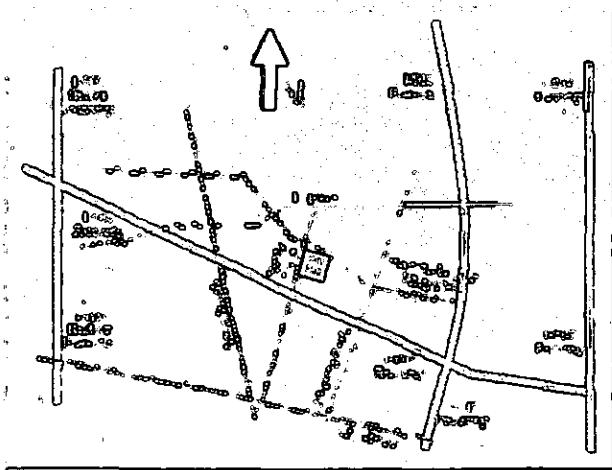


City of Lynwood General Plan



August 2003

Lynwood General Plan

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MISSION STATEMENT

The Lynwood General Plan represents an effort by those who live, work, invest and recreate in Lynwood and the surrounding environs to plan for their future. This effort was undertaken in order to plan for a diversified City which offers residential opportunities to all ages and income levels; encourages the development of the City's employment base to provide a range of employment opportunities; supports a broad commercial base that is diversified in type and location; protects the health, safety and welfare of all persons in the community; offers the residents of Lynwood a choice of recreational opportunities that are close to home; plans for the infrastructure needed to support the community today and tomorrow; and gives the City a set of flexible land use designations that provide both structured guidance as well as opportunities for innovation.

MISSION STATEMENT

A VISION FOR LYNWOOD

In addition to the broad objectives for the City of Lynwood outlined in the Mission Statement on the previous page, the General Plan also includes a series of statements that provide a vision for what the City would like to achieve in the future. The Mission Statement and vision statements together provide a framework that outlines what this General Plan is to accomplish. It is to these ends that the goals, policies, and implementations stated in the four General Plan elements were designed to reach.

Visions for the Planning Area

The following are the vision statements that apply to the Planning Area as a whole.

- The City of Lynwood desires to maintain and enhance the community as a safe, convenient, and affordable place to raise a family. The community will offer broad access to exceptional recreational, educational, and employment opportunities.
- The City has great potential to attract shoppers. There are a broad range of opportunities centered around the climate and history of the area, as well as the commercial activity centers which exist in the City. As the City improves its image, appearance, and commercial opportunities, shopping will increase.
- The City will promote employment opportunities at all levels of ability and expertise. Industrial development, medical facilities, real estate, and other institutions will view Lynwood as an ideal location to bring their employees.
- The City will have a broad mixture of housing opportunities available to all income levels. All employees, from domestic workers to the business managers, will have the opportunity to find housing to fit their desires within the

City of Lynwood.

- The development of well designed gateway features at all primary entrances to the City will give Lynwood a sense of identity as well as an attractive image for those traveling through and living in the community.
- New residential developments will offer planned housing projects with a range of housing and recreational opportunities.
- Open space areas, public facilities, and local parks will enable the City to provide amenities for all its residents. Pedestrian and non-motorized transportation will be encouraged throughout the City.

INTRODUCTION

The Goals and Policies Report (GPR) is the main portion of the General Plan update. This report contains the plan for the future development and operation of the City of Lynwood. Each element is discussed separately in this report. The elements are comprised of three basic sections: an overall discussion of the element, the goals and policies, and the implementation table.

The California General Plan Guidelines require the following seven elements to be included in a community's General Plan:

- | | |
|----------------|--------------|
| ➤ Land Use | ➤ Open Space |
| ➤ Circulation | ➤ Noise |
| ➤ Housing | ➤ Safety |
| ➤ Conservation | |

While the state guidelines specify what needs to be addressed in a General Plan, the format is up to the community. To avoid the repetition of material, make the document easier to use, and provide ease of maintenance and implementation, Lynwood has consolidated the above-mentioned seven elements into the four elements described below.

Community Development Element.

This element combines all the topic areas that are related to the physical growth of the community. Starting with the existing conditions information in the Environmental Setting Report (ESR) and the community aspirations collected from the Community Issues Report (CIR), a General Plan Land Use Diagram and designations were prepared for the Planning Area. This future development plan was then used to prepare goals and policies aimed at implementing this plan while maintaining the quality of life desired by the community. This also covers the state-mandated land use and circulation elements (movement of people/goods as well as infrastructure).

Environmental Resources Element.

The protection of the natural environment is also important to the City of Lynwood. In order to preserve, protect, and enhance significant environmental resources, all issues related to the natural environment or its use have been combined into this element. This element includes issues covered by the state-mandated conservation and open space elements.

Public Health and Safety Element.

As with most communities, the City's primary mission is the protection of the public health, safety, and welfare. The Public Health and Safety Element was designed to encompass all aspects of the public's health and safety into a single element. This element combines the state-mandated noise and safety elements.

Housing Element.

The City of Lynwood desires to achieve a balanced housing stock within the community. This means providing housing for low, moderate, and high income levels. This also includes providing a range of housing types, including single-family homes, multifamily residential homes, and mobile homes. This also means looking at the City's responsibilities to provide assistance to those unable to obtain adequate housing.

The State of California mandates that every community shall adopt and implement a housing element. The state does not recommend consolidation of this element due to specific requirements and shortened update requirement.

The Housing Element for the City of Lynwood has been prepared as a separate document from this General Plan Update, however it is included herein as if set forth in full by reference.

INTRODUCTION

Element Contents.

Each element and subelement begins with an introductory section. This section includes a discussion of issues and general information pertinent to this section. Introductory sections help to give the reader a basis for the goals, policies, and implementation measures that follow.

The second portion of the GPR contains the goals and policies of the three above-mentioned elements. The formulation of goals is one of the first steps of the general plan process and relies heavily on input from the community. A goal is defined by the State of California General Plan Guidelines as a direction-setter. In other words, goals describe the ideal future conditions the City aspires to achieve.

Policies are developed based on a General Plan's goals in addition to analysis of data. A policy is defined as a specific statement that guides decision making. Policies are the next step down from development of goals. They help bridge the gap between goals that are very broad statements of how the community should be and implementation measures (discussed below) that are specific programs for implementing those goals. One goal may have several policies that further define it, just as one policy may have several implementation measures providing a variety of actions to implement it.

The third portion of the GPR is the implementation measures tables that not only contains the list of implementation measures formulated to achieve the goals and policies, but also the agency responsible for implementation, timeframe requirements, and the policy being implemented by this action.

Implementation measures pinpoint just how a certain goal will be achieved through the development of specific programs and actions. Implementation measures are defined as an action, procedure, program, or technique that carries out general plan

policy. The implementation measure is the end result of this process and is designed to successfully achieve the goals and policies of each element.

The implementation measures tables serve a dual purpose by providing needed implementation measures in a easy to refer to tabular format and meeting California Environmental Quality Act (CEQA) requirements for the necessary Mitigation Monitoring Program. This tabular format provides easy reference back to policies that the actions are implementing. CEQA requires the monitoring program to ensure compliance with mitigation measures during project implementation. Mitigation monitoring is discussed further in the Environmental Impact Report (EIR) portion of this document.

DEMOCRAPHICS



In order to plan for a community, it is important to know a city in as much detail as possible. The first level is an understanding of what people look for in a city, what their hopes and dreams are, and how they envision Lynwood becoming this ideal city. For the General Plan program, this information was collected during a series of interviews, workshops, community meetings, and open office hours at the City Hall. This information was then used as the basis for the Goals and Objectives contained within this General Plan.

The second level of information collected for this General Plan deals with Lynwood's "big picture." From the perspective of the City as a whole, what do we know about the residents of the City? What is the age breakdown of the population – does Lynwood have a large youthful population, or a working class citizenry? What type of housing is available in Lynwood? In order to plan for the community, this demographic information is needed to complete the understanding of what Lynwood is today.

The following section discusses the demographics for the City of Lynwood based on the 2000 U.S. Census and other information sources. Census data for the City is reported online in "American Factfinder".

DEMOCRAPHICS

The following discussion has been divided into seven categories: population, racial characteristics, relationships, households, housing, income and employment.

2.1 POPULATION

According to the 2000 Census the City of Lynwood has a population of 69,845 persons. This is a 7,900 person increase (12.75 percent) from the 1990 population of 61,945 persons. Over 22 percent are under the age of 10 years. Only 4.2 percent of the population are over 65 years of age. The median age is a low 24.4 years old.

Subject	Number	Percent
Total population	69,845	100.0
SEX AND AGE		
Male	35,702	51.1
Female	34,143	48.9
Under 5 years	7,401	10.6
5 to 9 years	8,271	11.8
10 to 14 years	7,047	10.1
15 to 19 years	6,505	9.3
20 to 24 years	6,486	9.3
25 to 34 years	12,104	17.3
35 to 44 years	9,674	13.9
45 to 54 years	6,261	9.0
55 to 59 years	1,871	2.7
60 to 64 years	1,294	1.9
65 to 74 years	1,652	2.4
75 to 84 years	935	1.3
85 years and over	344	0.5
Median age (years)	24.4	
18 years and over	43,276	62.0
Male	22,079	31.6
Female	21,197	30.3
21 years and over	39,270	56.2
62 years and over	3,651	5.2
65 years and over	2,931	4.2

Male	1,182	1.7
Female	1,749	2.5

2.2 RACIAL CHARACTERISTICS

In 1990, 70.3 percent of the population was Hispanic. In the last decade this has increased to 82.3 percent. Of these exactly two-thirds are classified as Mexican. In 1990 the Black Population was 23.7 percent. In the year 2000 this had declined to 13.5 percent.

Subject	Number	Percent
One race	66,798	95.6
White	23,481	33.6
Black or African Am.	9,451	13.5
Am. Indian/Alaska Native	839	1.2
Asian	533	0.8
Asian Indian	108	0.2
Chinese	22	0.0
Filipino	161	0.2
Japanese	24	0.0
Korean	14	0.0
Vietnamese	8	0.0
Other Asian ¹	196	0.3
Native Hawaiian/OPI	269	0.4
Native Hawaiian	2	0.0
Guamanian or Chamorro	17	0.0
Samoan	223	0.3
Other Pacific Islander ²	27	0.0
Some other race	32,225	46.1
Two or more races	3,047	4.4
Race alone or in combination with one or more other races ³		
White	26,084	37.3
Black or African Am.	9,752	14.0
Am. Indian/Alaska Native	1,154	1.7
Asian	712	1.0
Native Hawaiian/OPI	341	0.5

DEMOCRAPHICS

Some other race	34,927	50.0
HISPANIC OR LATINO AND RACE		
Total population	69,845	100.0
Hispanic or Latino	57,503	82.3
Mexican	46,491	66.6
Puerto Rican	173	0.2
Cuban	94	0.1
Other Hispanic or Latino	10,745	15.4
Not Hispanic or Latino	12,342	17.7
White alone	2,044	2.9

2.3 RELATIONSHIPS

Of the total population 96.9 percent are in households and only 3.1 percent live in group quarters. Forty percent of all persons are children and of these 30 percent of all persons are children under the age of 18 years.

Subject	Number	Percent
Total population	69,845	100.0
In households	67,645	96.9
Householder	14,395	20.6
Spouse	8,716	12.5
Child	28,068	40.2
Own child <18 years	21,227	30.4
Other relatives	11,831	16.9
Under 18 years	4,407	6.3
Nonrelatives	4,635	6.6
Unmarried partner	987	1.4
In group quarters	2,200	3.1
Institutionalized pop.	1,622	2.3
Noninstitutionalized pop.	578	0.8

2.4 HOUSEHOLDS

Over 60 percent of all families are married couples. Over 45 percent of all households have children under the age of 18 years. Over 20 percent of households are headed by females with no husband present. Only 2.6 percent or 369 persons are in non family

households, living alone and over 65 years of age. Of all households 72.6 percent have individuals under the age of 18 years. Only 14.4 percent of households have persons over 65 years old. The average household size is 4.7 persons per household. The average family size is 4.76 persons.

Subject	Number	Percent
Total households	14,395	100.0
Family households	12,943	89.9
With own children <18 yr.	9,140	63.5
Married-couple family	8,716	60.5
With own children < 18 yr.	6,553	45.5
Fem. hh, no husband pres.	2,959	20.6
With own children < 18 yrs.	1,918	13.3
Nonfamily households	1,452	10.1
Householder living alone	1,109	7.7
Householder >65 years	369	2.6
Households /< 18 yrs.	10,447	72.6
Households /> 65 yrs.	2,070	14.4
Average household size	4.70	
Average family size	4.76	

2.5 HOUSING

In 1990 there were 14,626 housing units. In 2000 there were 14,987 housing units or an increase of 361 units. While the population increased 12.75 percent the number of housing units increased only 2.5 percent. This accounts for the increase in persons per household from 4.288 in 1990 to 4.70 in the year 2000. Only 2.4 percent of owner occupied housing is vacant and only 2.7 percent of rental housing is vacant. This indicates that the availability of housing in the City is very tight. Owner occupied units represent 47.1 percent of all occupied housing units with 52.9 percent representing rental units. Increasing the number of owner units would assist in further stabilizing the community.

DEMOCRAPHICS

Subject	Number	Percent
HOUSING OCCUPANCY		
Total housing units	14,987	100.0
Occupied housing units	14,395	96.0
Vacant housing units	592	4.0
Seasonal, rec. occ. Use	29	0.2
Homeowner % vacant	2.4	
Rental % vacant	2.7	
HOUSING TENURE		
Occupied housing units	14,395	100.0
Owner-occupied units	6,785	47.1
Renter-occupied units	7,610	52.9
Average owner size	5.09	
Average renter size	4.35	

1 Other Asian alone, or two or more Asian categories.

2 Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

3 In combination with one or more other races listed.
The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000

Los Angeles County. Of these 4,585,600 were employed and 290,300 were unemployed. The County unemployment rate was 6.0 percent. In the City of Lynwood 26,770 persons were in the labor force. Of these 24,050 were employed and 2720 were unemployed. The unemployment rate in Lynwood was 10.2 percent. This is 40 percent higher than in the County.

2.6 INCOME

It is estimated that the average income levels grew by 21.1% between 1990 and 1999; from \$30,685 to \$37,169. In 1999, the estimated average household income is \$37,169. The estimated median household income is \$28,856, and the estimated per capita income is \$8,418.

2.7 EMPLOYMENT

According to the State of California Employment Development the preliminary data for August 2000 indicated that there were 4,875,900 persons in the labor force in

COMMUNITY DEVELOPMENT PLAN

4.1 LAND USE ELEMENT

The following section is provided to give the reader an overview of the land uses existing in, and planned for development in the General Plan. In order to cover this material, this section has been divided into five subsections as follows:

- Existing General Plan Designations,
- Existing Land Uses,
- Existing General Plan Goals and Policies,
- General Plan Implementation, and
- General Plan/Zoning Consistency.

The Planning Area for the General Plan Update is the incorporated area of the City.

