 RTP/SCS version) to remain consistent with the VMT information included in the City's guidelines and VMT estimating tool.

If the VMT analysis results in significant impact findings, Kittelson will develop mitigation measures designed to reduce VMT to less-than-significant levels. These mitigation measures may include community-level improvements such as bicycle, pedestrian, and transit infrastructure improvements, as well as transportation demand management (TDM) measures which can be implemented at the project level. Mitigation will be calculated using the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021).

[1] VMT refers to daily Home-Based VMT per capita for residential projects.

Other CEQA Transportation Analyses

In addition to VMT, CEQA requires analysis of the following transportation-related impacts:

- Does the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Does the project result in inadequate emergency access?

A qualitative discussion will be provided to address each of these non-VMT impact criteria.

NON-CEQA TRANSPORTATION ASSESSMENT

While traditional vehicle delay and capacity metrics are no longer used to determine significant impacts under CEQA, such metrics can still be utilized by local agencies for local planning purposes. The City of Gardena's guidelines include standards for such non-CEQA assessments.

The City's local transportation assessment procedures are as follows:

- **Projects Generating Fewer Than 20 Peak Hour Trips**: Summarize project trip distribution and assignment.
- **Projects Generating 20 to 49 Peak Hour Trips**: Summarize project trip distribution and assignment; summarize trip distribution and assignment for cumulative projects.
- **Projects Generating 50 or More Peak Hour Trips**: In addition to the trip distribution, trip assignment, and cumulative projects summaries, conduct assessments of affected intersections and residential/ neighborhood streets. The required study scenarios for the intersection analysis are existing conditions, opening year conditions, and opening year plus project conditions; additional cumulative analysis may be needed for larger specific plans or other similar projects. The required study scenarios for the residential/neighborhood streets assessment are opening year conditions and opening year plus project conditions.

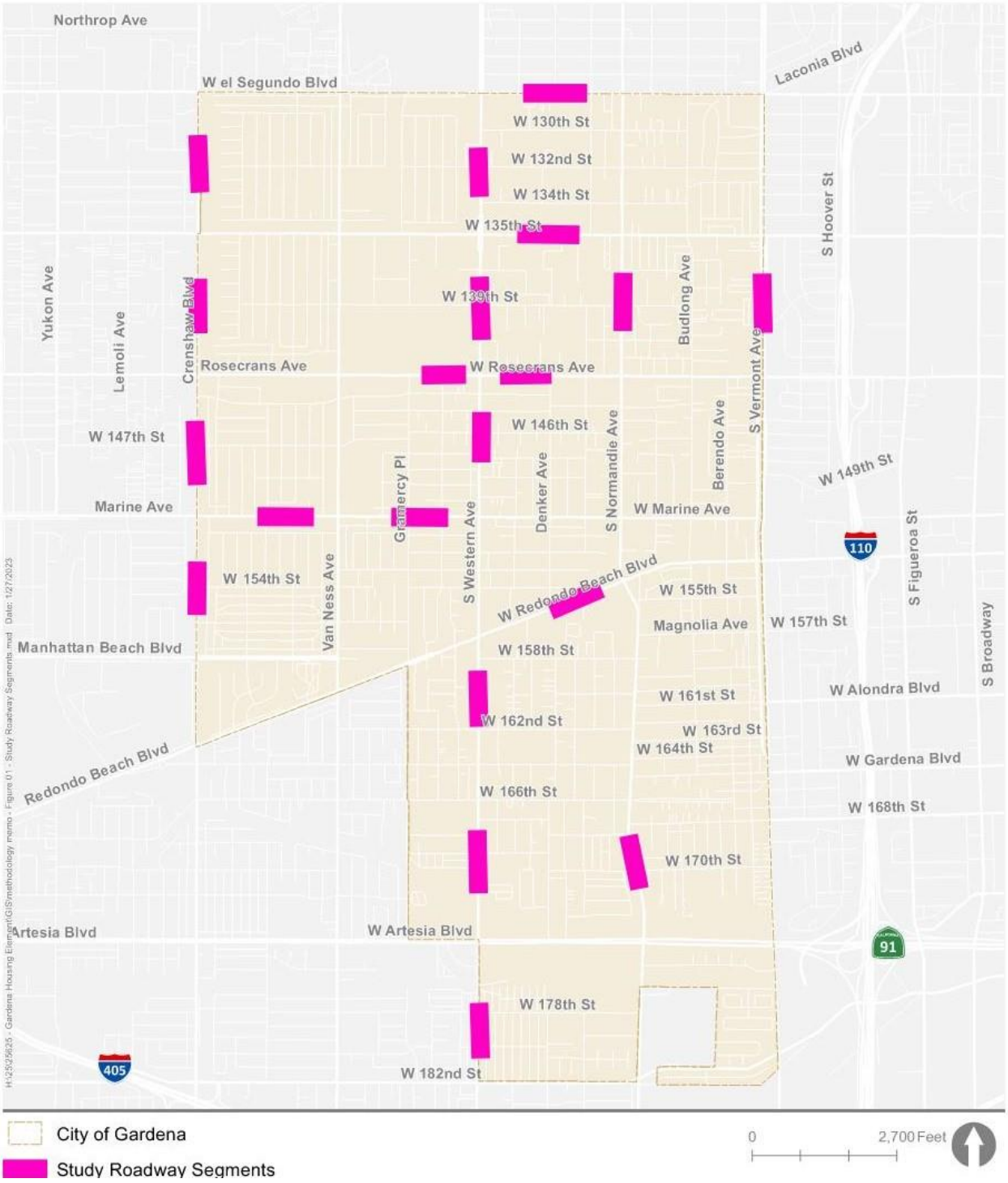
A localized peak-hour assessment focused on specific intersections and residential streets may not be appropriate for analyzing the proposed project, since project-specific layouts, site plans, access points, and other specifics that would affect project vehicle trips' turning movements and paths would not be available at this time. Therefore, the recommended approach for this project is to analyze daily volumes along the City's arterial roadways to determine if implementation of the housing overlay would affect long-term citywide roadway capacity due to the increase in residential units. Site-specific assessments such as site access, on-site circulation, driveway sight distance, queuing, and parking can be requested by the City once specific projects are undergoing their review and approval processes.

The City's guidelines require analyzing existing conditions, opening year conditions, and opening year plus project conditions, with cumulative analyses potential needed for larger specific plans or other similar projects. Given that the opening year for each of the sites varies, the recommended approach to analyzing roadway segment daily volumes is to evaluate existing conditions, cumulative year conditions, and cumulative year plus project conditions. The cumulative year will correspond with the SCAG RTP/SCS horizon year travel demand model and would allow the City to understand long-term roadway capacity conditions.

Based on the spatial distribution of potential growth, the proposed study roadway segments are listed below and shown in Figure 1. The roadway segment numbers correspond with the numbering scheme used for the City's 2021 citywide traffic counts, which are the most recent traffic counts.

3. El Segundo Blvd. (Western Ave. to Normandie Ave.)
7. 135th St. (Western Ave. to Normandie Ave.)
10. Rosecrans Ave. (Van Ness Ave. to Western Ave.)
11. Rosecrans Ave. (Western Ave. to Normandie Ave.)
13. Marine Ave. (Crenshaw Blvd. to Van Ness Ave.)
14. Marine Ave. (Western Ave. to Normandie Ave.)
20. Redondo Beach Blvd. (Western Ave. to Normandie Ave.)
27. Crenshaw Blvd. (El Segundo Blvd. to 135th St.)
28. Crenshaw Blvd. (135th St. to Rosecrans Ave.)
29. Crenshaw Blvd. (Rosecrans Ave. to Marine Ave.)
30. Crenshaw Blvd. (Marine Ave. to Manhattan Beach Blvd.)
38. Western Ave. (El Segundo Blvd. to 135th St.)
39. Western Ave. (135th St. to Rosecrans Ave.)
40. Western Ave. (Rosecrans Ave. to Marine Ave.)
42. Western Ave. (158th St. to 162nd St.)
43. Western Ave. (166th St. to Artesia Blvd.)
44. Western Ave. (Artesia Blvd. to 182nd St.)
46. Normandie Ave. (135th St. to Rosecrans Ave.)
50. Normandie Ave. (170th St. to Artesia Blvd.)
53. Vermont Ave. (135th St. to Rosecrans Ave.)

Figure 1: Study Roadway Segments



The City's guidelines do not include recommended roadway segment capacity values. Therefore, the study will utilize daily capacity values from the Highway Capacity Manual (HCM) 6th Edition, as shown in Table 1. The capacity values will be refined based on study locations' speed limits and citywide K-factors and D-factors. A roadway's K-factor is the ratio of the highest peak hour volume to the daily volume; according to the citywide traffic counts, the citywide K-factor is 0.09. A roadway segment's D-factor is the ratio of the higher-volume direction to lower-volume direction; according to the citywide traffic counts, the citywide D-factor is 0.53. Roadway capacities for two-, four-, and six-lane roads will be developed based on the information in Table 1, adjusted using segments' speed limits and the citywide K- and D-factors.

Table 1: Generalized Daily Service Volumes for Urban Street Facilities

K-Factor	D-Factor	Daily Service Volume by Lanes, LOS, and Speed (1,000 veh/day)											
		Two-Lane Streets				Four-Lane Streets				Six-Lane Streets			
		LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E
Posted Speed = 30 mi/h													
0.09	0.55	NA	1.7	11.8	17.8	NA	2.2	24.7	35.8	NA	2.6	38.7	54.0
	0.60	NA	1.6	10.8	16.4	NA	2.0	22.7	32.8	NA	2.4	35.6	49.5
0.10	0.55	NA	1.6	10.7	16.1	NA	2.0	22.3	32.2	NA	2.4	34.9	48.6
	0.60	NA	1.4	9.8	14.7	NA	1.8	20.4	29.5	NA	2.2	32.0	44.5
0.11	0.55	NA	1.4	9.7	14.6	NA	1.8	20.3	29.3	NA	2.1	31.7	44.1
	0.60	NA	1.3	8.9	13.4	NA	1.7	18.6	26.9	NA	2.0	29.1	40.5
Posted Speed = 45 mi/h													
0.09	0.55	NA	7.7	15.9	18.3	NA	16.5	33.6	36.8	NA	25.4	51.7	55.3
	0.60	NA	7.1	14.5	16.8	NA	15.1	30.8	33.7	NA	23.4	47.4	50.7
0.10	0.55	NA	7.0	14.3	16.5	NA	14.9	30.2	33.1	NA	23.0	46.5	49.7
	0.60	NA	6.4	13.1	15.1	NA	13.6	27.7	30.3	NA	21.0	42.7	45.6
0.11	0.55	NA	6.3	13.0	15.0	NA	13.5	27.5	30.1	NA	20.9	42.3	45.2
	0.60	NA	5.8	11.9	13.8	NA	12.4	25.2	27.6	NA	19.1	38.8	41.5

SOURCE: HIGHWAY CAPACITY MANUAL: A GUIDE FOR MULTIMODAL MOBILITY ANALYSIS, 6TH EDITION

The existing conditions roadway segment analysis will be based on volumes from the City's 2021 citywide traffic counts and existing lane configurations. The cumulative no project and cumulative plus project volumes will be developed using the SCAG horizon-year model. Roadway capacities for the cumulative analysis will be based on future lane configurations from the City's General Plan Circulation Plan (updated 2020), displayed in Figure 2 and Figure 3. Note, if the existing configuration of a roadway segment includes more lanes than the Circulation Plan designation or includes a median or two-way turn lane while the Circulation Plan does not, then the existing configuration will be assumed for the cumulative analysis.

Figure 2: General Plan Circulation Plan Roadway Network

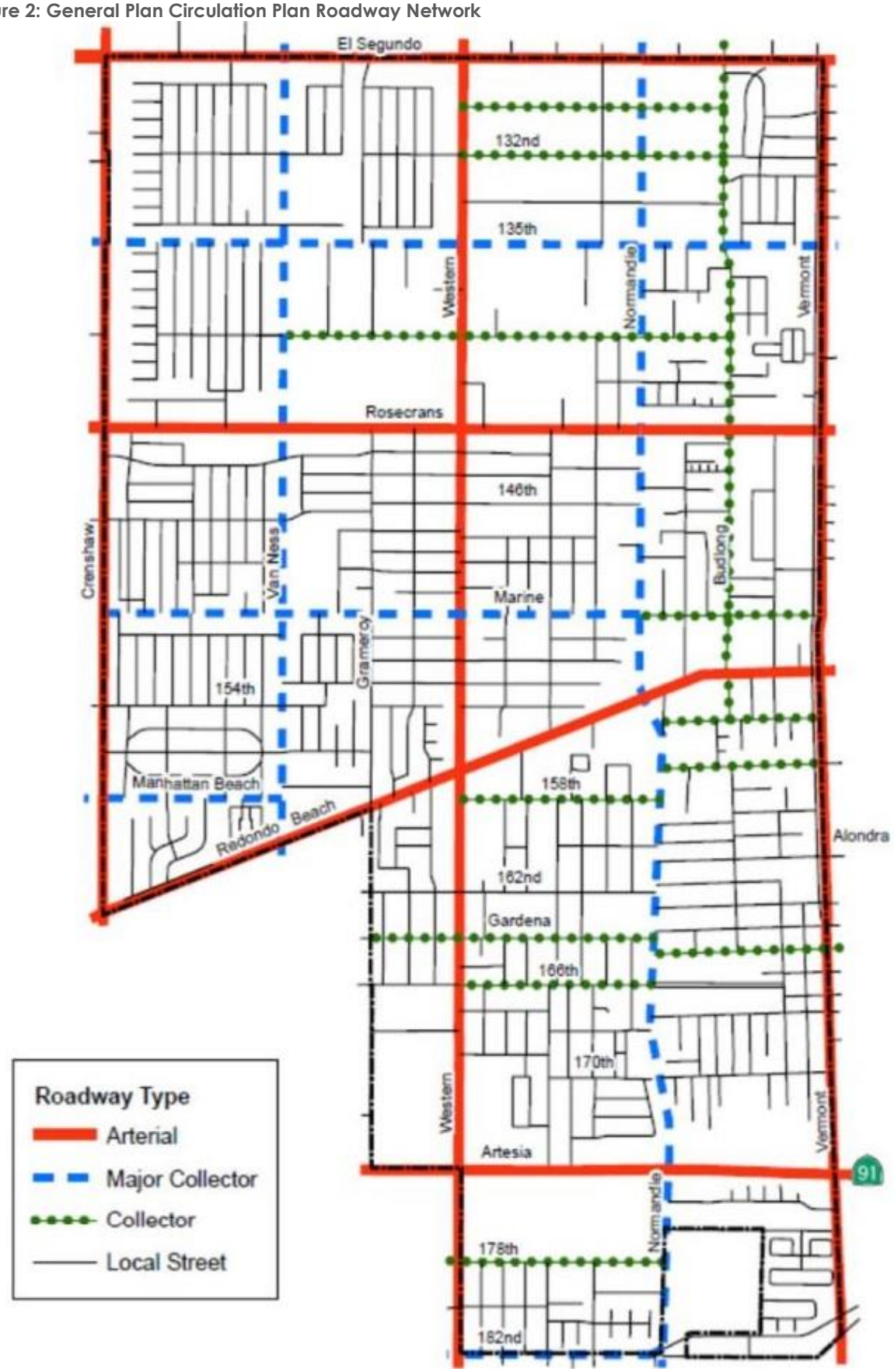
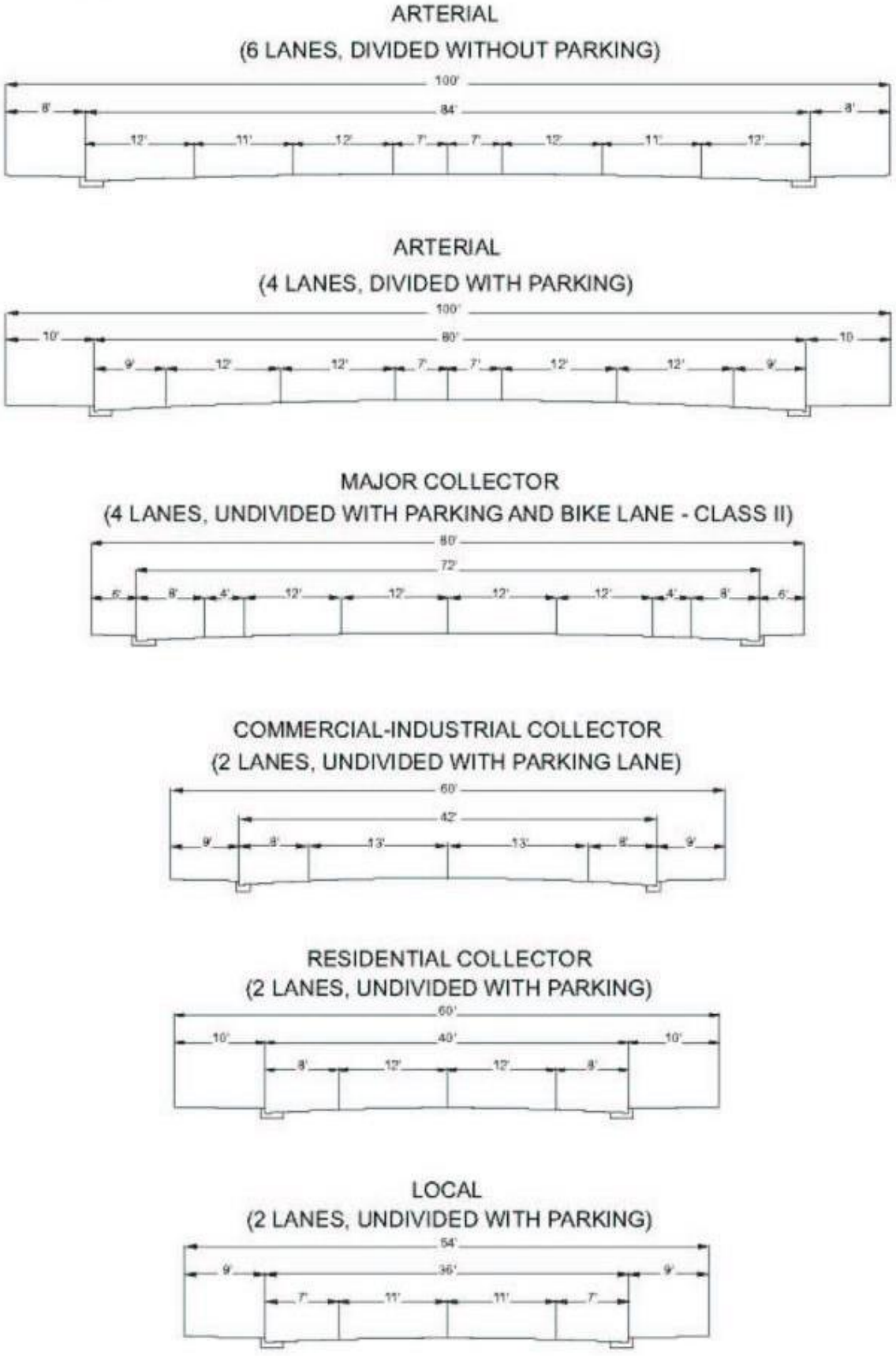


Figure 3: General Plan Circulation Plan Roadway Cross Sections



MODELING ASSUMPTIONS

The SCAG regional travel demand model will be utilized to estimate regional and citywide home-based VMT per capita for the CEQA analysis. Two versions of the travel demand model will be used: a base year (2018) model and a future-year (2040) model that represents the SCAG RTP/SCS horizon year. The outputs from these two models will then be interpolated to 2022 to represent Existing conditions.

To obtain the regional average for the VMT analysis, the base and future year models will be run unmodified to obtain the year 2022 regional average home-based VMT per capita under no-project conditions.

To obtain the citywide home-based VMT per capita under project conditions, the base and future models will be modified to replace the existing or previous plan development assumptions with the project assumptions; citywide VMT per capita will then be interpolated to 2022 project conditions. The base year model will be modified to remove existing development at each parcel based on the information provided by the City, to be replaced by the proposed land use programs. Parcels with one existing dwelling unit are assumed to be single-family dwelling units and parcels with two or more dwelling units are assumed to be multi-family dwelling units. For existing non-residential uses, the non-residential square footage at each site will be subtracted (except if the site is a parking lot or vacant). Note that the SCAG model includes processes to convert dwelling units to residents and non-residential square footage to employment. In addition, the City consists of 37 transportation analysis zones (TAZs) in the SCAG model, so parcel information would be aggregated to the TAZ level. With these changes, the following existing development will be subtracted from the study parcels within the base year model:

- Single-family dwelling units: 154 dwelling units
- Multi-family dwelling units: 961 dwelling units
- Non-residential development: 7,544,281 square feet

The future-year model (corresponding to the RTP/SCS horizon year) will be modified to remove previous development assumptions at each site under the City's General Plan buildout, based on each site's acreage and current General Plan designation. This will be done by applying the General Plan's average density assumption for each land use designation, as well as residential versus non-residential acreage split assumptions for mixed-use designations: these are provided in Table 2. Note, no development was assumed for sites designated as parking. With these changes, the following previously-planned future development will be subtracted from the study parcels within the future year model:

- Multi-family dwelling units: 1,529 dwelling units
- Non-residential development: 5,652,262 square feet

Table 2: General Plan Assumptions

Current General Plan Designation	GP Average DU/acre	GP Average F.A.R.	Residential Area	Non-Residential Area
General Commercial	--	0.30	0%	100%
Industrial	--	0.45	0%	100%
Public/Institutional	--	0.1156	0%	100%
Specific Plan (ACSP)	15	0.5	60%	40%
Mixed Use	20	0.3	50%	50%
General Commercial/MUO	17	0.3	50%	50%
Medium Residential	17	--	100%	0%
Neighborhood Commercial	--	0.3	0%	100%
Mixed Use Overlay	17	0.3	0%	50%
Parking	--	--	--	--

The proposed project land use programs will then be added to the base and future year models to represent plus project conditions. For each parcel, the acreage and overlay density assumptions will be used to estimate the number of proposed dwelling units. This would result in adding 13,128 multi-family dwelling units to the city to represent plus project conditions.

SUMMARY AND NEXT STEPS

The recommended approaches for conducting the CEQA and non-CEQA transportation analyses are summarized below:

- CEQA analysis:
  - Analyze the project as a land use plan, assessing home-based VMT per capita. Citywide home-based VMT per capita will be compared to the SCAG regional average. VMT will be assessed by interpolating citywide and regional VMT per capita to the Notice of Preparation (NOP) year (2022) using the base and future year versions of the SCAG model.
  - Analyze potential impacts to transit, roadway, bicycle, and pedestrian facilities.
  - Analyze potential impacts related to geometric design, incompatible uses, and emergency access.
- Non-CEQA analysis:
  - Do not assess intersections and residential/neighborhood streets. Analyze daily volumes and V/C ratios along the City's arterial roadways
  - Analyze arterial roadways under existing, cumulative, and cumulative plus project conditions.
  - Analyze daily roadway volumes and capacities for the 20 roadway segments displayed in Figure 1.
  - Utilize HCM 6th Edition daily capacities to analyze roadway segments; base the cumulative scenario analysis on the roadway network buildout illustrated in the City's General Plan Circulation Plan.

Once the City has reviewed and approved this methodology memo, Kittelson will prepare and submit a draft transportation analysis report, which will include the results of the CEQA and non-CEQA transportation analyses.