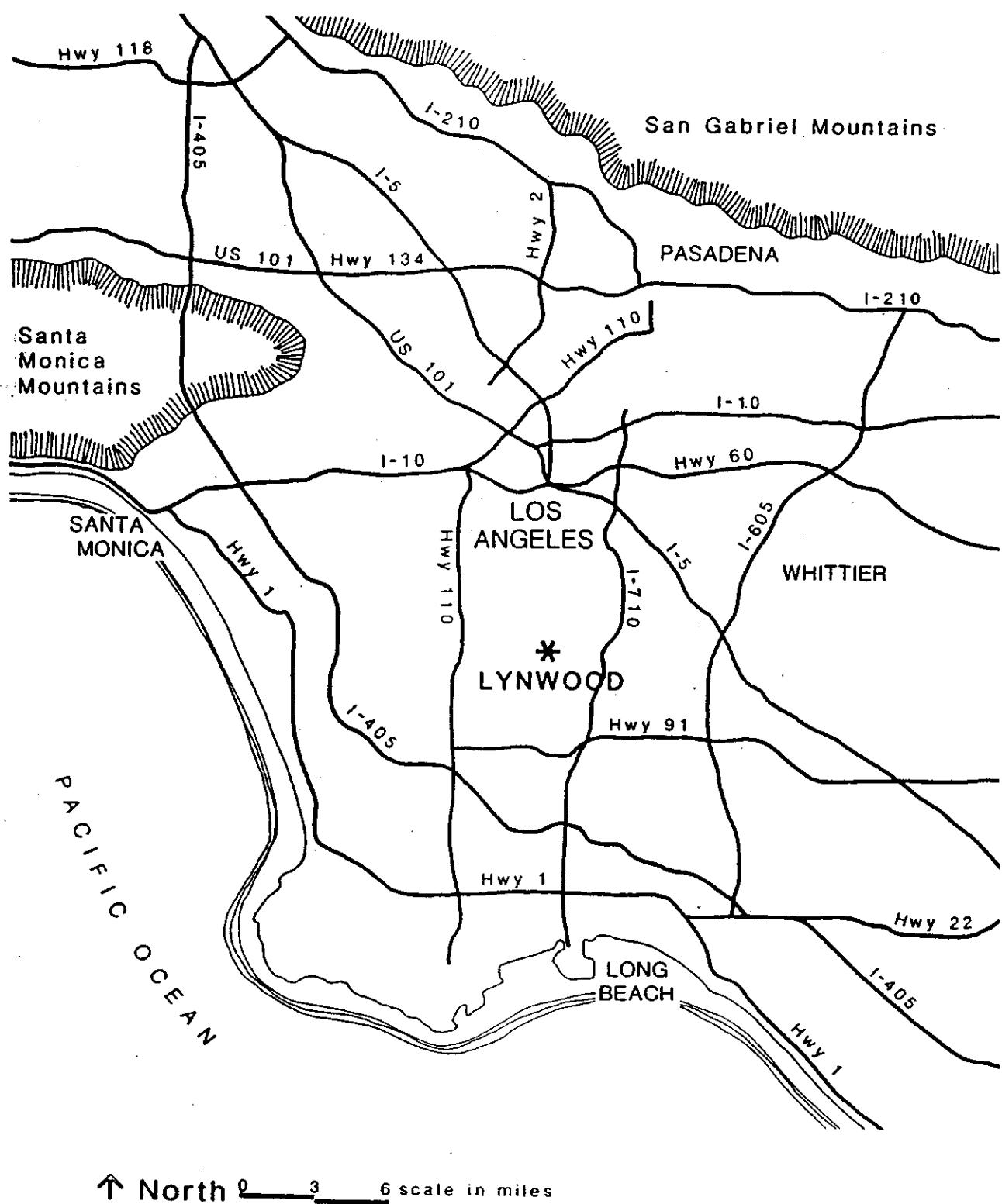
4.1.1 Setting

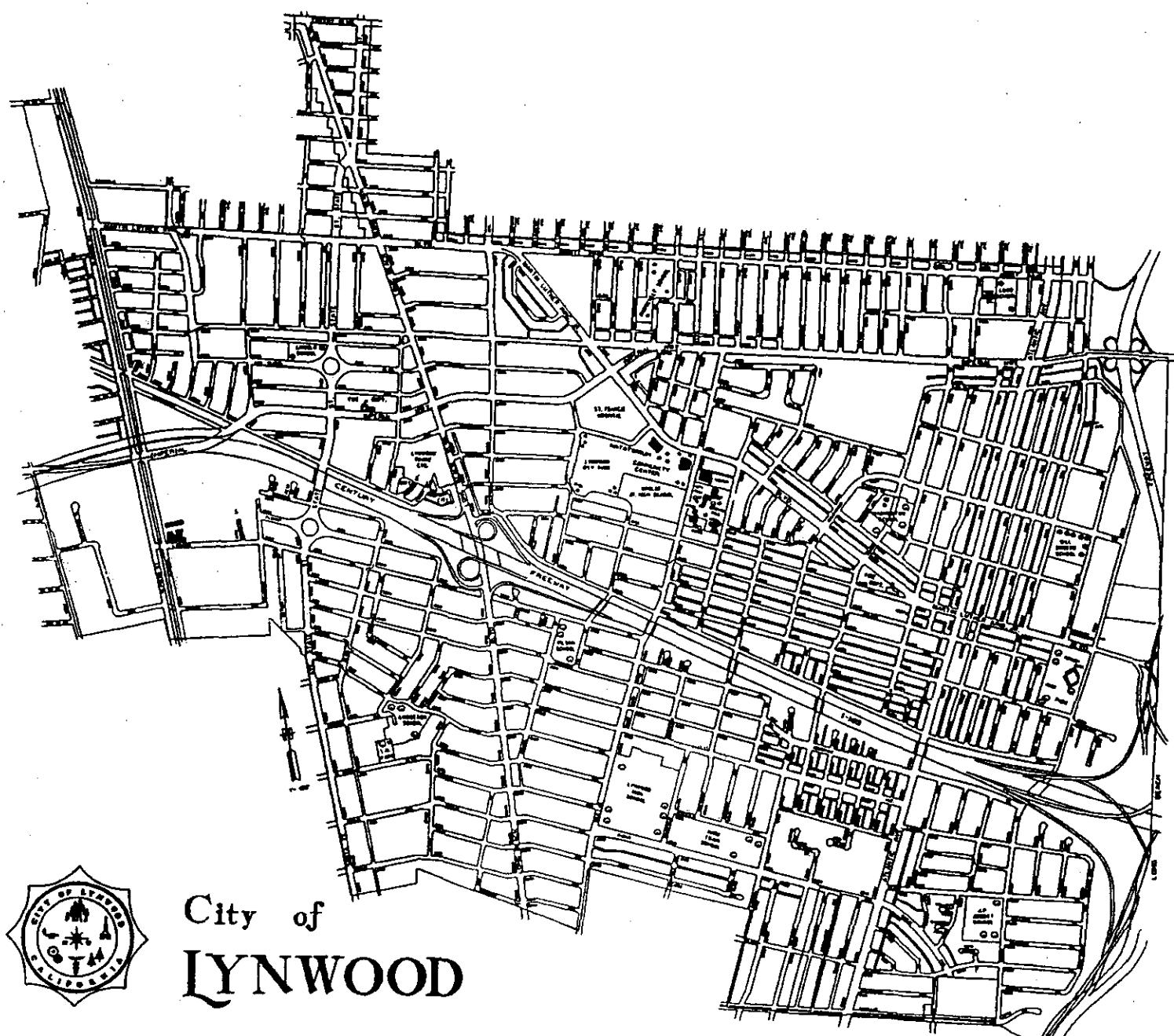
Figure 4.1-1 shows the regional location of the City of Lynwood in relation to the Los Angeles area. Figure 4.1-2 shows the layout and boundaries of the City. The City consists of 4.9 square miles. Table 4.1-1 shows the distribution of current General Plan land use designations for the City of Lynwood.

LYNWOOD FACTS:

The Lynwood General Plan covers the 4.9 square miles of the City.

As shown in Table 4.1-1, the most common land use under the City's current General Plan is residential land uses.

FIGURE 4.1-1
REGIONAL LOCATION MAP



**FIGURE 4.1-2
CITY MAP**

Table 4.1-1**DESCRIPTION OF EXISTING LAND USES**

Designation	1990	2000	Change
	Acres	Acres	
CITY OF LYNWOOD			
Single Family Residential	750	773	30 acres from excess Vacant freeway property. Less 7 acres of Single Family to Multifamily.
Multifamily Residential	525	530	7 acres from Single Family, less 2 acres to Marketplace.
Mobile Homes	3	3	
Retail Commercial	200	207	Marketplace to add 3 acres of street, 2 acre multifamily, 2 acres industrial.
Industrial	220	218	Less 2 acres to Marketplace.
Schools	93	131	Plus 38 acre Lynwood High School site.
Government (1)	11	11	
Parks	46	46	
Institutional (2)	50	24	Less Lynwood H. S. (26 acres).
Streets/Highways (3)	1,040	1,037	Less 3 acres Marketplace expansion.
Railroad	18	18	
Vacant (4)	170	128	Less Lynwood H. S.(12 acres), plus vacant Freeway.
Total	3,126	3,126	

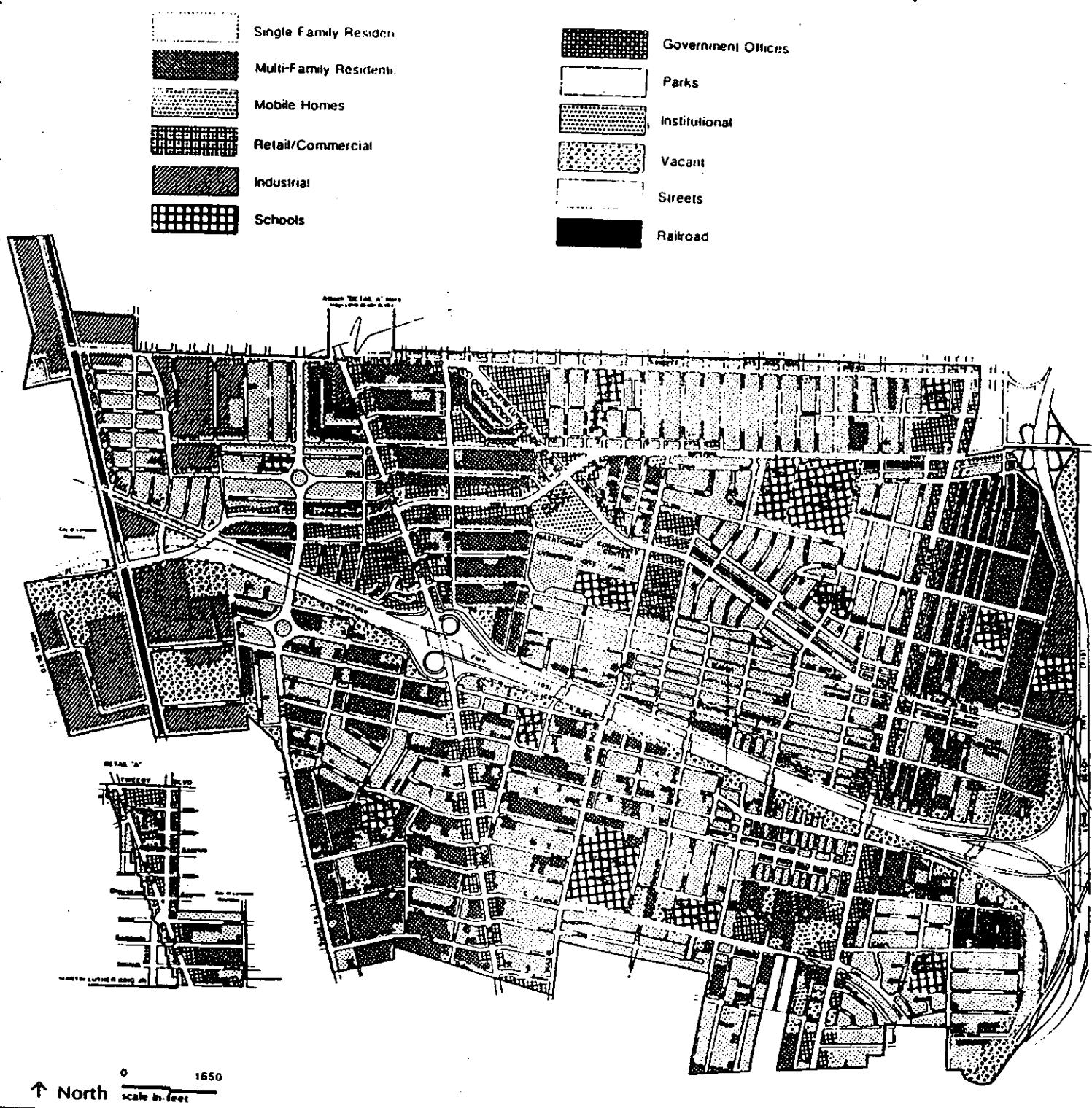


FIGURE 4.1-3
EXISTING LAND USE MAP

Table 4.1-2**DESCRIPTION OF GENERAL PLAN 1990 and 2002**

Designation	ZONING	1990	2002	Change
		General	General	
		Plan	Plan	
		(Acres)	(Acres)	
GENERAL PLAN				
Residential	Residential			
Single Family	Single Family - R-1	1,251	1,160	Reduced to reflect zoning
Townhouse/Cluster	Two Family - R-2	368	428	Increased to reflect zoning
Multifamily	Multifamily - R-3	241	306	Increased to reflect zoning, reduced corridor commercial and increased freeway multi-family
Commercial	Commercial	469	464	Reduced by corridor commercial, Increased by manufacturing
	Planned Business - CB-1			
	Light Commercial - C-2			
	Medium Commercial - C-2A			
	Heavy Commercial - C-3			
	Hospital, Medical, Dental - H-M-D			
Manufacturing	Manufacturing - M	346	332	Reduced for commercial
Open Space	Open Space - OS	60	60	
Public Facility	Community Facilities - CF	179	179	
Transportation (Freeways)		212	197	Reduced freeway to multi-family
Total		3,126	3,126	

4.1.2 Existing Land Use

In order to determine the current use of land within the Planning Area, the existing land use database was obtained by the City of Lynwood. This database, which covers the entire City, was prepared by interpreting large-scale aerial photographs and performing field checking to ensure accuracy. Upon receipt, additional updates to this database were prepared to bring the data up to existing conditions in 2001.

The resulting existing land use map is shown on Figure 4.1-3. A summary of the land uses reported on this figure are summarized in Table 4.1-1. From this table, it is obvious that residential and streets/highways are the most common existing land uses in the City. For the entire City, single family uses and multi-family uses account for 41.7 percent and streets/highways use accounts for 33.2 percent of the land area. The high amounts in these categories are understandable based on the improved nature of the City and the amount of land devoted to freeway use

LYNWOOD FACTS:
Based on an existing land use survey, the City of Lynwood is currently 42 percent residential land uses and 33.2 percent streets and highway uses.

4.1.3 Existing General Plan Goals and Policies

The current Lynwood General Plan was adopted in 1990. The General Plan adopted at that time consisted of eight elements as follows:

- Land Use
- Circulation
- Noise
- Open Space and Conservation
- Safety
- Housing
- Economic Development
- Community Design

The City of Lynwood also has an adopted Zoning Ordinance, which was designed to be consistent with the 1990 General Plan. The two plans, land use and zoning, encompass the same boundaries of the City and are designed with common land uses, land use designations, and geographical areas.

General Plan Goals

The General Plan Goals specify factors of importance to residents of the City of Lynwood that need to be considered in this land use analysis. The factors identified include the following:

- Foster the building of a new image for Lynwood and create the potential for a high quality of life for City residents.
- Take advantage of the multicultural and multilingual character of the City.
- Create an effective methodology for planning for the future, which incorporates innovative strategies, tools, and methods for land use planning and development.
- Provide a balanced and functional mix of land uses, which takes advantage of the unique position of Lynwood in relation to the region.
- Initiate a process for integrating all of the components of citywide planning into a community or neighborhood based effort.
- Preserve the stable, single family character of Lynwood's residential communities.
- Plan for new patterns of land uses which compliment the overall character of existing uses, and which offer opportunities for the compatible development of vacant and underutilized parcels.
- Encourage the development of new commercial and retail uses in locations where they can most efficiently provide Lynwood residents with needed products, services, and employment opportunities.
- Promote land uses that both capitalize on the opportunities and mitigate the negative impacts of the City's adjacency to major transportation systems.

Land Use Policies

The land use policies of the 1990 General Plan include:

- Define a series of specific plan areas to take advantage of special land use opportunities. These specific plan areas shall provide the City

with a strategic framework that can be regularly updated in response to changes in the environment. These specific plan areas should be selected, and their features defined, in a manner which is in keeping with the long term goals of the City, such as: the focus on neighborhood based activities, including preservation of residential communities, and providing for the needed separation of incompatible land uses.

- Develop programs for eliminating inconsistencies between existing land uses and those incorporated within the General Plan.
- Ensure that residential neighborhoods are protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential environment.
- As an alternative to densification through multi-family housing, utilize programs that encourage lot splits of large single-family residential lots into two lots. The new, second lot shall be earmarked for the development of a new single family home to provide new housing for Lynwood residents, which is in keeping with the low density, residential character of the City.
- Discourage the proliferation of strip commercial

centers by focusing retail activities on significant nodes along major boulevards adjacent to residential neighborhoods.

- Limit new, heavy industrial uses to designated areas on the eastern and western limits of the City.
- Intensify commercial and retail uses adjacent to the Lynwood Towne Center to take advantage of existing land uses and to make use of new patterns of accessibility provided by the Century Freeway. The focus of this development should be on neighborhood oriented retail facilities.
- Insure the balanced development of land uses north and south of the Century Freeway to reduce the risk of stratified City image and to mitigate the potential negative impacts of the freeway.
- Support, as appropriate, the expansion of the Civic Center complex, Lindbergh Park, and schools. This support may include, but is not limited to, identification of expansion sites; expediting planning approvals, permits and inspections; and close coordination with school district officials.

COMMUNITY DEVELOPMENT

Lynwood General Plan - 2020
Land Use Element

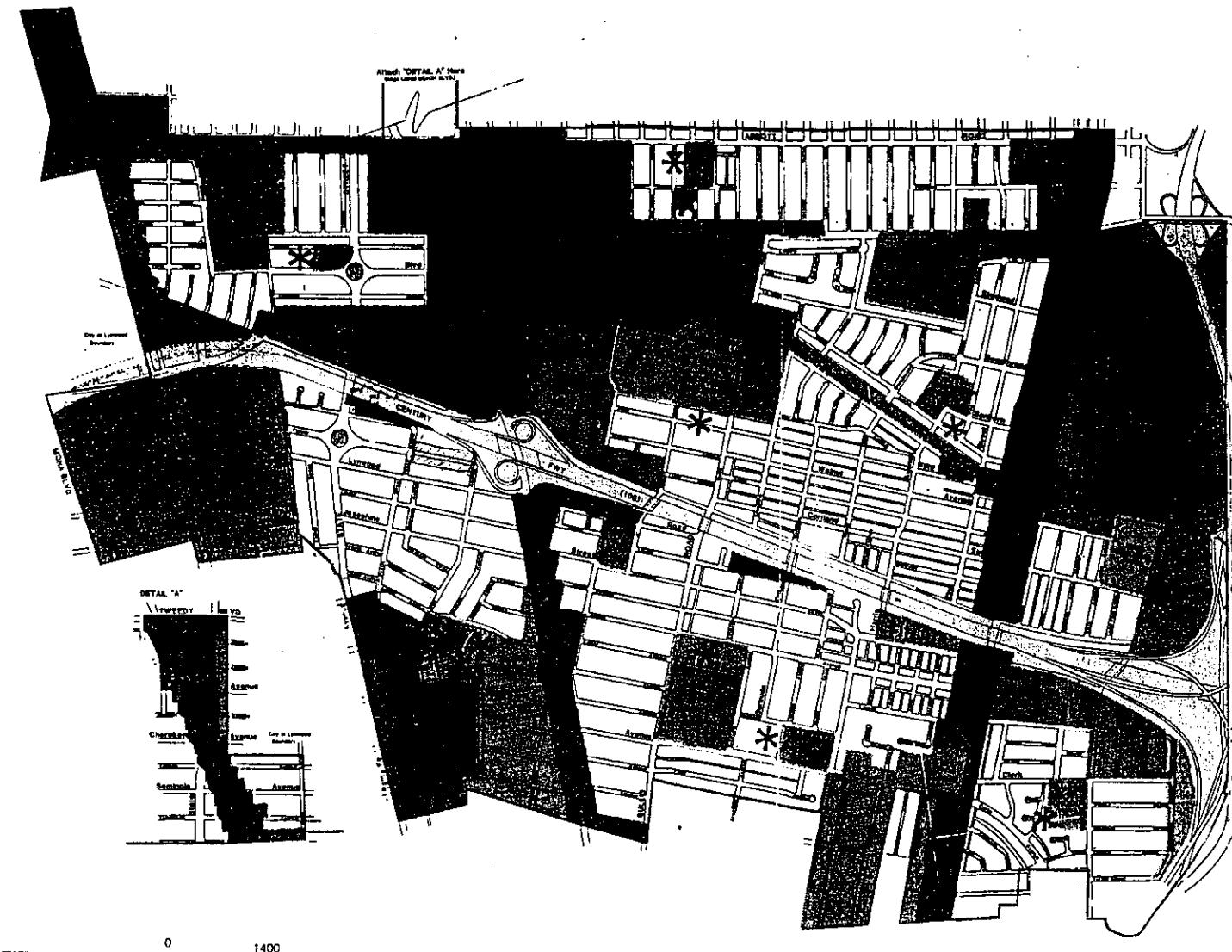


Figure LU-5
Land Use Policy Map
CITY of LYNWOOD



June 12, 1990

FIGURE 4.1-4
1990 GENERAL PLAN MAP

4.1.4 General Plan Versus Current Planning Practice

A recurring problem with the current General Plan that has troubled the City's development in the last several years has been the lack of consistency between the General Plan and the Zoning Plan.

4.1.5 General Plan/Zoning Consistency

The current City of Lynwood General Plan and Zoning Ordinance and Plan are considered to be generally consistent as required by State law. However, there have been certain instances where inconsistencies have been noted by City planning staff within the recent past. These difficulties consist of problems between language of allowed land uses within the General Plan land use designations and Zoning Ordinance land uses and designation boundaries.

The first area noted, that of language difficulties, stems from the date in which the current General Plan was adopted (1990) and subsequent amendments to the City's Zoning Regulations since that date. For example, there are certain difficulties in developing contemporary land use designations and development standards current in today's planning practice while maintaining consistency with the land use designations set forth by the 1990 General Plan. As an example, at the current time, many areas are designated Single Family in the General Plan and are Zoned Multifamily on the Zoning Map.

A problem in applying the existing General Plan and zoning results because the General Plan land use designations and/or zoning district boundaries typically do not follow existing land parcel boundaries. In some instances, an existing parcel of land is bisected by either or one of these land use district boundaries, which makes it difficult to apply only one land use for that parcel of land. In these cases, current Planning Department staff members have been identifying this situation to potential developers and/or subdividers and have been recommending the need for General Plan amendments to correct these situations. It has been observed that the number of amendments to the current General Plan may be greater than what would otherwise be necessary due to this problem.

LYNWOOD FACTS:

The City's current General Plan is over 12 years old. The updated plan will provide Lynwood with "state-of-the-art" planning capabilities.

4.2 LAND USE PLAN

The following is the Land Use sub-element for the Lynwood General Plan. This portion of the General Plan defines a set of land use designations and provides a diagram showing the location of each designation in the Planning Area.

In the following text, each land use designation used in the Lynwood General Plan is defined by a set of individual policy statements. For the land use designations, each policy will state the character of the designation, the intensity of use allowed in the designation, the land uses allowed in each designation, and the criteria that shall be used by the City in placing a given designation in the Planning Area in the future.

The City's General Plan Land Use Diagram presents the location of each land use designation within the Planning Area. This diagram is presented on Figure 4.2-1.

Table 4.2-1 provides a tabular summary of the General Plan. This table shows the number of acres in each land use designation. The table also shows the number of units and square footage of commercial and industrial space that could potentially develop within the Planning Area. The unit counts and square footage values represent one possible scenario for the buildup of Lynwood, and are presented to give the City a concept of what the total buildup of the General Plan could represent. The numbers presented are based on a set of assumptions on the buildup of the Planning Area, and are not intended to set quotas or limits on future development within any given category.

It is not expected that this number of housing units or square footage will ever be developed because the entire Planning Area will neither develop at a maximum allowed density, nor will developed areas be redeveloped to meet the total allowed density. These numbers have been presented to provide illustrative numbers to help the City understand what the upper limits of development are within the Planning Area.

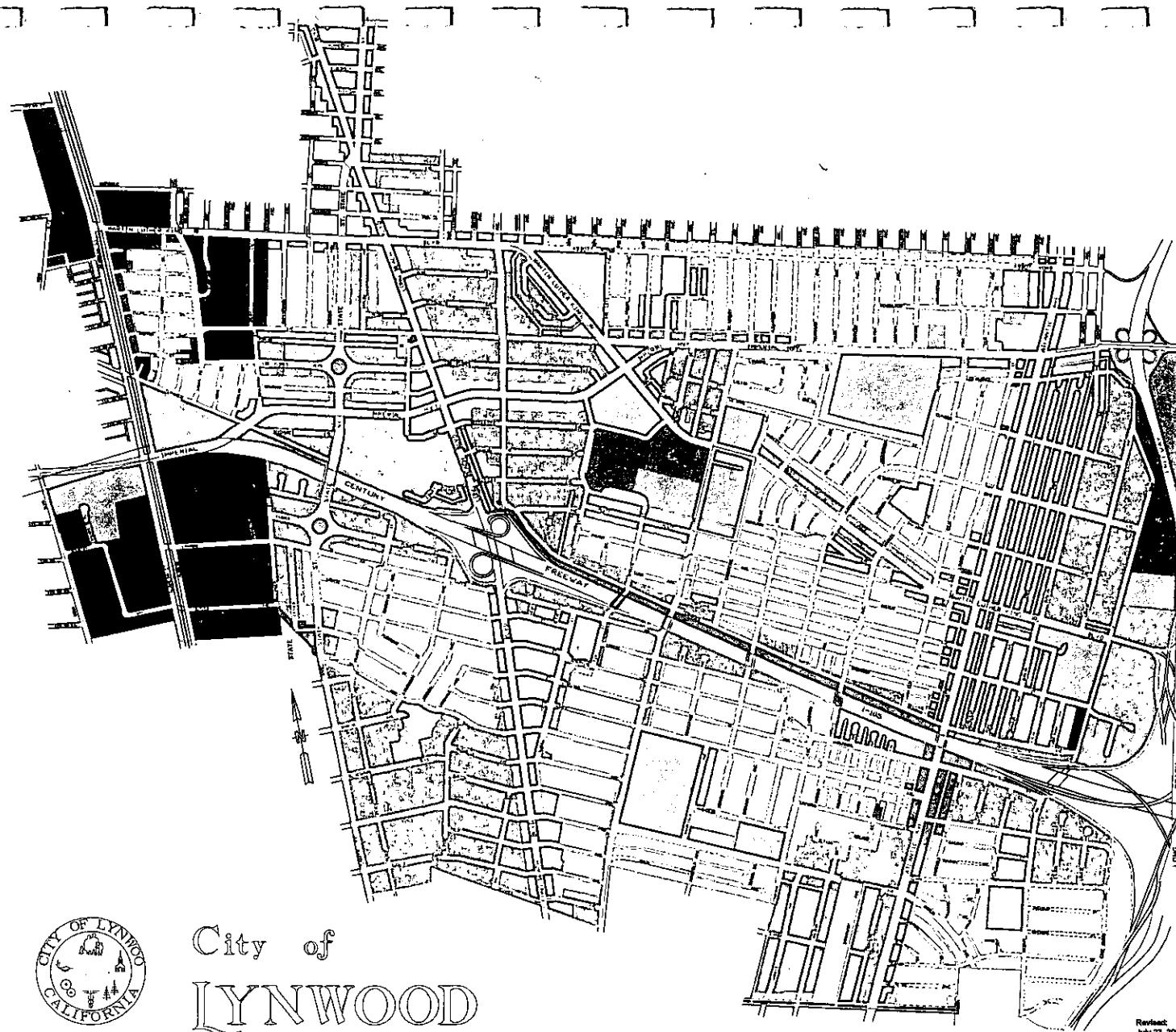
4.2.1 Land Use Definitions

In the following Land Use sub-element, several terms will be used that may not be familiar to the reader. The following definitions are provided to help make this section easier to understand.

- **Gross Acres.** For any given site or parcel of land, the gross acreage is equal to the total land area under consideration.
- **Modified Gross Acres (MGA).** In measuring the intensity of a given use, the Lynwood General Plan uses the MGA of a site. This figure is derived by the following formula:

$$\text{MGA} = \text{Gross Acres} - (\text{Rd} + \text{Fl} + \text{Nr})$$

- Rd = Major roadways (roadways shown on the Circulation Plan Diagram)
Fl = Flood control facilities and rights of way. If flood control facility is improved for other uses (i.e., recreational facilities, landscaped or natural areas) and accessible to residents or the public, this acreage may be excluded from the equation.
Nr = Non-residential land uses including schools, parks, utility structures and wells, commercial and industrial land uses.



City of
LYNWOOD

LEGEND

- Single Family Residential (R-1)
- Townhouse & Cluster (R-2)
- Multi- Family Resid. (R-3 & PRD)
- Commercial (CB-1, C-2, C-2A, C-3, PCD, HMD)
- Industrial (M)
- Public Facility (School, City, Fire)
- Open Space (Parks)
- Specific Plan Area (SPA)
- Civic Center Overlay Area (CCOA)

GENERAL PLAN MAP

Revised:
July 23, 2003

Table 4.2-1**DESCRIPTION OF GENERAL PLAN 2020**

Designation		2020	Persons	Maximum
		General	Per Acre	Population
Plan				
GENERAL PLAN	ZONING			
Residential	Residential			
Single Family	Single Family - R-1	1,160	33	38,280
Townhouse/Cluster	Two Family - R-2	428	66	28,248
Multifamily	Multifamily - R-3	306	85	26,010
Commercial	Commercial	464		
	Planned Business - CB-1			
	Light Commercial - C-2			
	Medium Commercial - C-2A			
	Heavy Commercial - C-3			
	Hospital, Medical, Dental - H-M-D			
Manufacturing	Manufacturing - M	332		
Open Space	Open Space - OS	60		
Public Facility	Community Facilities - CF	179		
Transportation (Freeways)		197		
Total		3,126		

Intensity. Intensity is defined as the degree or magnitude of a use. In land use, intensity is measured in two ways. For commercial, industrial, and office-type developments, intensity is measured as a lot coverage, which is expressed as a percent of the total lot. This is determined by dividing a project's footprint (area covered by buildings) by the MGA of the site and multiplying by 100.

For residential projects, intensity is described using the term "density." Density is a measurement of the number of dwelling units per acre for a project. A density of four units per acre (MGA) is typically expressed as 4 du/ac. For any type of density (see the next paragraph), the number of units per acre is only a possible yield on a site. It may not be possible to achieve the full dwelling units per acre allowed due to constraints on a site such as slope, easements, shape of the site, and other development constraints and standards.

Some residential categories have a threshold and a maximum density. The threshold is the number of units per acre allowed in a given designation. This threshold density can be exceeded if it is determined that the project provides amenities not commonly found in projects of a similar type. Types of amenities that will be considered to allow a project to exceed the threshold density while staying at or below the maximum density include the following:

- Larger setbacks along major roadways.
- Pedestrian/equestrian/bike paths running internal to the project and connecting to local or regional system.
- Common area improvements such as a swimming pool, meeting rooms, bathrooms, and common recreational facilities.
- Development entry areas that are above average (i.e., works of art, fountains, and so forth).
- Additional park acreage above what is required by the General Plan.
- Landscaping and furnishings for parks.

- Land and/or facilities for public needs such as schools, fire stations, and so forth.
- Any other amenity that makes the development unique in comparison to other similar developments.

For all cases, the density bonuses allowed for such amenities are in addition to the bonuses allowed for low income and special needs housing.

4.2.2 Residential

GOAL

LU-1

To plan for a city with a diversity of residential opportunities and lifestyles to fit the current and future needs of Lynwood.

Policy LU-1.1

Definition of Density

All residential densities shall be based on a MGA basis. Density shall be calculated as follows:

$$\text{Density} = \text{Total Units}/\text{MGA}$$

Policy LU-1.2

Nonresidential Land Uses Allowed in All Residential Designations

Certain nonresidential land uses are considered to be compatible with residential uses and may be allowed in any residential district. The City's Zoning Code may require additional review for some land uses to insure that they are properly designed and will be compatible with existing or planned land uses.

Intensity

Subject to individual site review by City Planning staff.

Allowed Uses

- Flood control facilities
- Public parks, trails, and other open space uses, including public and private golf courses
- Schools (grades K-12)
- Places of worship
- Day care facilities

- Convalescent care and skilled nursing care facilities
- Utility infrastructure (i.e., substations, and so forth)

Policy LU-1.3**Density Bonuses for Low Income and Special Needs Housing Developments**

Any density bonuses allowed under this General Plan shall be in addition to bonuses allowed under state law to encourage the provision of housing for low-income groups and special needs housing groups.

Policy LU-1.4**Residential - Low Density (R-1)**

The Residential Low designation promotes single family residential development and variations in housing opportunities throughout the Planning Area. At 4.7 persons per household, the maximum population density is 33 persons acre.

Intensity

	Threshold Density (du/ac)	Min. Lot Size (sq ft)	Max. Density (du/ac)
R-1	0.0	5,000	7.0

Allowed Uses

Single-family detached residential units. In areas designated R1, other permitted Land uses that are permitted are listed in LU 1.2 above.

Location Criteria

Single Family uses are located in neighborhoods that are generally protected from adverse characteristics such as major street corridors, industrial uses and other higher intensity uses.

Residential - Medium Density (R-2)

The Residential Medium designation allows for a range of detached and attached single-family units and low intensity multifamily residential units. This designation encourages greater housing diversity and acts as a transition zone between low-density developments and higher density multifamily

projects. At 4.7 persons per household, the maximum population density is 66 persons acre.

Intensity

	Threshold Density (du/ac)	Min. Lot Size (sq ft)	Max. Density (du/ac)	Min. Lot Size (sq ft)
R-2	7.1	n/a	14.0	n/a

Allowed Uses

Detached and attached single-family units, and low density multifamily housing units. Unit types may include detached single-family, attached cluster units (including zero lot line developments, zipper lot configurations), and duplexes.

Location Criteria

This designation serves as a transition from single-family designations to higher density residential or commercial land uses. Locations should be on or near major arterials and bus routes, and within close proximity to shopping.

Policy LU-1.5**Residential-High Density (R-3)**

The Residential High designation allows multi-family developments of apartments, condominiums, and single-family attached units. At 4.7 persons per household, the maximum population density is 85 persons acre.

Intensity

	Threshold Density (du/ac)	Min. Lot Size (sq ft)	Max. Density (du/ac)	Min. Lot Size (sq ft)
R-3	14.1	n/a	18.0	n/a

Allowed Uses

Town homes, stacked flats, apartments, multistory senior housing.

Location Criteria

This designation is designed to serve as a transition from single-family to commercial and industrial land uses. Locations should be on major arterials and

near bus routes, and within close proximity to shopping and employment centers.

4.2.3 Commercial

GOAL

LU-2

To plan for a range of commercial sites within the Planning Area to serve the needs of those living, working, and visiting Lynwood. These commercial areas will provide a range of commercial opportunities in line with the needs of the above groups, and will continue to develop Lynwood as a retail center for the area.

Policy LU-2.1

Commercial

The Commercial designation is intended to provide for general merchandising and retailing establishments that serve the needs of the residents of Lynwood. The range of services and merchandise include all commercial uses.

Intensity

Maximum floor area ratio for commercial land uses shall be 2:1. Height limitations of the existing commercial zones are as follows:

CB-1 (Planned Business)	190 feet
C-2 (Light Commercial)	75 feet
C-2A (Medium Commercial)	75 feet
C-3 (Heavy Commercial)	75 feet

Allowed Uses

All commercial uses including, but not limited to, major anchor(s) such as a grocery, drug, or variety store; commercial entertainment, such as movie theaters and bowling alleys; restaurants; banks; office uses; health clubs; auto related uses including service stations and auto repair/service; hotels and motels; conference/ convention facilities; convenience commercial centers; commercial uses requiring outside storage or display; new and used auto, truck, mobile home, recreational vehicle, and boat sales.

Location Criteria

Commercial centers shall be located along major thoroughfares in the City. Master planned centers of 5 acres or more are preferred. Strip development that exists on Long Beach Boulevard and Atlantic Avenue are allowed. The development of new strip commercial centers is highly discouraged unless constrained to this pattern by natural features.

4.2.4 Industrial

GOAL

LU-3

To enhance the employment base of Lynwood through the provision of adequate lands dedicated to industrial uses.

Policy LU-3.1

Industrial (M)

This designation permits manufacturing activities within the General Plan. It is intended to allow for basic manufacturing activities, as well as ancillary uses to permitted manufacturing uses.

Intensity

The maximum floor area ratio for industrial uses is 1:1.

Allowed Uses

All industrial uses including, but not limited to, railroad related loading and distribution activities, storage of component parts, assembly and manufacturing of parts for product creation, fabrication, warehousing, batch plants, and activities related to the distribution of manufactured goods and products.

Location Criteria

This designation should be located with convenient access to all forms of regional transportation including freeway, regional highways, and railroad transportation. Being the most intensive industrial land use category, the M designation should not adjoin a residential area unless separated by a major natural or physical feature and to the extent possible be well screened.

4.2.5 Public Facilities

GOAL

LU-4

To plan land areas for the provision of public and quasi-public services, such as schools, libraries, police and fire facilities, utilities, government centers, and other related facilities that are of a size and location to efficiently serve the current and future population of Lynwood.

Policy LU-4.1

Public (P)

The Public land use designation provides for a variety of public and quasi-public facilities, which support the community and are operated by governmental agencies, utility providers, or non-profit organizations.

Intensity

Intensity of the use will be determined on a case-by-case basis based on the compatibility of the proposed use with existing or proposed uses surrounding the site. Compatibility will be determined based on items such as location of the use, type of use, design, size, and potential impacts on surrounding land uses.

Allowed Uses

Offices and support facilities for municipal, county, school system, district, state or federal functions, community centers, fire stations, police stations, post offices, public schools, libraries, community centers, corporate yards, hospitals, or other uses operated for the public's benefit by a governmental agency, or non-profit organization. For utilities, substations, switching stations, other communications facilities, pumping stations, well sites, reservoirs, canals and other infrastructure needed to support the Planning Area.

Location Criteria

Public land uses should be centrally located to serve the population targeted by the use.

4.2.6 Open Space

GOAL

LU-5

To provide a range of active and passive recreational areas as well as provide areas for the preservation of the natural environment.

Policy LU-5.1

Open Space (OS)

The Open Space designation provides for parks and open spaces

Intensity

The intensity of facilities will be determined on a case-by-case basis based on the compatibility of the proposed use with existing or proposed uses surrounding the site. Compatibility will be determined based on items such as location of the use, type of use, design, size, and potential impacts on surrounding land uses.

Allowed Uses

Parks, maintenance buildings and storage facilities, rest rooms, playground equipment, picnic tables and benches, recreation centers, public pools, lakes and other related facilities.

Stadiums, ball fields, and other similar uses with seating capacity of over 200 persons will not be allowed in an OS designation.

Location Criteria

For recreational facilities, a distribution throughout the Planning Area is desirable in order to provide services near the residences being served.

4.2.7 Mixed Uses

GOAL

LU-6

Provide a framework that could encourage the combination of commercial, medium/high density residential, and active and passive open space uses within an specific area to create a vibrant village atmosphere dominated by pedestrian orientated land uses.

Policy LU-6.1

Mixed Use

A Mixed-use designation is intended to contain a mix of residential, commercial and recreational activities. A mixed-use area should contain at least 10 acres of land, and contain one neighborhood commercial center, one community level park or sports center, and a mix of residential land uses. These areas are intended to supply the immediate commercial needs of the surrounding residential communities, reducing the demand for commercial centers within the surrounding areas, which will be primarily residential in nature.

This area will also provide a central location in which to base public uses potentially needed in the area, such as a fire station, police substation, or branch library.

Intensity

Residential intensity shall be the same as allowed under the R-3 designations. The commercial intensity shall comply with that specified for the Commercial designation.

Allowed Uses

Residential component can contain any uses allowed in the R-3 designations. The commercial component can contain any uses allowed by the Commercial designation. In this designation, the residential and commercial developments can be mixed within a single development, including residential units over commercial units.

Location Criteria

A Mixed Use designation should be centrally located so that the area can serve a population large enough to support the commercial uses allowed.

Mixed Use, Development Agreement

Policy LU-6.2

A Mixed Use, Development Agreement (MUDA) will be required to be executed by the developer/applicant and the City.

The land uses, intensities, and design guidelines set out in the Mixed Use Development Agreement shall be used as the basis for all future approvals within this designation. The goals and policies of the General Plan shall apply unless modified in the Mixed Use Development Agreement.

In the event that a Mixed Use Development Agreement or subsequent development agreements expire or are otherwise terminated, the area subject to such development agreement and shown as in the MUDA on the Land Use Diagram shall revert to the underlying designation a designation of the General Plan.