Appendix 2 — Study Parcel Data

Study Sites Summary

SUMMARY							
	Existing Uses			Previous Plan		Project	
	Residential		Non-Residential	Residential	Non-Residential		
Category	SF	MF	Square Footage	DU	Square Footage	Units	
Housing Overlay	120	837	6,774,841	952	5,411,469	12,462	
Split Zone	5	10	0	66	0	78	12,928
Rezone	0	0	117,260	69	66,298	388	
Religious Overlay	29	114	652,180	442	174,495	200	
TOTAL	154	961	7,544,281	1,529	5,652,262	13,128	

HOUSING OVERLAY SITES																	
Existing Uses				Previous Plan									Project				
Residential		Non-Residential					Residential			Non-Residential							
SF	MF	Use	Square Footage	Current GP	Acres	Square Feet	Resi. Acres	du/acre	DU	Non-Resi. SF	FAR	Square Footage	Overlay	Acres	Density	Units	
0	0	Commercial Building	9216	General Commercial	0.46	20038	0	0	0	20037.6	0.3	6011.28	HO-6	0.46	51	23	
0	0	Industrial Building	6542	General Commercial	0.30	13068	0	0	0	13068	0.3	3920.4	HO-6	0.30	51	15	
0	0	Commercial Building	1669	General Commercial	0.23	10019	0	0	0	10018.8	0.3	3005.64	HO-6	0.23	51	12	
0	0	Industrial Building	4472	General Commercial	0.19	8276	0	0	0	8276.4	0.3	2482.92	HO-6	0.19	51	10	
0	0	Commercial Building	942	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-6	0.26	51	13	
0	0	Commercial Building	952	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-6	0.15	51	8	
0	0	n/a	0	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-6	0.15	51	8	
0	0	Industrial Building	9882	General Commercial	0.44	19166	0	0	0	19166.4	0.3	5749.92	HO-6	0.44	51	22	
0	0	Industrial Building	3055	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-6	0.26	51	13	
0	0	Industrial Building	7605	General Commercial	0.47	20473	0	0	0	20473.2	0.3	6141.96	HO-6	0.47	51	24	
0	0	Industrial Building	2492	General Commercial	0.17	7405	0	0	0	7405.2	0.3	2221.56	HO-6	0.17	51	9	
0	0	Industrial Building	679	General Commercial	0.33	14375	0	0	0	14374.8	0.3	4312.44	HO-6	0.33	51	17	
0	0	Industrial Building	11189	General Commercial	0.63	27443	0	0	0	27442.8	0.3	8232.84	HO-6	0.63	51	32	
0	0	Industrial Building	7686	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-6	0.26	51	13	
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Industrial Building	1605	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Vacant Industrial Building	7255	General Commercial	0.38	16553	0	0	0	16552.8	0.3	4965.84	HO-6	0.38	51	19	
0	0	Industrial Building	2995	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-6	0.16	51	8	
0	0	Commercial Building	2642	General Commercial	0.19	8276	0	0	0	8276.4	0.3	2482.92	HO-6	0.19	51	10	
0	0	Industrial Building	2076	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Religious Institution	2995	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-6	0.16	51	8	
0	0	Industrial Building	3242	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-6	0.14	51	7	
0	0	Industrial Building	2396	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-6	0.15	51	8	
0	0	Industrial Building	2755	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-6	0.26	51	13	
0	0	Industrial Building	3715	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Vacant Commercial Building	5390	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-6	0.26	51	13	
0	0	Industrial Building	1897	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Commercial Building	4991	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Industrial Building	7786	General Commercial	0.39	16988	0	0	0	16988.4	0.3	5096.52	HO-6	0.39	51	20	
0	0	Vacant Commercial Building	5390	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-6	0.26	51	13	
0	0	Office Building	2314	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-6	0.13	51	7	
0	0	Industrial Building	3789	Industrial	0.44	19166	0	0	0	19166.4	0.45	8624.88	HO-6	0.44	51	22	
0	0	Industrial Building	986	Industrial	0.44	19166	0	0	0	19166.4	0.45	8624.88	HO-6	0.44	51	22	
0	0	Industrial Building	18966	Industrial	0.44	19166	0	0	0	19166.4	0.45	8624.88	HO-6	0.44	51	22	
0	0	Industrial Building	2004	Industrial	0.44	19166	0	0	0	19166.4	0.45	8624.88	HO-6	0.44	51	22	
0	0	Industrial Building	1046	Industrial	0.44	19166	0	0	0	19166.4	0.45	8624.88	HO-6	0.44	51	22	

0	0	n/a	0	Industrial	0.44	19166	0	0	0	19166.4	0.45	8624.88	HO-6	0.44	51	22
0	0	Industrial Building	47890	Industrial	1.12	48787	0	0	0	48787.2	0.45	21954.24	HO-6	1.12	51	57
0	0	Industrial Building	72641	Industrial	1.76	76666	0	0	0	76665.6	0.45	34499.52	HO-6	1.76	51	90
0	0	Industrial Building	20364	Industrial	0.47	20473	0	0	0	20473.2	0.45	9212.94	HO-6	0.47	51	24
0	0	Industrial Building	6988	Industrial	0.41	17860	0	0	0	17859.6	0.45	8036.82	HO-6	0.41	51	21
0	0	Industrial Building	31019	Industrial	1.10	47916	0	0	0	47916	0.45	21562.2	HO-6	1.10	51	56
0	0	Commercial Building	12118	General Commercial	0.59	25700	0	0	0	25700.4	0.3	7710.12	HO-6	0.59	51	30
0	0	Industrial Building	18894	Industrial	0.88	38333	0	0	0	38332.8	0.45	17249.76	HO-6	0.88	51	45
0	0	Industrial Building	2396	Industrial	0.88	38333	0	0	0	38332.8	0.45	17249.76	HO-6	0.88	51	45
0	0	n/a	0	Industrial	0.76	33106	0	0	0	33105.6	0.45	14897.52	HO-6	0.76	51	39
0	0	Commercial Building	78	Industrial	0.25	10890	0	0	0	10890	0.45	4900.5	HO-6	0.25	51	13
0	0	Industrial Building	32305	Industrial	1.42	61855	0	0	0	61855.2	0.45	27834.84	HO-6	1.42	51	72
0	0	n/a	0	Industrial	0.88	38333	0	0	0	38332.8	0.45	17249.76	HO-6	0.88	51	45
0	0	Industrial Building	8882	Industrial	0.36	15682	0	0	0	15681.6	0.45	7056.72	HO-6	0.36	51	18
0	0	Industrial Building	4195	Industrial	1.23	53579	0	0	0	53578.8	0.45	24110.46	HO-6	1.23	51	63
0	0	n/a	0	Industrial	0.12	5227	0	0	0	5227.2	0.45	2352.24	HO-6	0.12	51	6
0	0	Commercial Building	2815	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-6	0.14	51	7
0	0	Industrial Building	16770	General Commercial/Mixe	0.77	33541	0.385	17	7	16770.6	0.3	5031.18	HO-6	0.77	51	39
0	0	n/a	0	General Commercial/Mixe	0.39	16988	0.195	17	3	8494.2	0.3	2548.26	HO-6	0.39	51	20
0	0	n/a	0	General Commercial/Mixe	0.39	16988	0.195	17	3	8494.2	0.3	2548.26	HO-6	0.39	51	20
0	0	Industrial Building	124829	General Commercial/Mixe	3.60	156816	1.8	17	31	78408	0.3	23522.4	HO-6	3.60	51	179
0	0	Office/Industrial Building	38701	General Commercial/Mixe	1.02	44431	0.51	17	9	22215.6	0.3	6664.68	HO-6	1.02	51	52
0	0	Vacant Industrial Building	9743	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	Industrial Building	3257	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-6	0.20	51	10
0	0	Industrial Building	7219	General Commercial/Mixe	0.43	18731	0.215	17	4	9365.4	0.3	2809.62	HO-6	0.43	51	22
0	0	Vacant Industrial Building	16419	General Commercial/Mixe	0.46	20038	0.23	17	4	10018.8	0.3	3005.64	HO-6	0.46	51	23
0	0	Industrial Building	3334	General Commercial/Mixe	0.19	8276	0.095	17	2	4138.2	0.3	1241.46	HO-6	0.19	51	10
0	0	n/a	0	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	Industrial Building	2456	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-6	0.20	51	10
0	0	Industrial Building	2496	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-6	0.20	51	10
0	0	n/a	0	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-6	0.23	51	12
0	0	n/a	0	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-6	0.23	51	12
0	0	Industrial Building	4888	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-6	0.20	51	10
0	0	Industrial Building	6483	General Commercial/Mixe	0.21	9148	0.105	17	2	4573.8	0.3	1372.14	HO-6	0.21	51	11
0	0	n/a	0	General Commercial/Mixe	0.26	11326	0.13	17	2	5662.8	0.3	1698.84	HO-6	0.26	51	13
0	0	Industrial Building	1984	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-6	0.13	51	7
0	0	Industrial Building	176	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	n/a	0	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-6	0.13	51	7
0	0	Industrial Building	11077	General Commercial/Mixe	0.46	20038	0.23	17	4	10018.8	0.3	3005.64	HO-6	0.46	51	23
0	0	Commercial Building	11300	General Commercial/Mixe	1.18	51401	0.59	17	10	25700.4	0.3	7710.12	HO-6	1.18	51	60
0	0	Industrial Building	59894	Industrial	2.31	100624	0	0	0	100623.6	0.45	45280.62	HO-6	2.31	51	118
0	0	Industrial Building	24972	Industrial	1.05	45738	0	0	0	45738	0.45	20582.1	HO-6	1.05	51	54
0	0	Industrial Building	50311	Industrial	2.38	103673	0	0	0	103672.8	0.45	46652.76	HO-6	2.38	51	121
0	0	Industrial Building	109805	Industrial	4.62	201247	0	0	0	201247.2	0.45	90561.24	HO-6	4.62	51	224
0	0	Vacant Industrial Building	4991	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-6	0.22	51	11
0	0	Industrial Building	24972	Industrial	1.19	51836	0	0	0	51836.4	0.45	23326.38	HO-6	1.19	51	61

0	0	Industrial Building	45270	Industrial	2.10	91476	0	0	0	91476	0.45	41164.2	HO-6	2.10	51	107
0	0	Industrial Building	3897	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	Commercial Building	3198	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	n/a	0	General Commercial/Mixe	0.12	5227	0.06	17	1	2613.6	0.3	784.08	HO-6	0.12	51	6
0	0	Industrial Building	32199	General Commercial/Mixe	1.36	59242	0.68	17	12	29620.8	0.3	8886.24	HO-6	1.36	51	69
0	0	Industrial Building	25461	General Commercial/Mixe	1.03	44867	0.515	17	9	22433.4	0.3	6730.02	HO-6	1.03	51	53
0	0	n/a	0	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-6	0.15	51	8
0	0	Industrial Building	8385	General Commercial/Mixe	0.35	15246	0.175	17	3	7623	0.3	2286.9	HO-6	0.35	51	18
0	0	n/a	0	General Commercial/Mixe	0.06	2614	0.03	17	1	1306.8	0.3	392.04	HO-6	0.06	51	3
0	0	Industrial Building/Parking Lot	18966	General Commercial/Mixe	0.42	18295	0.21	17	4	9147.6	0.3	2744.28	HO-6	0.42	51	21
0	0	n/a	0	General Commercial/Mixe	0.19	8276	0.095	17	2	4138.2	0.3	1241.46	HO-6	0.19	51	10
0	0	n/a	0	General Commercial/Mixe	0.24	10454	0.12	17	2	5227.2	0.3	1568.16	HO-6	0.24	51	12
0	0	Industrial Building	7187	General Commercial/Mixe	0.34	14810	0.17	17	3	7405.2	0.3	2221.56	HO-6	0.34	51	17
0	0	Commercial Building	2112	General Commercial/Mixe	0.30	13068	0.15	17	3	6534	0.3	1960.2	HO-6	0.30	51	15
0	0	Industrial Building	7187	General Commercial/Mixe	0.34	14810	0.17	17	3	7405.2	0.3	2221.56	HO-6	0.34	51	17
0	0	Industrial Building	9783	General Commercial/Mixe	0.40	17424	0.2	17	3	8712	0.3	2613.6	HO-6	0.40	51	20
0	0	Industrial Building	4801	General Commercial/Mixe	0.29	12632	0.145	17	2	6316.2	0.3	1894.86	HO-6	0.29	51	15
0	0	Industrial Building	7826	General Commercial/Mixe	0.34	14810	0.17	17	3	7405.2	0.3	2221.56	HO-6	0.34	51	17
0	0	Industrial Building	25032	General Commercial/Mixe	1.20	52272	0.6	17	10	26136	0.3	7840.8	HO-6	1.20	51	61
0	0	Commercial Building	845	General Commercial/Mixe	0.43	18731	0.215	17	4	9365.4	0.3	2809.62	HO-6	0.43	51	22
0	0	Industrial Building	19981	General Commercial/Mixe	0.45	19602	0.225	17	4	9801	0.3	2940.3	HO-6	0.45	51	23
0	0	Industrial Building	6113	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-6	0.23	51	12
0	0	Industrial Building	5169	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-6	0.23	51	12
0	0	Industrial Building	4947	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-6	0.23	51	12
0	0	Industrial Building	5406	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	Industrial Building	5031	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-6	0.22	51	11
0	0	Industrial Building	5446	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-6	0.23	51	12
0	0	Industrial Building	4987	General Commercial/Mixe	0.25	10890	0.125	17	2	5445	0.3	1633.5	HO-6	0.25	51	13
0	0	Industrial Building	6301	General Commercial/Mixe	0.25	10890	0.125	17	2	5445	0.3	1633.5	HO-6	0.25	51	13
0	0	n/a	0	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-6	0.14	51	7
0	0	n/a	0	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-6	0.15	51	8
0	0	Industrial Building	2725	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-6	0.13	51	7
0	0	Industrial Building	5989	General Commercial/Mixe	0.25	10890	0.125	17	2	5445	0.3	1633.5	HO-6	0.25	51	13
0	3	Mixed Residential and Commercial	3856	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-6	0.14	51	7
0	0	Industrial Building	6598	General Commercial/Mixe	0.25	10890	0.125	17	2	5445	0.3	1633.5	HO-6	0.25	51	13
0	0	Industrial Building	4093	General Commercial/Mixe	0.25	10890	0.125	17	2	5445	0.3	1633.5	HO-6	0.25	51	13
0	0	Industrial Building	2421	General Commercial/Mixe	0.12	5227	0.06	17	1	2613.6	0.3	784.08	HO-6	0.12	51	6
0	0	Industrial Building	1311	General Commercial/Mixe	0.30	13068	0.15	17	3	6534	0.3	1960.2	HO-6	0.30	51	15
0	0	Commercial Building	16760	General Commercial	0.65	28118	0	0	0	28118.04	0.3	8435.412	HO-6	0.65	51	33
0	0	Industrial Building	9958	General Commercial	0.39	16871	0	0	0	16871.03	0.3	5061.308	HO-6	0.39	51	20
0	12	n/a	0	Industrial	0.44	19193	0	0	0	19192.53	0.45	8636.639	HO-6	0.44	51	22
0	0	Industrial Building	37088	Industrial	1.76	76776	0	0	0	76775.88	0.45	34549.14	HO-6	1.76	51	90
0	0	Industrial Building	74119	Industrial	1.79	78024	0	0	0	78024	0.45	35110.8	HO-6	1.79	51	91
0	0	Commercial Building	2003	General Commercial	0.36	15494	0	0	0	15494.3	0.3	4648.29	HO-6	0.36	51	18
0	43	n/a	0	Industrial	1.79	78120	0	0	0	78119.59	0.45	35153.81	HO-6	1.79	51	91
0	15	n/a	0	Industrial	0.44	19319	0	0	0	19319.01	0.45	8693.554	HO-6	0.44	51	23

0	30	n/a	0	Industrial	0.88	38510	0	0	0	38510.17	0.45	17329.58	HO-6	0.88	51	45
0	0	Industrial Building	38638	Industrial	1.76	76783	0	0	0	76782.59	0.45	34552.17	HO-6	1.76	51	90
1	0	n/a	0	General Commercial	0.22	9454	0	0	0	9454.061	0.3	2836.218	HO-6	0.22	51	11
0	0	Industrial Building	2939	General Commercial/Mixe	0.12	5089	0.05841	17	1	2544.437	0.3	763.3312	HO-6	0.12	51	6
0	0	Commercial Building	6220	General Commercial/Mixe	0.22	9619	0.11041	17	2	4809.341	0.3	1442.802	HO-6	0.22	51	11
0	0	Commercial Building	2367	General Commercial/Mixe	0.20	8751	0.10045	17	2	4375.397	0.3	1312.619	HO-6	0.20	51	10
0	0	Commercial Building	19326	General Commercial/Mixe	1.58	68712	0.78871	17	13	34356.14	0.3	10306.84	HO-6	1.58	51	80
0	0	Industrial Building	25679	General Commercial/Mixe	0.96	42026	0.48239	17	8	21012.86	0.3	6303.857	HO-6	0.96	51	49
0	0	Commercial Building	1821	General Commercial/Mixe	0.11	4814	0.05526	17	1	2406.974	0.3	722.0921	HO-6	0.11	51	6
0	0	Commercial Building	19326	General Commercial/Mixe	1.81	78915	0.90582	17	15	39457.71	0.3	11837.31	HO-6	1.81	51	92
0	0	Commercial Building	2286	General Commercial/Mixe	0.21	9036	0.10372	17	2	4518.055	0.3	1355.417	HO-6	0.21	51	11
0	0	Industrial Building	9989	General Commercial	0.39	16878	0	0	0	16877.84	0.3	5063.351	HO-6	0.39	51	20
0	0	Industrial Building	3475	General Commercial	0.13	5625	0	0	0	5625.098	0.3	1687.53	HO-6	0.13	51	7
0	0	Industrial Building	10489	General Commercial	0.13	5625	0	0	0	5624.864	0.3	1687.459	HO-6	0.13	51	7
0	0	Industrial Building	3804	General Commercial	0.13	5626	0	0	0	5625.913	0.3	1687.774	HO-6	0.13	51	7
0	0	Commercial Building	2887	General Commercial/Mixe	0.22	9627	0.1105	17	2	4813.342	0.3	1444.003	HO-6	0.22	51	11
0	0	Commercial Building	3284	General Commercial/Mixe	0.16	7141	0.08196	17	1	3570.384	0.3	1071.115	HO-6	0.16	51	8
0	0	Commercial Building	3417	General Commercial/Mixe	0.24	10399	0.11936	17	2	5199.383	0.3	1559.815	HO-6	0.24	51	12
0	0	Commercial Building	2747	General Commercial/Mixe	0.69	30218	0.34685	17	6	15108.84	0.3	4532.652	HO-6	0.69	51	35
0	0	Industrial Building	25916	General Commercial/Mixe	0.59	25742	0.29548	17	5	12871.03	0.3	3861.309	HO-6	0.59	51	30
0	0	Industrial Building	82741	General Commercial/Mixe	0.77	33556	0.38517	17	7	16778.02	0.3	5033.405	HO-6	0.77	51	39
0	0	Commercial Building	1044	General Commercial/Mixe	0.56	24547	0.28176	17	5	12273.25	0.3	3681.975	HO-6	0.56	51	29
0	0	n/a	0	General Commercial/Mixe	0.17	7317	0.08399	17	1	3658.408	0.3	1097.522	HO-6	0.17	51	9
0	0	Industrial Building	14375	General Commercial/Mixe	0.30	12993	0.14914	17	3	6496.568	0.3	1948.971	HO-6	0.30	51	15
0	0	Industrial Building	13875	General Commercial/Mixe	0.30	12996	0.14917	17	3	6497.786	0.3	1949.336	HO-6	0.30	51	15
0	0	n/a	0	General Commercial/Mixe	0.15	6408	0.07356	17	1	3204.065	0.3	961.2195	HO-6	0.15	51	8
0	0	Commercial Building	10690	General Commercial/Mixe	0.86	37588	0.43145	17	7	18793.95	0.3	5638.184	HO-6	0.86	51	44
0	0	Industrial Building	18673	General Commercial/Mixe	0.30	12995	0.14916	17	3	6497.471	0.3	1949.241	HO-6	0.30	51	15
0	0	Industrial Building	7277	General Commercial/Mixe	0.29	12719	0.146	17	2	6359.627	0.3	1907.888	HO-6	0.29	51	15
0	0	Industrial Building	0	General Commercial/Mixe	0.30	12922	0.14832	17	3	6460.814	0.3	1938.244	HO-6	0.30	51	15
0	0	Industrial Building	0	General Commercial/Mixe	0.43	18820	0.21603	17	4	9410.113	0.3	2823.034	HO-6	0.43	51	22
0	0	Industrial Building	0	General Commercial/Mixe	0.30	12895	0.14801	17	3	6447.409	0.3	1934.223	HO-6	0.30	51	15
0	0	Industrial Building	0	General Commercial/Mixe	0.01	500	0.00574	17	0	249.9044	0.3	74.97133	HO-6	0.01	51	1
0	0	Industrial Building	10781	General Commercial/Mixe	0.51	22118	0.25388	17	4	11058.97	0.3	3317.69	HO-6	0.51	51	26
0	0	Industrial Building	14874	General Commercial/Mixe	0.30	12993	0.14914	17	3	6496.626	0.3	1948.988	HO-6	0.30	51	15
0	0	Industrial Building	5378	General Commercial/Mixe	0.15	6497	0.07457	17	1	3248.443	0.3	974.533	HO-6	0.15	51	8
0	0	Industrial Building	0	General Commercial/Mixe	0.30	12895	0.14801	17	3	6447.348	0.3	1934.204	HO-6	0.30	51	15
0	0	Commercial Building	168	General Commercial/Mixe	0.23	9877	0.11337	17	2	4938.261	0.3	1481.478	HO-6	0.23	51	12
0	0	Commercial Building	4871	General Commercial/Mixe	0.11	4943	0.05673	17	1	2471.336	0.3	741.4008	HO-6	0.11	51	6
0	0	Industrial Building	9800	General Commercial	0.39	16874	0	0	0	16874.16	0.3	5062.247	HO-6	0.39	51	20
0	0	Industrial Building	4692	General Commercial/Mixe	0.11	4815	0.05526	17	1	2407.272	0.3	722.1815	HO-6	0.11	51	6
0	0	Commercial Building	809	General Commercial/Mixe	0.29	12544	0.14399	17	2	6272.158	0.3	1881.647	HO-6	0.29	51	15
0	0	Industrial Building	15173	General Commercial/Mixe	0.39	16921	0.19423	17	3	8460.658	0.3	2538.197	HO-6	0.39	51	20
0	0	Industrial Building	19337	General Commercial/Mixe	0.45	19561	0.22454	17	4	9780.746	0.3	2934.224	HO-6	0.45	51	23
0	0	Industrial Building	14674	General Commercial/Mixe	0.36	15575	0.17878	17	3	7787.594	0.3	2336.278	HO-6	0.36	51	18
0	0	Industrial Building	11500	General Commercial/Mixe	0.54	23498	0.26972	17	5	11749.11	0.3	3524.734	HO-6	0.54	51	28

0	0	Commercial Building	1093	General Commercial/Mixe	0.16	6857	0.07871	17	1	3428.485	0.3	1028.546	HO-6	0.16	51	8
0	0	Commercial Building	2246	General Commercial	0.45	19531	0	0	0	19531.03	0.3	5859.31	HO-6	0.45	51	23
0	0	n/a	0	General Commercial	0.21	9148	0	0	0	9147.6	0.3	2744.28	HO-6	0.21	51	11
0	0	Religious Institution	14614	General Commercial/Mixe	0.98	42614	0.48914	17	8	21306.98	0.3	6392.095	HO-6	0.98	51	50
0	0	Commercial Building	11322	General Commercial	0.65	28314	0	0	0	28314	0.3	8494.2	HO-5	0.65	31	20
0	0	Commercial Building	6364	General Commercial	0.30	13068	0	0	0	13068	0.3	3920.4	HO-5	0.30	31	9
0	0	Commercial Building	1920	General Commercial	0.36	15682	0	0	0	15681.6	0.3	4704.48	HO-5	0.36	31	11
0	0	Commercial/Industrial Buildings	12158	Industrial	1.01	43996	0	0	0	43995.6	0.45	19798.02	HO-5	1.01	31	31
0	0	Industrial Building	9982	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-5	0.46	31	14
0	0	Industrial Building	9982	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-5	0.46	31	14
0	0	Industrial Building	8465	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	2	n/a	0	Industrial	0.88	38333	0	0	0	38332.8	0.45	17249.76	HO-5	0.88	31	27
0	0	Commercial Building	9759	Industrial	0.43	18731	0	0	0	18730.8	0.45	8428.86	HO-5	0.43	31	13
0	0	Industrial Building	0	Industrial	0.03	1307	0	0	0	1306.8	0.45	588.06	HO-5	0.03	31	1
0	0	Industrial Building	9116	Industrial	1.00	43560	0	0	0	43560	0.45	19602	HO-5	1.00	31	31
0	0	n/a	0	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	2	n/a	0	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Industrial Building	813	Industrial	0.11	4792	0	0	0	4791.6	0.45	2156.22	HO-5	0.11	31	3
0	0	Industrial Building	3989	Industrial	0.23	10019	0	0	0	10018.8	0.45	4508.46	HO-5	0.23	31	7
0	0	Industrial Building	0	Industrial	0.11	4792	0	0	0	4791.6	0.45	2156.22	HO-5	0.11	31	3
0	0	Industrial Building	4351	Industrial	0.23	10019	0	0	0	10018.8	0.45	4508.46	HO-5	0.23	31	7
0	0	Industrial Building	3106	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Industrial Building	4099	Industrial	0.23	10019	0	0	0	10018.8	0.45	4508.46	HO-5	0.23	31	7
0	0	Industrial Building	9064	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-5	0.46	31	14
0	0	Industrial Building	9064	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-5	0.46	31	14
0	0	Industrial Building	9118	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Industrial Building	1648	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-5	0.15	31	5
0	0	Industrial Building	4416	Industrial	0.27	11761	0	0	0	11761.2	0.45	5292.54	HO-5	0.27	31	8
0	0	Commercial Building	1677	Industrial	0.20	8712	0	0	0	8712	0.45	3920.4	HO-5	0.20	31	6
0	0	Industrial Building	10781	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Industrial Building	11130	Industrial	0.61	26572	0	0	0	26571.6	0.45	11957.22	HO-5	0.61	31	19
0	0	Industrial Building	503	Industrial	0.12	5227	0	0	0	5227.2	0.45	2352.24	HO-5	0.12	31	4
0	0	Industrial Building	4255	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-5	0.46	31	14
0	15	Mixed Residential and Commercial	12110	Industrial	0.60	26136	0	0	0	26136	0.45	11761.2	HO-5	0.60	31	19
0	0	Industrial Building	10905	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-5	0.46	31	14
0	0	Industrial Building	14110	Industrial	0.61	26572	0	0	0	26571.6	0.45	11957.22	HO-5	0.61	31	19
0	0	Industrial Building	5151	Industrial	0.20	8712	0	0	0	8712	0.45	3920.4	HO-5	0.20	31	6
0	0	Industrial Building	4660	Industrial	0.20	8712	0	0	0	8712	0.45	3920.4	HO-5	0.20	31	6
0	0	Industrial Building	1642	Industrial	0.10	4356	0	0	0	4356	0.45	1960.2	HO-5	0.10	31	3
0	0	Vacant Industrial Building	11624	Industrial	0.51	22216	0	0	0	22215.6	0.45	9997.02	HO-5	0.51	31	16
0	0	Industrial Building	10677	Industrial	0.51	22216	0	0	0	22215.6	0.45	9997.02	HO-5	0.51	31	16
0	0	n/a	0	Industrial	0.42	18295	0	0	0	18295.2	0.45	8232.84	HO-5	0.42	31	13
0	0	Vacant Industrial Building	10233	Industrial	1.01	43996	0	0	0	43995.6	0.45	19798.02	HO-5	1.01	31	31
0	0	Vacant Industrial Building	9882	Industrial	0.54	23522	0	0	0	23522.4	0.45	10585.08	HO-5	0.54	31	17
0	0	Industrial Building	27433	Industrial	0.66	28750	0	0	0	28749.6	0.45	12937.32	HO-5	0.66	31	20
0	0	n/a	0	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8

0	0	Vacant Industrial Building	1198	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8
0	0	n/a	0	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8
0	0	n/a	0	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8
0	0	Industrial Building	7423	Industrial	0.52	22651	0	0	0	22651.2	0.45	10193.04	HO-5	0.52	31	16
0	0	n/a	0	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8
0	0	n/a	0	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8
0	0	Industrial Building	29731	Industrial	1.29	56192	0	0	0	56192.4	0.45	25286.58	HO-5	1.29	31	40
0	0	Industrial Building	3194	Industrial	0.26	11326	0	0	0	11325.6	0.45	5096.52	HO-5	0.26	31	8
0	0	n/a	0	Industrial	0.52	22651	0	0	0	22651.2	0.45	10193.04	HO-5	0.52	31	16
0	0	Industrial Building	4492	General Commercial	1.14	49658	0	0	0	49658.4	0.3	14897.52	HO-5	1.14	31	35
0	0	n/a	0	General Commercial	0.27	11761	0	0	0	11761.2	0.3	3528.36	HO-5	0.27	31	8
1	0	Mixed Residential and Commercial	1286	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	n/a	0	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Industrial Building	3127	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	n/a	0	General Commercial/Mixe	0.16	6970	0.08	17	1	3484.8	0.3	1045.44	HO-5	0.16	31	5
0	0	Industrial Building	2910	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-5	0.13	31	4
0	0	n/a	0	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-5	0.13	31	4
0	0	Commercial Building	640	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	n/a	0	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	n/a	0	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	Industrial Building	6948	General Commercial/Mixe	0.30	13068	0.15	17	3	6534	0.3	1960.2	HO-5	0.30	31	9
0	0	Industrial Building	2393	General Commercial/Mixe	0.37	16117	0.185	17	3	8058.6	0.3	2417.58	HO-5	0.37	31	11
0	0	Industrial Building	1311	General Commercial/Mixe	0.18	7841	0.09	17	2	3920.4	0.3	1176.12	HO-5	0.18	31	6
0	0	Commercial Building	2995	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	Commercial Building	2995	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	Commercial Building	2396	General Commercial/Mixe	0.09	3920	0.045	17	1	1960.2	0.3	588.06	HO-5	0.09	31	3
0	0	Commercial Building	3825	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-5	0.23	31	7
0	0	Industrial Building	3877	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	Commercial Building	2446	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	n/a	0	General Commercial/Mixe	0.06	2614	0.03	17	1	1306.8	0.3	392.04	HO-5	0.06	31	2
0	0	Commercial Building	1725	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-5	0.23	31	7
0	0	n/a	0	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Commercial Building	3194	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Commercial Building	5091	General Commercial/Mixe	0.37	16117	0.185	17	3	8058.6	0.3	2417.58	HO-5	0.37	31	11
0	0	Office Building	2534	General Commercial/Mixe	0.19	8276	0.095	17	2	4138.2	0.3	1241.46	HO-5	0.19	31	6
0	0	n/a	0	General Commercial/Mixe	0.19	8276	0.095	17	2	4138.2	0.3	1241.46	HO-5	0.19	31	6
0	0	n/a	0	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Commercial Building	5041	General Commercial/Mixe	0.19	8276	0.095	17	2	4138.2	0.3	1241.46	HO-5	0.19	31	6
0	0	n/a	0	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Commercial Building	809	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Commercial Building	1725	General Commercial/Mixe	0.18	7841	0.09	17	2	3920.4	0.3	1176.12	HO-5	0.18	31	6
0	0	Commercial Building	5989	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Commercial Building	2396	General Commercial/Mixe	0.23	10019	0.115	17	2	5009.4	0.3	1502.82	HO-5	0.23	31	7
0	0	Commercial Building	399	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Commercial Building	9407	General Commercial/Mixe	0.42	18295	0.21	17	4	9147.6	0.3	2744.28	HO-5	0.42	31	13
0	0	Commercial Building	4752	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3