Intensity

The intensity for all uses in this designation shall be the same as those specified in the Mixed Use Development Agreement.

Allowed Uses

The land uses allowed in this designation shall be the same as those specified in the Mixed Use Development Agreement. Those land uses may be located anywhere within the boundaries of the project.

Location Criteria

This land use designation has been included to permit a mixed-use development project.

Policy LU-6.3

Specific Plans

The Specific Plan designation is intended to allow for a mix of residential and commercial land uses. This designation will be used to allow persons to live close to employment opportunities, and to provide for a transition from higher intensity commercial uses to more traditional residential developments.

Intensity

Residential intensity (density) shall be the same as allowed under the R-3 designations. The commercial intensity shall comply with that specified for the Commercial, designations.

Allowed Uses

The residential component can contain any uses allowed in the R-3 designations. The commercial component may contain uses allowed by the Commercial, designations. In this designation, the various land uses can be intermixed within a single development, including residential units over commercial units, or can be planned as separate components within a single project.

Location Criteria

Specific Plans should be developed for properties located near a major transportation corridor to facilitate public transit, and should be used as a transitional designation to separate a large commercial or industrial area from typical single family designations.

Specific Plan Criteria

The determination on whether a Specific Plan will be required depends on several factors, including past approvals and project size. Specific Plan areas may require The following:

- A conceptual design plan
- A specific plan for larger projects
- Design and landscape guidelines.

LAND USE IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Time Frame
1.0 The City shall prepare and adopt an interim strategy for implementing the new General Plan utilizing the City's existing zoning code.	All General Plan Policies	Community Development Department	6 months from adoption of the General Plan
2.0 The City shall prepare, or have prepared, a new Development Code (Zoning Code) that will implement the new General Plan.	All General Plan Policies	Community Development Department	1 year from adoption of the General Plan
3.0 Work with parties interested in the redevelopment of properties in redevelopment areas.	All Redevelopment Plan Policies	Community Development Department	Ongoing
4.0 Any specific plan submittals shall be submitted with a fiscal evaluation of the project's impact on the City's revenues and expenditures both during development and at buildout of the project.	All General Plan Policies	Community Development Department, Finance Department	At time of specific plan submittal
5.0 The City shall investigate the feasibility of relocating the Lynwood Downtown to the vicinity of Long Beach Boulevard and Imperial Highway.	General Plan Land Use Goal 4	Community Development Department, Finance Department	Within 1 year
6.0 The City shall maintain a current General Plan Land Use Diagram and have copies of this diagram(s) available for public use or purchase.	All Land Use Policies	Community Development Department	Ongoing

4.3 CIRCULATION ELEMENT

The following section presents the existing roadway system conditions within the Lynwood General Plan Planning Area. This section includes descriptions of regional facilities, key arterials and collector streets, travel lanes, 1997 daily traffic volumes, a review of the existing Circulation Element, and existing public transit. A summary of current traffic count data sheets are also included to provide a detailed compilation of the count information contained in this section.

In conjunction with the preparation of the General Plan Community Development Element, traffic volumes for existing streets were reviewed and previous traffic studies for the Long Beach Boulevard - I 105 Freeway were also reviewed.

4.3.1 Regional Facilities

Two freeway corridors traverse the Planning Area and provide regional/national access. These facilities are shown on Figure 4.2-1 and are described below.

- **Interstate 105 (I-105).** I-105 traverses in a generally east/west direction through the central portion of the Planning Area. To the west, I-105 continues to LAX and is the regional link to the 110 Freeway and the 405 Freeway and into the downtown Los Angeles area. To the east, I-105 continues to the City of Norwalk and intersects with the Long Beach Freeway (I-710) the 605 Freeway with connections to Interstate 5 and the 91 Freeway. Daily traffic volumes in 2000 on I-105 were 214,000.
- **Interstate 710.** The Long Beach Freeway (I-710) runs in a generally north/south direction along the eastern edge of the Planning Area between Alhambra and Long Beach. Daily traffic volumes in 2000 were 219,000 vehicles per day.

4.3.2 Key Arterials Streets

- **Martin Luther King Boulevard.** Martin Luther King Boulevard runs east/west through the northern portion of the City. Martin Luther King Boulevard is a four-lane roadway. Existing daily traffic volumes range from 8,000 vehicles per

day east of Pope to 15,700 vehicles per day east of Elizabeth. (Table 4.3-1).

- **Imperial Highway.** Imperial Highway runs east/west through the northern portion of the City. Imperial Highway is a four-lane roadway. Existing daily traffic volumes range from 23,300 vehicles per day east of Fernwood to 27,800 vehicles per day east of Peach.
- **Alameda Street.** Alameda Street runs north/south through the western portion of the City. Alameda Street is a four-lane roadway. This street is just west of the newly constructed Alameda Corridor. Existing daily traffic volumes range from 20,200 vehicles per day south of Imperial to 27,000 vehicles per day south of 103rd.
- **Long Beach Boulevard.** Long Beach Boulevard runs north/south through the central portion of the City. Long Beach Boulevard is a six and four-lane roadway. Existing daily traffic volumes range from 24,100 vehicles per day north of Palm to 47,000 vehicles per day north of Sanborn.
- **Atlantic Avenue.** Atlantic Avenue runs north/south through the eastern portion of the City. Atlantic Avenue is a four-lane roadway. Existing daily traffic volumes range from 17,300 vehicles per day south of Los Flores to 20,200 vehicles per day south of Lavinia.

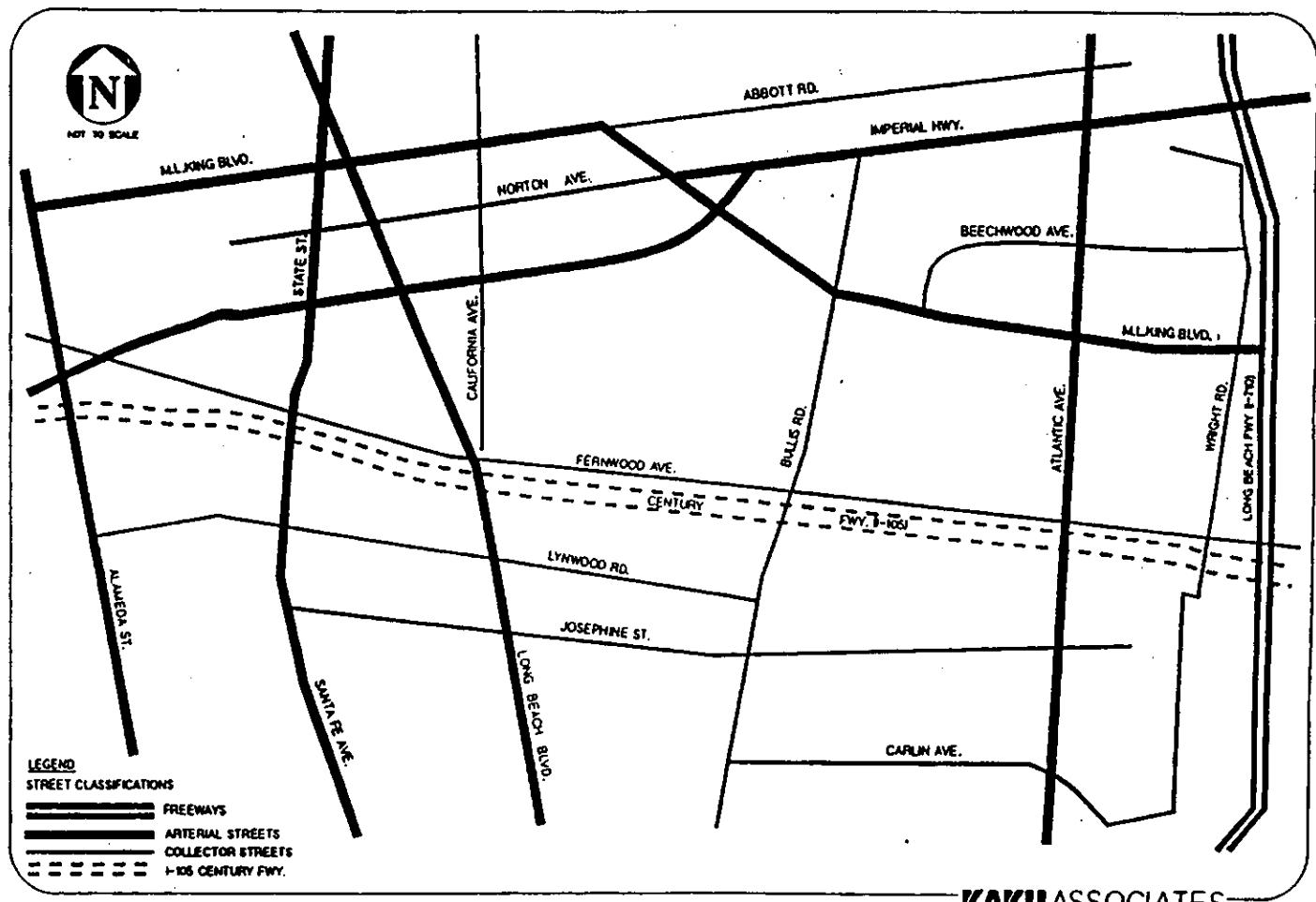
4.3.3 Key Collector Streets

East/west two lane Collector streets include:

- | | |
|-----------------------------|-------------------|
| • Abbot Road - | 9,700- 12,000 ADT |
| • Norton Avenue - | 1,700 - 3,800 ADT |
| • Beechwood Avenue - | |
| • Lynwood Road - | 900 - 2,400 ADT |
| • Josephine Street - | |
| • Carlin Avenue - | 3,500 - 7,500 ADT |

North/South collector streets include:

- | | |
|------------------------------|--------------------|
| • California Avenue - | 5,800 - 9,500 ADT |
| • Bullis Road - | 6,800 - 10,200 ADT |
| • Wright Road - | 2,300 - 3,100 ADT |
| • State Street | 9,900 - 12,900 ADT |

FIGURE 4.3-1
CIRCULATION MAP

LEVEL OF SERVICE VOLUMES/CAPACITY VALUES
(Average Daily Trips - ADT)

TYPE OF ROADWAY	LOS A	LOS B	LOS C	LOS D	LOS E
6 LANES DIVIDED	36,000	40,400	45,000	49,500	54,000
6 LANES UNDIVIDED	24,000	27,000	30,000	33,000	36,000
4 LANES DIVIDED	24,000	27,000	30,000	33,000	36,000
4 LANES UNDIVIDED	16,000	18,000	20,000	22,000	24,000
2 LANES UNDIVIDED	5,000	7,500	10,000	12,500	15,000

Note: Capacity values can be increased while maintaining a Level of Service "C" through the use of strict access controls and additional design measures to reduce vehicle conflict points.

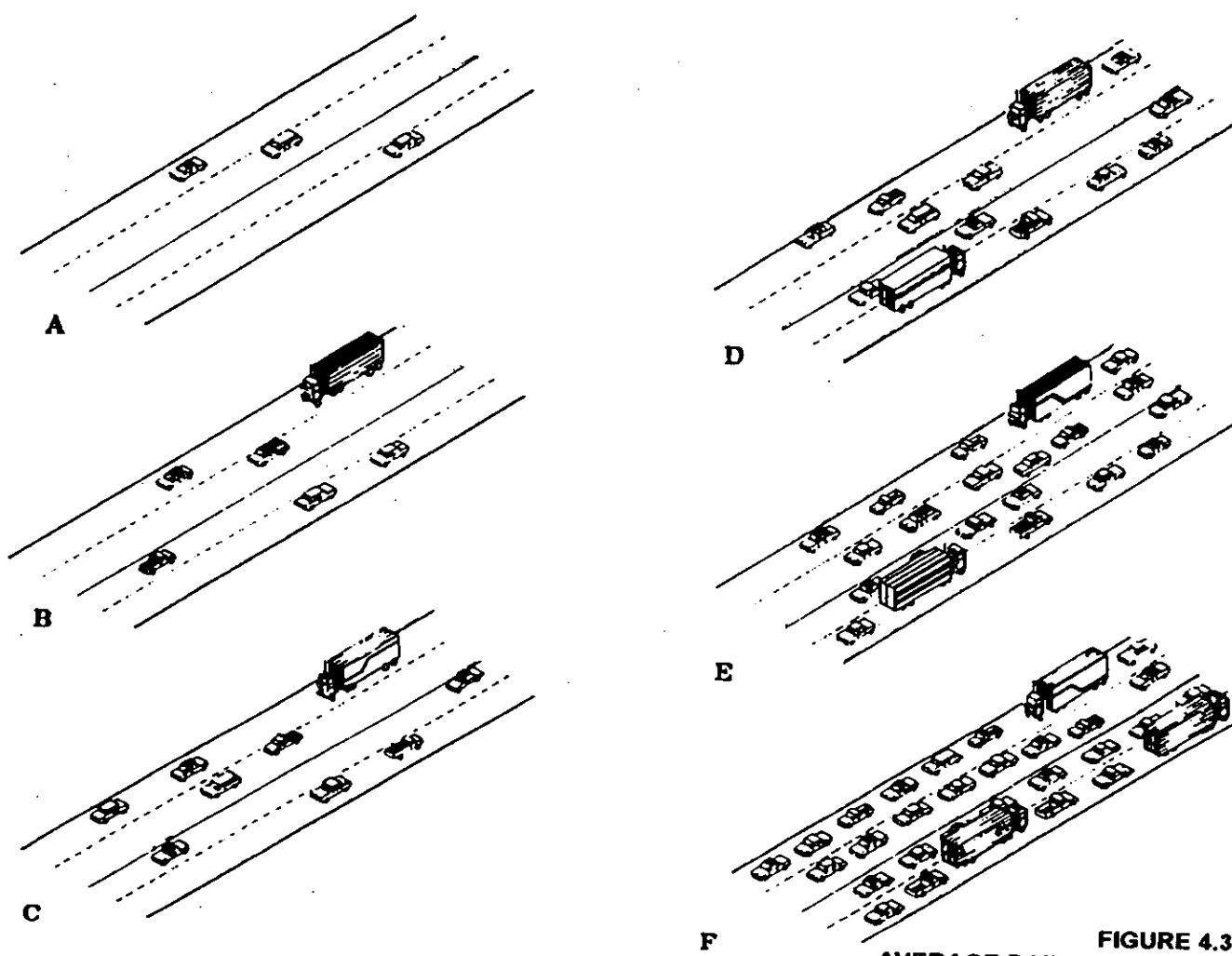
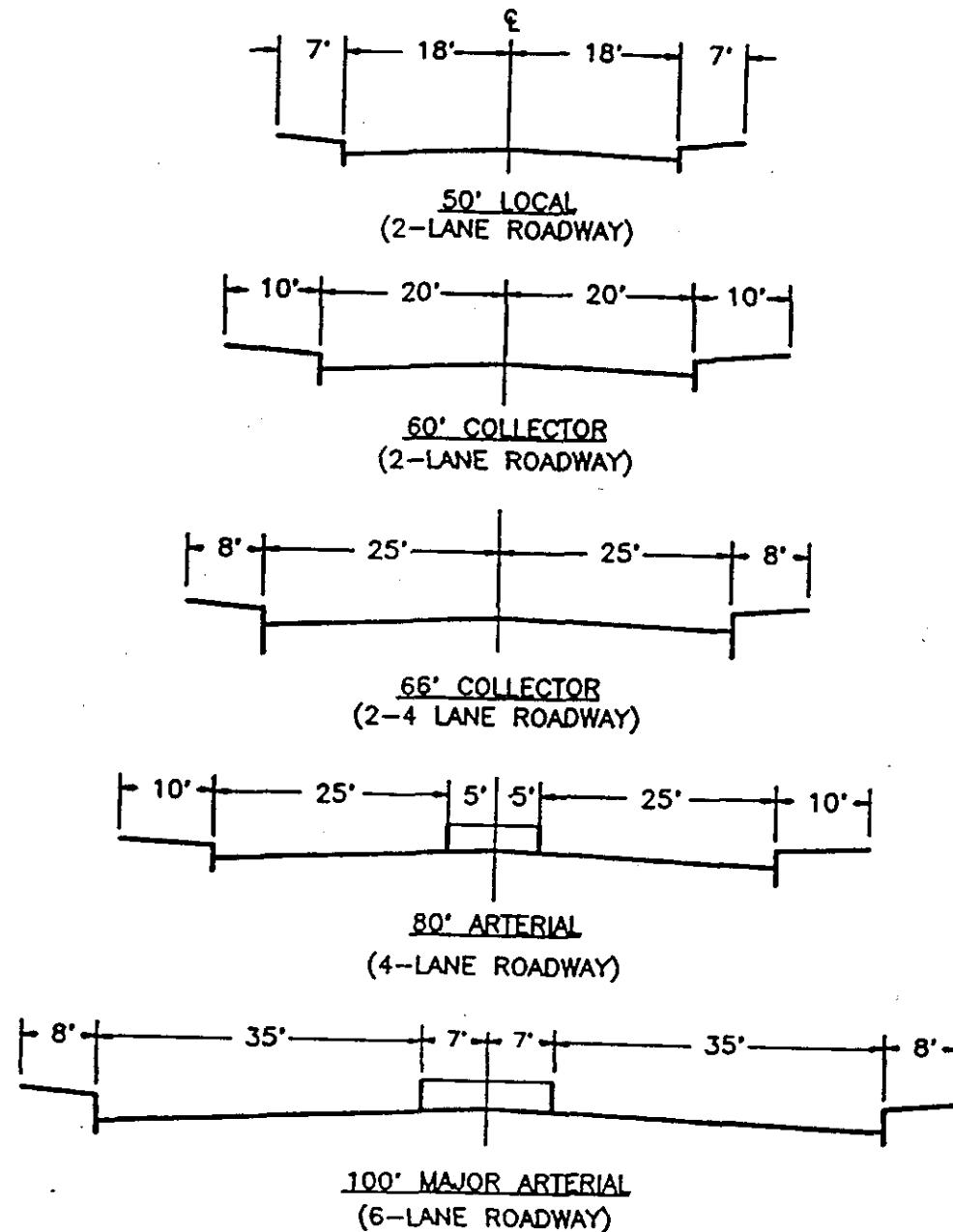


FIGURE 4.3-2
AVERAGE DAILY TRAFFIC AND
LEVELS OF SERVICE

Table 4.3-1
Daily Levels of Service - January 1997

Street Name	Location	Type	Lanes	Capacity	1997 ADT	1997 V/C	1997 LOS
Abbott Road	W/O Cornish	Collector	4	36,000	12,034	0.33	A
Abbott Road	W/O Fracar	Collector	4	36,000	10,495	0.29	A
Abbott Road	W/O Pine	Collector	4	36,000	11,367	0.32	A
Abbott Road	W/O San Juan	Collector	4	36,000	9,697	0.27	A
Alameda Street	S/O Imperial	Arterial	4	36,000	20,177	0.56	A
Alameda Street	S/O 103th	Arterial	4	36,000	26,927	0.75	B
Alameda Street	S/O 110th	Arterial	4	36,000	24,785	0.69	B
Alameda Street	S/O 115th	Arterial	4	36,000	25,938	0.72	B
Atlantic Avenue	S/O Josephine	Arterial	4	36,000	19,196	0.53	A
Atlantic Avenue	S/O Walnut	Arterial	4	36,000	18,314	0.51	A
Atlantic Avenue	S/O Pendleton	Arterial	4	36,000	17,713	0.49	A
Atlantic Avenue	S/O Sanborn	Arterial	4	36,000	16,750	0.47	A
Atlantic Avenue	S/O Lavina	Arterial	4	36,000	20,145	0.56	A
Atlantic Avenue	S/O Los Flores	Arterial	4	36,000	17,271	0.48	A
Atlantic Avenue	S/O Brewester	Arterial	4	36,000	18,400	0.51	A
Bullis Road	N/O Euclid	Collector	2	15,000	6,772	0.45	A
Bullis Road	N/O Le Sage	Collector	2	15,000	7,872	0.52	A
Bullis Road	N/O Louise	Collector	2	15,000	10,217	0.68	B
Bullis Road	N/O MKL	Collector	2	15,000	7,416	0.49	A
Bullis Road	N/O Virginia	Collector	2	15,000	10,069	0.67	B
Bullis Road	N/O Walnut	Collector	2	15,000	9,800	0.65	B
California Avenue	S/O Alma	Collector	4	36,000	9,502	0.26	A
California Avenue	S/O Beechwood	Collector	4	36,000	5,786	0.16	A
Carlin Avenue	W/O Bradfield	Collector	2	15,000	6,213	0.41	A
Carlin Avenue	W/O Millrace	Collector	2	15,000	3,482	0.23	A
Carlin Avenue	W/O Waldorf	Collector	2	15,000	7,549	0.50	A
Imperial Highway	W/O Atlantic	Arterial	4	36,000	26,216	0.73	B
Imperial Highway	W/O Elm	Arterial	4	36,000	24,774	0.69	B
Imperial Highway	E/O Fernwood	Arterial	4	36,000	23,255	0.65	A
Imperial Highway	E/O Los Flores	Arterial	4	36,000	24,087	0.67	B
Imperial Highway	E/O Peach	Arterial	4	36,000	27,796	0.77	B
Imperial Highway	W/O Standard	Arterial	4	36,000	25,164	0.70	B
Imperial Highway	E/O State	Arterial	4	36,000	25,464	0.71	B
Imperial Highway	E/O Stockwell	Arterial	4	36,000	23,324	0.65	A
Imperial Highway	E/O Watts	Arterial	4	36,000	24,806	0.69	B
Long Beach Blvd.	N/O Alma	Arterial	4	36,000	31,232	0.87	C
Long Beach Blvd.	N/O Josephine	Arterial	4	36,000	34,926	0.97	D
Long Beach Blvd.	N/O Los Flores	Arterial	4	36,000	32,902	0.91	D
Long Beach Blvd.	N/O Palm	Arterial	4	36,000	24,076	0.67	B
Long Beach Blvd.	N/O Sanborn	Arterial	6	54,000	47,054	0.87	C
Long Beach Blvd.	N/O Seminole	Arterial	4	36,000	29,925	0.83	C
Long Beach Blvd.	N/O Wisconsin	Arterial	4	36,000	25,931	0.72	B
M. L. King Jr. Blvd.	E/O Benwell	Arterial	4	36,000	14,980	0.42	A
M. L. King Jr. Blvd.	E/O Brenton	Arterial	4	36,000	13,052	0.36	A
M. L. King Jr. Blvd.	E/O C. Chavez	Arterial	4	36,000	11,176	0.31	A
M. L. King Jr. Blvd.	E/O Elisabeth	Arterial	4	36,000	15,664	0.44	A
M. L. King Jr. Blvd.	E/O Elm	Arterial	4	36,000	11,283	0.31	A
M. L. King Jr. Blvd.	E/O Louise	Arterial	4	36,000	7,373	0.20	A
M. L. King Jr. Blvd.	E/O Pope	Arterial	4	36,000	8,054	0.22	A
State Street	N/O Banning	Collector	2	15,000	9,647	0.64	B
State Street	N/O Beechwood	Collector	4	36,000	10,329	0.29	A
State Street	N/O Carlin	Collector	4	36,000	11,701	0.33	A
State Street	N/O Michigan	Collector	2	15,000	12,901	0.86	D
State Street	N/O Virginia	Collector	2	15,000	9,880	0.66	B
Wright Road	N/O Beechwood	Collector	4	36,000	2,271	0.06	A



SCALE: 1" = 20'

FIGURE 4.3-3
STREET SECTIONS MAP

4.3.4 1997 Travel Lanes and Daily Traffic Volumes

Table 4.3-1 shows the existing traffic count data collected by the City. These data are made up of counts taken in January 1997. Appendix A details the source of each count and provides a detailed summary of the count data.

Daily volume to capacity ratios for existing roadways have been determined for locations where daily traffic volumes are available. Table 4.3-1 shows the daily volume to capacity ratios for the Planning Area.

- Removal of parking on the east side of Long Beach Boulevard between the I-105 Freeway and Imperial Hwy. as new entitlements are approved.
- Widen Los Flores Blvd. From Peach Street to Long Beach Blvd.

LYNWOOD FACTS:

The major traffic carriers within the City are Long Beach Boulevard, Imperial Highway, and Alameda Street. These carry 47,000, 28,000, and 27,000 vehicles per day on their busiest sections.

4.3.5 Existing General Plan Circulation Element

Figure 4.3-2 shows the current City of Lynwood General Plan Circulation Element roadway classifications for existing and future roadways in the Planning Area. With minor modifications the existing circulation system is adequate for the planning period. Recommended modifications include:

- Widening of State Street between Lynwood Road and Weber Avenue when traffic counts exceed 12,000 ADT.
- Installation of a new signal at State Street and Norton Avenue when funding permits.

Table 4.3-2**CITY OF LYNWOOD: EXISTING GENERAL PLAN CIRCULATION ELEMENT****FREEWAYS**

Interstate 105
Interstate 710

ARTERIALS

M.L. King Boulevard
Imperial Boulevard
Alameda Street
Santa Fe Avenue
Long Beach Boulevard
Atlantic Avenue

COLLECTORS

Abbott Road
Norton Avenue
Beechwood Avenue
Lynwood Road
Josephine Street
Carlin Avenue
California Avenue
Bullis Road
State Street
Wright Road

4.3.7 Existing Transit Service

Transit service in Lynwood has three major components: (1) The Metro Green Line, (2) Metro Bus Lines and (3) local Lynwood Trolley and Dial-A-Ride.

The Metro Green Line is a fixed light rail project located in the median of the I-105 Freeway and extends from the City of Norwalk to the Los Angeles International Airport area. The major Lynwood stop is at Long Beach Boulevard. The average weekday boardings on the Green Line as of August 2001 are 28,900. Saturday boardings are 18,325 and Sunday boardings are 11,000. More detailed information on the Metro system including the bus schedules are included in Appendix B.

Major Metro bus routes are as follows:

- **Line 60.** This north/south route parallels the Metro Blue Line. It goes from downtown Los Angeles to downtown Long Beach. The frequency of service is 8-10 minutes during peak hours. Service is from 4:32 a.m. to 8:19 p.m.
- **Line 112.** This east/west route goes basically along Florence Avenue from The Green line Florence Station to Imperial Highway and San Miguel Avenue in Lynwood. Service is about once per hour from 6:05 a.m. to 8:38 p.m.
- **Line 117.** This east/west route just north of Lynwood goes from the LAX City Bus Center to the Rancho Los Amigos Medical Center in the City of Downey. The frequency of service is about 20 minutes during peak hours. Service is from 5:36 a.m. to 1:36 a.m.
- **Line 119.** This route parallels the Metro Green Line. It goes from Hawthorne to Atlantic Avenue and Josephine Street in the City of Lynwood. The frequency of service is every hour from 5:22 a.m. to 7:29 p.m.
- **Line 121.** This route parallels the Metro Green Line. It goes from the Rosa Parks/Imperial/Wilmington Station along Imperial Highway to the Norwalk/Santa Fe Springs Transportation Center. The frequency of service is about 20-30 minutes from 6:27 a.m. to 11:52 p.m.

- **Line 124.** This route parallels the Metro Green Line. It goes from El Segundo to Compton and approaches the City of Lynwood at Alameda Street and Santa Fe Avenue. The frequency of service is about 25-40 minutes from 4:46 a.m. to 7:00 p.m.
- **Line 252.** This route goes from the City of Lynwood to Boyle Heights. The frequency of service is about 10-15 minutes from 4:40 a.m. to 10:44 p.m.
- **Line 260.** This north/south route goes from North Long Beach to Altadena. The frequency of service is about 15-20 minutes from 4:32 a.m. to 10:09 p.m.

The typical fares as of October 2001 are as follows from the City of Lynwood to:

LAX	\$1.35-\$1.60
LA Zoo	\$1.60
LB City College	\$1.60-\$1.70
Cerritos Mall	\$1.60
Dodger Stadium	\$1.60
Disneyland	\$2.60
Burbank Airport	\$1.60
Pomona Fair Grounds	\$5.10

The routing and fares are from the Trip Schedules and Map in Appendix B. These and other trips are available on the Internet at www.mta.net.

The Lynwood Trolley provides local service. Four routes are currently running as follows:

Route A	Central Loop
Route B	Eastern Area
Route C	Outer Loop
Route D	Imperial Highway

The Trolley A runs from 7:00 a.m. to 6:00 p.m. Trolleys A, B, and C run from 9:00 a.m. to 5:30 p.m. The fare is \$.25. There are about 300 riders per day.

The City also has a Dial-A-Ride system with four vans. Users pay \$.50 round trip. Pick-ups are from 8:45 a.m. to 3:00 p.m. for out of City pick-up, and 3:30 p.m. for in City pick-up. Any Lynwood resident may use the system. Dial-A-Ride does go out of the City to Downey, Paramount, South Gate, Cudahy, and other cities that surround Lynwood. The primary

service is for medical appointments. The number to call for this service is 310-886-0411.

4.3.8 Traffic Analysis

Traffic analysis reviews the amount of traffic on the major streets of the City and compares them to known Levels of Service (LOS). Figure 4.2-1 illustrates the Average Daily Trips (ADT) that a particular street can accommodate and its resultant LOS. LOS A is very light traffic and LOS F is basically bumper to bumper traffic.

Table 4.2-1 demonstrates that the City of Lynwood's Circulation system is currently adequate and will be adequate for the future. The land use changes that are proposed for this General Plan update will not significantly affect the Levels of Service within the community. With the construction of the I-105 Freeway the east west traffic volumes since 1990 have been dramatically reduced.

The most significant area of traffic congestion, is in the I-105 Freeway, Long Beach Boulevard, Imperial Highway area. Based on the traffic engineering study in July of 2000 for this area the post Marketplace development as shown in Table 4.2-2 will not exceed Level of Service C. This Study recommended the extension of the northbound left turn pocket at Long Beach Boulevard and Sanborn Avenue, which was completed in the summer of 2001.

Trip Generation

The proposed land use changes in this General Plan update will not have a material impact on traffic volumes. The most significant change will be an adjustment from commercial uses to residential uses especially along Atlantic Avenue.

The ITE Trip Generation Rates, 5th Edition for various land uses are as follows:

Single Family	27.61 trips per acre
Apartments	6.47 trips per unit
Apartments @ 15/ac.	97.05 trips per acre
Shopping Center (50-100)	91.65 trips per acre

As can be seen from this information the change in trips per acre from commercial use to apartments is relatively the same.

The Housing Element of this General Plan update indicates that approximately 981 new housing units will be developed in the future. Of these approximately 139 units will be in the Santa Fe Avenue/State Street corridor area. At 6.47 trips per unit this will result in a maximum additional 899 trips per day on Santa Fe Avenue/State Street. With an existing 11,701 trips on Santa Fe Avenue/State Street north of Carlin Avenue the total future trips will be 12,600. With a capacity of 15,000 trips per day the projected volume/capacity ratio will be .84 or Level of Service D.

LYNWOOD FACTS:

A typical single-family home generates about 10 trips per day.

4.3.9 Truck Routes

Truck routes in the City of Lynwood are Martin Luther King Boulevard, Imperial Highway, Atlantic Avenue, Wright Road, Alameda Street, Long Beach Boulevard (Imperial Highway to the I-105 Freeway), Industry Way and Enterprise. These Routes are illustrated in Figure 4.3-4.

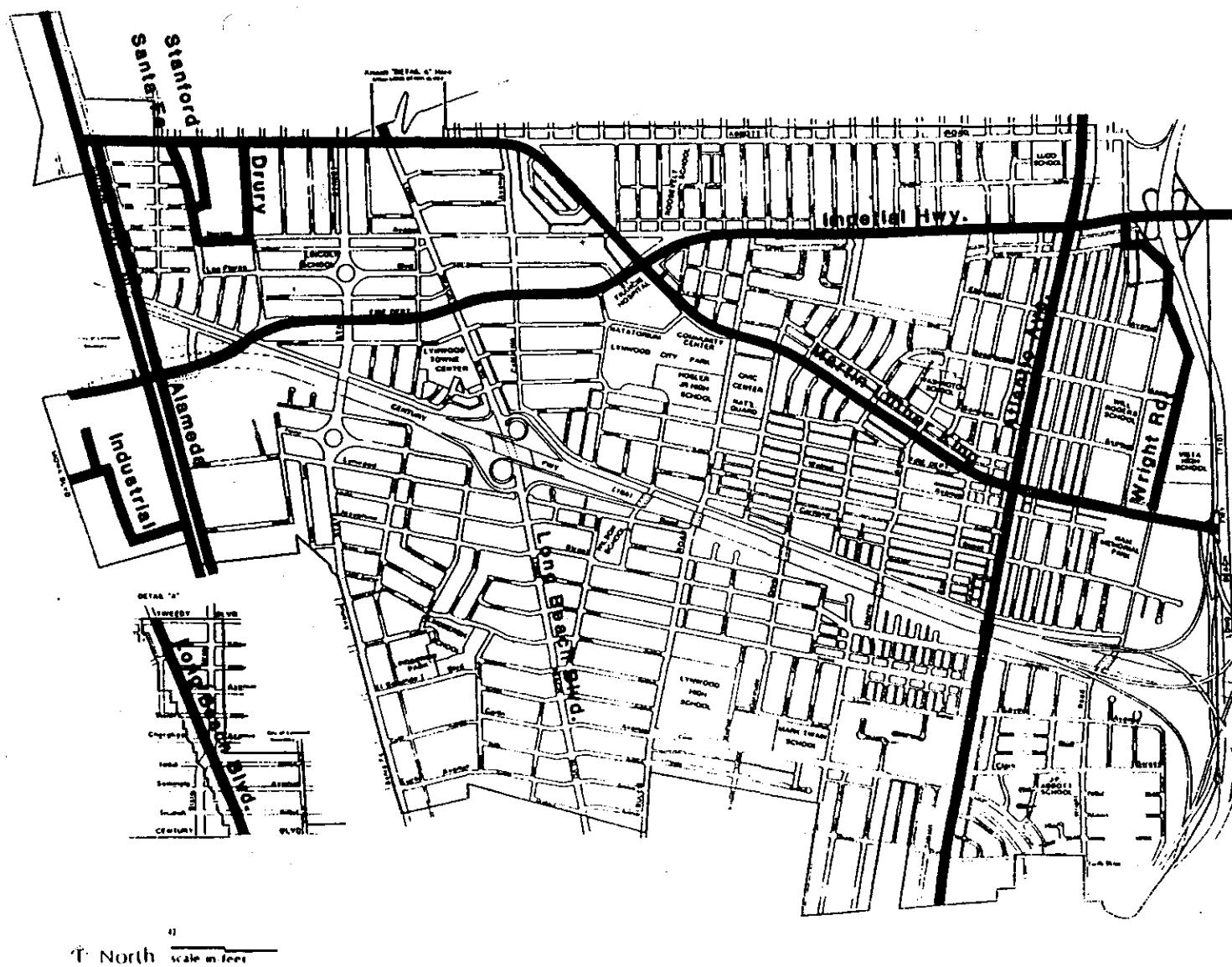


FIGURE 4.3-4
TRUCK ROUTE MAP

Table 4.3-2
POST MARKETPLACE TRAFFIC CONDITIONS
LONG BEACH BOULEVARD, IMPERIAL HIGHWAY AND STATE STREET

Intersection Location	AM PEAK HOUR V/C	AM PEAK HOUR LOS	PM PEAK HOUR V/C	PM PEAK HOUR LOS
Long Beach Boulevard & Sanborn Ave.	.62	B	.50	A
Long Beach Boulevard & Beechwood Avenue	.40	A	.30	A
Imperial Highway & Long Beach Boulevard	.73	C	.78	C
Imperial Highway & Peach Street	.40	A	.71	C
Imperial Highway & Fire Station	.42	A	.78	C
Imperial Highway & State Street	.46	A	.75	C
State Street & Beechwood Avenue	.17	A	.30	A
State Street & Marketplace Entrance	.14	A	.30	A

Source: Paul Singer, P.E., Transportation Engineering & Planning, July 2000

4.4 CIRCULATION PLAN

4.4.1 Arterial Roadway System

GOAL**CIR-1**

Provide a circulation system to serve the internal circulation needs of the City, while also addressing the intercommunity or through travel needs.

Policy
CIR-1.1

Level of Service
Maintain a minimum Level of Service "C" at all intersections during nonpeak hours and Level of Service "D" at all intersections

during peak hours to ensure that traffic delays are kept to a minimum.

Policy
CIR-1.2**Roadway Standards**

Establish roadway cross sections and standards that are adequate to ensure traffic safety.

Policy
CIR-1.3**Residential Speed Limits**

Preserve the quality of residential neighborhoods by maintaining the legally enforceable speed limits and by discouraging the flow of truck traffic and through traffic in these areas.

Policy
CIR-1.4**Circulation System Financing**

Establish financing programs, which incorporate adequate funding for the City's roadway system.

Policy
CIR-1.5**Pedestrian Friendly Systems**

Establish street sections in residential neighborhoods and certain commercial areas that, while accommodating vehicular traffic, give preference to pedestrian users.

4.4.2 Public Transit/Trails

GOAL**CIR-2**

Accommodate alternatives to private automobile transportation that meet the needs of all City residents.

Policy
CIR-2.1**Public Transportation**

Require dedication and/or construction of appropriate facilities in support of a public transportation system.

Policy
CIR-2.2**Bike Lane and Trails**

Provide a circulation network that accommodates the safe and efficient movement of cyclists on bike lanes and bike trails.

Policy
CIR-2.3**Pedestrian Walkways**

Provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians.

4.4.3 Regional Transportation

GOAL**CIR-3**

Promote a regional transportation system that serves existing and future travel between Lynwood and other population and employment centers within the region.