0	0	Office Building	4544	General Commercial/Mixe	0.25	10890	0.125	17	2	5445	0.3	1633.5	HO-5	0.25	31	8
0	0	Commercial Building	4792	General Commercial/Mixe	0.12	5227	0.06	17	1	2613.6	0.3	784.08	HO-5	0.12	31	4
0	0	Commercial Building	38102	Neighborhood Commercia	2.95	128502	1.475	17	25	64251	0.3	19275.3	HO-5	2.95	31	91
0	0	Vacant Commercial Building	889	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	Commercial Building	1626	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	Commercial Building	1295	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	n/a	0	General Commercial/Mixe	0.06	2614	0.03	17	1	1306.8	0.3	392.04	HO-5	0.06	31	2
0	0	Commercial Building	1672	General Commercial/Mixe	0.20	8712	0.1	17	2	4356	0.3	1306.8	HO-5	0.20	31	6
0	0	Office Building	2203	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-5	0.13	31	4
0	0	Commercial Building	4141	General Commercial/Mixe	0.22	9583	0.11	17	2	4791.6	0.3	1437.48	HO-5	0.22	31	7
0	0	Commercial Building	5917	General Commercial/Mixe	0.34	14810	0.17	17	3	7405.2	0.3	2221.56	HO-5	0.34	31	11
0	0	Commercial Building	4378	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	Office Building	4025	General Commercial/Mixe	0.24	10454	0.12	17	2	5227.2	0.3	1568.16	HO-5	0.24	31	7
0	0	Commercial Building	29853	General Commercial/Mixe	4.43	192971	2.215	17	38	96485.4	0.3	28945.62	HO-5	4.43	31	137
0	0	n/a	0	General Commercial/Mixe	0.07	3049	0.035	17	1	1524.6	0.3	457.38	HO-5	0.07	31	2
0	0	n/a	0	General Commercial/Mixe	0.10	4356	0.05	17	1	2178	0.3	653.4	HO-5	0.10	31	3
0	0	Commercial Building	32319	General Commercial	1.04	45302	0	0	0	45302.4	0.3	13590.72	HO-5	1.04	31	32
0	0	Commercial Building	730	General Commercial	0.11	4792	0	0	0	4791.6	0.3	1437.48	HO-5	0.11	31	3
0	0	Commercial Building	4806	General Commercial	0.26	11326	0	0	0	11325.6	0.3	3397.68	HO-5	0.26	31	8
0	0	Commercial Building	2082	General Commercial	0.17	7405	0	0	0	7405.2	0.3	2221.56	HO-5	0.17	31	5
0	0	n/a	0	General Commercial	0.31	13504	0	0	0	13503.6	0.3	4051.08	HO-5	0.31	31	10
0	0	n/a	0	General Commercial	0.72	31363	0	0	0	31363.2	0.3	9408.96	HO-5	0.72	31	22
0	0	Commercial Building	6709	General Commercial/Mixe	0.47	20473	0.235	17	4	10236.6	0.3	3070.98	HO-5	0.47	31	15
0	6	Mixed Residential and Commercial	3893	General Commercial/Mixe	0.28	12197	0.14	17	2	6098.4	0.3	1829.52	HO-5	0.28	31	9
0	0	Commercial Building	5615	General Commercial/Mixe	0.29	12632	0.145	17	2	6316.2	0.3	1894.86	HO-5	0.29	31	9
0	0	Commercial Building	5556	General Commercial/Mixe	0.46	20038	0.23	17	4	10018.8	0.3	3005.64	HO-5	0.46	31	14
0	0	Commercial Building	2995	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	Commercial Building	4442	General Commercial/Mixe	0.19	8276	0.095	17	2	4138.2	0.3	1241.46	HO-5	0.19	31	6
0	0	Office Building	8361	General Commercial/Mixe	0.30	13068	0.15	17	3	6534	0.3	1960.2	HO-5	0.30	31	9
0	0	Office Building	6404	General Commercial/Mixe	0.10	4356	0.05	17	1	2178	0.3	653.4	HO-5	0.10	31	3
0	0	Office Building	5247	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	Commercial Building	5463	General Commercial/Mixe	0.15	6534	0.075	17	1	3267	0.3	980.1	HO-5	0.15	31	5
0	0	Commercial Building	870	General Commercial/Mixe	0.30	13068	0.15	17	3	6534	0.3	1960.2	HO-5	0.30	31	9
0	0	n/a	0	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-5	0.13	31	4
0	0	n/a	0	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Commercial Building	4391	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Commercial Building	0	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	n/a	0	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Commercial Building	16130	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-5	0.13	31	4
0	0	Commercial Building	2246	General Commercial/Mixe	0.13	5663	0.065	17	1	2831.4	0.3	849.42	HO-5	0.13	31	4
0	0	Commercial Building	6488	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Commercial Building	2496	General Commercial/Mixe	0.14	6098	0.07	17	1	3049.2	0.3	914.76	HO-5	0.14	31	4
0	0	Commercial Building	11154	General Commercial	0.39	16988	0	0	0	16988.4	0.3	5096.52	HO-5	0.39	31	12
0	0	Commercial Building	2860	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-5	0.42	31	13
0	0	Commercial Building	8082	General Commercial	0.32	13939	0	0	0	13939.2	0.3	4181.76	HO-5	0.32	31	10
0	0	Commercial Building	14455	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-5	0.42	31	13

0	0	n/a	0	General Commercial	0.43	18731	0	0	0	18730.8	0.3	5619.24	HO-5	0.43	31	13
0	0	Commercial Building	6021	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-5	0.42	31	13
0	0	Commercial Building	18449	General Commercial	0.46	20038	0	0	0	20037.6	0.3	6011.28	HO-5	0.46	31	14
0	0	Industrial Building	2795	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-5	0.20	31	6
0	0	Commercial Building	2933	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-5	0.20	31	6
0	0	Office Building	3505	General Commercial	0.19	8276	0	0	0	8276.4	0.3	2482.92	HO-5	0.19	31	6
0	0	Office Building	8790	General Commercial	0.85	37026	0	0	0	37026	0.3	11107.8	HO-5	0.85	31	26
0	0	Commercial Building	39929	General Commercial	0.90	39204	0	0	0	39204	0.3	11761.2	HO-5	0.90	31	28
0	0	n/a	0	General Commercial	0.28	12197	0	0	0	12196.8	0.3	3659.04	HO-5	0.28	31	9
0	0	Office Building	11004	General Commercial	0.36	15682	0	0	0	15681.6	0.3	4704.48	HO-5	0.36	31	11
0	0	Commercial Building	10816	General Commercial	0.52	22651	0	0	0	22651.2	0.3	6795.36	HO-5	0.52	31	16
0	0	Commercial Building	15822	Public/Institutional	0.52	22651	0	0	0	22651.2	0.1156	2618.479	HO-5	0.52	31	16
0	0	Commercial Building	7636	Public/Institutional	0.33	14375	0	0	0	14374.8	0.1156	1661.727	HO-5	0.33	31	10
0	0	Industrial Building	9194	Public/Institutional	0.70	30492	0	0	0	30492	0.1156	3524.875	HO-5	0.70	31	22
0	0	Commercial Building	5492	Public/Institutional	0.34	14810	0	0	0	14810.4	0.1156	1712.082	HO-5	0.34	31	11
0	0	Office Building	4991	General Commercial/Mixe	0.12	5227	0.06	17	1	2613.6	0.3	784.08	HO-5	0.12	31	4
0	0	Office Building	1917	General Commercial/Mixe	0.05	2178	0.025	17	0	1089	0.3	326.7	HO-5	0.05	31	2
0	0	Commercial Building	3194	General Commercial/Mixe	0.08	3485	0.04	17	1	1742.4	0.3	522.72	HO-5	0.08	31	2
0	0	Office Building	2446	General Commercial/Mixe	0.08	3485	0.04	17	1	1742.4	0.3	522.72	HO-5	0.08	31	2
0	0	Office Building	15038	General Commercial/Mixe	0.27	11761	0.135	17	2	5880.6	0.3	1764.18	HO-5	0.27	31	8
0	0	Industrial Building	1540	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-5	0.15	31	5
0	0	Industrial Building	3122	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-5	0.15	31	5
0	0	Industrial Building	2144	General Commercial	0.56	24394	0	0	0	24393.6	0.3	7318.08	HO-5	0.56	31	17
0	0	Industrial Building	1922	General Commercial	0.12	5227	0	0	0	5227.2	0.3	1568.16	HO-5	0.12	31	4
0	4	n/a	0	General Commercial	0.12	5227	0	0	0	5227.2	0.3	1568.16	HO-5	0.12	31	4
0	0	Commercial Building	2090	General Commercial	0.21	9148	0	0	0	9147.6	0.3	2744.28	HO-5	0.21	31	7
0	0	Industrial Building	2697	General Commercial	0.27	11761	0	0	0	11761.2	0.3	3528.36	HO-5	0.27	31	8
0	0	Industrial Building	2336	General Commercial	0.56	24394	0	0	0	24393.6	0.3	7318.08	HO-5	0.56	31	17
0	0	Industrial Building	50955	General Commercial	2.04	88862	0	0	0	88862.4	0.3	26658.72	HO-5	2.04	31	63
0	0	Industrial Building	7746	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-5	0.42	31	13
1	0	n/a	0	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-5	0.42	31	13
0	0	Industrial Building	2995	Mixed Use	0.26	11326	0.13	20	3	5662.8	0.3	1698.84	HO-5	0.26	31	8
0	0	n/a	0	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-5	0.15	31	5
0	0	Vacant Industrial Building	6207	Mixed Use	0.17	7405	0.085	20	2	3702.6	0.3	1110.78	HO-5	0.17	31	5
0	0	Industrial Building	3026	Mixed Use	0.10	4356	0.05	20	1	2178	0.3	653.4	HO-5	0.10	31	3
0	0	Industrial Building	4777	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-5	0.15	31	5
0	0	Office Building	1996	Industrial	0.06	2614	0	0	0	2613.6	0.45	1176.12	HO-5	0.06	31	2
0	0	Industrial Building	3993	Industrial	0.13	5663	0	0	0	5662.8	0.45	2548.26	HO-5	0.13	31	4
0	0	n/a	0	Industrial	0.06	2614	0	0	0	2613.6	0.45	1176.12	HO-5	0.06	31	2
1	0	n/a	0	Industrial	0.13	5663	0	0	0	5662.8	0.45	2548.26	HO-5	0.13	31	4
0	0	Industrial Building	7213	Industrial	0.19	8276	0	0	0	8276.4	0.45	3724.38	HO-5	0.19	31	6
0	0	Industrial Building	6693	Industrial	0.37	16117	0	0	0	16117.2	0.45	7252.74	HO-5	0.37	31	11
0	0	Industrial Building	4831	Industrial	0.19	8276	0	0	0	8276.4	0.45	3724.38	HO-5	0.19	31	6
0	0	Commercial Building	5268	Industrial	0.31	13504	0	0	0	13503.6	0.45	6076.62	HO-5	0.31	31	10
0	0	n/a	0	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	Commercial Building	2662	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2

0	0	Commercial Building	2221	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	Industrial Building	952	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	Commercial Building	1146	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	n/a	0	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	Commercial Building	952	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	Commercial Building	615	General Commercial	0.19	8276	0	0	0	8276.4	0.3	2482.92	HO-5	0.19	31	6
0	0	Commercial Building	1904	General Commercial	0.12	5227	0	0	0	5227.2	0.3	1568.16	HO-5	0.12	31	4
0	0	Commercial Building	1904	General Commercial	0.12	5227	0	0	0	5227.2	0.3	1568.16	HO-5	0.12	31	4
0	0	Commercial Building	952	General Commercial	0.06	2614	0	0	0	2613.6	0.3	784.08	HO-5	0.06	31	2
0	0	General Office	3713	General Commercial/Mixe	0.14	6247	0.07171	17	1	3123.724	0.3	937.1173	HO-5	0.14	31	4
0	0	Commercial Building	2627	Industrial	0.47	20521	0	0	0	20521.01	0.45	9234.452	HO-5	0.47	31	15
0	0	Industrial Building	69716	Industrial	1.77	77284	0	0	0	77283.56	0.45	34777.6	HO-5	1.77	31	55
0	0	Industrial Building	6229	Industrial	0.46	19873	0	0	0	19873.04	0.45	8942.868	HO-5	0.46	31	14
0	0	Industrial Building	17968	Industrial	0.91	39719	0	0	0	39719.35	0.45	17873.71	HO-5	0.91	31	28
0	0	Industrial Building	2695	Industrial	0.19	8326	0	0	0	8326.464	0.45	3746.909	HO-5	0.19	31	6
0	0	Industrial Building	3993	Industrial	0.12	5092	0	0	0	5091.799	0.45	2291.309	HO-5	0.12	31	4
0	0	Industrial Building	6229	Industrial	0.46	19873	0	0	0	19872.72	0.45	8942.726	HO-5	0.46	31	14
0	0	Industrial Building	2995	Industrial	0.20	8649	0	0	0	8648.615	0.45	3891.877	HO-5	0.20	31	6
0	0	Industrial Building	23845	Industrial	1.16	50378	0	0	0	50378.07	0.45	22670.13	HO-5	1.16	31	36
0	0	Industrial Building	24147	Industrial	0.91	39717	0	0	0	39717.27	0.45	17872.77	HO-5	0.91	31	28
0	0	Industrial Building	16409	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Industrial Building	0	Industrial	0.46	19845	0	0	0	19845.39	0.45	8930.426	HO-5	0.46	31	14
0	0	Industrial Building	5013	Industrial	0.46	19839	0	0	0	19839.45	0.45	8927.753	HO-5	0.46	31	14
0	0	Industrial Building	11035	Industrial	0.63	27620	0	0	0	27619.74	0.45	12428.88	HO-5	0.63	31	20
0	0	Industrial Building	15552	Industrial	0.91	39705	0	0	0	39705.22	0.45	17867.35	HO-5	0.91	31	28
0	0	Industrial Building	15832	Industrial	0.46	19851	0	0	0	19850.77	0.45	8932.847	HO-5	0.46	31	14
0	0	Industrial Building	4941	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Industrial Building	37881	General Commercial/Mixe	1.83	79858	0.91665	17	16	39929.21	0.3	11978.76	HO-5	1.83	31	57
0	0	Commercial Building	2632	General Commercial	0.54	23341	0	0	0	23340.76	0.3	7002.228	HO-5	0.54	31	17
0	0	n/a	0	General Commercial	1.61	69980	0	0	0	69980.29	0.3	20994.09	HO-5	1.61	31	50
1	0	n/a	0	General Commercial	0.15	6498	0	0	0	6497.702	0.3	1949.311	HO-5	0.15	31	5
1	0	n/a	0	General Commercial	0.15	6497	0	0	0	6497.03	0.3	1949.109	HO-5	0.15	31	5
0	0	Industrial Building	42413	General Commercial/Mixe	1.20	52300	0.60032	17	10	26149.78	0.3	7844.935	HO-5	1.20	31	37
0	0	Commercial Building	4983	General Commercial/Mixe	0.41	18057	0.20726	17	4	9028.388	0.3	2708.516	HO-5	0.41	31	13
0	0	Industrial Building	133894	General Commercial/Mixe	1.15	50094	0.575	17	10	25047	0.3	7514.1	HO-5	1.15	31	36
0	0	Waste Transfer Center	1298	General Commercial/Mixe	0.40	17443	0.20022	17	3	8721.626	0.3	2616.488	HO-5	0.40	31	12
0	0	Industrial Building	64640	General Commercial/Mixe	1.47	64106	0.73584	17	13	32053.03	0.3	9615.91	HO-5	1.47	31	46
0	0	Commercial Building	9868	General Commercial/Mixe	0.40	17443	0.20022	17	3	8721.46	0.3	2616.438	HO-5	0.40	31	12
0	0	Commercial Building	9868	General Commercial/Mixe	0.40	17378	0.19947	17	3	8689.03	0.3	2606.709	HO-5	0.40	31	12
1	0	n/a	0	General Commercial/Mixe	0.10	4440	0.05097	17	1	2220.212	0.3	666.0636	HO-5	0.10	31	3
0	0	Commercial Building	1862	General Commercial/Mixe	0.17	7279	0.08355	17	1	3639.493	0.3	1091.848	HO-5	0.17	31	5
0	0	Commercial Building	2408	General Commercial	0.28	12341	0	0	0	12340.7	0.3	3702.211	HO-5	0.28	31	9
0	32	n/a	0	General Commercial/Mixe	0.46	20191	0.23176	17	4	10095.32	0.3	3028.596	HO-5	0.46	31	14
0	0	n/a	0	General Commercial/Mixe	0.21	9110	0.10457	17	2	4555.187	0.3	1366.556	HO-5	0.21	31	6
0	0	Commercial Building	2655	General Commercial	1.20	52320	0	0	0	52320	0.3	15696	HO-5	1.20	31	37
0	0	Commercial Building	27033	General Commercial	1.43	62245	0	0	0	62244.51	0.3	18673.35	HO-5	1.43	31	44

0	0	Commercial Building	5490	General Commercial	0.54	23399	0	0	0	23399.06	0.3	7019.719	HO-5	0.54	31	17
0	0	n/a	0	General Commercial/Mixe	0.19	8134	0.09336	17	2	4066.936	0.3	1220.081	HO-5	0.19	31	6
0	0	Industrial Building	57045	Industrial	1.49	65029	0	0	0	65029.43	0.45	29263.24	HO-5	1.49	31	46
1	0	n/a	0	General Commercial/Mixe	0.07	3112	0.03572	17	1	1555.824	0.3	466.7473	HO-5	0.07	31	2
1	0	n/a	0	General Commercial/Mixe	0.07	3112	0.03572	17	1	1556.131	0.3	466.8394	HO-5	0.07	31	2
0	3	n/a	0	General Commercial	0.24	10355	0	0	0	10355.14	0.3	3106.543	HO-5	0.24	31	7
0	0	Commercial Building	106223	Neighborhood Commercia	7.98	347697	0	0	0	347696.7	0.3	104309	HO-5	7.98	31	235
1	0	n/a	0	Industrial	0.15	6497	0	0	0	6497.35	0.45	2923.807	HO-5	0.15	31	5
0	0	n/a	0	Mixed Use	0.07	3248	0.03729	20	1	1624.237	0.3	487.2712	HO-5	0.07	31	2
0	0	n/a	0	Mixed Use	0.15	6498	0.07459	20	1	3249.076	0.3	974.7229	HO-5	0.15	31	5
0	0	General Office	549	Industrial	0.18	7631	0	0	0	7631.186	0.45	3434.034	HO-5	0.18	31	5
0	0	n/a	0	Mixed Use	0.05	2159	0.02478	20	0	1079.457	0.3	323.8372	HO-5	0.05	31	2
0	0	Industrial Building	4672	General Commercial	0.25	10947	0	0	0	10947.04	0.3	3284.113	HO-5	0.25	31	8
0	0	Commercial Building	307	General Commercial	0.34	14655	0	0	0	14654.61	0.3	4396.383	HO-5	0.34	31	10
0	2	n/a	0	Mixed Use	0.22	9747	0.11188	20	2	4873.535	0.3	1462.061	HO-5	0.22	31	7
0	0	Industrial Building	2643	Mixed Use	0.15	6498	0.07459	20	1	3249.079	0.3	974.7237	HO-5	0.15	31	5
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.721	0.3	974.6162	HO-5	0.15	31	5
0	21	n/a	0	Mixed Use	0.35	15326	0.17592	20	4	7662.903	0.3	2298.871	HO-5	0.35	31	11
0	0	n/a	0	Public/Institutional	0.13	5533	0	0	0	5532.996	0.1156	639.6144	HO-5	0.13	31	4
0	0	Commercial Building	4133	General Commercial/Mixe	0.40	17537	0.20129	17	3	8768.285	0.3	2630.486	HO-5	0.40	31	12
0	0	Commercial Building	11979	General Commercial	0.62	26939	0	0	0	26939.38	0.3	8081.815	HO-5	0.62	31	19
0	0	n/a	0	Public/Institutional	0.31	13658	0	0	0	13657.92	0.1156	1578.856	HO-5	0.31	31	10
0	0	n/a	0	General Commercial/Mixe	0.21	9126	0.10475	17	2	4563.11	0.3	1368.933	HO-5	0.21	31	6
0	0	Commercial Building	1328	General Commercial/Mixe	0.07	2899	0.03327	17	1	1449.261	0.3	434.7783	HO-5	0.07	31	2
0	0	General Office	5187	General Commercial	0.30	12949	0	0	0	12949.26	0.3	3884.778	HO-5	0.30	31	9
0	4	n/a	0	Public/Institutional	0.42	18429	0	0	0	18429.32	0.1156	2130.429	HO-5	0.42	31	13
0	0	n/a	0	Public/Institutional	0.11	4611	0	0	0	4610.681	0.1156	532.9948	HO-5	0.11	31	3
0	0	General Office	9970	General Commercial/Mixe	0.19	8431	0.09677	17	2	4215.442	0.3	1264.633	HO-5	0.19	31	6
0	0	Commercial Building	20890	General Commercial	1.18	51432	0	0	0	51432	0.3	15429.6	HO-5	1.18	31	37
0	0	n/a	0	Public/Institutional	0.11	4614	0	0	0	4613.912	0.1156	533.3682	HO-5	0.11	31	3
0	0	Commercial Building	5187	General Commercial/Mixe	0.21	8996	0.10326	17	2	4497.904	0.3	1349.371	HO-5	0.21	31	6
0	0	General Office	2034	General Commercial/Mixe	0.11	4598	0.05277	17	1	2298.829	0.3	689.6487	HO-5	0.11	31	3
0	11	Mixed Residential and Commercial	3581	General Commercial	0.15	6496	0	0	0	6496.128	0.3	1948.839	HO-5	0.15	31	5
0	3	n/a	0	General Commercial/Mixe	0.23	9922	0.11389	17	2	4961.132	0.3	1488.34	HO-5	0.23	31	7
0	12	n/a	0	General Commercial	0.32	14116	0	0	0	14115.53	0.3	4234.658	HO-5	0.32	31	10
0	2	n/a	0	General Commercial	0.32	14094	0	0	0	14093.54	0.3	4228.062	HO-5	0.32	31	10
0	0	Industrial Building	15147	General Commercial	0.54	23690	0	0	0	23690	0.3	7106.999	HO-5	0.54	31	17
0	5	n/a	0	General Commercial	0.15	6494	0	0	0	6494.105	0.3	1948.232	HO-5	0.15	31	5
0	0	Transportation, Communications, a	0	General Commercial	0.29	12492	0	0	0	12491.77	0.3	3747.531	HO-5	0.29	31	9
0	0	Commercial Building	1094	General Commercial/Mixe	0.10	4447	0.05105	17	1	2223.64	0.3	667.0921	HO-5	0.10	31	3
0	2	Mixed Residential and Commercial	1437	General Commercial	0.16	7008	0	0	0	7008.496	0.3	2102.549	HO-5	0.16	23	4
0	0	MeetingHall	9418	General Commercial/Mixe	0.77	33610	0.38579	17	7	16804.83	0.3	5041.448	HO-5	0.77	31	24
0	0	Commercial Building	4312	General Commercial	0.40	17419	0	0	0	17419.16	0.3	5225.749	HO-5	0.40	31	12
0	0	Public Facility	0	Public/Institutional	0.40	17387	0	0	0	17387.05	0.1156	2009.943	HO-5	0.40	31	12
0	43	n/a	0	General Commercial/Mixe	0.78	34005	0.39032	17	7	17002.42	0.3	5100.727	HO-5	0.78	31	24
0	0	Commercial Building	5041	Public/Institutional	0.39	17044	0	0	0	17043.78	0.1156	1970.261	HO-5	0.39	31	12