Policy
CIR-4.2**Public/Private Parking Facilities**

Provide joint-use and public parking facilities where needed by special assessment districts or other mechanisms.

Policy
CIR-3.1**Regional Transportation Facilities**

Interface with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities which address areawide and regional travel needs.

4.4.5 Traffic Management

GOAL
CIR-5

Manage peak hour traffic flow and demand on the circulation system to reduce traffic congestion where necessary and feasible.

4.4.4 Parking

GOAL
CIR-4

Provide an adequate supply of private off-street and public parking to meet the needs of residents and visitors to the City.

Policy
CIR-5.1**Travel Demand Management Program**

Provide for the development and monitoring of Travel Demand Management (TDM) programs at locations where tripmaking is concentrated.

Policy
CIR-4.1**Parking Requirements**

Enforce and periodically update the zoning ordinance which specifies minimum parking requirements for various types of land use.

Implementation Measure		Implements What Policy	Who is Responsible	Timeframe
1.0	Implement street standards and cross sections as shown on Figure 4.3-3.	CIR-1.1 CIR-1.2	Public Works	Development Review Ongoing
2.0	Require an adequate evaluation of potential traffic impacts associated with proposed new developments prior to project approval, and implementation of appropriate mitigation measures prior to or in conjunction with project development.	CIR-1.1 CIR-1.2	Public Works Community Development Dept.	Development Review Ongoing
3.0	Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.	CIR-1.1 CIR-1.2	Public Works	Ongoing
4.0	Periodically evaluate the Circulation Element roadway plan through utilization of the City of Lynwood Traffic counts and analysis. The model shall be updated every five years, or as needed.	CIR-1.1 CIR-1.2	Public Works	Ongoing
5.0	Identify and evaluate any major intersections that may require special design treatment to increase their vehicular capacity.	CIR-1.1	Public Works	Within 2 years of adoption of the General Plan
6.0	Minimize the number, properly space, and interconnect traffic signals in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular emission and noise levels.	CIR-1.1 CIR-1.2 NOI-1.5 AQ-1.6	Public Works.	Ongoing
7.0	Require new developments to be served by roads of adequate capacity and design standards to provide reasonable access by car, truck, transit, or bicycle.	CIR-1.2 CIR-2.2	Public Works	Development Review Ongoing
8.0	Discourage parking on major arterials to increase the traffic capacity of these roadways and provide for bike lanes.	CIR-1.2 CIR-2.2	Pubic Works	Ongoing
9.0	Establish speed restrictions throughout the City that relate to the design and operating characteristics of roadways.	CIR-1.2	Public Works	Ongoing
10.0	Require that the development of new private driveways do not introduce significant traffic conflicts along General Plan roadway and collector streets.	CIR-1.2	Public Works Community Development Dept.	Development Review Ongoing
11.0	Require that pedestrian and vehicular traffic be separated to the maximum feasible extent.	CIR-1.2 CIR-1.5 CIR-2.2	Public Works	Ongoing

CIRCULATION IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
	CIR-2.3		
12.0 Establish an ongoing maintenance program to ensure the safety of the City's roadway system.	CIR-1.2	Public Works	Within 1 year of adoption of the General Plan
13.0 Enforce speed limits of 25 miles per hour in those areas defined by the California Vehicle Code as residential neighborhoods.	CIR-1.3	Public Works Police Department	Ongoing
14.0 Establish and enforce weight restrictions where necessary on routes traversing through residential neighborhoods.	CIR-1.3	Public Works Police Department	Within 1 year of adoption of General Plan
15.0 Review the design of all proposed new residential neighborhoods to ensure that "cut through" routes are minimized.	CIR-1.3	Public Works	Development Review Ongoing
16.0 Implement street widening and other circulation improvements, which are related to new development in conjunction with the Capital Improvements Program.	CIR-1.4	Public Works	Within 2 years of adoption of General Plan
17.0 Identify and evaluate potential local, revenue sources and viable state and federal funding sources for financing roadway system and development projects. The following is a partial list of transportation related funding sources/mechanisms which could be considered:	CIR-1.4	Public Works Finance Dept.	Once a year
<ul style="list-style-type: none"> ➤ Gasoline Taxes (State, County, and Local) ➤ Measure A Funds (RCTC) ➤ Office of Traffic Safety Special Grant Funds (State/Caltrans) ➤ Los Angeles County Local Transportation Fund (RCTC) ➤ Traffic Signal Mitigation Fees (City) ➤ City Taxes ➤ City Redevelopment Agency ➤ Developer Reimbursement Agreements (City/Developer) ➤ Quimby Fee (Developer) ➤ State Highway Account ➤ State Transit Assistance ➤ Federal Aid Interstate Funds ➤ Federal Aid Primary Funds 			

CIRCULATION IMPLEMENTATION MEASURES

Implementation Measure		Implements What Policy	Who is Responsible	Timeframe
<ul style="list-style-type: none"> > Federal Aid Urban Funds > Urban Mass Transit Authority Grants > Intermodal Surface Transportation Efficiency Act (Federal) 				
18.0	Coordinate with the Metro Transit to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, health care facilities, and major recreation areas.	CIR-2.1	Public Works Community Development Dept.	Ongoing
19.0	Require construction of bus turnouts adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations.	CIR-2.1	Public Works Community Development Dept.	Development Review Ongoing
20.0	Investigate and promote improved demand responsive transit services for elderly and disabled persons.	CIR-2.1	Public Works	Ongoing
21.0	Review site plans to determine if pedestrian access from the interior of new residential areas to public transit stops will be direct and convenient.	CIR-1.5 CIR-2.1	Public Works Community Development Dept.	Development Review Ongoing
22.0	Create a system of bicycle lanes within the street right-of-way to meet the needs of both the local and commuter cyclist. The lanes shall be designed for the safety of the cyclist.	CIR-2.2	Public Works	Within 12 months of adoption of the General Plan
23.0	Adequate traffic control devices shall be provided for bicycle crossings.	CIR-2.2	Public Works	Within 3 years of adoption of the General Plan
24.0	Traffic signal phasing shall be made adequate for bicycle turning and straight-through movements.	CIR-2.2	Public Works	Within 3 years of adoption of the General Plan
25.0	Off-street bicycle trails should use open space corridors, flood control, and utility easements where possible. Such trails shall minimize automobile cross traffic within the City.	CIR-2.2	Public Works Community Development Dept.	Development Review Ongoing
26.0	Review site plans to determine if residential, commercial and office land uses are designed for pedestrian access. Future developments shall contain an internal	CIR-1.5 CIR-2.2 CIR-2.3	Public Works Community Development Dept.	Development Review Ongoing

CIRCULATION IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
system of trails linking schools, shopping centers, and other public facilities with residences.			
27.0 Require the installation of wheelchair ramps on all new sidewalks and encourage their installation in older neighborhoods.	CIR-1.5 CIR-2.3	Public Works	Within 1 year of adoption of the General Plan
28.0 Enforce the parking ordinance and standard requirements such as necessary design features, the number of required handicapped parking spaces, etc. in conjunction with the parking ordinance.	CIR-4.1	Community Development Dept. Police Dept.	Ongoing
29.0 Pursue methods of encouraging the provision of increased on-site parking supply through a range of techniques including redevelopment activities.	CIR-4.1	Community Development Dept.	Within 1 year of adoption of General Plan
30.0 Require developers to provide adequate onsite parking and/or to contribute to a program to acquire and/or maintain off-site joint use facilities.	CIR-4.2	Community Development Dept.	Development Review Ongoing
31.0 Work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.	CIR-4.2	Community Development Dept.	Ongoing
32.0 Require transportation demand management plans to be submitted for preliminary review at the Specific Plan or Plot Plan stage of site development and submitted for final approval prior to the issuance of building permits, in accordance with the City's Transportation Demand Management Ordinance.	CIR-5.1	Community Development Dept. Public Works	Development Review Ongoing
33.0 Encourage the implementation of employer Travel Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation 15 of the Air Quality Management Plan.	CIR-5.1	Community Development Dept. Public Works	Ongoing

CIRCULATION IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
34.0 Establish a local Congestion Management Plan and monitor the performance and effectiveness of travel demand management programs within the Planning Area.	CIR-5.1	Community Development Dept. Public Service Dept.	Within 1 year of adoption of General Plan

4.5 INFRASTRUCTURE/PUBLIC SERVICES ELEMENT

4.5.1 Early History

The area that is presently the City of Lynwood consisted primarily of barley fields, groves of willow trees, and marshland until the late 1800's, when the parceling of the Lugo Home Ranch began. As a result, there was a large influx of settlers in the area and in the early 1880's the settlers built their first schoolhouse. In 1896, the Sessions family purchased part of the Lugo Ranch tract and established a dairy. It was named the Lynwood Dairy after Mrs. Session's maiden name, Miss Lynn Wood. By 1905, the Pacific Electric Railway had constructed a milk stop at a dirt road crossing (now Long Beach Boulevard) where the Lynwood Dairy was located and called it the Lynwood siding. The name stuck and in 1913, the Lynwood Company purchased 800 acres of land in the area for subdivision purposes. By 1918, sales were waning and the Lynwood Company turned its sales office over to residents for use as a community center. When Lynwood became an incorporated City in 1921, this building became the first City Hall. By 1930, Lynwood had an estimated population of 7,300.

4.5.2 Domestic Water

Domestic water service to the Planning Area is provided by the City of Lynwood Public Services Department and Park Water Co.

No surface water bodies are found in the City of Lynwood; however, the Los Angeles River forms the eastern boundary of the City. The Gaspur Aquifer lies below the City. The aquifer is 23 miles long and 1 to 5.5 miles wide, with a maximum depth of 150 feet at the Rio Hondo and a maximum thickness of 120 feet.

The primary source of water for the City of Lynwood comes from groundwater aquifers. The City owns and operates 6 active wells (Well Nos. 5, 8, 9, 11, 15, and 19) and one 3 million-gallon reservoir, as shown on Figure 4.4-1. There is also a 16 inch Metropolitan Water District (MWD) feeder to the reservoir. The City pumps about 5,500 acre feet per year from groundwater and receives about 1,000 acre feet per year from the MWD feeder line. Whenever the reservoir gets down to 4 feet the MWD feeder automatically activates.

Water lines are located throughout the City ranging from 6 to 16 inches in diameter. The basic water system is illustrated in Figure 4.4-2.

LYNWOOD FACTS

On average, the City uses 6,500 acre feet of water per year.

The City does not have a current master plan, but has interviewed engineers and plans to prepare such a master plan in the year 2002. It is anticipated that the engineers will recommend that additional 12 inch water mains be incorporated into the system to provide adequate fire flow to the City. The existing water supply is adequate to serve the City's population.

The City has a policy to encourage the use of drought-tolerant landscaping to encourage water conservation. Reclaimed water is used on the I-105 Freeway right-of-way. There are no immediate plans for the City to use reclaimed water for public areas such as medians and parks.

4.5.3 Wastewater

Sewage disposal service is provided in the Planning Area by the City of Lynwood Public Works Department. City lines carry sewage to Los Angeles County trunk lines, which, in turn, transport sewage to the Joint Water Pollution Control Plant in the City of Carson.

According to the Los Angeles County Sanitation District the flow rates from single family, duplex, triplex, fourplex and industrial uses are 260, 312, 468, 624, and 200 gallons per day. The flow rate for shopping center is 325 gallons per day.

Almost all properties within the City of Lynwood are served by sewer. The only area on septic tanks is the industrial area located north of the I-105 Freeway and west of the Long Beach Freeway.

LYNWOOD FACTS:

Flow rates from single family, duplex, triplex, fourplex and industrial uses are 260, 312, 468, 624, and 200 gallons per day.

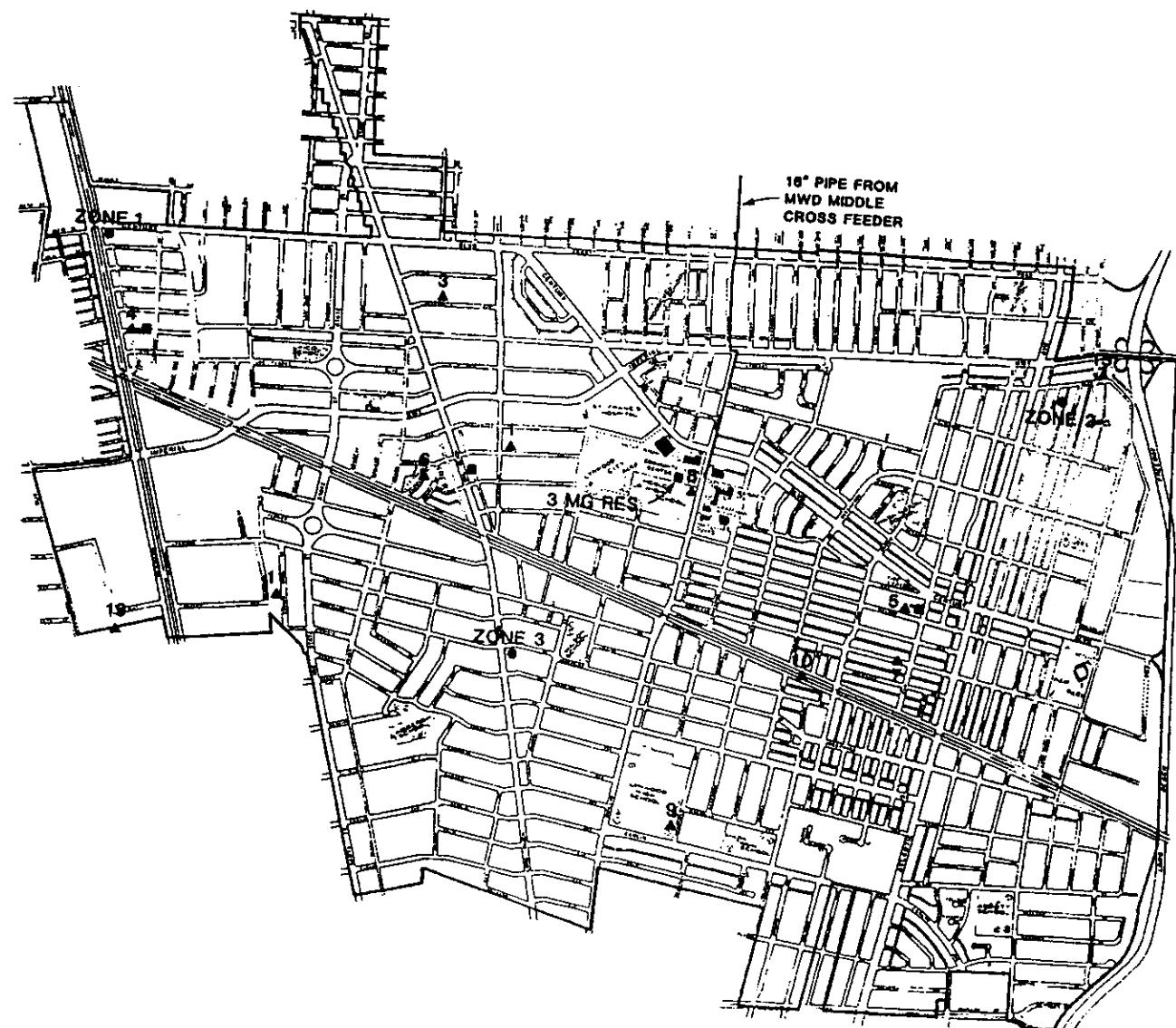
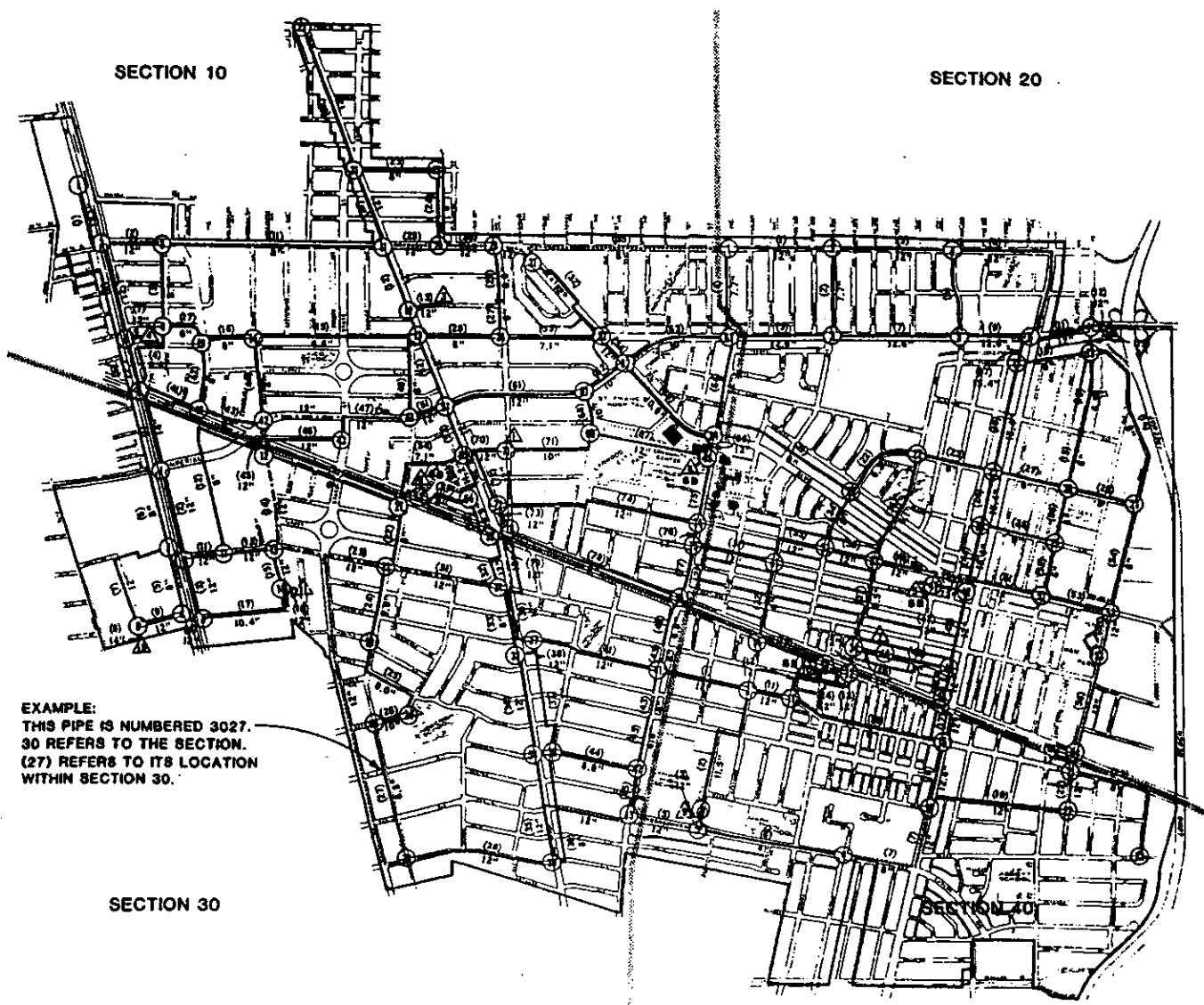


FIGURE 4.5-1
RESERVOIR AND WELLS

**FIGURE 4.5-2**
WATER MAINS

4.5.4 Flood Control/Drainage

Although Flooding was a serious problem in Lynwood in the first half of the 20th Century, the complete channeling of the Los Angeles and Rio Hondo Rivers during the 1950's has eliminated many of the problems.