0	0	Commercial Building	4935	General Commercial/Mixe	0.18	7830	0.08988	17	2	3915.167	0.3	1174.55	HO-5	0.18	31	6
0	85	n/a	0	General Commercial	4.36	189974	0	0	0	189974	0.3	56992.2	HO-5	4.36	31	135
0	0	n/a	0	General Commercial/Mixe	0.14	6298	0.07229	17	1	3149.023	0.3	944.7068	HO-5	0.14	31	4
0	0	General Office	10323	General Commercial/Mixe	0.27	11900	0.1366	17	2	5950.082	0.3	1785.025	HO-5	0.27	31	8
0	6	n/a	0	General Commercial/Mixe	0.15	6447	0.074	17	1	3223.457	0.3	967.0371	HO-5	0.15	31	5
0	0	Commercial Building	2636	General Commercial/Mixe	0.11	4792	0.055	17	1	2395.8	0.3	718.74	HO-5	0.11	31	3
0	0	Commercial Building	1497	General Commercial/Mixe	0.11	4999	0.05738	17	1	2499.342	0.3	749.8025	HO-5	0.11	31	4
0	0	Commercial Building	4752	General Commercial/Mixe	0.39	16906	0.19405	17	3	8453.009	0.3	2535.903	HO-5	0.39	31	12
0	0	Commercial Building	13474	General Commercial/Mixe	0.53	22941	0.26333	17	4	11470.68	0.3	3441.204	HO-5	0.53	31	16
0	0	Commercial Building	1858	General Commercial/Mixe	0.11	4951	0.05683	17	1	2475.38	0.3	742.614	HO-5	0.11	31	4
0	0	Commercial Building	1300	General Commercial/Mixe	0.11	4949	0.0568	17	1	2474.422	0.3	742.3267	HO-5	0.11	31	4
0	0	Commercial Building	11967	General Commercial/Mixe	1.06	46349	0.53202	17	9	23174.62	0.3	6952.385	HO-5	1.06	31	33
0	0	Commercial Building	7950	General Commercial/Mixe	0.19	8157	0.09362	17	2	4078.26	0.3	1223.478	HO-5	0.19	31	6
0	0	n/a	0	General Commercial/Mixe	0.09	3920	0.045	17	1	1960.2	0.3	588.06	HO-5	0.09	31	3
0	0	Commercial Building	2016	General Commercial/Mixe	0.20	8708	0.09995	17	2	4353.756	0.3	1306.127	HO-5	0.20	31	6
0	0	Commercial Building	56180	General Commercial/Mixe	0.99	43181	0.49566	17	8	21590.74	0.3	6477.222	HO-5	0.99	31	31
0	2	Mixed Residential and Commercial	3914	General Commercial/Mixe	0.19	8107	0.09305	17	2	4053.382	0.3	1216.014	HO-5	0.19	31	6
0	15	n/a	0	Neighborhood Commercia	0.32	14044	0.1612	17	3	7021.797	0.3	2106.539	HO-5	0.32	31	10
0	0	Commercial Building	6350	Neighborhood Commercia	0.48	20928	0.24023	17	4	10464.23	0.3	3139.269	HO-5	0.48	31	15
0	2	Mixed Residential and Commercial	2419	General Commercial/Mixe	0.20	8636	0.09912	17	2	4317.75	0.3	1295.325	HO-5	0.20	31	6
0	2	n/a	0	General Commercial/Mixe	0.17	7197	0.08261	17	1	3598.39	0.3	1079.517	HO-5	0.17	31	5
1	0	n/a	0	General Commercial/Mixe	0.09	4009	0.04602	17	1	2004.677	0.3	601.4031	HO-5	0.09	31	3
0	2	n/a	0	General Commercial/Mixe	0.11	4929	0.05658	17	1	2464.508	0.3	739.3524	HO-5	0.11	31	4
0	0	General Office	2290	General Commercial/Mixe	0.17	7197	0.08261	17	1	3598.446	0.3	1079.534	HO-5	0.17	31	5
0	2	n/a	0	General Commercial/Mixe	0.12	5363	0.06156	17	1	2681.351	0.3	804.4053	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.14	6123	0.07028	17	1	3061.437	0.3	918.431	HO-5	0.14	31	4
0	0	General Office	10533	General Commercial/Mixe	0.71	31003	0.35586	17	6	15501.37	0.3	4650.412	HO-5	0.71	31	22
1	0	n/a	0	General Commercial/Mixe	0.11	4935	0.05665	17	1	2467.682	0.3	740.3045	HO-5	0.11	31	4
0	2	n/a	0	General Commercial/Mixe	0.11	4933	0.05662	17	1	2466.26	0.3	739.8781	HO-5	0.11	31	4
0	0	General Office	5906	General Commercial/Mixe	0.19	8178	0.09387	17	2	4088.762	0.3	1226.629	HO-5	0.19	31	6
0	0	Residential Care Facilities	24642	General Commercial/Mixe	1.63	70849	0.81323	17	14	35424.37	0.3	10627.31	HO-5	1.63	31	50
0	0	Residential Care Facilities	33810	General Commercial/Mixe	0.81	35426	0.40664	17	7	17713.16	0.3	5313.949	HO-5	0.81	31	25
0	0	n/a	0	General Commercial/Mixe	0.09	3912	0.0449	17	1	1955.837	0.3	586.7512	HO-5	0.09	31	3
0	0	Commercial Building	5327	General Commercial/Mixe	0.45	19598	0.22495	17	4	9798.819	0.3	2939.646	HO-5	0.45	31	14
0	0	Industrial Building	2396	General Commercial/Mixe	0.13	5497	0.06309	17	1	2748.344	0.3	824.5031	HO-5	0.13	31	4
0	0	n/a	0	General Commercial/Mixe	0.35	15217	0.17466	17	3	7608.38	0.3	2282.514	HO-5	0.35	31	11
0	0	General Office	2957	General Commercial/Mixe	0.22	9635	0.11059	17	2	4817.313	0.3	1445.194	HO-5	0.22	31	7
0	4	n/a	0	General Commercial/Mixe	0.11	4680	0.05372	17	1	2340.144	0.3	702.0431	HO-5	0.11	31	3
0	2	n/a	0	General Commercial/Mixe	0.13	5549	0.06369	17	1	2774.415	0.3	832.3244	HO-5	0.13	31	4
0	2	n/a	0	General Commercial/Mixe	0.14	5907	0.0678	17	1	2953.528	0.3	886.0585	HO-5	0.14	31	4
0	0	n/a	0	General Commercial	0.47	20265	0	0	0	20264.61	0.3	6079.382	HO-5	0.47	31	14
0	4	Mixed Residential and Commercial	4408	General Commercial/Mixe	0.22	9607	0.11027	17	2	4803.355	0.3	1441.007	HO-5	0.22	31	7
1	0	n/a	0	Industrial	0.20	8582	0	0	0	8581.559	0.45	3861.702	HO-5	0.20	31	6
0	0	Commercial Building	3957	General Commercial/Mixe	0.12	5401	0.062	17	1	2700.701	0.3	810.2104	HO-5	0.12	31	4
0	0	Commercial Building	10374	General Commercial/Mixe	0.18	7956	0.09133	17	2	3978.12	0.3	1193.436	HO-5	0.18	31	6
1	0	n/a	0	Industrial	0.19	8285	0	0	0	8285.079	0.45	3728.285	HO-5	0.19	31	6

0	0	n/a	0	General Commercial/Mixe	0.16	6818	0.07826	17	1	3409.094	0.3	1022.728	HO-5	0.16	31	5
0	34	Mixed Residential and Commercial	23711	General Commercial/Mixe	1.49	64984	0.74591	17	13	32492.02	0.3	9747.607	HO-5	1.49	31	46
0	0	n/a	0	General Commercial/Mixe	0.16	6754	0.07752	17	1	3376.909	0.3	1013.073	HO-5	0.16	31	5
0	0	n/a	0	General Commercial/Mixe	0.12	5113	0.05869	17	1	2556.319	0.3	766.8958	HO-5	0.12	31	4
0	0	Commercial Building	28989	Industrial	1.19	51731	0	0	0	51731.39	0.45	23279.12	HO-5	1.19	31	37
1	0	n/a	0	Industrial	0.20	8581	0	0	0	8581.251	0.45	3861.563	HO-5	0.20	31	6
0	0	Commercial Building	3064	General Commercial/Mixe	0.25	11061	0.12696	17	2	5530.38	0.3	1659.114	HO-5	0.25	31	8
0	0	Commercial Building	2516	General Commercial/Mixe	0.16	6793	0.07798	17	1	3396.713	0.3	1019.014	HO-5	0.16	31	5
0	0	Industrial Building	37006	Industrial	1.63	70887	0	0	0	70886.66	0.45	31899	HO-5	1.63	31	50
0	0	Transportation, Communications, a	0	Industrial	1.57	68602	0	0	0	68602.35	0.45	30871.06	HO-5	1.57	31	49
1	0	n/a	0	Industrial	0.20	8580	0	0	0	8580.348	0.45	3861.157	HO-5	0.20	31	6
1	0	n/a	0	Industrial	0.19	8392	0	0	0	8391.956	0.45	3776.38	HO-5	0.19	31	6
0	0	n/a	0	Industrial	0.35	15344	0	0	0	15344.28	0.45	6904.926	HO-5	0.35	31	11
1	0	n/a	0	Industrial	0.19	8132	0	0	0	8131.82	0.45	3659.319	HO-5	0.19	31	6
0	0	Industrial Building	16171	Industrial	0.91	39725	0	0	0	39725.39	0.45	17876.43	HO-5	0.91	31	28
0	0	Industrial Building	6824	Industrial	0.26	11295	0	0	0	11294.74	0.45	5082.634	HO-5	0.26	31	8
0	0	Industrial Building	8067	Industrial	0.32	14135	0	0	0	14135.4	0.45	6360.928	HO-5	0.32	31	10
0	0	Industrial Building	68738	Industrial	1.59	69177	0	0	0	69177.11	0.45	31129.7	HO-5	1.59	31	49
0	0	Industrial Building	35106	Industrial	1.65	71845	0	0	0	71844.67	0.45	32330.1	HO-5	1.65	31	51
0	0	Industrial Building	15560	Industrial	0.88	38384	0	0	0	38384.13	0.45	17272.86	HO-5	0.88	31	27
0	0	Industrial Building	81122	Industrial	1.92	83449	0	0	0	83448.89	0.45	37552	HO-5	1.92	31	59
0	2	n/a	0	General Commercial/Mixe	0.12	5144	0.05905	17	1	2572.211	0.3	771.6632	HO-5	0.12	31	4
0	0	Commercial Building	5989	General Commercial	0.39	16785	0	0	0	16784.61	0.3	5035.384	HO-5	0.39	31	12
0	0	Industrial Building	19505	Industrial	0.97	42329	0	0	0	42328.99	0.45	19048.04	HO-5	0.97	31	30
0	0	Industrial Building	41455	Industrial	1.86	80878	0	0	0	80878.44	0.45	36395.3	HO-5	1.86	31	58
0	2	n/a	0	General Commercial/Mixe	0.12	5020	0.05762	17	1	2509.753	0.3	752.9259	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5143	0.05903	17	1	2571.317	0.3	771.3952	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5097	0.05851	17	1	2548.71	0.3	764.613	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5014	0.05756	17	1	2507.201	0.3	752.1604	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5097	0.05851	17	1	2548.725	0.3	764.6175	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.13	5467	0.06276	17	1	2733.686	0.3	820.1059	HO-5	0.13	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5097	0.0585	17	1	2548.345	0.3	764.5036	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5098	0.05852	17	1	2549.228	0.3	764.7683	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5227	0.06	17	1	2613.492	0.3	784.0475	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.13	5601	0.06428	17	1	2800.254	0.3	840.0762	HO-5	0.13	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5146	0.05907	17	1	2573.021	0.3	771.9063	HO-5	0.12	31	4
0	2	n/a	0	General Commercial/Mixe	0.12	5023	0.05765	17	1	2511.268	0.3	753.3803	HO-5	0.12	31	4
0	0	Commercial Building	20186	General Commercial	1.03	44870	0	0	0	44870.41	0.3	13461.12	HO-5	1.03	31	32
0	2	n/a	0	General Commercial/Mixe	0.12	5087	0.05839	17	1	2543.557	0.3	763.0672	HO-5	0.12	31	4
0	0	n/a	0	General Commercial	0.10	4536	0	0	0	4535.553	0.3	1360.666	HO-5	0.10	31	3
0	0	Commercial Building	14782	General Commercial	0.48	21083	0	0	0	21082.67	0.3	6324.8	HO-5	0.48	31	15
0	0	Commercial Building	5676	General Commercial/Mixe	0.58	25323	0.29067	17	5	12661.62	0.3	3798.486	HO-5	0.58	31	18
0	0	Vacant Commercial Building	3841	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Commercial Building	3050	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Commercial Building	7589	General Commercial	0.38	16553	0	0	0	16552.8	0.3	4965.84	HO-4	0.38	23	9
0	0	Commercial Building	3929	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4

0	0	Vacant Commercial Building	3893	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Vacant Commercial Building	3893	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Commercial Building	5802	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Vacant Commercial Building	3893	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Vacant Commercial Building	7786	General Commercial	0.36	15682	0	0	0	15681.6	0.3	4704.48	HO-4	0.36	23	8
0	0	Commercial Building	4153	General Commercial	0.36	15682	0	0	0	15681.6	0.3	4704.48	HO-4	0.36	23	8
0	0	Commercial Building	7028	General Commercial	0.38	16553	0	0	0	16552.8	0.3	4965.84	HO-4	0.38	23	9
0	0	Commercial Building	4274	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	Vacant Industrial Building	82965	Industrial	2.45	106722	0	0	0	106722	0.45	48024.9	HO-4	2.45	23	56
0	0	Industrial Building	5890	Industrial	0.52	22651	0	0	0	22651.2	0.45	10193.04	HO-4	0.52	23	12
0	0	Industrial Building	24782	Industrial	0.59	25700	0	0	0	25700.4	0.45	11565.18	HO-4	0.59	23	14
0	0	Industrial Building	21913	Industrial	0.92	40075	0	0	0	40075.2	0.45	18033.84	HO-4	0.92	23	21
0	0	Industrial Building	14614	Industrial	2.06	89734	0	0	0	89733.6	0.45	40380.12	HO-4	2.06	23	47
0	0	Industrial Building	25605	Industrial	1.14	49658	0	0	0	49658.4	0.45	22346.28	HO-4	1.14	23	26
0	0	Industrial Building	15373	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-4	0.91	23	21
0	0	Industrial Building	8505	Industrial	0.32	13939	0	0	0	13939.2	0.45	6272.64	HO-4	0.32	23	7
0	0	Industrial Building	5490	Industrial	0.18	7841	0	0	0	7840.8	0.45	3528.36	HO-4	0.18	23	4
0	0	Industrial Building	2030	Industrial	0.17	7405	0	0	0	7405.2	0.45	3332.34	HO-4	0.17	23	4
0	0	Industrial Building	11420	Industrial	0.41	17860	0	0	0	17859.6	0.45	8036.82	HO-4	0.41	23	9
0	0	Industrial Building	20139	General Commercial	1.21	52708	0	0	0	52707.6	0.3	15812.28	HO-4	1.21	23	28
0	0	Industrial Building	19885	General Commercial	0.75	32670	0	0	0	32670	0.3	9801	HO-4	0.75	23	17
0	0	Commercial Building	18417	General Commercial	0.87	37897	0	0	0	37897.2	0.3	11369.16	HO-4	0.87	23	20
0	0	Industrial Building	19246	General Commercial	1.01	43996	0	0	0	43995.6	0.3	13198.68	HO-4	1.01	23	23
0	0	Industrial Building	12877	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-4	0.42	23	10
0	0	Industrial Building	6004	General Commercial	0.28	12197	0	0	0	12196.8	0.3	3659.04	HO-4	0.28	23	6
0	0	Commercial Building	5510	Industrial	0.17	7405	0	0	0	7405.2	0.45	3332.34	HO-4	0.17	23	4
0	0	Industrial Building	12074	Industrial	0.38	16553	0	0	0	16552.8	0.45	7448.76	HO-4	0.38	23	9
0	0	Industrial Building	17985	Industrial	0.78	33977	0	0	0	33976.8	0.45	15289.56	HO-4	0.78	23	18
0	0	Industrial Building	2396	Industrial	0.75	32670	0	0	0	32670	0.45	14701.5	HO-4	0.75	23	17
0	0	Industrial Building	14047	Industrial	0.55	23958	0	0	0	23958	0.45	10781.1	HO-4	0.55	23	13
0	0	Industrial Building	24556	Industrial	0.78	33977	0	0	0	33976.8	0.45	15289.56	HO-4	0.78	23	18
0	0	Industrial Building	12074	Industrial	0.75	32670	0	0	0	32670	0.45	14701.5	HO-4	0.75	23	17
0	0	Commercial Building	12997	Industrial	0.50	21780	0	0	0	21780	0.45	9801	HO-4	0.50	23	12
0	0	Industrial Building	12362	Industrial	0.55	23958	0	0	0	23958	0.45	10781.1	HO-4	0.55	23	13
0	0	Industrial Building	12578	Industrial	0.29	12632	0	0	0	12632.4	0.45	5684.58	HO-4	0.29	23	7
0	0	Industrial Building	2995	Industrial	0.07	3049	0	0	0	3049.2	0.45	1372.14	HO-4	0.07	23	2
0	0	Industrial Building	2921	Industrial	0.13	5663	0	0	0	5662.8	0.45	2548.26	HO-4	0.13	23	3
0	0	Industrial Building	424	Industrial	0.07	3049	0	0	0	3049.2	0.45	1372.14	HO-4	0.07	23	2
0	0	n/a	0	Industrial	0.08	3485	0	0	0	3484.8	0.45	1568.16	HO-4	0.08	23	2
0	0	Industrial Building	14973	Industrial	0.37	16117	0	0	0	16117.2	0.45	7252.74	HO-4	0.37	23	9
0	0	Industrial Building	12977	Industrial	0.36	15682	0	0	0	15681.6	0.45	7056.72	HO-4	0.36	23	8
0	0	Industrial Building	20382	Industrial	1.03	44867	0	0	0	44866.8	0.45	20190.06	HO-4	1.03	23	24
0	0	Industrial Building	25376	Industrial	1.03	44867	0	0	0	44866.8	0.45	20190.06	HO-4	1.03	23	24
1	0	n/a	0	Industrial	0.45	19602	0	0	0	19602	0.45	8820.9	HO-4	0.45	23	10
0	0	Industrial Building	2356	Industrial	0.25	10890	0	0	0	10890	0.45	4900.5	HO-4	0.25	23	6
0	0	Commercial Building	19326	Industrial	0.50	21780	0	0	0	21780	0.45	9801	HO-4	0.50	23	12

1	0	n/a	0	Industrial	1.87	81457	0	0	0	81457.2	0.45	36655.74	HO-4	1.87	23	43
0	0	Industrial Building	4169	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-4	0.15	23	3
0	0	Industrial Building	11979	Industrial	0.46	20038	0	0	0	20037.6	0.45	9016.92	HO-4	0.46	23	11
0	0	Industrial Building	4516	Industrial	0.16	6970	0	0	0	6969.6	0.45	3136.32	HO-4	0.16	23	4
0	0	Industrial Building	3494	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-4	0.15	23	3
0	0	Industrial Building	5989	Industrial	0.23	10019	0	0	0	10018.8	0.45	4508.46	HO-4	0.23	23	5
0	0	Industrial Building	9779	Industrial	0.38	16553	0	0	0	16552.8	0.45	7448.76	HO-4	0.38	23	9
0	0	Industrial Building	7886	Industrial	0.30	13068	0	0	0	13068	0.45	5880.6	HO-4	0.30	23	7
0	0	Industrial Building	7834	Industrial	0.32	13939	0	0	0	13939.2	0.45	6272.64	HO-4	0.32	23	7
0	0	Industrial Building	7834	Industrial	0.32	13939	0	0	0	13939.2	0.45	6272.64	HO-4	0.32	23	7
0	0	Industrial Building	1879	Industrial	0.29	12632	0	0	0	12632.4	0.45	5684.58	HO-4	0.29	23	7
0	0	Commercial Building	7938	Industrial	0.84	36590	0	0	0	36590.4	0.45	16465.68	HO-4	0.84	23	19
0	0	Commercial Building	1248	General Commercial	0.23	10019	0	0	0	10018.8	0.3	3005.64	HO-4	0.23	23	5
0	0	Vacant Commercial Building	2233	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-4	0.16	23	4
0	0	Office Building	3030	General Commercial	0.09	3920	0	0	0	3920.4	0.3	1176.12	HO-4	0.09	23	2
0	0	Commercial Building	2973	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-4	0.16	23	4
0	0	Commercial Building	8000	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-4	0.16	23	4
0	0	Vacant Commercial Building	2600	General Commercial	0.19	8276	0	0	0	8276.4	0.3	2482.92	HO-4	0.19	23	4
0	0	Office Building	1778	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-4	0.20	23	5
0	0	Office Building	6307	General Commercial	0.37	16117	0	0	0	16117.2	0.3	4835.16	HO-4	0.37	23	9
0	0	Commercial Building	4090	General Commercial	0.17	7405	0	0	0	7405.2	0.3	2221.56	HO-4	0.17	23	4
0	0	Commercial Building	12010	General Commercial	0.49	21344	0	0	0	21344.4	0.3	6403.32	HO-4	0.49	23	11
0	0	Commercial Building	9195	General Commercial	0.59	25700	0	0	0	25700.4	0.3	7710.12	HO-4	0.59	23	14
0	0	Commercial Building	3494	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-4	0.14	23	3
0	0	Office Building	2069	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-4	0.13	23	3
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-4	0.13	23	3
0	0	Commercial Building	1372	General Commercial	0.12	5227	0	0	0	5227.2	0.3	1568.16	HO-4	0.12	23	3
0	0	Commercial Building	759	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-4	0.18	23	4
0	0	n/a	0	Industrial	0.30	13068	0	0	0	13068	0.45	5880.6	HO-4	0.30	23	7
0	0	Industrial Building	9583	Industrial	0.49	21344	0	0	0	21344.4	0.45	9604.98	HO-4	0.49	23	11
0	0	Industrial Building	10861	Industrial	0.57	24829	0	0	0	24829.2	0.45	11173.14	HO-4	0.57	23	13
0	0	Commercial Building	21162	Industrial	1.01	43996	0	0	0	43995.6	0.45	19798.02	HO-4	1.01	23	23
0	0	n/a	0	Industrial	0.17	7405	0	0	0	7405.2	0.45	3332.34	HO-4	0.17	23	4
0	0	Industrial Building	2060	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-4	0.15	23	3
0	0	Industrial Building	799	Industrial	0.11	4792	0	0	0	4791.6	0.45	2156.22	HO-4	0.11	23	3
0	0	Industrial Building	11303	Industrial	0.27	11761	0	0	0	11761.2	0.45	5292.54	HO-4	0.27	23	6
0	0	n/a	0	General Commercial	0.11	4792	0	0	0	4791.6	0.3	1437.48	HO-4	0.11	23	3
0	0	n/a	0	General Commercial	0.21	9148	0	0	0	9147.6	0.3	2744.28	HO-4	0.21	23	5
0	0	Industrial Building	9180	General Commercial	0.50	21780	0	0	0	21780	0.3	6534	HO-4	0.50	23	12
0	0	Industrial Building	44157	Industrial	1.33	57935	0	0	0	57934.8	0.45	26070.66	HO-4	1.33	23	31
0	0	Industrial Building	78403	Industrial	0.02	871	0	0	0	871.2	0.45	392.04	HO-4	0.02	23	0
0	0	n/a	0	Industrial	0.35	15246	0	0	0	15246	0.45	6860.7	HO-4	0.35	23	8
0	0	n/a	0	Industrial	0.45	19602	0	0	0	19602	0.45	8820.9	HO-4	0.45	23	10
0	0	Office Building	11604	Industrial	0.39	16988	0	0	0	16988.4	0.45	7644.78	HO-4	0.39	23	9
0	0	Industrial Building	7892	Industrial	0.39	16988	0	0	0	16988.4	0.45	7644.78	HO-4	0.39	23	9
0	0	Industrial Building	8721	Industrial	0.39	16988	0	0	0	16988.4	0.45	7644.78	HO-4	0.39	23	9

0	0	Industrial Building	8784	Industrial	0.39	16988	0	0	0	16988.4	0.45	7644.78	HO-4	0.39	23	9
0	0	Office Building	18280	Industrial	0.39	16988	0	0	0	16988.4	0.45	7644.78	HO-4	0.39	23	9
0	0	Industrial Building	11979	Industrial	0.79	34412	0	0	0	34412.4	0.45	15485.58	HO-4	0.79	23	18
0	0	Industrial Building	17993	Industrial	0.73	31799	0	0	0	31798.8	0.45	14309.46	HO-4	0.73	23	17
0	0	Industrial Building	143291	Industrial	4.74	206480	0	0	0	206480.5	0.45	92916.22	HO-4	4.74	23	109
0	0	Industrial Building	2396	Industrial	0.69	29905	0	0	0	29905.38	0.45	13457.42	HO-4	0.69	23	16
0	3	n/a	0	General Commercial	0.23	10159	0	0	0	10158.67	0.3	3047.6	HO-4	0.23	23	5
0	1	n/a	0	Industrial	2.42	105267	0	0	0	105267.3	0.45	47370.27	HO-4	2.42	23	56
0	18	n/a	0	Industrial	0.75	32849	0	0	0	32849.04	0.45	14782.07	HO-4	0.75	23	17
0	22	n/a	0	Industrial	0.75	32650	0	0	0	32649.9	0.45	14692.45	HO-4	0.75	23	17
0	2	n/a	0	Industrial	0.42	18279	0	0	0	18279.02	0.45	8225.558	HO-4	0.42	23	10
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4997.871	0.45	2249.042	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4999	0	0	0	4998.636	0.45	2249.386	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4997.831	0.45	2249.024	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4997.592	0.45	2248.917	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4998.176	0.45	2249.179	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4997.583	0.45	2248.912	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4997.881	0.45	2249.047	HO-4	0.11	23	3
0	0	Industrial Building	20661	Industrial	0.91	39711	0	0	0	39711.26	0.45	17870.07	HO-4	0.91	23	21
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4998.096	0.45	2249.143	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.12	5010	0	0	0	5010.313	0.45	2254.641	HO-4	0.12	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4997.863	0.45	2249.038	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4997	0	0	0	4997.371	0.45	2248.817	HO-4	0.11	23	3
1	0	n/a	0	Industrial	0.11	4998	0	0	0	4998.079	0.45	2249.135	HO-4	0.11	23	3
0	0	Industrial Building	15393	Industrial	0.78	34114	0	0	0	34113.71	0.45	15351.17	HO-4	0.78	23	18
0	0	Commercial Building	12313	Industrial	0.41	17667	0	0	0	17667.08	0.45	7950.186	HO-4	0.41	23	9
0	0	Mixed Residential and Commercial	1678	General Commercial	0.17	7560	0	0	0	7559.796	0.3	2267.939	HO-4	0.17	23	4
1	0	Mixed Residential and Commercial	1370	General Commercial	0.18	7704	0	0	0	7703.708	0.3	2311.112	HO-4	0.18	23	4
0	0	Commercial Building	2963	General Commercial	0.18	7840	0	0	0	7840.14	0.3	2352.042	HO-4	0.18	23	4
0	0	Commercial Building	2636	Industrial	0.19	8476	0	0	0	8476.172	0.45	3814.278	HO-4	0.19	23	4
0	0	Industrial Building	3694	Industrial	0.18	8023	0	0	0	8022.613	0.45	3610.176	HO-4	0.18	23	4
0	1	Mixed Residential and Commercial	1125	General Commercial	0.19	8253	0	0	0	8252.98	0.3	2475.894	HO-4	0.19	23	4
0	2	Mixed Residential and Commercial	3501	General Commercial	0.14	5904	0	0	0	5903.916	0.3	1771.175	HO-4	0.14	23	3
0	1	Mixed Residential and Commercial	2017	General Commercial	0.13	5766	0	0	0	5765.706	0.3	1729.712	HO-4	0.13	23	3
0	0	Mixed Residential and Commercial	3365	General Commercial	0.16	6990	0	0	0	6989.915	0.3	2096.975	HO-4	0.16	23	4
0	1	Mixed Residential and Commercial	978	General Commercial	0.16	6997	0	0	0	6996.844	0.3	2099.053	HO-4	0.16	23	4
0	2	Mixed Residential and Commercial	2775	General Commercial	0.16	6998	0	0	0	6997.807	0.3	2099.342	HO-4	0.16	23	4
0	0	Mixed Residential and Commercial	2945	General Commercial	0.16	6996	0	0	0	6996.153	0.3	2098.846	HO-4	0.16	23	4
0	0	n/a	0	General Commercial	0.05	1995	0	0	0	1995.171	0.3	598.5514	HO-4	0.05	23	1
1	0	n/a	0	General Commercial	0.11	5007	0	0	0	5006.818	0.3	1502.045	HO-4	0.11	23	3
0	0	Commercial Building	1996	General Commercial	0.05	2000	0	0	0	1999.658	0.3	599.8973	HO-4	0.05	23	1
0	0	Commercial Building	11260	General Commercial	0.91	39472	0	0	0	39472.34	0.3	11841.7	HO-4	0.91	23	21
1	0	n/a	0	General Commercial	0.11	4998	0	0	0	4998.088	0.3	1499.426	HO-4	0.11	23	3
0	0	Mixed Residential and Commercial	2651	General Commercial	0.16	6996	0	0	0	6996.122	0.3	2098.837	HO-4	0.16	23	4
1	0	n/a	0	General Commercial	0.11	4989	0	0	0	4988.816	0.3	1496.645	HO-4	0.11	23	3
0	0	Mixed Residential and Commercial	3313	General Commercial	0.16	6998	0	0	0	6997.807	0.3	2099.342	HO-4	0.16	23	4

0	0	n/a	0	General Commercial	0.05	2003	0	0	0	2002.811	0.3	600.8433	HO-4	0.05	23	1
0	0	Commercial Building	3220	General Commercial	0.51	22345	0	0	0	22345.26	0.3	6703.577	HO-4	0.51	23	12
0	0	Mixed Residential and Commercial	2905	General Commercial	0.16	6998	0	0	0	6997.544	0.3	2099.263	HO-4	0.16	23	4
0	0	Education	19576	General Commercial	1.04	45445	0	0	0	45444.62	0.3	13633.39	HO-4	1.04	23	24
0	0	n/a	0	General Commercial	0.16	6998	0	0	0	6997.759	0.3	2099.328	HO-4	0.16	23	4
1	0	n/a	0	General Commercial	0.11	4699	0	0	0	4698.932	0.3	1409.68	HO-4	0.11	23	2
0	0	n/a	0	General Commercial	0.32	14059	0	0	0	14059.2	0.3	4217.761	HO-4	0.32	23	7
0	0	Religious Institution	5548	General Commercial	0.52	22860	0	0	0	22859.62	0.3	6857.887	HO-4	0.52	23	12
0	0	Commercial Building	2126	General Commercial	0.34	14826	0	0	0	14826.24	0.3	4447.872	HO-4	0.34	23	8
0	0	Commercial Building	349	General Commercial	0.21	9235	0	0	0	9234.504	0.3	2770.351	HO-4	0.21	23	5
0	0	Commercial Building	5163	General Commercial	1.22	53162	0	0	0	53161.9	0.3	15948.57	HO-4	1.22	23	28
0	0	Education	18318	General Commercial	1.50	65550	0	0	0	65549.65	0.3	19664.9	HO-4	1.50	23	35
0	0	Commercial Building	9479	General Commercial	0.42	18472	0	0	0	18472.47	0.3	5541.74	HO-4	0.42	23	10
0	0	n/a	0	General Commercial	0.23	9888	0	0	0	9888.225	0.3	2966.467	HO-4	0.23	23	5
0	0	n/a	0	General Commercial	0.67	29185	0	0	0	29185.2	0.3	8755.56	HO-4	0.67	23	15
0	0	Commercial Building	7042	General Commercial	0.50	21672	0	0	0	21672.36	0.3	6501.707	HO-4	0.50	23	11
0	0	Commercial Building	10213	General Commercial	0.29	12503	0	0	0	12502.78	0.3	3750.833	HO-4	0.29	23	7
0	0	Commercial Building	26872	General Commercial	1.31	57025	0	0	0	57025.45	0.3	17107.63	HO-4	1.31	23	30
1	0	n/a	0	General Commercial	0.16	6998	0	0	0	6997.805	0.3	2099.342	HO-4	0.16	23	4
1	0	n/a	0	General Commercial	0.16	7002	0	0	0	7002.483	0.3	2100.745	HO-4	0.16	23	4
0	0	Mixed Residential and Commercial	1509	General Commercial	0.16	6997	0	0	0	6996.814	0.3	2099.044	HO-4	0.16	23	4
0	0	Commercial Building	12940	General Commercial	0.80	34718	0	0	0	34717.93	0.3	10415.38	HO-4	0.80	23	18
0	1	Mixed Residential and Commercial	4196	General Commercial	0.32	13995	0	0	0	13995.09	0.3	4198.527	HO-4	0.32	23	7
0	0	Mixed Residential and Commercial	2391	General Commercial	0.16	6986	0	0	0	6985.954	0.3	2095.786	HO-4	0.16	23	4
0	0	Commercial Building	1947	General Commercial	0.05	2298	0	0	0	2298.391	0.3	689.5172	HO-4	0.05	23	1
0	0	Commercial Building	43428	General Commercial	1.09	47692	0	0	0	47691.92	0.3	14307.58	HO-4	1.09	23	25
0	0	Mixed Residential and Commercial	2651	General Commercial	0.16	6985	0	0	0	6985.435	0.3	2095.63	HO-4	0.16	23	4
0	0	Education	7187	General Commercial	1.03	44888	0	0	0	44887.79	0.3	13466.34	HO-4	1.03	23	24
0	39	n/a	0	General Commercial	1.37	59836	0	0	0	59836.45	0.3	17950.94	HO-4	1.37	23	32
0	0	Transportation, Communications, a	1052	General Commercial	0.91	39813	0	0	0	39812.51	0.3	11943.75	HO-4	0.91	23	21
0	2	n/a	0	General Commercial	0.35	15393	0	0	0	15393.23	0.3	4617.969	HO-4	0.35	23	8
0	0	Commercial Building	5616	General Commercial	1.39	60639	0	0	0	60638.64	0.3	18191.59	HO-4	1.39	23	32
0	36	n/a	0	General Commercial	1.38	60288	0	0	0	60287.87	0.3	18086.36	HO-4	1.38	23	32
0	67	n/a	0	General Commercial	1.41	61268	0	0	0	61268.22	0.3	18380.47	HO-4	1.41	23	32
0	41	n/a	0	General Commercial	1.38	59969	0	0	0	59969.21	0.3	17990.76	HO-4	1.38	23	32
0	0	Industrial Building	40488	Industrial	0.95	41509	0	0	0	41508.69	0.45	18678.91	HO-4	0.95	23	22
0	0	Industrial Building	129596	Industrial	2.85	124035	0	0	0	124035.3	0.45	55815.9	HO-4	2.85	23	65
0	0	Industrial Building	56664	Industrial	1.38	60102	0	0	0	60101.78	0.45	27045.8	HO-4	1.38	23	32
0	0	Industrial Building	68287	Industrial	1.63	71077	0	0	0	71076.84	0.45	31984.58	HO-4	1.63	23	38
0	0	Industrial Building	17806	Industrial	0.70	30301	0	0	0	30301.02	0.45	13635.46	HO-4	0.70	23	16
0	0	Industrial Building	19751	Industrial	0.88	38295	0	0	0	38294.9	0.45	17232.7	HO-4	0.88	23	20
0	0	Commercial Building	1774	General Commercial	0.42	18089	0	0	0	18089.03	0.3	5426.71	HO-4	0.42	31	13
0	0	Industrial Building	38920	Industrial	1.84	80092	0	0	0	80091.74	0.45	36041.28	HO-4	1.84	23	42
0	0	Industrial Building	39945	Industrial	0.95	41558	0	0	0	41557.8	0.45	18701.01	HO-4	0.95	23	22
0	0	Industrial Building	36935	Industrial	0.87	38049	0	0	0	38049.12	0.45	17122.1	HO-4	0.87	23	20
0	0	Transportation, Communications, a	0	Industrial	0.22	9626	0	0	0	9625.57	0.45	4331.507	HO-4	0.22	23	5

0	0	Transportation, Communications, a	0	Industrial	0.20	8680	0	0	0	8680.111	0.45	3906.05	HO-4	0.20	23	5
0	2	n/a	0	Industrial	0.39	17111	0	0	0	17110.82	0.45	7699.871	HO-4	0.39	23	9
0	0	Office Building	4193	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Commercial Building	12683	General Commercial	0.61	26572	0	0	0	26571.6	0.3	7971.48	HO-3	0.61	17	10
0	0	Office Building	5153	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Office Building	3165	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Office Building	6393	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Commercial Building	3294	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Vacant Commercial Building	6588	General Commercial	0.40	17424	0	0	0	17424	0.3	5227.2	HO-3	0.40	17	7
0	0	Commercial Building	3624	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Office Building	4772	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3
0	0	Commercial Building	6879	General Commercial	0.42	18295	0	0	0	18295.2	0.3	5488.56	HO-3	0.42	17	7
0	0	n/a	0	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	0	Industrial Building	1773	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	0	Vacant Commercial Building	1917	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	0	Industrial Building	797	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	0	Industrial Building	1497	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	0	n/a	0	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	0	Vacant Commercial Building	1497	General Commercial	0.14	6098	0	0	0	6098.4	0.3	1829.52	HO-3	0.14	17	2
0	4	n/a	0	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-3	0.16	17	3
0	0	Industrial Building	1996	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-3	0.16	17	3
0	0	Vacant Commercial Building	909	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-3	0.16	17	3
0	0	Office Building	2623	General Commercial	0.18	7841	0	0	0	7840.8	0.3	2352.24	HO-3	0.18	17	3
0	0	Industrial Building	958	General Commercial	0.25	10890	0	0	0	10890	0.3	3267	HO-3	0.25	17	4
0	0	Commercial Building	5665	General Commercial	0.34	14810	0	0	0	14810.4	0.3	4443.12	HO-3	0.34	17	6
0	0	Commercial Building	4263	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-3	0.15	17	3
0	0	Office Building	5648	General Commercial	0.15	6534	0	0	0	6534	0.3	1960.2	HO-3	0.15	17	3
0	0	Commercial Building	6389	General Commercial	0.22	9583	0	0	0	9583.2	0.3	2874.96	HO-3	0.22	31	7
0	0	Commercial Building	9483	General Commercial	0.24	10454	0	0	0	10454.4	0.3	3136.32	HO-3	0.24	31	7
0	0	Industrial Building	16910	Industrial	0.71	30928	0	0	0	30927.6	0.45	13917.42	HO-3	0.71	17	12
0	0	Office Building	4416	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-3	0.22	17	4
0	0	Industrial Building	4973	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-3	0.22	17	4
0	0	Industrial Building	10781	Industrial	0.95	41382	0	0	0	41382	0.45	18621.9	HO-3	0.95	17	16
0	0	Industrial Building	5989	Industrial	0.17	7405	0	0	0	7405.2	0.45	3332.34	HO-3	0.17	17	3
0	0	Industrial Building	4020	Industrial	0.17	7405	0	0	0	7405.2	0.45	3332.34	HO-3	0.17	17	3
0	0	Industrial Building	20843	Industrial	1.14	49658	0	0	0	49658.4	0.45	22346.28	HO-3	1.14	17	19
0	0	Industrial Building	36160	Industrial	2.57	111949	0	0	0	111949.2	0.45	50377.14	HO-3	2.57	17	44
0	0	Industrial Building	848	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	1174	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	7990	Mixed Use	0.29	12632	0.145	20	3	6316.2	0.3	1894.86	HO-3	0.29	17	5
0	0	Industrial Building	16321	Industrial	0.23	10019	0	0	0	10018.8	0.45	4508.46	HO-3	0.23	17	4
0	0	n/a	0	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-3	0.22	17	4
0	0	Industrial Building	1467	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	2516	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-3	0.15	17	3
0	0	n/a	0	Mixed Use	0.07	3049	0.035	20	1	1524.6	0.3	457.38	HO-3	0.07	17	1
0	0	Industrial Building	3514	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-3	0.15	17	3

0	0	Industrial Building	6888	Mixed Use	0.29	12632	0.145	20	3	6316.2	0.3	1894.86	HO-3	0.29	17	5
0	0	Industrial Building	2006	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-3	0.15	17	3
0	0	Industrial Building	4332	Mixed Use	0.29	12632	0.145	20	3	6316.2	0.3	1894.86	HO-3	0.29	17	5
0	0	Industrial Building	21762	Industrial	0.45	19602	0	0	0	19602	0.45	8820.9	HO-3	0.45	17	8
0	0	Industrial Building	3494	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	5614	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-3	0.22	17	4
0	0	Industrial Building	3693	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-3	0.15	17	3
0	0	Industrial Building	6439	Mixed Use	0.22	9583	0.11	20	2	4791.6	0.3	1437.48	HO-3	0.22	17	4
0	0	Industrial Building	3993	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-3	0.15	17	3
0	0	Industrial Building	3169	Industrial	0.07	3049	0	0	0	3049.2	0.45	1372.14	HO-3	0.07	17	1
0	0	Industrial Building	7262	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-3	0.22	17	4
0	0	Industrial Building	3689	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	3654	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	9191	Industrial	0.36	15682	0	0	0	15681.6	0.45	7056.72	HO-3	0.36	17	6
0	0	Industrial Building	6121	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-3	0.22	17	4
0	0	Industrial Building	4406	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	n/a	0	Industrial	0.07	3049	0	0	0	3049.2	0.45	1372.14	HO-3	0.07	17	1
0	0	n/a	0	Industrial	0.07	3049	0	0	0	3049.2	0.45	1372.14	HO-3	0.07	17	1
0	0	Industrial Building	5031	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	3925	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	4931	Industrial	0.15	6534	0	0	0	6534	0.45	2940.3	HO-3	0.15	17	3
0	0	Industrial Building	1637	Industrial	0.30	13068	0	0	0	13068	0.45	5880.6	HO-3	0.30	17	5
0	0	Industrial Building	2188	General Commercial	0.16	6970	0	0	0	6969.6	0.3	2090.88	HO-3	0.16	17	3
0	0	Commercial Building	13451	General Commercial	0.62	27007	0	0	0	27007.2	0.3	8102.16	HO-3	0.62	17	11
0	0	n/a	0	General Commercial	0.13	5663	0	0	0	5662.8	0.3	1698.84	HO-3	0.13	17	2
0	3	n/a	0	General Commercial	0.16	6872	0	0	0	6871.922	0.3	2061.577	HO-3	0.16	17	3
0	3	n/a	0	General Commercial	0.16	6872	0	0	0	6871.636	0.3	2061.491	HO-3	0.16	17	3
0	0	Mixed Residential and Commercial	4921	General Commercial	0.16	6872	0	0	0	6871.892	0.3	2061.568	HO-3	0.16	17	3
1	0	n/a	0	General Commercial	0.17	7256	0	0	0	7256.17	0.3	2176.851	HO-3	0.17	17	3
0	0	Mixed Residential and Commercial	1380	General Commercial	0.15	6676	0	0	0	6676.055	0.3	2002.817	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6503	0	0	0	6503.3	0.3	1950.99	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6496	0.07456	20	1	3247.952	0.3	974.3856	HO-3	0.15	17	3
0	0	Mixed Residential and Commercial	1933	General Commercial	0.15	6503	0	0	0	6503.307	0.3	1950.992	HO-3	0.15	17	3
0	2	Mixed Residential and Commercial	2305	Industrial	0.15	6398	0	0	0	6397.769	0.45	2878.996	HO-3	0.15	17	2
1	0	n/a	0	General Commercial	0.15	6510	0	0	0	6510.262	0.3	1953.079	HO-3	0.15	17	3
0	0	Industrial Building	2693	Mixed Use	0.15	6373	0.07315	20	1	3186.378	0.3	955.9133	HO-3	0.15	17	2
1	0	n/a	0	General Commercial	0.15	6497	0	0	0	6497.15	0.3	1949.145	HO-3	0.15	17	3
0	3	n/a	0	General Commercial	0.15	6676	0	0	0	6675.501	0.3	2002.65	HO-3	0.15	17	3
0	0	Mixed Residential and Commercial	1227	General Commercial	0.15	6503	0	0	0	6503.321	0.3	1950.996	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6661	0	0	0	6660.57	0.3	1998.171	HO-3	0.15	17	3
0	0	n/a	0	General Commercial	0.15	6509	0	0	0	6509.27	0.3	1952.781	HO-3	0.15	17	3
0	2	Mixed Residential and Commercial	1093	General Commercial	0.15	6660	0	0	0	6659.517	0.3	1997.855	HO-3	0.15	17	3
0	2	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.727	0.3	974.618	HO-3	0.15	17	3
0	2	n/a	0	General Commercial	0.15	6653	0	0	0	6653.325	0.3	1995.997	HO-3	0.15	17	3
0	0	Commercial Building	6469	General Commercial	0.31	13315	0	0	0	13315.05	0.3	3994.516	HO-3	0.31	17	5
1	0	n/a	0	Mixed Use	0.12	5197	0.05965	20	1	2598.547	0.3	779.5641	HO-3	0.12	17	2

0	2	n/a	0	Mixed Use	0.12	5199	0.05967	20	1	2599.337	0.3	779.801	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.15	6499	0.07459	20	1	3249.268	0.3	974.7803	HO-3	0.15	17	3
0	2	n/a	0	Mixed Use	0.13	5586	0.06412	20	1	2793.154	0.3	837.9462	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.13	5588	0.06414	20	1	2794.055	0.3	838.2166	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.47	0.3	974.5411	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6496	0.07457	20	1	3248.218	0.3	974.4655	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.533	0.3	974.56	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.507	0.3	974.5521	HO-3	0.15	17	3
0	2	n/a	0	Industrial	0.12	5328	0	0	0	5327.823	0.45	2397.52	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.15	6498	0.07459	20	1	3249.039	0.3	974.7117	HO-3	0.15	17	3
0	2	n/a	0	Industrial	0.13	5589	0	0	0	5588.93	0.45	2515.018	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.535	0.3	974.5605	HO-3	0.15	17	3
0	2	Mixed Residential and Commercial	3519	Mixed Use	0.13	5862	0.06729	20	1	2931.127	0.3	879.3382	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.393	0.3	974.5179	HO-3	0.15	17	3
0	5	n/a	0	Industrial	0.15	6675	0	0	0	6675.384	0.45	3003.923	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.395	0.3	974.5186	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.12	5198	0.05966	20	1	2598.811	0.3	779.6433	HO-3	0.12	17	2
1	0	n/a	0	Industrial	0.12	5327	0	0	0	5327.282	0.45	2397.277	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.12	5198	0.05967	20	1	2599.087	0.3	779.726	HO-3	0.12	17	2
0	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.541	0.3	974.5624	HO-3	0.15	17	3
1	0	n/a	0	Industrial	0.15	6397	0	0	0	6396.906	0.45	2878.608	HO-3	0.15	17	2
0	0	n/a	0	Industrial	0.07	3249	0	0	0	3248.874	0.45	1461.993	HO-3	0.07	17	1
1	0	n/a	0	Mixed Use	0.15	6496	0.07457	20	1	3248.203	0.3	974.4608	HO-3	0.15	17	3
0	0	Industrial Building	3095	Mixed Use	0.07	3248	0.03729	20	1	1624.16	0.3	487.2479	HO-3	0.07	17	1
0	0	n/a	0	Mixed Use	0.07	3249	0.03729	20	1	1624.437	0.3	487.331	HO-3	0.07	17	1
1	0	n/a	0	Mixed Use	0.15	6498	0.07458	20	1	3248.837	0.3	974.6511	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.13	5588	0.06414	20	1	2794.129	0.3	838.2388	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.526	0.3	974.5579	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.334	0.3	974.5003	HO-3	0.15	17	3
0	2	n/a	0	Mixed Use	0.12	5197	0.05965	20	1	2598.516	0.3	779.5547	HO-3	0.12	17	2
0	0	Industrial Building	2196	Mixed Use	0.07	3199	0.03672	20	1	1599.524	0.3	479.8573	HO-3	0.07	17	1
0	8	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.737	0.3	974.6212	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6663	0	0	0	6662.624	0.3	1998.787	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6510	0	0	0	6509.609	0.3	1952.883	HO-3	0.15	17	3
0	1	Mixed Residential and Commercial	1302	General Commercial	0.15	6675	0	0	0	6674.885	0.3	2002.466	HO-3	0.15	17	3
0	2	n/a	0	General Commercial	0.15	6659	0	0	0	6659.278	0.3	1997.783	HO-3	0.15	17	3
0	0	General Office	3068	General Commercial	0.15	6676	0	0	0	6675.745	0.3	2002.724	HO-3	0.15	17	3
0	0	Commercial Building	1658	General Commercial	0.15	6647	0	0	0	6646.972	0.3	1994.092	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6510	0	0	0	6509.834	0.3	1952.95	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6510	0	0	0	6510.275	0.3	1953.082	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6498	0.07459	20	1	3249.095	0.3	974.7285	HO-3	0.15	17	3
0	0	General Office	2549	General Commercial	0.15	6675	0	0	0	6675.245	0.3	2002.574	HO-3	0.15	17	3
0	0	Industrial Building	2034	Mixed Use	0.14	6273	0.072	20	1	3136.404	0.3	940.9213	HO-3	0.14	17	2
1	0	n/a	0	Mixed Use	0.15	6398	0.07343	20	1	3198.779	0.3	959.6338	HO-3	0.15	17	2
0	0	Commercial Building	898	Mixed Use	0.07	3248	0.03729	20	1	1624.238	0.3	487.2713	HO-3	0.07	17	1
0	0	Mixed Residential and Commercial	1068	General Commercial	0.15	6676	0	0	0	6675.678	0.3	2002.703	HO-3	0.15	17	3

1	0	n/a	0	General Commercial	0.15	6503	0	0	0	6503.315	0.3	1950.995	HO-3	0.15	17	3
0	2	n/a	0	Mixed Use	0.13	5523	0.06339	20	1	2761.407	0.3	828.4222	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.14	6273	0.072	20	1	3136.275	0.3	940.8825	HO-3	0.14	17	2
0	0	Industrial Building	1609	Mixed Use	0.12	5198	0.05966	20	1	2598.836	0.3	779.6509	HO-3	0.12	17	2
0	0	Industrial Building	1965	Mixed Use	0.15	6497	0.07457	20	1	3248.464	0.3	974.5391	HO-3	0.15	17	3
0	0	n/a	0	Mixed Use	0.12	5393	0.0619	20	1	2696.253	0.3	808.8758	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.12	5199	0.05968	20	1	2599.445	0.3	779.8335	HO-3	0.12	17	2
0	0	n/a	0	Mixed Use	0.12	5198	0.05966	20	1	2598.801	0.3	779.6404	HO-3	0.12	17	2
0	1	Mixed Residential and Commercial	2050	Mixed Use	0.12	5387	0.06183	20	1	2693.443	0.3	808.033	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.393	0.3	974.5178	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.518	0.3	974.5555	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6498	0.07459	20	1	3248.989	0.3	974.6966	HO-3	0.15	17	3
0	0	Industrial Building	2408	Mixed Use	0.13	5458	0.06264	20	1	2728.767	0.3	818.6302	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6692	0.07681	20	2	3345.796	0.3	1003.739	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.13	5457	0.06264	20	1	2728.404	0.3	818.5211	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.07	3186	0.03657	20	1	1593.003	0.3	477.9008	HO-3	0.07	17	1
1	0	n/a	0	Mixed Use	0.15	6397	0.07342	20	1	3198.325	0.3	959.4975	HO-3	0.15	17	2
1	0	n/a	0	Mixed Use	0.15	6496	0.07457	20	1	3248.16	0.3	974.4479	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.397	0.3	974.5191	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.13	5457	0.06264	20	1	2728.586	0.3	818.5758	HO-3	0.13	17	2
0	3	Mixed Residential and Commercial	2809	Mixed Use	0.15	6489	0.07448	20	1	3244.55	0.3	973.365	HO-3	0.15	17	3
0	0	Industrial Building	3220	Mixed Use	0.13	5847	0.06712	20	1	2923.619	0.3	877.0858	HO-3	0.13	17	2
0	2	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.675	0.3	974.6025	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.283	0.3	974.4848	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.727	0.3	974.6182	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.13	5457	0.06263	20	1	2728.312	0.3	818.4935	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.12	5393	0.0619	20	1	2696.412	0.3	808.9237	HO-3	0.12	17	2
0	2	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.532	0.3	974.5597	HO-3	0.15	17	3
0	0	n/a	0	Mixed Use	0.07	3248	0.03729	20	1	1624.169	0.3	487.2507	HO-3	0.07	17	1
1	0	n/a	0	Mixed Use	0.15	6441	0.07393	20	1	3220.561	0.3	966.1682	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.13	5848	0.06713	20	1	2924.124	0.3	877.2373	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.13	5847	0.06712	20	1	2923.742	0.3	877.1227	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6498	0.07459	20	1	3249.181	0.3	974.7544	HO-3	0.15	17	3
0	2	n/a	0	Mixed Use	0.13	5458	0.06265	20	1	2729.108	0.3	818.7325	HO-3	0.13	17	2
0	2	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.533	0.3	974.5599	HO-3	0.15	17	3
0	2	n/a	0	Mixed Use	0.13	5847	0.06711	20	1	2923.307	0.3	876.9922	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.663	0.3	974.5989	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.15	6498	0.07458	20	1	3248.858	0.3	974.6575	HO-3	0.15	17	3
0	0	n/a	0	Mixed Use	0.07	3249	0.03729	20	1	1624.42	0.3	487.3261	HO-3	0.07	17	1
1	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.483	0.3	974.5449	HO-3	0.15	17	3
0	3	Mixed Residential and Commercial	4925	Mixed Use	0.22	9558	0.10971	20	2	4779.13	0.3	1433.739	HO-3	0.22	17	4
1	0	n/a	0	Mixed Use	0.12	5329	0.06117	20	1	2664.353	0.3	799.3059	HO-3	0.12	17	2
0	0	Industrial Building	1911	Mixed Use	0.13	5457	0.06264	20	1	2728.676	0.3	818.6027	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.12	5393	0.0619	20	1	2696.547	0.3	808.964	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.15	6534	0.075	20	2	3267	0.3	980.1	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.12	5197	0.05966	20	1	2598.715	0.3	779.6145	HO-3	0.12	17	2