The City is located in Zone X of FIRM Map Community Panel Number 060635-0001-C, Panel 1 of 2, January 11, 2002. This Zone is defined as an area of 500 year flood; area of 100 year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100 year floods.

The Corps of Engineers has recently completed the expansion and elevation of the Los Angeles River. The current flooding after these improvements is a small area of Wright Road and in the industrial area north of the I-105 Freeway and west of the Long Beach Freeway. Flooding at these locations will occur when the main gates to the Los Angeles River are closed. This will occur when water levels are elevated in the river and are designed to prevent back-flows into the City of Lynwood. Refer to Figure 4.4-3.

The City's storm drain system consists of five major north to south drainage facilities as illustrated in Figure 4.4-4. These include, but are not limited to, the following facilities:

- The State Street system serves the drainage area generally west of Long Beach Boulevard. Prior studies indicate that additional improvements are needed for that portion of the system that is located south of the I-105 Freeway. Extension is recommended on Long Beach Boulevard north of Imperial Highway.
- The Bullis Street system drains the area generally east of Long Beach Boulevard and several blocks east of Bullis Road. Much of this system is in need of replacement or extension.
- The eastern system consists of three drains that cut from the northwest to the southeast and enter the Los Angeles River. Each of these systems are in need of expansion and extension.



**FIGURE 4.5-3
MAJOR STORM DRAINS**

4.5.5 Solid Waste

Collection

Solid waste services to the City of Lynwood are provided by Western Waste. Within the City, Western Waste offers residential curbside, commercial, and rolloff (industrial) waste collection. Western Waste has a Rubbish Hauling Franchise Agreement with the City of Lynwood. Under the current franchise agreement, the City collects a 10-percent franchise fee.

In general, the City of Lynwood generates solid waste at a rate of 12 pounds per person per day. This figure represents an aggregated figure that includes residential, commercial, and industrial land uses. With a population of 69,328 persons approximately 415 tons of waste are generated per day. Of this about 50 percent is recycled pursuant to AB 1290 and the balance or about 200 tons per day is taken to the Puente Hills landfill located at the San Gabriel River 605 Freeway and the Pomona 60 Freeway.

LYNWOOD FACTS:

Each resident generates an average of 12.5 pounds of solid waste per day

LYNWOOD FACTS:

Lynwood, like all California cities, had to reduce the amount of waste it sent to the landfill by 25% in 1995, and by 50% in the year 2000.

4.5.6 Electricity

Electricity is provided to the project area by Southern California Edison. The electric supply is sufficient to service the future needs of the Planning Area.

Typical electrical use by land use is as follows:

Residential	KWH/Du/Yr	5,626
Food Store	KWH/SF/Yr	53.3
Restaurant	KWH/SF/Yr	47.5
Hospital	KWH/SF/Yr	21.7
Retail	KWH/SF/Yr	13.6
College	KWH/SF/Yr	11.6
High School	KWH/SF/Yr	10.5
Elementary Sch.	KWH/SF/Yr	5.9
Office	KWH/SF/Yr	13.0
Hotel/Motel	KWH/SF/Yr	10.0
Warehouse	KWH/SF/Yr	4.4
Miscellaneous	KWH/SF/Yr	10.5

4.5.7 Natural Gas

The Southern California Gas Company supplies natural gas to the project area through a fixed transmission and distribution system. Several major natural gas mains pass through Lynwood. Available natural gas supplies are sufficient to meet the existing needs of the proposed project.

Southern California Gas Company (SCG) provides natural gas service to the entire Planning Area, with gas distribution lines located throughout the Planning Area. Gas lines can be extended on demand in accordance with the Company's policies and the California Public Utilities Commission.

Source Reduction

The California Integrated Solid Waste Management Act of 1989 (AB939) requires counties and cities to prepare, adopt, and implement recycling and source reduction elements for their General Plans, and prepare integrated waste management plans. By January 1, 1995, 25 percent of the waste stream had to be diverted by source reduction, recycling, or reuse (such as composting). This mandatory reduction figure increased to 50 percent on January 1, 2000. The California Waste Management Board's goal is to reduce the total amount of residential, commercial, and industrial wastes disposed of in landfills. Resource recycling is a beneficial way to reduce the amount of waste being received at disposal sites.

Natural Gas Consumption

Typical demand for gas by land use is as follows:

Single Family	CF/Du/Mo	6,665
Multi Family	CF/Du/Mo	4,011
Hotel/Motel	CF/SF/Mo	4.8
Retail/shopping	CF/SF/Mo	2.9
Office	CF/SF/Mo	2.0

SCG has developed several programs to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project.

4.5.8 Telephone

Telephone service to the Planning Area is provided by Pacific Bell. Pacific Bell telephone lines are located throughout the Planning Area, and service is provided on a demand basis. Pacific Bell tries to coordinate the installation of its facilities with other utility companies in order to run its cables along side other company lines in the same trench or on the same pole. Unless a plant facility is needed, Pacific Bell will provide the funds to supply telephone services to the site directly, or a reimbursement agreement with the developer will be prepared. The City requires that all new improvements be placed underground.

Pacific Bell is constantly upgrading its system in order to offer its customers the latest technology. Pacific Bell can provide all the special calling features such as call forwarding, call waiting, 3-way calling, and so forth. Pacific Bell also has the ability to provide high speed internet access for computers. its lines to a fiber-optic network.

Long Distance Service

MCI, AT&T, and U.S. Sprint as well as other competing companies provide long distance telephone service to the Planning Area.

4.5.9 Cable Television

AT&T Broadband (Tel: 1-888-255-5789) provides cable service to the Planning Area. AT&T has lines extended throughout the area, and service extensions are provided as development occurs.

Cable lines in the past were installed both above and below ground. However, in the future all lines

will be required to be placed underground with other utilities.

Currently, AT&T offers 110 channels, including all major pay channels (Disney, HBO, Showtime, and so forth).

4.5.10 Other Communications

Cellular Telephone

L.A. Cellular, Nextel, Pacific Bell, Sprint PCS, Cingular, and Verizon are the major companies offering cellular telephone service to the Planning Area. Cellular communication is based on a grid of antennas, or cells, spread over a specific geographic area to maintain continuous communications. Each cell contains a radio transmitter and control equipment located in a building called a "cell site." Cell sites are connected to a central computer called the Mobile Telephone Switching Office (MTSO). The MTSO connects the cellular phone transmission with the local telephone company, which completes the call.

Eight cellular telephone antennas are also located throughout the City. The locations of these antennas were generally based land form constraints. For cellular service to work, there needs to be a "line-of-sight" relationship between the antenna and the cellular telephone. Whenever feasible, antennas are located adjacent to compatible land uses such as near existing tall power lines, microwave facilities, and water treatment facilities.

COMMUNITY DEVELOPMENT

4.6 COMMUNITY SERVICES

4.6.1 Schools

The General Plan Planning Area is served by the Lynwood Unified School District (LUSD). The LUSD contains a total of 10 elementary schools, 2 middle schools, 1 high school, and 1 continuation high school. The District boundaries and facilities are shown on Figure 4.4-1. Total enrollment for the District in 2000-2001 was 18,237 students. Enrollments by grade and school are listed on Table 4.4-1 and enrollment by grade and ethnicity is listed on Table 4.4-2. Master planning for schools within the District faces two problems simultaneously. The first has to do with accommodating the impacts of increasing school enrollments. The second has to do with renovating the existing facilities.

LUSD has experienced continual growth over the last five years from 15,685 students in 1996-1997 to 18,237 students in 2000-2001. The District projects that enrollments will be over 20,700 students by 2009-2010.

Public School Planning Parameters

A comparison of District schools California development guidelines and middle schools is as follows:

K-5 Elementary Schools

School	Enrollment	S		
Abbot	870	6		
Agnes	774	2.9	11.3	20%
Lincoln	882	3.4	12.5	27%
Lindbergh	1026	5.7	14.1	40%
Lugo	564	3.2	9.1	35%
Mark Twain	966	7.8	13.4	58%
Roosevelt	1140	5.9	15.3	38%
Washington	1110	4.3	15.0	29%
Will Rodgers	918	7.3	12.9	57%
Wilson	942	5.0	13.2	38%

6-8 Middle Schools

Hosler	1697	10.3	23.6	44%
Lynwood	2176	23.6	28.4	80%

The City of Lynwood supports the expansion of the elementary and middle schools by the School District. The City desires that adequate parking, loading and unloading for faculty, staff and students also be provided.

The School District and the City have agreed to the

LYNWOOD FACTS:

The Planning Area is served by the Lynwood Unified School District. School enrollments are increasing each year.

following facilities:

- Ham Park High School.
- Lynwood Plaza Middle School and Elementary School.
- Carlin Elementary School.
- One additional elementary school

New High School

The City proposes to support the District in the acquisition of 47 homes easterly of Ham Park (to Duncan) for the development of a new high school. This location for a high school is reflected in the Facilities Master Plan. The City would also propose a joint use agreement for the use of Ham Park.

Existing Middle Schools

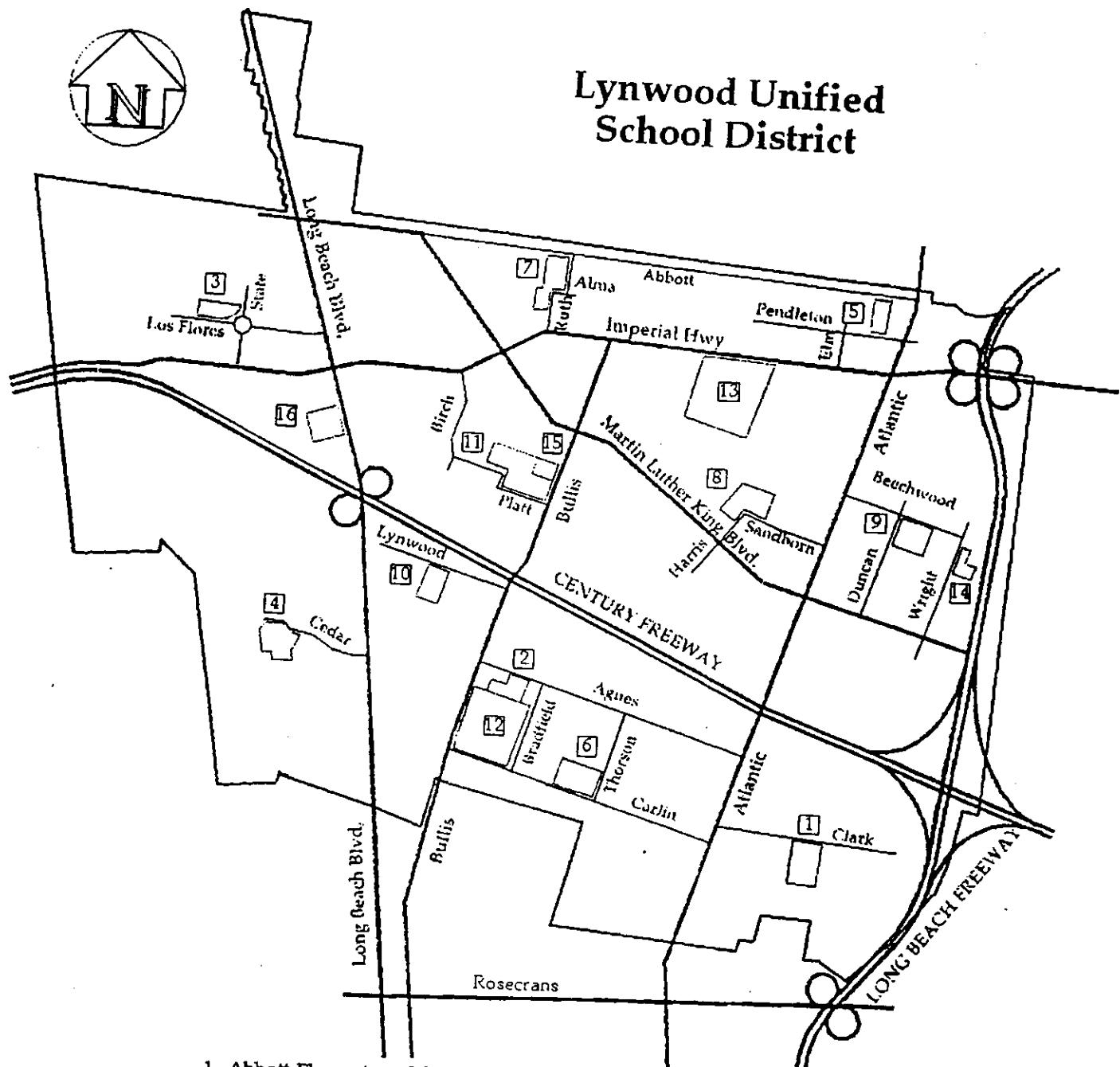
The City proposes to support the District in the expansion of Holser Middle School southerly into the residential area and to provide additional staff parking. The City proposes to support the District in the relocation of the adult school to another site. (Banco Popular on Atlantic Boulevard).

Existing Elementary Schools

The City proposes to support the District with the expansion of the existing elementary schools and the provision of additional staff parking as follows:

- Abbott: Provide permanent classrooms and additional staff parking.
- Agnes Expand school facilities and staff parking to east.
- Lincoln: Provide permanent classrooms and additional staff parking.
- Lindbergh: Expand to south including residential units and Los Amigos park.
- Lugo: Replace cul-de-sac, provide drop off decel lane, add permanent teaching facilities and hardcourt areas.
- Twain: Provide permanent classrooms and additional staff parking.
- Roosevelt: Provide permanent classrooms and additional parking.
- Washington: Provide permanent classrooms and additional staff parking.
- Rodgers: OK
- Wilson: Provide permanent classrooms and additional staff parking.

Lynwood Unified School District



1. Abbott Elementary School
2. Agnes Elementary School
3. Lincoln Elementary School
4. Lindbergh Elementary School
5. Lugo Elementary School
6. Mark Twain Elementary School
7. Roosevelt Elementary School
8. Washington Elementary School
9. Will Rogers Elementary School
10. Wilson Elementary School
11. Hosler Middle School
12. Lynwood Middle School/ Adult Ed
13. Lynwood High School/ Adult Ed
14. Vista High School/ Wright Road Complex
15. District Administrative Center
16. Plaza-Storage Building

FIGURE 4.6-1
SCHOOLS MAP

COMMUNITY DEVELOPMENT

Lynwood General Plan - 2020
Infrastructure / Public Services Element

School	Sch. Code	K	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Grade 6	Grade 7	Grade 8	Ungr. Elem.	Grade 9	Grade 10	Grade 11	Grade 12	Ungr. Sec.	Total Enroll.
Abbott (Janie P.) Elementary	6020234	138	165	150	149	138	147	0	0	0	0	0	0	0	0	0	887
Agnes Elementary	6116685	119	133	123	145	129	141	0	0	0	0	0	0	0	0	0	790
Hoster Middle	6115539	0	0	0	0	0	0	652	573	579	0	0	0	0	0	0	1,804
Lincoln Elementary	6020242	133	164	131	149	129	129	0	0	0	0	0	0	0	0	0	835
Lindbergh Elementary	6020259	196	260	215	211	188	182	0	0	0	0	0	0	0	0	0	1,252
Lugo Elementary	6020267	92	103	99	82	85	112	0	0	0	0	0	0	0	0	0	573
Lynwood High	1935436	0	0	0	0	0	0	0	0	0	0	1,271	1,169	988	701	0	4,129
Lynwood Middle	6115547	0	0	0	0	0	0	829	777	704	0	0	0	0	0	0	2,310
Pathway High	1996354	0	0	0	0	0	0	0	0	0	0	19	20	54	63	0	156
Rogers (Will) Elementary	6020309	175	156	164	153	175	148	0	0	0	0	0	0	0	0	0	971
Roosevelt Elementary	6020283	236	255	240	236	211	202	0	0	0	6	0	0	0	0	0	1,386
Twain (Mark) Elementary	6020275	41	154	142	176	163	144	0	0	0	0	0	0	0	0	0	820
Vista High (Continuation)	1935428	0	0	0	0	0	0	0	30	18	0	86	90	67	31	0	322
Washington Elementary	6020291	170	224	184	210	206	194	0	0	0	0	0	0	0	0	0	1,188
Wilson Elementary	6020317	140	138	166	131	123	116	0	0	0	0	0	0	0	0	0	814
LYNWOOD UNIFIED	1964774	1,440	1,752	1,614	1,642	1,547	1,515	1,481	1,380	1,301	6	1,376	1,279	1,109	795	0	18,237
County Total:		129,618	140,227	145,248	135,014	138,538	137,350	126,883	123,902	118,609	26,972	136,646	119,452	102,584	87,889	12,855	1,681,787
State Total:		459,771	487,058	490,510	482,278	489,043	490,557	464,494	458,823	441,877	50,908	485,910	455,134	409,119	357,789	27,624	6,050,895

TABLE 4.6-1
SCHOOL ENROLLMENTS

COMMUNITY DEVELOPMENT

TABLE 4.6-2
SCHOOL ETHNICITY BY GRADE

January 2002

Page 4-51

1964774 - LYNNWOOD UNIFIED
by Gender, Ethnic Designation and Grade, 2000-01

Higher Education

Continuing education opportunities are provided in the region at CSU Dominguez Hills, CSU Long Beach, Compton Community College and Long Beach Community College.

4.6.2 Health Care Services

A broad range of health care services is available within the Planning Area, including private practice physicians, and a full-service hospital facility.

LYNWOOD FACTS:

St. Francis Hospital has 384 beds, five community based health clinics and two school based health centers.

LYNWOOD FACTS:

The City of Lynwood has approximately 98 acres of recreational facilities, including school grounds.

Hospital Service

The St. Francis Hospital is located at 3630 East Imperial Highway and provides health services for the City of Lynwood and surrounding region. This full-service hospital currently operates an acute care hospital with 384 licensed beds, five community-based health clinics, two school based health centers, the largest private emergency in Los Angeles County, a Child Abuse Treatment Center, a Career College and a broad range of educational and community service programs. St. Francis is a member of Catholic Healthcare West, the largest non-profit health care system in California, which operates 48 hospitals in California, Arizona and Nevada.

4.6.3 Parks and Recreation

Local Facilities

Park and recreational facilities in the City of Lynwood are maintained by the Lynwood Recreation Department. There are 46 acres of park land in the City and 52 acres of school playgrounds, which are available to local residents during off school hours. The two largest parks in the City are Ham Park and Lynwood Park. In addition, the Lynwood City Park and Civic Center has a natatorium with an Olympic size swimming pool, the Bateman Assembly Hall Complex. This facility offers a gym, meeting rooms and offices for the Department of recreation. The City recently completed a skateboard park directly across from City Hall. Refer to Figure 4.5-2.