1	0	n/a	0	Mixed Use	0.15	6498	0.07458	20	1	3248.921	0.3	974.6762	HO-3	0.15	17	3
0	0	Industrial Building	3546	Mixed Use	0.14	6095	0.06996	20	1	3047.64	0.3	914.292	HO-3	0.14	17	2
0	0	Industrial Building	2639	Mixed Use	0.14	6274	0.07201	20	1	3136.806	0.3	941.0417	HO-3	0.14	17	2
0	3	n/a	0	Mixed Use	0.12	5013	0.05754	20	1	2506.591	0.3	751.9773	HO-3	0.12	17	2
1	0	n/a	0	Mixed Use	0.13	5471	0.0628	20	1	2735.492	0.3	820.6477	HO-3	0.13	17	2
0	0	Industrial Building	2537	Mixed Use	0.13	5848	0.06713	20	1	2924.136	0.3	877.2408	HO-3	0.13	17	2
0	0	n/a	0	Mixed Use	0.12	5393	0.06191	20	1	2696.682	0.3	809.0046	HO-3	0.12	17	2
0	0	n/a	0	Mixed Use	0.15	6498	0.07459	20	1	3248.933	0.3	974.6798	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6503	0	0	0	6503.3	0.3	1950.99	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6510	0	0	0	6510.262	0.3	1953.079	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6654	0	0	0	6654.325	0.3	1996.297	HO-3	0.15	17	3
0	0	Mixed Residential and Commercial	1475	General Commercial	0.15	6659	0	0	0	6659.299	0.3	1997.79	HO-3	0.15	17	3
0	2	n/a	0	General Commercial	0.15	6687	0	0	0	6687.08	0.3	2006.124	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6663	0	0	0	6662.517	0.3	1998.755	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6497	0	0	0	6497.112	0.3	1949.134	HO-3	0.15	17	3
0	5	Mixed Residential and Commercial	3912	General Commercial	0.15	6510	0	0	0	6509.618	0.3	1952.885	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6669	0	0	0	6669.288	0.3	2000.786	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6660	0	0	0	6659.804	0.3	1997.941	HO-3	0.15	17	3
0	0	Mixed Residential and Commercial	1645	General Commercial	0.15	6509	0	0	0	6509.355	0.3	1952.807	HO-3	0.15	17	3
0	0	n/a	0	General Commercial	0.15	6683	0	0	0	6683.177	0.3	2004.953	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6533	0	0	0	6533.411	0.3	1960.023	HO-3	0.15	17	3
0	0	Commercial Building	1751	General Commercial	0.15	6653	0	0	0	6653.197	0.3	1995.959	HO-3	0.15	17	3
0	4	n/a	0	General Commercial	0.15	6510	0	0	0	6510.262	0.3	1953.079	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.15	6675	0	0	0	6675.365	0.3	2002.609	HO-3	0.15	17	3
0	0	Mixed Residential and Commercial	1074	General Commercial	0.15	6510	0	0	0	6509.639	0.3	1952.892	HO-3	0.15	17	3
1	0	n/a	0	General Commercial	0.16	6872	0	0	0	6871.906	0.3	2061.572	HO-3	0.16	17	3
1	0	n/a	0	General Commercial	0.16	6872	0	0	0	6871.892	0.3	2061.567	HO-3	0.16	17	3
0	0	Commercial Building	4961	General Commercial	0.14	6145	0	0	0	6145.076	0.3	1843.523	HO-3	0.14	17	2
0	0	n/a	0	General Commercial	0.16	6873	0	0	0	6872.681	0.3	2061.804	HO-3	0.16	17	3
0	3	n/a	0	General Commercial	0.16	6873	0	0	0	6872.596	0.3	2061.779	HO-3	0.16	17	3
0	3	n/a	0	General Commercial	0.16	6872	0	0	0	6872.317	0.3	2061.695	HO-3	0.16	17	3
0	3	n/a	0	General Commercial	0.16	6874	0	0	0	6873.534	0.3	2062.06	HO-3	0.16	17	3
0	2	n/a	0	General Commercial	0.14	5949	0	0	0	5948.863	0.3	1784.659	HO-3	0.14	17	2
0	0	Commercial Building	1198	General Commercial	0.11	4793	0	0	0	4792.854	0.3	1437.856	HO-3	0.11	17	2
1	0	n/a	0	General Commercial	0.16	6872	0	0	0	6872.338	0.3	2061.701	HO-3	0.16	17	3
1	0	n/a	0	General Commercial	0.14	5998	0	0	0	5997.802	0.3	1799.341	HO-3	0.14	17	2
0	3	n/a	0	General Commercial	0.16	6872	0	0	0	6871.664	0.3	2061.499	HO-3	0.16	17	3
0	4	Mixed Residential and Commercial	3154	General Commercial	0.19	8244	0	0	0	8244.218	0.3	2473.265	HO-3	0.19	17	3
0	0	n/a	0	General Commercial	0.16	6871	0	0	0	6870.72	0.3	2061.216	HO-3	0.16	17	3
0	5	Mixed Residential and Commercial	3283	General Commercial	0.16	6872	0	0	0	6872.279	0.3	2061.684	HO-3	0.16	17	3
0	0	Mixed Residential and Commercial	2663	General Commercial	0.14	5998	0	0	0	5998.409	0.3	1799.523	HO-3	0.14	17	2
0	5	Mixed Residential and Commercial	3122	General Commercial	0.16	6874	0	0	0	6873.947	0.3	2062.184	HO-3	0.16	17	3
1	0	n/a	0	General Commercial	0.16	6872	0	0	0	6871.701	0.3	2061.51	HO-3	0.16	17	3
1	0	n/a	0	Mixed Use	0.15	6496	0.07457	20	1	3248.197	0.3	974.4592	HO-3	0.15	17	3
0	0	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.61	0.3	974.5829	HO-3	0.15	17	3
1	0	n/a	0	Mixed Use	0.12	5227	0.06	20	1	2613.6	0.3	784.08	HO-3	0.12	17	2

0	0	n/a	0	Mixed Use	0.07	3049	0.035	20	1	1524.6	0.3	457.38	HO-3	0.07	17	1
1	0	n/a	0	Mixed Use	0.13	5685	0.06525	20	1	2842.463	0.3	852.7389	HO-3	0.13	17	2
0	0	n/a	0	Mixed Use	0.07	3248	0.03729	20	1	1624.245	0.3	487.2736	HO-3	0.07	17	1
0	2	n/a	0	Mixed Use	0.13	5587	0.06413	20	1	2793.584	0.3	838.0753	HO-3	0.13	17	2
1	0	n/a	0	Mixed Use	0.13	5684	0.06525	20	1	2842.234	0.3	852.6701	HO-3	0.13	17	2
0	0	Industrial Building	958	Mixed Use	0.07	3248	0.03729	20	1	1624.178	0.3	487.2533	HO-3	0.07	17	1
0	1	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.74	0.3	974.6221	HO-3	0.15	17	3
0	0	Industrial Building	2243	Mixed Use	0.15	6498	0.07458	20	1	3248.779	0.3	974.6338	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.12	5392	0.0619	20	1	2696.226	0.3	808.8679	HO-3	0.12	17	2
0	1	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.518	0.3	974.5555	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.13	5847	0.06712	20	1	2923.721	0.3	877.1163	HO-3	0.13	17	2
0	1	n/a	0	Mixed Use	0.13	5847	0.06712	20	1	2923.688	0.3	877.1063	HO-3	0.13	17	2
0	0	n/a	0	Mixed Use	0.07	3248	0.03729	20	1	1624.237	0.3	487.2711	HO-3	0.07	17	1
0	4	n/a	0	Mixed Use	0.12	5327	0.06115	20	1	2663.507	0.3	799.0522	HO-3	0.12	17	2
0	0	n/a	0	Mixed Use	0.07	3248	0.03728	20	1	1623.842	0.3	487.1525	HO-3	0.07	17	1
0	0	Mixed Residential and Commercial	2573	Mixed Use	0.15	6372	0.07314	20	1	3185.984	0.3	955.7953	HO-3	0.15	17	2
0	0	Industrial Building	811	Mixed Use	0.15	6497	0.07458	20	1	3248.607	0.3	974.5821	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.12	5375	0.06169	20	1	2687.403	0.3	806.221	HO-3	0.12	17	2
0	1	n/a	0	Mixed Use	0.15	6512	0.07475	20	1	3256.177	0.3	976.853	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.07	3186	0.03657	20	1	1592.936	0.3	477.8807	HO-3	0.07	17	1
0	0	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.31	0.3	974.493	HO-3	0.15	17	3
0	1	Mixed Residential and Commercial	1010	Mixed Use	0.15	6498	0.07459	20	1	3248.924	0.3	974.6773	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.484	0.3	974.5453	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.15	6497	0.07457	20	1	3248.372	0.3	974.5115	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.12	5329	0.06117	20	1	2664.624	0.3	799.3873	HO-3	0.12	17	2
0	1	n/a	0	Mixed Use	0.15	6499	0.0746	20	1	3249.528	0.3	974.8584	HO-3	0.15	17	3
0	1	n/a	0	Mixed Use	0.15	6497	0.07458	20	1	3248.638	0.3	974.5913	HO-3	0.15	17	3
0	0	Commercial Building	3265	Mixed Use	0.22	9622	0.11044	20	2	4810.788	0.3	1443.236	HO-3	0.22	17	4
0	0	Industrial Building	4941	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	Religious Institution	18487	Industrial	0.91	39640	0	0	0	39639.6	0.45	17837.82	HO-5	0.91	31	28
0	0	n/a	0	Industrial	0.22	9583	0	0	0	9583.2	0.45	4312.44	HO-4	0.22	23	5
0	0	Religious Institution	2635	Industrial	0.28	12197	0	0	0	12196.8	0.45	5488.56	HO-4	0.28	23	6
0	0	Industrial Building	4093	General Commercial/Mixe	0.40	17424	0.2	17	3	8712	0.3	2613.6	HO-5	0.40	31	12
0	0	Industrial Building	14674	General Commercial/Mixe	1.20	52272	0.6	17	10	26136	0.3	7840.8	HO-5	1.20	31	37
0	0	Religious Institution	7756	General Commercial/Mixe	0.26	11326	0.13	17	2	5662.8	0.3	1698.84	HO-5	0.26	31	8
0	0	Religious Institution	3624	General Commercial	0.20	8712	0	0	0	8712	0.3	2613.6	HO-3	0.20	17	3

SPLIT ZONES SITES																
Existing Uses				Previous Plan									Project			
Residential		Non-Residential				Residential			Non-Residential							
SF	MF	Use	Square Footage	Current GP	Acres	Square Feet	Resi. Acres	du/acre	DU	Non-Resi. SF	FAR	Square Footage	Proposed	Acres	Density	Units
0	1	n/a	0	Medium/High Density Residential	1.15	50014	1.14816	20	23	0	0	0	R4	1.15	23	26
0	2	n/a	0	Low/Medium Density Residential	0.34	14671	0.33681	13	4	0	0	0	R3	0.34	17	6
0	5	n/a	0	Low/Medium Density Residential	0.45	19407	0.44552	13	6	0	0	0	R3	0.45	17	8
1	0	n/a	0	Low/Medium Density Residential	0.44	19192	0.44059	13	6	0	0	0	R2	0.44	17	7
1	0	n/a	0	Low/Medium Density Residential	0.44	19048	0.43727	13	6	0	0	0	R2	0.44	17	7
1	0	n/a	0	Low/Medium Density Residential	0.44	19045	0.43721	13	6	0	0	0	R2	0.44	17	7
1	0	n/a	0	Low/Medium Density Residential	0.44	19079	0.438	13	6	0	0	0	R2	0.44	17	7
1	0	n/a	0	Low/Medium Density Residential	0.17	7313	0.16789	13	2	0	0	0	R2	0.17	17	3
0	2	n/a	0	Medium Density Residential	0.40	17231	0.39556	17	7	0	0	0	R2	0.40	17	7

REZONE SITES																
Existing Uses				Previous Plan									Project			
Residential		Non-Residential					Residential			Non-Residential						
SF	MF	Use	Square Footage	Current GP	Acres	Square Feet	Resi. Acres	du/acre	DU	Non-Resi. SF	FAR	Square Footage	Proposed	Acres	Density	Units
0	0	Industrial Building	77431	Specific Plan	4.18	182081	2.508	15	38	72832.32	0.5	36416.16	R-6	4.18	51	213
0	0	Industrial Building	39829	Specific Plan	3.43	149411	2.058	15	31	59764.32	0.5	29882.16	R-6	3.43	51	175

RELIGIOUS OVERLAY SITES																	
Existing Uses				Previous Plan									Project				
Residential		Non-Residential					Residential			Non-Residential							
SF	MF	Use	Square Footage	Current GP	Acres	Square Feet	Resi. Acres	du/acre	DU	Non-Resi. SF	FAR	Square Footage	Overlay	Acres	Density	Units
1	0	Religious Institution	5,548	General Commercial	0.52	22860	0	0	0	22859.68	0.3	6857.9032	Religious Overlay	0.52	n/a	4
1	0	Religious Institution	6,822	Medium Residential	0.40	17563	0.40318	17	7	0	0	0	Religious Overlay	0.40	n/a	4
0	4	Religious Institution	13,451	General Commercial	0.62	27167	0	0	0	27166.76	0.3	8150.0289	Religious Overlay	0.62	n/a	4
0	2	Religious Institution	46,445	Medium Residential	1.08	46854	1.07561	17	18	0	0	0	Religious Overlay	1.08	n/a	4
1	0	Religious Institution	2,780	High Residential	0.38	16739	0.38428	30	12	0	0	0	Religious Overlay	0.38	n/a	4
0	2	Religious Institution	18,318	General Commercial	1.50	65533	0	0	0	65533.38	0.3	19660.013	Religious Overlay	1.50	n/a	4
0	4	Religious Institution	40,342	Low Residential	2.05	89343	2.05103	9	18	0	0	0	Religious Overlay	2.05	n/a	4
0	2	Religious Institution	19,576	General Commercial	1.04	45445	0	0	0	45444.62	0.3	13633.385	Religious Overlay	1.04	n/a	4
1	0	Religious Institution	2,446	Mixed Use	0.14	6056	0.06951	20	1	3027.999	0.3	908.39974	Religious Overlay	0.14	n/a	4
0	2	Religious Institution	4,177	Medium Residential	0.18	7665	0.17597	17	3	0	0	0	Religious Overlay	0.18	n/a	4
1	0	Religious Institution	13,265	General Commercial	0.68	29568	0	0	0	29568.1	0.3	8870.431	Religious Overlay	0.68	n/a	4
0	5	Religious Institution	44,279	Mixed Use	1.16	50436	0.57893	20	12	25218.1	0.3	7565.4313	Religious Overlay	1.16	n/a	4
1	0	Religious Institution	5,113	Public/Institutional	0.17	7468	0	0	0	7468.075	0.1156	863.30941	Religious Overlay	0.17	n/a	4
0	2	Religious Institution	29,865	Public/Institutional	2.55	110890	0	0	0	110890	0.1156	12818.883	Religious Overlay	2.55	n/a	4
0	3	Religious Institution	16,032	Public/Institutional	1.41	61344	0	0	0	61343.86	0.1156	7091.3507	Religious Overlay	1.41	n/a	4
0	59	Religious Institution	18,014	High Residential	2.62	113980	2.61663	30	78	0	0	0	Religious Overlay	2.62	n/a	4
1	0	Religious Institution	2,701	High Residential	0.42	18430	0.4231	30	13	0	0	0	Religious Overlay	0.42	n/a	4
0	2	Religious Institution	1,010	High Residential	0.19	8247	0.18932	30	6	0	0	0	Religious Overlay	0.19	n/a	4
1	0	Religious Institution	5,989	General Commercial	0.14	6053	0	0	0	6052.932	0.3	1815.8796	Religious Overlay	0.14	n/a	4
0	2	Religious Institution	3,624	General Commercial	0.20	8793	0	0	0	8793.241	0.3	2637.9722	Religious Overlay	0.20	n/a	4
0	2	Religious Institution	6,572	Medium Residential	1.31	56893	1.30607	17	22	0	0	0	Religious Overlay	1.31	n/a	4
1	0	Religious Institution	2,635	Industrial	0.28	12043	0	0	0	12043.38	0.45	5419.5198	Religious Overlay	0.28	n/a	4
1	0	Religious Institution	18,487	Industrial	0.91	39693	0	0	0	39693.26	0.45	17861.966	Religious Overlay	0.91	n/a	4
1	0	Religious Institution	6,167	Medium Residential	0.18	7997	0.18359	17	3	0	0	0	Religious Overlay	0.18	n/a	4
0	2	Religious Institution	13,244	High Residential	0.58	25064	0.5754	30	17	0	0	0	Religious Overlay	0.58	n/a	4
1	0	Religious Institution	3,447	General Commercial	0.19	8245	0	0	0	8245.398	0.3	2473.6195	Religious Overlay	0.19	n/a	4
1	0	Religious Institution	36,474	Medium Residential	3.62	157853	3.62381	17	62	0	0	0	Religious Overlay	3.62	n/a	4
1	0	Religious Institution	13,704	Medium Residential	0.62	27218	0.62484	17	11	0	0	0	Religious Overlay	0.62	n/a	4
0	2	Religious Institution	10,239	Medium Residential	0.58	25412	0.58337	17	10	0	0	0	Religious Overlay	0.58	n/a	4
1	0	Religious Institution	14,973	General Commercial	0.38	16754	0	0	0	16753.93	0.3	5026.1778	Religious Overlay	0.38	n/a	4
1	0	Religious Institution	12,413	General Commercial	0.52	22657	0	0	0	22656.85	0.3	6797.0558	Religious Overlay	0.52	n/a	4
1	0	Religious Institution	4,821	Industrial	0.22	9655	0	0	0	9654.516	0.45	4344.532	Religious Overlay	0.22	n/a	4
0	4	Religious Institution	36,258	Medium Residential	1.88	81685	1.87522	17	32	0	0	0	Religious Overlay	1.88	n/a	4
1	0	Religious Institution	1,453	Medium Residential	0.07	3184	0.0731	17	1	0	0	0	Religious Overlay	0.07	n/a	4
0	3	Religious Institution	11,605	Medium Residential	1.47	64087	1.47122	17	25	0	0	0	Religious Overlay	1.47	n/a	4
0	2	Religious Institution	9,950	High Residential	0.92	40081	0.92014	30	28	0	0	0	Religious Overlay	0.92	n/a	4
0	3	Religious Institution	13,450	Medium Residential	0.74	32096	0.73683	17	13	0	0	0	Religious Overlay	0.74	n/a	4
1	0	Religious Institution	5,574	Medium Residential	0.56	24338	0.55872	17	9	0	0	0	Religious Overlay	0.56	n/a	4
1	0	Religious Institution	14,822	Medium Residential	0.82	35826	0.82244	17	14	0	0	0	Religious Overlay	0.82	n/a	4
1	0	Religious Institution	7,756	General Commercial	0.26	11503	0	0	0	11503.1	0.3	3450.9308	Religious Overlay	0.26	n/a	4

1	0	Religious Institution	7,028	General Commercial	0.38	16451	0	0	0	16450.64	0.3	4935.1933	Religious Overlay	0.38	n/a	4
1	0	Religious Institution	4,274	General Commercial	0.18	7797	0	0	0	7796.792	0.3	2339.0377	Religious Overlay	0.18	n/a	4
1	0	Religious Institution	8,544	Low Residential	1.00	43640	1.00183	9	9	0	0	0	Religious Overlay	1.00	n/a	4
1	0	Religious Institution	9,195	General Commercial	0.59	25556	0	0	0	25555.7	0.3	7666.7088	Religious Overlay	0.59	n/a	4
1	0	Religious Institution	4,090	General Commercial	0.17	7415	0	0	0	7415.385	0.3	2224.6156	Religious Overlay	0.17	n/a	4
1	0	Religious Institution	2,124	Low Residential	0.13	5560	0.12765	9	1	0	0	0	Religious Overlay	0.13	n/a	4
1	0	Religious Institution	3,945	General Commercial	0.20	8673	0	0	0	8673.418	0.3	2602.0254	Religious Overlay	0.20	n/a	4
1	0	Religious Institution	12,478	General Commercial	0.44	19010	0	0	0	19009.96	0.3	5702.9867	Religious Overlay	0.44	n/a	4
0	3	Religious Institution	41,566	General Commercial	0.98	42593	0	0	0	42592.64	0.3	12777.791	Religious Overlay	0.98	n/a	4
0	4	Religious Institution	15,095	Low Residential	1.86	81022	1.86	9	17	0	0	0	Religious Overlay	1.86	n/a	4

Appendix 3 — Traffic Count Data

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : EL SEGUNDO BOULEVARD — Site: GARDENA

Segment : WESTERN AVE TO NORMANDIE AVE — Date: 11/16/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	46	125	170	723	25	95	166	770	71	220	336	1,493
12:15	28		169		30		214		58		383	
12:30	25		210		24		200		49		410	
12:45	26		174		16		190		42		364	
01:00	13	81	218	886	16	61	202	873	29	142	420	1,759
01:15	16		188		12		226		28		414	
01:30	26		255		16		235		42		490	
01:45	26		225		17		210		43		435	
02:00	33	83	238	1,098	26	88	263	978	59	171	501	2,076
02:15	20		232		17		242		37		474	
02:30	14		328		21		224		35		552	
02:45	16		300		24		249		40		549	
03:00	22	69	304	1,529	36	148	234	892	58	217	538	2,421
03:15	17		371		28		252		45		623	
03:30	12		428		29		206		41		634	
03:45	18		426		55		200		73		626	
04:00	19	155	378	1,496	54	399	231	877	73	554	609	2,373
04:15	46		361		78		196		124		557	
04:30	38		368		91		186		129		554	
04:45	52		389		176		264		228		653	
05:00	38	251	440	1,624	119	583	216	834	157	834	656	2,458
05:15	64		430		98		215		162		645	
05:30	62		401		155		220		217		621	
05:45	87		353		211		183		298		536	
06:00	92	416	350	1,312	210	1,316	176	651	302	1,732	526	1,963
06:15	108		377		264		166		372		543	
06:30	105		350		402		170		507		520	
06:45	111		235		440		139		551		374	
07:00	132	656	216	661	366	1,790	148	507	498	2,446	364	1,168
07:15	152		157		418		140		570		297	
07:30	172		152		454		94		626		246	
07:45	200		136		552		125		752		261	
08:00	167	728	147	456	458	1,472	92	363	625	2,200	239	819
08:15	186		134		350		99		536		233	
08:30	194		94		344		98		538		192	
08:45	181		81		320		74		501		155	
09:00	160	601	102	341	274	920	82	304	434	1,521	184	645
09:15	144		84		240		84		384		168	
09:30	147		82		198		79		345		161	
09:45	150		73		208		59		358		132	
10:00	163	647	74	240	186	770	63	224	349	1,417	137	464
10:15	138		64		196		50		334		114	
10:30	178		46		193		51		371		97	
10:45	168		56		195		60		363		116	
11:00	152	650	50	178	196	731	38	125	348	1,381	88	303
11:15	163		56		158		32		321		88	
11:30	155		42		164		32		319		74	
11:45	180		30		213		23		393		53	
Totals	4,462		10,544		8,373		7,398		12,835		17,942	
Split%	34.8		58.8		65.2		41.2					
Day Totals		15,006				15,771				30,777		
Day Splits		48.8				51.2						
Peak Hour	07:45		04:45		07:15		02:00		07:15		04:45	
Volume	747		1,660		1,882		978		2,573		2,575	
Factor	0.93		0.94		0.85		0.93		0.86		0.98	

* Data File : D2111003

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : 135TH STREET
Site: GARDENA
Segment : WESTERN AVE TO NORMANDIE AVE
Date: 11/16/21
Client : CITY OF GARDENA

Interval	EB				WB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	24	50	111	469	21	38	120	399	45	88	231	868	
12:15	11		118		7		96		18		214		
12:30	8		134		8		86		16		220		
12:45	7		106		2		97		9		203		
01:00	5	31	116	515	1	17	106	436	6	48	222	951	
01:15	14		123		4		106		18		229		
01:30	9		150		4		100		13		250		
01:45	3		126		8		124		11		250		
02:00	13	27	150	677	5	33	112	487	18	60	262	1,164	
02:15	8		138		6		122		14		260		
02:30	2		200		12		113		14		313		
02:45	4		189		10		140		14		329		
03:00	12	45	207	951	6	48	121	500	18	93	328	1,451	
03:15	7		242		14		112		21		354		
03:30	13		246		20		136		33		382		
03:45	13		256		8		131		21		387		
04:00	12	82	280	1,008	2	62	96	449	14	144	376	1,457	
04:15	14		254		8		102		22		356		
04:30	26		238		4		116		30		354		
04:45	30		236		48		135		78		371		
05:00	18	175	236	996	42	271	132	470	60	446	368	1,466	
05:15	32		252		43		122		75		374		
05:30	57		261		74		108		131		369		
05:45	68		247		112		108		180		355		
06:00	56	284	178	592	104	569	98	349	160	853	276	941	
06:15	56		164		124		91		180		255		
06:30	68		132		142		76		210		208		
06:45	104		118		199		84		303		202		
07:00	92	448	108	341	224	1,110	76	235	316	1,558	184	576	
07:15	116		85		298		59		414		144		
07:30	104		75		306		56		410		131		
07:45	136		73		282		44		418		117		
08:00	122	473	88	250	240	832	47	167	362	1,305	135	417	
08:15	135		54		234		43		369		97		
08:30	124		58		190		37		314		95		
08:45	92		50		168		40		260		90		
09:00	84	308	32	146	120	473	34	126	204	781	66	272	
09:15	66		35		117		27		183		62		
09:30	85		43		107		31		192		74		
09:45	73		36		129		34		202		70		
10:00	84	338	29	122	88	394	29	84	172	732	58	206	
10:15	80		30		86		18		166		48		
10:30	82		30		94		16		176		46		
10:45	92		33		126		21		218		54		
11:00	77	388	24	79	105	449	24	65	182	837	48	144	
11:15	106		14		106		16		212		30		
11:30	96		24		123		16		219		40		
11:45	109		17		115		9		224		26		
Totals	2,649		6,146		4,296		3,767		6,945		9,913		
Split%	38.1		62.0		61.9		38.0						
Day Totals		8,795				8,063				16,858			
Day Splits		52.2				47.8							
Peak Hour	07:45		03:30		07:15		02:45		07:15		03:30		
Volume	517		1,036		1,126		509		1,604		1,501		
Factor	0.95		0.93		0.92		0.91		0.96		0.97		

Data File : D2111007

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : ROSECRANS AVENUE
Site: GARDENA

Segment : VAN NESS AVE TO WESTERN AVE
Date: 11/18/21

Client : CITY OF GARDENA

Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	62	163	240	1,018	41	142	208	888	103	305	448	1,906
12:15	39		258		36		214		75		472	
12:30	40		252		40		233		80		485	
12:45	22		268		25		233		47		501	
01:00	25	85	263	1,079	22	93	237	924	47	178	500	2,003
01:15	21		258		14		219		35		477	
01:30	19		264		30		220		49		484	
01:45	20		294		27		248		47		542	
02:00	30	102	272	1,158	17	97	224	936	47	199	496	2,094
02:15	24		266		27		246		51		512	
02:30	30		324		21		237		51		561	
02:45	18		296		32		229		50		525	
03:00	28	138	318	1,453	31	170	249	970	59	308	567	2,423
03:15	36		338		36		242		72		580	
03:30	38		407		42		221		80		628	
03:45	36		390		61		258		97		648	
04:00	25	166	329	1,401	36	187	244	981	61	353	573	2,382
04:15	40		360		40		242		80		602	
04:30	39		336		42		250		81		586	
04:45	62		376		69		245		131		621	
05:00	74	337	346	1,428	66	320	256	960	140	657	602	2,388
05:15	74		384		76		252		150		636	
05:30	94		358		72		228		166		586	
05:45	95		340		106		224		201		564	
06:00	94	488	302	1,128	127	884	211	770	221	1,372	513	1,898
06:15	106		328		194		203		300		531	
06:30	140		274		288		168		428		442	
06:45	148		224		275		188		423		412	
07:00	140	788	220	754	333	1,315	155	569	473	2,103	375	1,323
07:15	190		184		303		150		493		334	
07:30	218		188		348		128		566		316	
07:45	240		162		331		136		571		298	
08:00	225	864	185	610	305	1,110	130	509	530	1,974	315	1,119
08:15	222		138		300		132		522		270	
08:30	243		150		262		132		505		282	
08:45	174		137		243		115		417		252	
09:00	174	731	132	436	242	850	104	385	416	1,581	236	821
09:15	203		108		204		115		407		223	
09:30	182		104		194		86		376		190	
09:45	172		92		210		80		382		172	
10:00	222	822	98	367	218	771	72	292	440	1,593	170	659
10:15	196		85		178		60		374		145	
10:30	200		82		194		84		394		166	
10:45	204		102		181		76		385		178	
11:00	214	876	60	198	201	853	54	192	415	1,729	114	390
11:15	200		54		198		58		398		112	
11:30	250		50		236		30		486		80	
11:45	212		34		218		50		430		84	
Totals	5,560		11,030		6,792		8,376		12,352		19,406	
Split%	45.0		56.8		55.0		43.2					
Day Totals		16,590				15,168				31,758		
Day Splits		52.2				47.8						
Peak Hour	07:45		03:30		07:00		04:30		07:30		03:30	
Volume	930		1,486		1,315		1,003		2,189		2,451	
Factor	0.96		0.91		0.94		0.98		0.96		0.95	

Data File : D2111010

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : ROSECRANS AVENUE — Site: GARDENA

Segment : WESTERN AVE TO NORMANDIE AVE — Date: 11/18/21

Client : CITY OF GARDENA

Interval	EB				WB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	81	193	264	1,074	62	245	384	1,484	143	438	648	2,558	
12:15	34		266		69		346		103		612		
12:30	42		250		70		370		112		620		
12:45	36		294		44		384		80		678		
01:00	22	94	256	1,106	38	164	390	1,492	60	258	646	2,598	
01:15	28		268		34		367		62		635		
01:30	26		268		42		359		68		627		
01:45	18		314		50		376		68		690		
02:00	26	97	275	1,258	32	161	358	1,472	58	258	633	2,730	
02:15	29		302		41		406		70		708		
02:30	22		337		36		348		58		685		
02:45	20		344		52		360		72		704		
03:00	28	135	349	1,441	54	270	386	1,444	82	405	735	2,885	
03:15	29		334		62		350		91		684		
03:30	41		380		64		326		105		706		
03:45	37		378		90		382		127		760		
04:00	30	181	378	1,457	60	327	366	1,457	90	508	744	2,914	
04:15	40		336		72		355		112		691		
04:30	49		366		69		362		118		728		
04:45	62		377		126		374		188		751		
05:00	81	377	388	1,419	102	605	361	1,369	183	982	749	2,788	
05:15	77		359		148		346		225		705		
05:30	106		364		141		342		247		706		
05:45	113		308		214		320		327		628		
06:00	90	535	282	1,120	248	1,503	369	1,292	338	2,038	651	2,412	
06:15	123		328		322		318		445		646		
06:30	148		262		475		303		623		565		
06:45	174		248		458		302		632		550		
07:00	140	780	248	786	552	2,054	254	928	692	2,834	502	1,714	
07:15	184		174		454		248		638		422		
07:30	208		178		524		232		732		410		
07:45	248		186		524		194		772		380		
08:00	256	930	183	626	506	1,790	234	868	762	2,720	417	1,494	
08:15	218		164		482		222		700		386		
08:30	254		140		422		210		676		350		
08:45	202		139		380		202		582		341		
09:00	190	783	148	469	399	1,332	168	669	589	2,115	316	1,138	
09:15	200		124		327		204		527		328		
09:30	204		100		284		168		488		268		
09:45	189		97		322		129		511		226		
10:00	198	870	99	360	308	1,165	116	523	506	2,035	215	883	
10:15	246		80		298		107		544		187		
10:30	186		82		283		166		469		248		
10:45	240		99		276		134		516		233		
11:00	206	905	63	239	315	1,379	86	362	521	2,284	149	601	
11:15	227		64		340		122		567		186		
11:30	240		68		334		72		574		140		
11:45	232		44		390		82		622		126		
Totals	5,880		11,355		10,995		13,360		16,875		24,715		
Split%	34.8		45.9		65.2		54.1						
Day Totals		17,235				24,355				41,590			
Day Splits		41.4				58.6							
Peak Hour	07:45		04:30		07:00		12:30		07:30		04:30		
Volume	976		1,490		2,054		1,511		2,966		2,933		
Factor	0.95		0.96		0.93		0.97		0.96		0.98		

Data File : D2111011

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : MARINE AVENUE — Site: GARDENA

Segment : CRENSHAW BLVD TO VAN NESS AVE — Date: 11/18/21

Client : CITY OF GARDENA

Interval	WB				EB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	11	49	149	574	14	53	128	525	25	102	277	1,099	
12:15	22		146		15		127		37		273		
12:30	10		120		11		140		21		260		
12:45	6		159		13		130		19		289		
01:00	11	33	152	534	9	30	136	577	20	63	288	1,111	
01:15	5		138		12		149		17		287		
01:30	9		132		4		140		13		272		
01:45	8		112		5		152		13		264		
02:00	10	29	144	550	8	25	136	618	18	54	280	1,168	
02:15	9		138		6		152		15		290		
02:30	6		138		3		154		9		292		
02:45	4		130		8		176		12		306		
03:00	6	32	143	553	8	37	196	866	14	69	339	1,419	
03:15	4		126		4		218		8		344		
03:30	8		138		9		244		17		382		
03:45	14		146		16		208		30		354		
04:00	13	78	143	595	12	54	230	912	25	132	373	1,507	
04:15	14		154		14		205		28		359		
04:30	18		146		11		252		29		398		
04:45	33		152		17		225		50		377		
05:00	30	169	152	605	22	142	226	894	52	311	378	1,499	
05:15	32		145		36		236		68		381		
05:30	43		156		39		224		82		380		
05:45	64		152		45		208		109		360		
06:00	42	399	139	449	27	202	203	685	69	601	342	1,134	
06:15	94		120		42		180		136		300		
06:30	139		108		67		162		206		270		
06:45	124		82		66		140		190		222		
07:00	154	785	85	314	88	428	93	371	242	1,213	178	685	
07:15	201		73		86		102		287		175		
07:30	214		78		98		82		312		160		
07:45	216		78		156		94		372		172		
08:00	188	678	73	273	123	470	76	278	311	1,148	149	551	
08:15	188		71		129		80		317		151		
08:30	154		64		128		65		282		129		
08:45	148		65		90		57		238		122		
09:00	125	476	62	206	97	368	54	231	222	844	116	437	
09:15	102		61		86		62		188		123		
09:30	126		32		103		53		229		85		
09:45	123		51		82		62		205		113		
10:00	111	455	41	146	106	374	50	164	217	829	91	310	
10:15	116		41		80		46		196		87		
10:30	110		32		85		30		195		62		
10:45	118		32		103		38		221		70		
11:00	114	444	36	110	90	412	32	88	204	856	68	198	
11:15	100		34		94		26		194		60		
11:30	102		18		108		11		210		29		
11:45	128		22		120		19		248		41		
Totals	3,627		4,909		2,595		6,209		6,222		11,118		
Split%	58.3		44.2		41.7		55.8						
Day Totals		8,536				8,804				17,340			
Day Splits		49.2				50.8							
Peak Hour	07:15		04:45		07:45		04:30		07:30		04:30		
Volume	819		605		536		939		1,312		1,534		
Factor	0.95		0.97		0.86		0.93		0.88		0.96		

Data File : D2111013

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : MARINE AVENUE — Site: GARDENA

Segment : VAN NESS AVE TO WESTERN AVE — Date: 11/18/21

Client : CITY OF GARDENA

Day: Thursday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	16	55	128	581	12	54	140	553	28	109	268	1,134
12:15	15		151		20		138		35		289	
12:30	12		158		12		110		24		268	
12:45	12		144		10		165		22		309	
01:00	10	33	145	616	10	36	122	517	20	69	267	1,133
01:15	10		160		8		129		18		289	
01:30	10		150		10		138		20		288	
01:45	3		161		8		128		11		289	
02:00	11	25	154	666	10	25	170	579	21	50	324	1,245
02:15	4		152		5		133		9		285	
02:30	2		154		5		138		7		292	
02:45	8		206		5		138		13		344	
03:00	7	33	218	969	5	30	148	584	12	63	366	1,553
03:15	4		267		6		133		10		400	
03:30	9		254		7		137		16		391	
03:45	13		230		12		166		25		396	
04:00	14	60	258	1,008	13	68	140	574	27	128	398	1,582
04:15	16		222		10		144		26		366	
04:30	11		276		20		136		31		412	
04:45	19		252		25		154		44		406	
05:00	22	152	246	1,008	26	169	148	616	48	321	394	1,624
05:15	44		272		36		164		80		436	
05:30	44		244		46		160		90		404	
05:45	42		246		61		144		103		390	
06:00	36	233	231	789	58	412	130	449	94	645	361	1,238
06:15	52		220		88		124		140		344	
06:30	57		184		136		117		193		301	
06:45	88		154		130		78		218		232	
07:00	98	501	127	454	150	841	82	274	248	1,342	209	728
07:15	104		139		226		74		330		213	
07:30	120		94		247		68		367		162	
07:45	179		94		218		50		397		144	
08:00	118	502	100	328	262	801	72	257	380	1,303	172	585
08:15	150		92		210		62		360		154	
08:30	130		72		155		63		285		135	
08:45	104		64		174		60		278		124	
09:00	109	433	58	248	116	488	64	199	225	921	122	447
09:15	100		74		112		53		212		127	
09:30	124		62		134		41		258		103	
09:45	100		54		126		41		226		95	
10:00	116	417	51	169	108	433	36	146	224	850	87	315
10:15	112		54		109		41		221		95	
10:30	83		28		102		31		185		59	
10:45	106		36		114		38		220		74	
11:00	122	483	30	89	106	431	32	95	228	914	62	184
11:15	119		24		94		22		213		46	
11:30	114		14		98		20		212		34	
11:45	128		21		133		21		261		42	
Totals	2,927		6,925		3,788		4,843		6,715		11,768	
Split%	43.6		58.8		56.4		41.2					
Day Totals		9,852				8,631				18,483		
Day Splits		53.3				46.7						
Peak Hour	07:45		04:30		07:15		04:45		07:30		04:30	
Volume	577		1,046		953		626		1,504		1,648	
Factor	0.81		0.95		0.91		0.95		0.95		0.94	

Data File : D2111014

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : REDONDO BEACH BOULEVARD — Site: GARDENA

Segment : WESTERN AVE TO NOREMANDIE AVE — Date: 11/30/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	EB				WB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	36	129	216	985	35	108	261	1,050	71	237	477	2,035
12:15	35		258		24		266		59		524	
12:30	30		269		35		261		65		530	
12:45	28		242		14		262		42		504	
01:00	22	80	253	994	31	72	226	1,022	53	152	479	2,016
01:15	20		232		13		247		33		479	
01:30	22		253		16		281		38		534	
01:45	16		256		12		268		28		524	
02:00	17	42	268	1,088	16	63	260	1,080	33	105	528	2,168
02:15	11		280		10		260		21		540	
02:30	6		262		13		286		19		548	
02:45	8		278		24		274		32		552	
03:00	14	46	292	1,228	8	38	272	1,027	22	84	564	2,255
03:15	14		322		8		244		22		566	
03:30	11		284		7		259		18		543	
03:45	7		330		15		252		22		582	
04:00	11	73	340	1,272	12	108	281	1,137	23	181	621	2,409
04:15	15		316		19		300		34		616	
04:30	18		308		31		278		49		586	
04:45	29		308		46		278		75		586	
05:00	27	148	307	1,232	40	274	296	1,126	67	422	603	2,358
05:15	39		314		60		310		99		624	
05:30	34		313		86		251		120		564	
05:45	48		298		88		269		136		567	
06:00	40	260	302	1,053	98	552	223	861	138	812	525	1,914
06:15	62		246		128		243		190		489	
06:30	64		253		164		205		228		458	
06:45	94		252		162		190		256		442	
07:00	106	546	238	816	190	960	178	686	296	1,506	416	1,502
07:15	114		230		213		174		327		404	
07:30	156		186		282		164		438		350	
07:45	170		162		275		170		445		332	
08:00	184	683	181	714	315	1,103	166	536	499	1,786	347	1,250
08:15	158		192		267		136		425		328	
08:30	166		172		272		114		438		286	
08:45	175		169		249		120		424		289	
09:00	197	759	135	455	226	917	124	400	423	1,676	259	855
09:15	184		115		223		102		407		217	
09:30	190		102		236		104		426		206	
09:45	188		103		232		70		420		173	
10:00	188	782	119	332	210	902	84	278	398	1,684	203	610
10:15	198		87		241		79		439		166	
10:30	188		62		204		57		392		119	
10:45	208		64		247		58		455		122	
11:00	242	938	62	205	223	992	57	185	465	1,930	119	390
11:15	211		58		246		46		457		104	
11:30	248		51		271		48		519		99	
11:45	237		34		252		34		489		68	
Totals	4,486		10,374		6,089		9,388		10,575		19,762	
Split%	42.4		52.5		57.6		47.5					
Day Totals		14,860				15,477				30,337		
Day Splits		49.0				51.0						
Peak Hour	11:00		03:45		07:30		04:30		11:00		04:00	
Volume	938		1,294		1,139		1,162		1,930		2,409	
Factor	0.95		0.95		0.90		0.94		0.93		0.97	

* Data File : D2111020

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : CRENSHAW BOULEVARD — Site: GARDENA

Segment : EL SEGUNDO BLVD TO 135TH ST — Date: 11/16/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	41	135	234	936	66	225	222	887	107	360	456	1,823
12:15	40		210		70		230		110		440	
12:30	28		250		49		192		77		442	
12:45	26		242		40		243		66		485	
01:00	15	78	254	932	38	155	212	902	53	233	466	1,834
01:15	20		228		38		232		58		460	
01:30	22		220		41		221		63		441	
01:45	21		230		38		237		59		467	
02:00	23	83	267	1,055	35	117	218	976	58	200	485	2,031
02:15	22		262		30		244		52		506	
02:30	22		272		28		247		50		519	
02:45	16		254		24		267		40		521	
03:00	18	145	264	1,078	20	81	224	1,130	38	226	488	2,208
03:15	33		284		19		298		52		582	
03:30	50		262		22		294		72		556	
03:45	44		268		20		314		64		582	
04:00	42	325	268	1,028	24	125	281	1,257	66	450	549	2,285
04:15	72		248		33		326		105		574	
04:30	99		246		34		312		133		558	
04:45	112		266		34		338		146		604	
05:00	94	545	255	959	32	202	352	1,385	126	747	607	2,344
05:15	107		235		48		366		155		601	
05:30	156		246		54		326		210		572	
05:45	188		223		68		341		256		564	
06:00	183	952	213	790	66	338	304	1,136	249	1,290	517	1,926
06:15	198		200		80		308		278		508	
06:30	264		192		94		266		358		458	
06:45	307		185		98		258		405		443	
07:00	316	1,370	177	632	104	618	242	929	420	1,988	419	1,561
07:15	332		153		146		272		478		425	
07:30	376		173		184		178		560		351	
07:45	346		129		184		237		530		366	
08:00	374	1,285	148	596	184	758	196	659	558	2,043	344	1,255
08:15	302		178		208		173		510		351	
08:30	338		146		184		146		522		292	
08:45	271		124		182		144		453		268	
09:00	272	938	134	487	147	670	148	546	419	1,608	282	1,033
09:15	225		132		162		132		387		264	
09:30	254		116		173		138		427		254	
09:45	187		105		188		128		375		233	
10:00	201	945	95	355	158	726	116	443	359	1,671	211	798
10:15	260		86		184		124		444		210	
10:30	252		90		190		111		442		201	
10:45	232		84		194		92		426		176	
11:00	248	917	84	254	168	796	84	317	416	1,713	168	571
11:15	222		70		224		98		446		168	
11:30	215		55		188		70		403		125	
11:45	232		45		216		65		448		110	
Totals	7,718		9,102		4,811		10,567		12,529		19,669	
Split%	61.6		46.3		38.4		53.7					
Day Totals		16,820				15,378				32,198		
Day Splits		52.2				47.8						
Peak Hour	07:15		03:15		11:00		05:00		07:30		04:45	
Volume	1,428		1,082		796		1,385		2,158		2,384	
Factor	0.95		0.95		0.89		0.95		0.96		0.98	

* Data File : D2111027

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : CRENSHAW BOULEVARD — Site: GARDENA

Segment : ROSECRANS AVE TO 135TH ST — Date: 11/16/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	52	160	221	840	34	105	208	839	86	265	429	1,679
12:15	50		216		32		194		82		410	
12:30	31		187		20		228		51		415	
12:45	27		216		19		209		46		425	
01:00	30	111	210	826	12	55	212	835	42	166	422	1,661
01:15	23		184		11		201		34		385	
01:30	28		228		16		214		44		442	
01:45	30		204		16		208		46		412	
02:00	26	95	234	907	17	60	234	942	43	155	468	1,849
02:15	25		198		13		242		38		440	
02:30	26		246		16		240		42		486	
02:45	18		229		14		226		32		455	
03:00	15	63	216	1,020	17	106	245	964	32	169	461	1,984
03:15	14		256		22		238		36		494	
03:30	18		282		37		236		55		518	
03:45	16		266		30		245		46		511	
04:00	20	131	288	1,118	24	219	262	984	44	350	550	2,102
04:15	30		238		44		226		74		464	
04:30	35		300		65		250		100		550	
04:45	46		292		86		246		132		538	
05:00	34	205	295	1,225	59	338	250	971	93	543	545	2,196
05:15	48		320		82		240		130		560	
05:30	59		309		80		258		139		567	
05:45	64		301		117		223		181		524	
06:00	67	344	256	977	119	626	208	658	186	970	464	1,635
06:15	87		260		130		194		217		454	
06:30	100		244		180		180		280		424	
06:45	90		217		197		76		287		293	
07:00	140	694	213	762	214	970	128	525	354	1,664	341	1,287
07:15	142		222		237		137		379		359	
07:30	196		156		248		146		444		302	
07:45	216		171		271		114		487		285	
08:00	204	807	164	534	266	977	140	541	470	1,784	304	1,075
08:15	212		140		240		156		452		296	
08:30	219		126		249		136		468		262	
08:45	172		104		222		109		394		213	
09:00	160	676	120	424	222	782	111	413	382	1,458	231	837
09:15	157		110		187		108		344		218	
09:30	187		98		213		98		400		196	
09:45	172		96		160		96		332		192	
10:00	180	693	81	313	188	841	86	326	368	1,534	167	639
10:15	164		80		226		78		390		158	
10:30	184		82		228		80		412		162	
10:45	165		70		199		82		364		152	
11:00	202	777	52	221	61	546	69	218	263	1,323	121	439
11:15	198		64		76		58		274		122	
11:30	200		53		196		49		396		102	
11:45	177		52		213		42		390		94	
Totals	4,756		9,167		5,625		8,216		10,381		17,383	
Split%	45.8		52.7		54.2		47.3					
Day Totals		13,923				13,841				27,764		
Day Splits		50.1				49.9						
Peak Hour	07:45		05:00		07:45		04:45		07:45		04:45	
Volume	851		1,225		1,026		994		1,877		2,210	
Factor	0.97		0.96		0.95		0.96		0.96		0.97	

* Data File : D2111028

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : CRENSHAW BOULEVARD — Site: GARDENA

Segment : ROSECRANS AVE TO MARINE AVE — Date: 11/18/21

Client : CITY OF GARDENA

Interval	SB				NB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	26	118	192	809	22	97	200	929	48	215	392	1,738	
12:15	30		219		28		243		58		462		
12:30	38		176		24		236		62		412		
12:45	24		222		23		250		47		472		
01:00	16	66	178	800	16	61	208	913	32	127	386	1,713	
01:15	17		216		14		249		31		465		
01:30	23		182		21		228		44		410		
01:45	10		224		10		228		20		452		
02:00	23	68	208	885	13	51	230	978	36	119	438	1,863	
02:15	13		210		14		249		27		459		
02:30	20		229		10		252		30		481		
02:45	12		238		14		247		26		485		
03:00	10	68	229	1,012	17	57	263	1,088	27	125	492	2,100	
03:15	20		254		10		273		30		527		
03:30	14		241		8		288		22		529		
03:45	24		288		22		264		46		552		
04:00	14	121	235	1,054	14	119	264	1,143	28	240	499	2,197	
04:15	24		290		21		268		45		558		
04:30	46		263		30		334		76		597		
04:45	37		266		54		277		91		543		
05:00	40	235	248	1,057	36	184	310	1,215	76	419	558	2,272	
05:15	38		282		38		303		76		585		
05:30	79		251		50		334		129		585		
05:45	78		276		60		268		138		544		
06:00	80	416	240	897	84	361	230	896	164	777	470	1,793	
06:15	100		257		82		242		182		499		
06:30	112		210		96		212		208		422		
06:45	124		190		99		212		223		402		
07:00	135	841	156	600	106	556	188	740	241	1,397	344	1,340	
07:15	196		136		144		190		340		326		
07:30	250		145		142		184		392		329		
07:45	260		163		164		178		424		341		
08:00	215	853	137	508	159	660	168	636	374	1,513	305	1,144	
08:15	224		144		159		162		383		306		
08:30	210		105		154		153		364		258		
08:45	204		122		188		153		392		275		
09:00	148	689	128	390	186	752	114	461	334	1,441	242	851	
09:15	171		94		172		122		343		216		
09:30	190		76		184		108		374		184		
09:45	180		92		210		117		390		209		
10:00	148	768	70	222	182	758	82	312	330	1,526	152	534	
10:15	226		58		192		84		418		142		
10:30	206		50		192		81		398		131		
10:45	188		44		192		65		380		109		
11:00	182	817	47	141	206	879	48	204	388	1,696	95	345	
11:15	205		36		221		68		426		104		
11:30	188		26		234		42		422		68		
11:45	242		32		218		46		460		78		
Totals	5,060		8,375		4,535		9,515		9,595		17,890		
Split%	52.7		46.8		47.3		53.2						
Day Totals		13,435				14,050				27,485			
Day Splits		48.9				51.1							
Peak Hour	07:30		03:45		11:00		04:30		11:00		04:30		
Volume	949		1,076		879		1,224		1,696		2,283		
Factor	0.91		0.93		0.94		0.92		0.92		0.96		

* Data File : D2111029

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : CRENSHAW BOULEVARD — Site: GARDENA

Segment : MARINE AVE TO MANHATTAN BCH — Date: 11/30/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	20	86	186	794	22	78	172	721	42	164	358	1,515
12:15	31		206		25		185		56		391	
12:30	13		188		19		180		32		368	
12:45	22		214		12		184		34		398	
01:00	9	56	220	868	15	54	162	703	24	110	382	1,571
01:15	22		219		11		177		33		396	
01:30	13		192		20		176		33		368	
01:45	12		237		8		188		20		425	
02:00	18	48	249	957	14	64	183	774	32	112	432	1,731
02:15	10		244		19		175		29		419	
02:30	13		224		20		204		33		428	
02:45	7		240		11		212		18		452	
03:00	13	63	240	1,084	9	53	220	877	22	116	460	1,961
03:15	11		278		12		192		23		470	
03:30	18		289		17		231		35		520	
03:45	21		277		15		234		36		511	
04:00	14	108	250	1,104	18	118	229	882	32	226	479	1,986
04:15	19		264		30		229		49		493	
04:30	31		312		34		212		65		524	
04:45	44		278		36		212		80		490	
05:00	33	147	310	1,206	19	201	247	979	52	348	557	2,185
05:15	24		324		32		260		56		584	
05:30	38		288		82		220		120		508	
05:45	52		284		68		252		120		536	
06:00	53	320	238	833	64	379	202	746	117	699	440	1,579
06:15	74		223		90		200		164		423	
06:30	67		164		107		186		174		350	
06:45	126		208		118		158		244		366	
07:00	128	654	186	672	141	697	166	571	269	1,351	352	1,243
07:15	132		160		168		150		300		310	
07:30	180		166		200		129		380		295	
07:45	214		160		188		126		402		286	
08:00	196	759	160	556	197	767	130	395	393	1,526	290	951
08:15	177		168		206		94		383		262	
08:30	188		117		224		90		412		207	
08:45	198		111		140		81		338		192	
09:00	196	691	100	372	152	572	88	303	348	1,263	188	675
09:15	180		92		140		86		320		178	
09:30	166		91		136		67		302		158	
09:45	149		89		144		62		293		151	
10:00	148	676	69	260	157	599	59	200	305	1,275	128	460
10:15	198		61		156		54		354		115	
10:30	160		64		134		40		294		104	
10:45	170		66		152		47		322		113	
11:00	159	722	48	151	153	633	34	118	312	1,355	82	269
11:15	196		35		171		32		367		67	
11:30	170		40		146		19		316		59	
11:45	197		28		163		33		360		61	
Totals	4,330		8,857		4,215		7,269		8,545		16,126	
Split%	50.7		54.9		49.3		45.1					
Day Totals		13,187				11,484				24,671		
Day Splits		53.5				46.5						
Peak Hour	07:45		04:30		07:45		05:00		07:45		05:00	
Volume	775		1,224		815		979		1,590		2,185	
Factor	0.91		0.94		0.91		0.94		0.96		0.94	

* Data File : D2111030

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : WESTERN AVENUE — Site: GARDENA

Segment : EL SEGUNDO BLVD TO 135TH ST — Date: 11/23/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	SB				NB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	22	78	189	689	20	80	191	669	42	158	380	1,358
12:15	20		184		18		138		38		322	
12:30	16		156		20		175		36		331	
12:45	20		160		22		165		42		325	
01:00	16	50	188	724	5	47	180	607	21	97	368	1,331
01:15	8		168		15		135		23		303	
01:30	11		190		12		134		23		324	
01:45	15		178		15		158		30		336	
02:00	12	60	186	718	10	51	168	791	22	111	354	1,509
02:15	19		192		16		188		35		380	
02:30	15		184		13		225		28		409	
02:45	14		156		12		210		26		366	
03:00	10	56	194	774	12	45	198	787	22	101	392	1,561
03:15	12		218		12		187		24		405	
03:30	10		188		7		188		17		376	
03:45	24		174		14		214		38		388	
04:00	16	105	222	844	15	77	244	938	31	182	466	1,782
04:15	25		204		14		220		39		424	
04:30	27		194		18		248		45		442	
04:45	37		224		30		226		67		450	
05:00	37	245	206	819	22	168	244	857	59	413	450	1,676
05:15	40		182		44		220		84		402	
05:30	82		237		50		187		132		424	
05:45	86		194		52		206		138		400	
06:00	72	383	186	632	77	379	178	635	149	762	364	1,267
06:15	109		145		110		162		219		307	
06:30	77		148		82		150		159		298	
06:45	125		153		110		145		235		298	
07:00	118	625	110	456	120	474	132	449	238	1,099	242	905
07:15	156		127		116		98		272		225	
07:30	172		92		114		114		286		206	
07:45	179		127		124		105		303		232	
08:00	170	631	94	311	121	548	95	364	291	1,179	189	675
08:15	159		90		136		95		295		185	
08:30	153		68		140		92		293		160	
08:45	149		59		151		82		300		141	
09:00	140	594	59	238	138	591	85	277	278	1,185	144	515
09:15	134		65		168		74		302		139	
09:30	154		68		153		68		307		136	
09:45	166		46		132		50		298		96	
10:00	138	607	43	161	164	633	50	185	302	1,240	93	346
10:15	150		44		139		55		289		99	
10:30	154		38		170		38		324		76	
10:45	165		36		160		42		325		78	
11:00	142	640	32	119	168	668	48	149	310	1,308	80	268
11:15	162		36		134		31		296		67	
11:30	165		25		190		42		355		67	
11:45	171		26		176		28		347		54	
Totals	4,074		6,485		3,761		6,708		7,835		13,193	
Split%	52.0		49.2		48.0		50.8					
Day Totals		10,559				10,469				21,028		
Day Splits		50.2				49.8						
Peak Hour	07:30		04:45		11:00		04:00		11:00		04:00	
Volume	680		849		668		938		1,308		1,782	
Factor	0.95		0.90		0.88		0.95		0.92		0.96	

* Data File : D2111038

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : WESTERN AVENUE — Site: GARDENA

Segment : 135TH ST TO ROSECRANS AVE — Date: 11/23/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	29	90	174	731	21	75	218	827	50	165	392	1,558
12:15	21		166		21		217		42		383	
12:30	22		193		14		206		36		399	
12:45	18		198		19		186		37		384	
01:00	10	47	216	763	9	40	192	792	19	87	408	1,555
01:15	11		156		10		188		21		344	
01:30	9		188		10		196		19		384	
01:45	17		203		11		216		28		419	
02:00	9	50	185	848	9	54	210	855	18	104	395	1,703
02:15	15		205		17		223		32		428	
02:30	14		224		10		232		24		456	
02:45	12		234		18		190		30		424	
03:00	9	47	226	929	6	55	212	835	15	102	438	1,764
03:15	8		219		14		218		22		437	
03:30	14		250		15		204		29		454	
03:45	16		234		20		201		36		435	
04:00	14	90	258	1,018	14	89	252	950	28	179	510	1,968
04:15	12		222		22		208		34		430	
04:30	24		256		22		236		46		492	
04:45	40		282		31		254		71		536	
05:00	18	205	274	966	40	220	232	890	58	425	506	1,856
05:15	50		250		37		218		87		468	
05:30	58		241		62		244		120		485	
05:45	79		201		81		196		160		397	
06:00	80	370	182	708	76	378	162	619	156	748	344	1,327
06:15	90		178		90		160		180		338	
06:30	92		184		96		150		188		334	
06:45	108		164		116		147		224		311	
07:00	125	501	130	481	128	633	132	478	253	1,134	262	959
07:15	108		132		132		120		240		252	
07:30	122		116		179		96		301		212	
07:45	146		103		194		130		340		233	
08:00	153	582	90	396	178	707	96	321	331	1,289	186	717
08:15	132		108		179		92		311		200	
08:30	143		107		178		73		321		180	
08:45	154		91		172		60		326		151	
09:00	140	592	84	297	140	626	62	236	280	1,218	146	533
09:15	150		82		136		62		286		144	
09:30	160		77		162		67		322		144	
09:45	142		54		188		45		330		99	
10:00	169	651	64	200	162	684	42	161	331	1,335	106	361
10:15	152		52		167		48		319		100	
10:30	182		44		161		39		343		83	
10:45	148		40		194		32		342		72	
11:00	180	742	46	161	182	740	27	110	362	1,482	73	271
11:15	153		33		184		28		337		61	
11:30	198		44		164		31		362		75	
11:45	211		38		210		24		421		62	
Totals	3,967		7,498		4,301		7,074		8,268		14,572	
Split%	48.0		51.5		52.0		48.5					
Day Totals		11,465				11,375				22,840		
Day Splits		50.2				49.8						
Peak Hour	11:00		04:30		11:00		04:00		11:00		04:30	
Volume	742		1,062		740		950		1,482		2,002	
Factor	0.88		0.94		0.88		0.94		0.88		0.93	

* Data File : D2111039

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : WESTERN AVENUE — Site: GARDENA

Segment : ROSECRANS AVE TO MARINE AVE — Date: 11/23/21

Client : CITY OF GARDENA

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	32	122	220	896	26	105	198	879	58	227	418	1,775	
12:15	33		224		26		244		59		468		
12:30	25		222		26		230		51		452		
12:45	32		230		27		207		59		437		
01:00	23	76	238	949	13	54	230	851	36	130	468	1,800	
01:15	18		219		12		186		30		405		
01:30	10		245		15		207		25		452		
01:45	25		247		14		228		39		475		
02:00	19	69	230	1,008	9	64	222	891	28	133	452	1,899	
02:15	21		244		27		226		48		470		
02:30	14		256		9		220		23		476		
02:45	15		278		19		223		34		501		
03:00	17	61	290	1,137	12	63	231	894	29	124	521	2,031	
03:15	12		294		16		218		28		512		
03:30	12		253		9		231		21		484		
03:45	20		300		26		214		46		514		
04:00	15	94	254	1,126	17	84	256	1,006	32	178	510	2,132	
04:15	12		266		17		221		29		487		
04:30	21		294		20		268		41		562		
04:45	46		312		30		261		76		573		
05:00	24	219	309	1,175	30	176	247	991	54	395	556	2,166	
05:15	52		308		24		244		76		552		
05:30	67		306		62		254		129		560		
05:45	76		252		60		246		136		498		
06:00	91	417	267	943	71	366	176	729	162	783	443	1,672	
06:15	95		236		92		190		187		426		
06:30	97		216		92		198		189		414		
06:45	134		224		111		165		245		389		
07:00	149	587	178	641	120	610	155	585	269	1,197	333	1,226	
07:15	118		165		138		139		256		304		
07:30	142		152		172		144		314		296		
07:45	178		146		180		147		358		293		
08:00	144	626	153	553	184	761	112	375	328	1,387	265	928	
08:15	142		164		200		116		342		280		
08:30	160		130		186		83		346		213		
08:45	180		106		191		64		371		170		
09:00	162	755	120	428	158	719	79	298	320	1,474	199	726	
09:15	181		126		166		83		347		209		
09:30	222		92		200		81		422		173		
09:45	190		90		195		55		385		145		
10:00	184	768	82	265	169	750	38	173	353	1,518	120	438	
10:15	181		76		199		54		380		130		
10:30	215		52		182		36		397		88		
10:45	188		55		200		45		388		100		
11:00	206	867	48	204	181	806	41	149	387	1,673	89	353	
11:15	187		50		196		40		383		90		
11:30	256		60		198		33		454		93		
11:45	218		46		231		35		449		81		
Totals	4,661		9,325		4,558		7,821		9,219		17,146		
Split%	50.6		54.4		49.4		45.6						
Day Totals		13,986				12,379				26,365			
Day Splits		53.0				47.0							
Peak Hour	11:00		04:45		11:00		04:30		11:00		04:30		
Volume	867		1,235		806		1,020		1,673		2,243		
Factor	0.85		0.99		0.87		0.95		0.92		0.98		

* Data File : D2111040

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : WESTERN AVENUE — Site: GARDENA

Segment : 158TH ST TO 162ND ST — Date: 12/02/21

Client : CITY OF GARDENA

Interval	NB				SB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	64	182	278	1,012	92	255	234	949	156	437	512	1,961	
12:15	44		238		66		236		110		474		
12:30	46		262		52		233		98		495		
12:45	28		234		45		246		73		480		
01:00	32	84	235	962	38	110	230	1,004	70	194	465	1,966	
01:15	19		248		26		252		45		500		
01:30	15		230		24		264		39		494		
01:45	18		249		22		258		40		507		
02:00	16	66	243	1,037	24	117	268	1,148	40	183	511	2,185	
02:15	18		258		27		290		45		548		
02:30	15		244		30		326		45		570		
02:45	17		292		36		264		53		556		
03:00	7	50	288	1,165	14	73	318	1,167	21	123	606	2,332	
03:15	13		274		22		294		35		568		
03:30	14		298		18		294		32		592		
03:45	16		305		19		261		35		566		
04:00	16	97	302	1,176	20	118	300	1,178	36	215	602	2,354	
04:15	20		292		28		298		48		590		
04:30	21		284		36		276		57		560		
04:45	40		298		34		304		74		602		
05:00	26	191	271	1,171	47	269	327	1,300	73	460	598	2,471	
05:15	39		306		54		338		93		644		
05:30	56		306		74		319		130		625		
05:45	70		288		94		316		164		604		
06:00	70	437	294	1,006	80	434	290	1,011	150	871	584	2,017	
06:15	84		268		88		265		172		533		
06:30	143		234		116		218		259		452		
06:45	140		210		150		238		290		448		
07:00	140	790	200	730	158	975	202	707	298	1,765	402	1,437	
07:15	171		176		201		190		372		366		
07:30	224		198		270		172		494		370		
07:45	255		156		346		143		601		299		
08:00	246	846	139	540	296	977	136	552	542	1,823	275	1,092	
08:15	208		139		230		156		438		295		
08:30	196		118		221		139		417		257		
08:45	196		144		230		121		426		265		
09:00	186	774	104	411	210	800	112	397	396	1,574	216	808	
09:15	180		101		194		111		374		212		
09:30	206		100		180		74		386		174		
09:45	202		106		216		100		418		206		
10:00	195	789	62	283	185	741	95	255	380	1,530	157	538	
10:15	198		91		196		50		394		141		
10:30	183		72		186		50		369		122		
10:45	213		58		174		60		387		118		
11:00	235	937	67	235	211	892	48	268	446	1,829	115	503	
11:15	230		58		234		60		464		118		
11:30	222		50		219		78		441		128		
11:45	250		60		228		82		478		142		
Totals	5,243		9,728		5,761		9,936		11,004		19,664		
Split%	47.6		49.5		52.4		50.5						
Day Totals		14,971				15,697				30,668			
Day Splits		48.8				51.2							
Peak Hour	11:00		03:30		07:30		05:00		07:30		05:00		
Volume	937		1,197		1,142		1,300		2,075		2,471		
Factor	0.94		0.98		0.83		0.96		0.86		0.96		

* Data File : D2111042

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : WESTERN AVENUE — Site: GARDENA

Segment : 166TH ST TO ARTESIA BLVD — Date: 12/07/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	62	168	257	1,078	80	201	210	938	142	369	467	2,016
12:15	42		268		52		226		94		494	
12:30	38		278		39		242		77		520	
12:45	26		275		30		260		56		535	
01:00	30	85	287	1,083	35	92	238	1,010	65	177	525	2,093
01:15	17		264		22		262		39		526	
01:30	20		278		19		257		39		535	
01:45	18		254		16		253		34		507	
02:00	17	79	294	1,133	10	67	217	997	27	146	511	2,130
02:15	20		283		20		254		40		537	
02:30	18		264		15		270		33		534	
02:45	24		292		22		256		46		548	
03:00	18	93	240	1.235	32	108	266	1.064	50	201	506	2.299
03:15	22		287		34		266		56		553	
03:30	22		352		14		312		36		664	
03:45	31		356		28		220		59		576	
04:00	17	97	311	1,264	30	139	206	954	47	236	517	2,218
04:15	15		320		23		246		38		566	
04:30	30		291		48		240		78		531	
04:45	35		342		38		262		73		604	
05:00	42	254	342	1,372	48	289	222	1,012	90	543	564	2,384
05:15	51		358		62		256		113		614	
05:30	72		346		81		251		153		597	
05:45	89		326		98		283		187		609	
06:00	92	494	318	1,177	84	438	244	852	176	932	562	2,029
06:15	110		306		96		208		206		514	
06:30	136		279		112		210		248		489	
06:45	156		274		146		190		302		464	
07:00	148	839	211	778	151	847	194	641	299	1,686	405	1,419
07:15	194		188		212		181		406		369	
07:30	241		198		252		138		493		336	
07:45	256		181		232		128		488		309	
08:00	264	943	180	629	285	989	126	492	549	1.932	306	1.121
08:15	238		147		242		122		480		269	
08:30	235		161		236		135		471		296	
08:45	206		141		226		109		432		250	
09:00	214	858	138	498	215	994	114	404	429	1,852	252	902
09:15	198		131		221		98		419		229	
09:30	221		123		264		100		485		223	
09:45	225		106		294		92		519		198	
10:00	176	802	120	359	223	785	66	266	399	1,587	186	625
10:15	208		95		172		78		380		173	
10:30	218		69		204		70		422		139	
10:45	200		75		186		52		386		127	
11:00	202	994	64	231	226	900	43	186	428	1,894	107	417
11:15	294		66		242		49		536		115	
11:30	236		56		214		33		450		89	
11:45	262		45		218		61		480		106	
Totals	5,706		10,837		5,849		8,816		11,555		19,653	
Split%	49.4		55.1		50.6		44.9					
Day Totals		16,543				14,665				31,208		
Day Splits		53.0				47.0						
Peak Hour	07:30		04:45		07:30		02:45		07:30		05:00	
Volume	999		1,388		1,011		1,100		2,010		2,384	
Factor	0.95		0.97		0.89		0.88		0.92		0.97	

* Data File : D2111043

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : WESTERN AVENUE — Site: GARDENA

Segment : ARTESIA BLVD TO 182ND ST — Date: 12/07/21

Client : CITY OF GARDENA

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	56	149	248	1,014	26	93	180	794	82	242	428	1,808	
12:15	33		254		24		190		57		444		
12:30	30		254		26		220		56		474		
12:45	30		258		17		204		47		462		
01:00	25	92	240	980	12	52	212	859	37	144	452	1,839	
01:15	26		244		20		224		46		468		
01:30	28		250		6		226		34		476		
01:45	13		246		14		197		27		443		
02:00	15	71	268	1,055	14	62	199	841	29	133	467	1,896	
02:15	16		254		14		204		30		458		
02:30	16		251		12		224		28		475		
02:45	24		282		22		214		46		496		
03:00	22	93	251	1,243	18	68	209	819	40	161	460	2,062	
03:15	15		312		22		222		37		534		
03:30	24		322		8		232		32		554		
03:45	32		358		20		156		52		514		
04:00	27	110	276	1,146	23	147	145	802	50	257	421	1,948	
04:15	21		278		33		238		54		516		
04:30	31		278		42		212		73		490		
04:45	31		314		49		207		80		521		
05:00	42	220	294	1,140	51	324	201	885	93	544	495	2,025	
05:15	50		294		48		228		98		522		
05:30	64		268		99		240		163		508		
05:45	64		284		126		216		190		500		
06:00	70	381	295	987	102	515	188	715	172	896	483	1,702	
06:15	79		264		120		193		199		457		
06:30	120		232		127		170		247		402		
06:45	112		196		166		164		278		360		
07:00	142	748	203	662	156	820	161	547	298	1,568	364	1,209	
07:15	162		138		183		152		345		290		
07:30	210		159		236		126		446		285		
07:45	234		162		245		108		479		270		
08:00	259	895	144	558	230	954	126	448	489	1,849	270	1,006	
08:15	211		144		219		108		430		252		
08:30	216		144		273		112		489		256		
08:45	209		126		232		102		441		228		
09:00	202	829	120	411	228	860	86	307	430	1,689	206	718	
09:15	203		102		198		89		401		191		
09:30	214		98		220		64		434		162		
09:45	210		91		214		68		424		159		
10:00	187	827	92	285	172	705	68	209	359	1,532	160	494	
10:15	228		66		182		68		410		134		
10:30	198		66		176		46		374		112		
10:45	214		61		175		27		389		88		
11:00	210	931	61	192	181	735	40	125	391	1,666	101	317	
11:15	237		43		188		34		425		77		
11:30	242		41		182		25		424		66		
11:45	242		47		184		26		426		73		
Totals	5,346		9,673		5,335		7,351		10,681		17,024		
Split%	50.1		56.8		49.9		43.2						
Day Totals		15,019				12,686				27,705			
Day Splits		54.2				45.8							
Peak Hour	11:00		03:15		07:45		05:00		07:45		03:00		
Volume	931		1,268		967		885		1,887		2,062		
Factor	0.96		0.89		0.89		0.92		0.96		0.93		

Data File : D2111044

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : NORMANDIE AVENUE

Segment : 135TH ST TO ROSECRANS AVE

Client : CITY OF GARDENA

Site: GARDENA

Date: 11/23/21

Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	14	58	153	694	22	58	168	630	36	116	321	1,324
12:15	21		189		18		163		39		352	
12:30	12		164		10		147		22		311	
12:45	11		188		8		152		19		340	
01:00	12	50	158	661	22	57	142	579	34	107	300	1,240
01:15	11		164		14		142		25		306	
01:30	14		169		18		154		32		323	
01:45	13		170		3		141		16		311	
02:00	2	29	162	682	10	46	143	598	12	75	305	1,280
02:15	10		166		14		136		24		302	
02:30	10		180		10		153		20		333	
02:45	7		174		12		166		19		340	
03:00	15	45	174	792	10	61	172	710	25	106	346	1,502
03:15	9		179		10		168		19		347	
03:30	13		219		24		182		37		401	
03:45	8		220		17		188		25		408	
04:00	9	64	202	864	20	115	158	683	29	179	360	1,547
04:15	16		216		19		204		35		420	
04:30	20		224		38		151		58		375	
04:45	19		222		38		170		57		392	
05:00	30	181	232	867	43	232	200	760	73	413	432	1,627
05:15	36		239		47		198		83		437	
05:30	47		184		62		170		109		354	
05:45	68		212		80		192		148		404	
06:00	72	356	156	625	72	354	145	536	144	710	301	1,161
06:15	66		193		82		149		148		342	
06:30	92		144		96		121		188		265	
06:45	126		132		104		121		230		253	
07:00	110	486	114	442	107	543	122	430	217	1,029	236	872
07:15	122		104		138		106		260		210	
07:30	106		133		148		114		254		247	
07:45	148		91		150		88		298		179	
08:00	123	494	100	336	161	586	92	289	284	1,080	192	625
08:15	148		90		157		75		305		165	
08:30	119		66		122		70		241		136	
08:45	104		80		146		52		250		132	
09:00	137	523	83	235	155	563	52	199	292	1,086	135	434
09:15	112		52		140		54		252		106	
09:30	140		48		124		44		264		92	
09:45	134		52		144		49		278		101	
10:00	148	573	44	183	110	548	32	135	258	1,121	76	318
10:15	137		58		140		30		277		88	
10:30	146		47		144		38		290		85	
10:45	142		34		154		35		296		69	
11:00	168	677	48	131	142	559	30	106	310	1,236	78	237
11:15	169		41		116		28		285		69	
11:30	157		30		144		18		301		48	
11:45	183		12		157		30		340		42	
Totals	3,536		6,512		3,722		5,655		7,258		12,167	
Split%	48.7		53.5		51.3		46.5					
Day Totals		10,048				9,377				19,425		
Day Splits		51.7				48.3						
Peak Hour	11:00		04:30		07:30		05:00		11:00		04:30	
Volume	677		917		616		760		1,236		1,636	
Factor	0.92		0.96		0.96		0.95		0.91		0.94	

Data File : D2111046

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : NORMANDIE AVENUE — Site: GARDENA

Segment : 170TH ST TO ARTESIA BLVD — Date: 12/07/21

Client : CITY OF GARDENA

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	26	93	194	814	8	42	186	727	34	135	380	1,541	
12:15	24		200		13		173		37		373		
12:30	23		224		13		168		36		392		
12:45	20		196		8		200		28		396		
01:00	15	51	208	914	6	34	205	842	21	85	413	1,756	
01:15	12		250		14		211		26		461		
01:30	13		228		9		218		22		446		
01:45	11		228		5		208		16		436		
02:00	8	35	206	938	4	29	186	782	12	64	392	1,720	
02:15	9		248		10		194		19		442		
02:30	11		220		7		190		18		410		
02:45	7		264		8		212		15		476		
03:00	10	47	269	1,233	8	53	230	927	18	100	499	2,160	
03:15	10		288		8		209		18		497		
03:30	18		322		15		222		33		544		
03:45	9		354		22		266		31		620		
04:00	14	62	335	1,319	10	98	226	905	24	160	561	2,224	
04:15	14		364		19		250		33		614		
04:30	19		290		32		215		51		505		
04:45	15		330		37		214		52		544		
05:00	26	161	323	1,423	44	232	207	832	70	393	530	2,255	
05:15	34		378		53		212		87		590		
05:30	36		390		58		221		94		611		
05:45	65		332		77		192		142		524		
06:00	62	395	286	1,022	74	425	164	602	136	820	450	1,624	
06:15	94		290		88		176		182		466		
06:30	117		222		111		134		228		356		
06:45	122		224		152		128		274		352		
07:00	168	806	214	701	155	877	126	427	323	1,683	340	1,128	
07:15	182		190		179		109		361		299		
07:30	212		159		238		94		450		253		
07:45	244		138		305		98		549		236		
08:00	290	1,060	147	514	358	1,026	110	356	648	2,086	257	870	
08:15	280		132		260		98		540		230		
08:30	278		138		219		74		497		212		
08:45	212		97		189		74		401		171		
09:00	206	768	88	352	167	664	72	243	373	1,432	160	595	
09:15	188		103		163		60		351		163		
09:30	194		89		168		50		362		139		
09:45	180		72		166		61		346		133		
10:00	168	662	78	236	158	611	42	150	326	1,273	120	386	
10:15	155		63		144		42		299		105		
10:30	155		45		148		32		303		77		
10:45	184		50		161		34		345		84		
11:00	198	821	50	165	160	666	36	98	358	1,487	86	263	
11:15	181		39		175		22		356		61		
11:30	200		38		177		21		377		59		
11:45	242		38		154		19		396		57		
Totals	4,961		9,631		4,757		6,891		9,718		16,522		
Split%	51.0		58.3		49.0		41.7						
Day Totals		14,592				11,648				26,240			
Day Splits		55.6				44.4							
Peak Hour	07:45		05:00		07:30		03:30		07:45		03:30		
Volume	1,092		1,423		1,161		964		2,234		2,339		
Factor	0.94		0.91		0.81		0.91		0.86		0.94		

Data File : D2111050

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

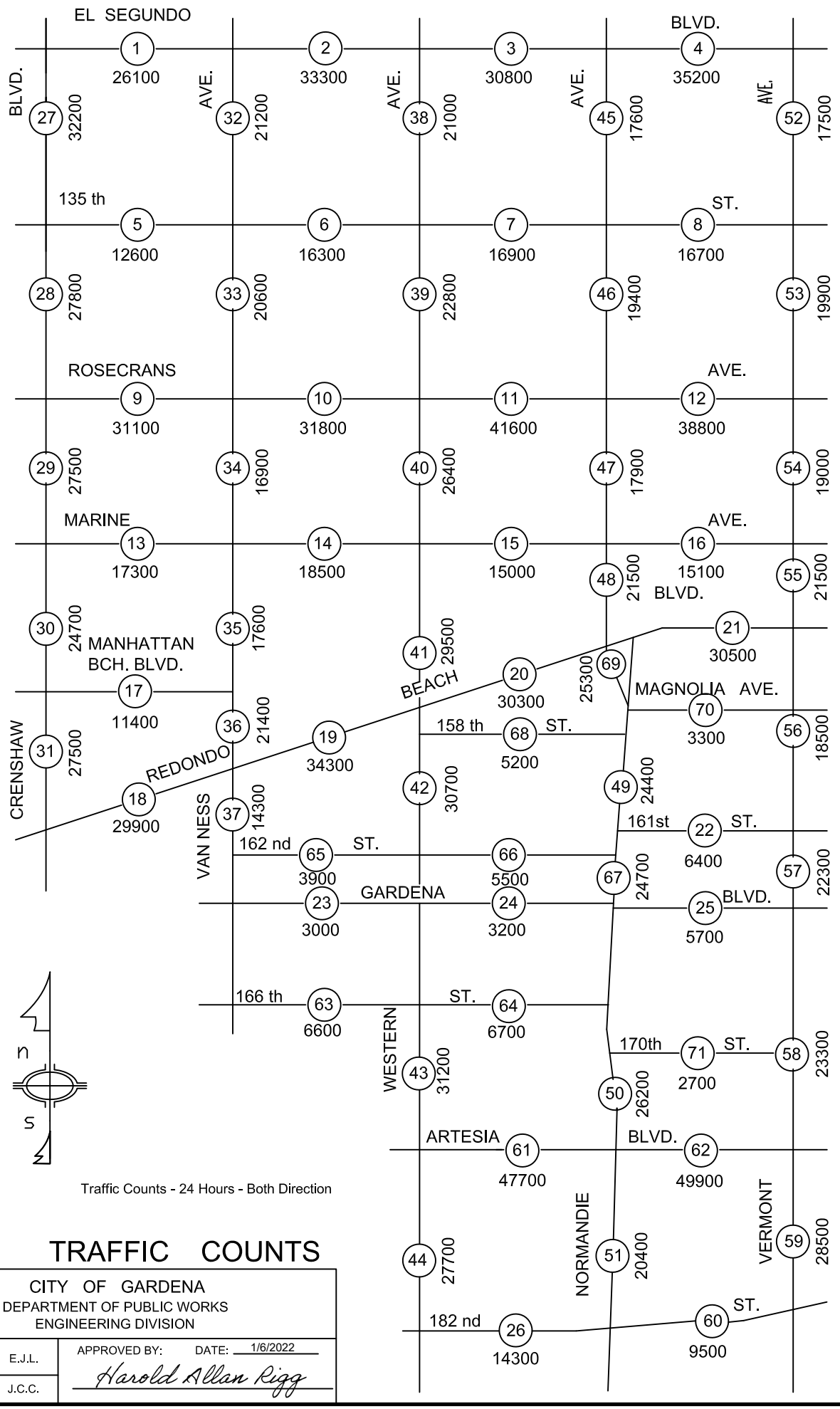
Location : VERMONT AVENUE — Site: GARDENA

Segment : 135TH ST TO ROSECRANS AVE — Date: 11/16/21

Client : CITY OF GARDENA — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	19	63	144	571	20	58	140	569	39	121	284	1,140
12:15	15		144		18		151		33		295	
12:30	15		155		11		143		26		298	
12:45	14		128		9		135		23		263	
01:00	11	50	116	596	11	43	119	603	22	93	235	1,199
01:15	12		161		16		158		28		319	
01:30	14		154		7		162		21		316	
01:45	13		165		9		164		22		329	
02:00	10	41	160	638	8	39	151	700	18	80	311	1,338
02:15	15		144		12		179		27		323	
02:30	7		168		9		212		16		380	
02:45	9		166		10		158		19		324	
03:00	14	51	236	831	14	53	162	829	28	104	398	1,660
03:15	14		205		16		216		30		421	
03:30	7		184		10		210		17		394	
03:45	16		206		13		241		29		447	
04:00	14	98	213	873	13	85	211	871	27	183	424	1,744
04:15	16		204		17		216		33		420	
04:30	32		222		24		228		56		450	
04:45	36		234		31		216		67		450	
05:00	37	215	214	905	36	190	239	845	73	405	453	1,750
05:15	43		237		43		210		86		447	
05:30	57		221		58		176		115		397	
05:45	78		233		53		220		131		453	
06:00	59	362	176	720	56	370	169	623	115	732	345	1,343
06:15	65		212		82		176		147		388	
06:30	110		190		114		170		224		360	
06:45	128		142		118		108		246		250	
07:00	130	602	126	415	109	681	88	380	239	1,283	214	795
07:15	148		99		154		104		302		203	
07:30	148		110		190		94		338		204	
07:45	176		80		228		94		404		174	
08:00	177	569	72	312	200	662	66	274	377	1,231	138	586
08:15	126		90		186		81		312		171	
08:30	128		82		160		62		288		144	
08:45	138		68		116		65		254		133	
09:00	125	481	68	273	134	484	55	212	259	965	123	485
09:15	118		82		126		56		244		138	
09:30	116		66		98		50		214		116	
09:45	122		57		126		51		248		108	
10:00	100	459	65	171	114	499	38	146	214	958	103	317
10:15	114		42		114		30		228		72	
10:30	130		26		147		36		277		62	
10:45	115		38		124		42		239		80	
11:00	116	503	70	235	114	532	28	99	230	1,035	98	334
11:15	122		70		134		18		256		88	
11:30	131		58		152		19		283		77	
11:45	134		37		132		34		266		71	
Totals	3,494		6,540		3,696		6,151		7,190		12,691	
Split%	48.6		51.5		51.4		48.5					
Day Totals		10,034				9,847				19,881		
Day Splits		50.5				49.5						
Peak Hour	07:15		04:30		07:30		04:15		07:30		04:30	
Volume	649		907		804		899		1,431		1,800	
Factor	0.92		0.96		0.88		0.94		0.89		0.99	

* Data File : D2111053



Traffic Counts - 24 Hours - Both Direction

2021 TRAFFIC COUNTS

CITY OF GARDENA
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DRAWN BY:	E.J.L.	APPROVED BY: Harold Allan Rigg	DATE: 1/6/2022
CHECKED BY:	J.C.C.		