Existing Park Standards

At the current time, Lynwood does not have standards for the number of park acres per 1,000 residents desired or development standards for how a park should be equipped. In order to measure Lynwood's current situation, the Quimby park land dedication standard can be used.

Under State law, a community can enact a Quimby ordinance that allows the City to request a dedication or in-lieu payment for park land equal to 3 acres per 1,000 population. Using this measure and a 2000 population of 69328, the City should have 207 acres of parks. Given the 98 acres currently available at parks and schools the City is deficit of 109 acres.

Typical standards for facilities and parks for a City areas are as follows:

Neighborhood park	2 acres/1,000 people
Community park	2 acres/2,000 people
Sports complex	2 acres/3,000 people

To support parks, the City of Lynwood could uses a park fee. If established by City Ordinance development impact fees to be collected for each dwelling unit, per square foot of gross floor area for commercial development, and per square foot of gross floor area of industrial development. These fees would be deposited in a special fund for the acquisition of park land, improvements and facilities to park lands and leisure activity areas and public buildings.

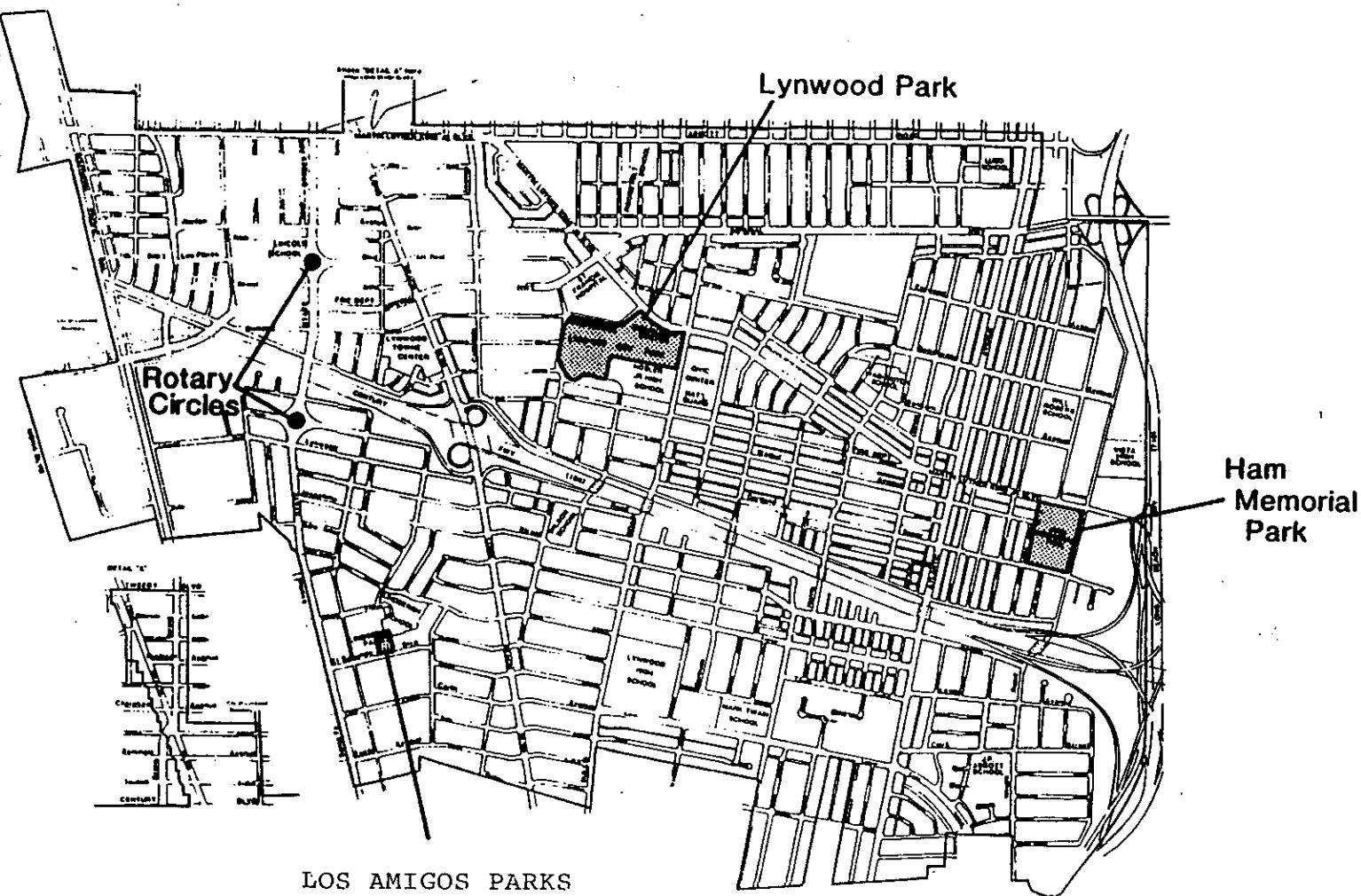


FIGURE 4.6-2
PARK FACILITIES

4.6.4 Services

Fire Protection

Fire and emergency medical services for the Planning Area are provided by the County of Los Angeles under contract to the City of Lynwood. Currently Fire Department has two stations. Station #1 and Fire Headquarters is located at 3161 Imperial Highway. Station #2 is located at 4264 Martin Luther King Jr. Boulevard. There are a minimum of 9 full time firefighters at any one time. Equipment at No 1 consists of Engine #331, Rescue Squad #341, Snorkel Elevated Platform #311 and one pumper. Equipment at No. 2 includes Engine #332 and Reserve Engine #321.

LYNWOOD FACTS:

Police and Fire services are provided to the City by contract with the County of Los Angeles.

Police Protection

Police Services for the residents of the City of Lynwood are provided by the Los Angeles County Sheriff station located at 11330 Bullis Road in the Civic Center Complex. The City of Lynwood contracts for 20 sworn patrol personnel not including relief positions, during each 24-hour period. The early morning hours (10 PM to 6 am) include 1 one-officer and traffic car, two one-officer criminal cars and one two-officer criminal car. Daytime operations (6 am to 2 PM) include 3 one-officer traffic cars and 3 one-officer criminal cars. Evening (2 PM to 10 PM) 3 one-officer traffic cars, 4 one-officer criminal cars and 1 one-officer criminal car.

Government

The Governmental Center of the City of Lynwood is located at 11330 Bullis Road, Lynwood, California 90262, TEL: (310) 603-0220. The Lynwood Branch of the Los Angeles County Library provides limited resources for books, periodicals, and newspapers. The library is opened limited hours and is also located at the Civic Center.

**FIGURE 4.6-2**
PUBLIC FACILITIES

4.7 INFRASTRUCTURE/PUBLIC SERVICES PLAN

The goals and policies for Infrastructure/Public Services were developed in response to issues identified by the community. The following Infrastructure/Public Services goals and policies are intended to provide for the improvement, construction, expansion, and maintenance of public/private utilities and services that can adequately meet existing and future demand at buildup.

4.7.1 Domestic Water

GOAL**DW-1**

Provide for the planning and funding mechanism to construct, expand, and maintain water facilities (transmission, storage, distribution, and treatment) needed to meet current and future demand.

**Policy
DW-1.1****Domestic Water Supply**

The City shall provide an adequate supply of domestic water needed to meet current City demand and future developments.

**Policy
DW-1.2****Funding for Water System Improvements**

The City shall assure that adequate funding is available to improve existing and construct new water facilities.

**Policy
DW-1.3****Water Conservation**

The City shall require that water conservation measures be implemented into all construction projects.

**Policy
DW-1.4****Reclaimed Water**

The City shall encourage the use of reclaimed water.

DOMESTIC WATER IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall develop an updated Water System Master Plan that provides an inventory of the existing system and outlines what facilities will be needed to adequately service future growth.	DW-1.1 DW-1.2	Public Works	Within 1 year of adoption of General Plan
2.0 The City shall implement water system improvements identified in the Capital Improvement Program.	DW-1.1	Public Works	Ongoing
3.0 The City shall annually review water service charges and fees to ensure that adequate funds are being charged and collected to expand and maintain the existing system and construct new facilities.	DW-1.2	Public Works	Once a year
4.0 The City shall develop water conservation guidelines for new developments and remodels.	DW-1.3	Public Works Community Development Dept.	Within 1 year of adoption of General Plan
5.0 The City shall promote the use of drought-tolerant plants and landscaping to conserve water.	DW-1.3	Public Works Community Development Dept.	Development Review Ongoing
6.0 The City shall develop a standard for constructing dual water pipes (potable and reclaimed) in commercial and industrial projects.	DW-1.4	Public Works	Within 2 years of adoption of General Plan

4.7.2 Wastewater Collection and Treatment

GOAL**WCT-1**

Provide for the planning and funding mechanism to construct, expand, and maintain wastewater facilities (collection and treatment) needed to meet future demand.

Policy
WCT-1.1**Adequate Service Capacity**

The City shall work to ensure that an adequate wastewater collection and treatment system is available to service current demand and future developments.

Policy
WCT-1.2**Treatment Plant Operations**

The City shall work with the County of Los Angeles and to maintain and operate their wastewater facilities in a manner that does not jeopardize the public's health, safety, or welfare.

Policy
WCT-1.3**Facilities Funding**

The City shall work with County of Los Angeles to assure that they have adequate funding available to maintain/improve existing and construct new sewer facilities.

Policy
WCT-1.4**Reclaimed Water**

The City shall work with the County of Los Angeles to pursue opportunities for the use of reclaimed wastewater.

WASTEWATER COLLECTION AND TREATMENT IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall work to ensure that wastewater service is extended to all parts of the City.	WCT-1.1	Public Works	Ongoing
2.0 The City shall work to prepare a Sewer System Master Plan that provides an inventory of the existing system and outlines what facilities will need to be replaced or upgraded in the future.	WCT-1.1 WCT-1.2	Public Works Engineering Dept.	Within 2 years of adoption of General Plan
3.0 The City shall work with the County to ensure that wastewater facilities are adequately sized to handle existing and future capacity.	WCT-1.1 WCT-1.2	Public Works	Ongoing
4.0 The City shall require that all properties in the City are connected to the sewer system.	WCT-1.1	Public Works	Development Review Ongoing
5.0 The City shall annually review current fee and assessment schedules to ensure that adequate funds are being charged and collected to maintain the existing system and construct new facilities.	WCT-1.3	Public Works Finance Dept.	Once a year
6.0 The City shall work with the County to use treated wastewater for irrigation of public areas such as parks, schools and medians.	WCT-1.4	Public Works	Within 2 years of adoption of General Plan
7.0 The City shall work with the County in developing pretreatment (point source) for industrial wastewater pursuant to EPA General Pretreatment Regulation.	WCT-1.2	Public Works	Ongoing
8.0 The City shall work to develop plans and financial strategies for rehabilitating, or replacing deteriorated and undersized wastewater collection lines in areas needing redevelopment.	WCT-1.3	Public Works	Within 2 years of adoption of General Plan

4.7.3 Storm Drain

GOAL**SD-1**

Provide for the planning and funding mechanism to construct, expand, and maintain storm drain facilities needed to protect existing and future development.

Policy
SD-1.1**Adequate Facilities**

The City shall provide storm drain facilities with sufficient capacity to protect the public and property from stormwater damage.

Policy
SD-1.2**Facilities Funding**

The City shall assure that adequate funding is available to improve existing and construct new storm drain facilities.

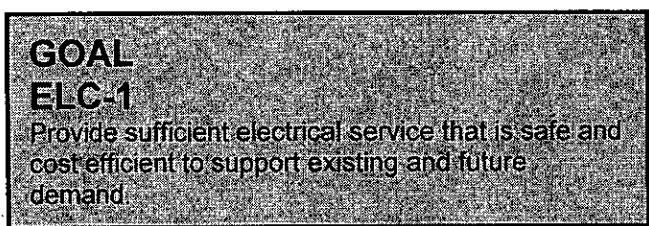
Policy
SD-1.3**Facilities Management**

The City shall manage flood control facilities in accordance with local, state, and federal guidelines.

STORM DRAIN IMPLEMENTATION MEASURES

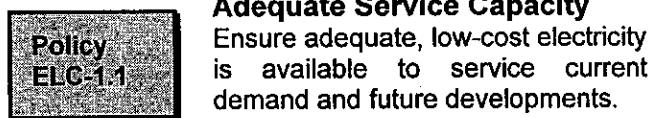
Implementation Measure		Implements What Policy	Who is Responsible	Timeframe
1.0	The City shall reevaluate the Flood Control System Master Plan that provides an inventory of the existing system, flood routing studies, and a prioritized list of needed improvements.	SD-1.1 SD-1.3	Public Works	Within 2 years of adoption of General Plan
2.0	The City shall construct storm drain facilities identified in the Capital Improvements Program.	SD-1.1	Public Works Finance Dept.	Ongoing
3.0	The City shall develop and implement a routine maintenance program for existing storm drain facilities to ensure their proper functioning.	SD-1.1 SD-1.3	Public Works	Within 2 years of adoption of General Plan
4.0	The City shall annually review flood control service charges and fees to ensure that adequate funds are being charged and collected to upgrade the existing system and construct new facilities.	SD-1.2	Public Works Finance Dept.	Once a year
5.0	The City shall continue to adopt and promote flood safety standards set forth by the Federal Emergency Management Agency (FEMA) in areas which are susceptible to flooding.	SD-1.1 SD-1.3	Public Works	Ongoing
6.0	The City shall work with the U.S. Army Corps of Engineers, and the Bureau of Reclamation to continue to conduct flood control studies and construct new improvements within the area.	SD-1.1 SD-1.3	Public Works	Ongoing
7.0	The City shall continue the Standard Urban Stormwater Mitigation Plan that complies with the National Pollutant Discharge Elimination System (NPDES) permit as required by the State Water Control Board.	SD-1.1	Public Works	Ongoing

4.7.4 Electric



Safe Facilities

Ensure that electrical facilities are safe and nonintrusive to the community.



ELECTRIC IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall upgrade the existing street lighting system in areas determined to be inadequate.	ELC-1.1	Public Works	Within 5 years of adoption of General Plan
2.0 The City shall develop a street lighting plan that includes identifying decorative lamps for public streets in selected areas.	ELC-1.1	Public Works	Within 1 year of adoption of General Plan
3.0 The City shall through its Zoning Code, establish requirements to underground electric distribution lines less than 92 kV.	ELC-1.2	Public Works	Development Review Ongoing
4.0 The City shall encourage Southern California Edison (SCE) to study the short- and long-term effects on the public of electromagnetic fields produced by high-voltage electrical facilities.	ELC-1.2	Public Works	Ongoing
5.0 The City shall encourage development of alternate energy sources and conservation guidelines and standards.	ELC-1.2	Public Works Community Development Dept.	Ongoing
6.0 The City shall require that landscaping or other design elements be installed along above ground electrical lines to soften the appearance and visual impacts.	ELC-1.2	Public Works Community Development Dept.	Development Review
7.0 The City shall encourage SCE to provide rebate programs for the installation of energy efficient appliances.	ELC-1.2	Public Works Community Development Dept.	Ongoing

4.7.5 Gas

GOAL**GAS-1**

Provide sufficient gas service that is safe and cost efficient to support existing and future demand.

Policy
GAS-1.1

Adequate Service Capacity

The City shall work with Southern California Gas Company (SCG) to ensure that adequate, low-cost gas service is available to meet existing demand and service future projects.

GAS IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall work with SCG to extend gas service as may be required for new developments.	GAS-1.1	Public Works	Ongoing
2.0 The City shall direct SCG to consider the health, safety, and welfare of the public when establishing the location of any new high- pressure gas lines.	GAS-1.1	Public Works	Ongoing
3.0 The City shall encourage SCG to continue developing conservation guidelines and standards.	GAS-1.1	Public Works Community Development Dept.	Ongoing

4.7.6 Telephone/Telecommunications

GOAL

TEL-1

Provide sufficient telephone services to support existing and future demand.

Policy TEL-1.1

Adequate Service Capacity
The City shall work with Pacific Bell, various long distance telephone companies, and telecommunication companies to ensure that adequate telephone service and telecommunication services are available to meet current and future demand.

Policy TEL-1.2

Placement of Corridors

The City shall consider the visual impacts associated with the placement of telecommunication facilities.

TELEPHONE/TELECOMMUNICATIONS IMPLEMENTATION MEASURES

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0	The City shall work with Pacific Bell to continuously upgrade the existing telephone system to provide the community with the latest telephone technology.	TEL-1.1	Public Works	Ongoing
2.0	The City shall work with AT&T Broadband and/or other cable franchises to ensure that television programming is satisfactory to the community.	TEL-1.1	City Manager	Ongoing
3.0	The City shall require that new telecommunication facilities be placed underground unless undergrounding of certain facilities is determined to be infeasible due to excessive cost, environmental, or other constraints.	TEL-1.2	Public Works Community Development Dept.	Development Review Ongoing
4.0	The City shall require that cellular antennas, radio towers, microwave, and satellite dishes be located adjacent to compatible land uses and screened from public view or buffered with suitable landscaping and/or design, to the extent possible. The City will encourage colocation and use of City property/structures.	TEL-1.2	Community Development Dept.	Development Review Ongoing

4.7.7 Solid Waste

GOAL
SW-1

Provide for the efficient collection, disposal, recycling, and reuse of solid waste.

Policy
SW-1.1

properties.

Adequate Services

The City shall work with Western Waste to ensure low-cost refuse disposal is available for residential, industrial and commercial

SOLID WASTE IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall work with disposal companies to continue curbside recycling services throughout the community.	SW-1.1	Community Development Dept. Public Works	Ongoing
2.0 The City shall work with disposal companies to develop household hazardous waste cleanup projects.	SW-1.1	Community Development Dept. Public Works Fire Dept.	Ongoing
3.0 The City shall create and sponsor cleanup days for public places and neighborhoods.	SW-1.1	Community Development Dept. Public Works	Twice a year
4.0 The City shall develop educational programs to explain the benefits of recycling and encourage community participation.	SW-1.1	Community Development Dept.	Within 2 years of adoption of General Plan

4.8 COMMUNITY SERVICES

Community Services provide basic needs to the community as a whole and play a vital role in the day to day lives of residents. These services act as a support system for the community and should be tailored to the needs of those they serve. Education, health care, recreation, and library services to the community are included. This section of the General Plan identifies and provides for the anticipated future needs of the community.

4.8.1 Schools

Education has become an increasing concern for parents and citizens. The City of Lynwood is served by the Lynwood Unified School District. Most of the schools experience over crowding, and most are using modular units to increase their capacity. Funding for public schools is becoming increasingly scarce, and school districts are often forced to look for alternative financing, such as State funding or developer fees.

GOAL SCH-1

Provide appropriate school facilities to adequately serve the population.

Policy
SCH-1.1

School Site Selection

The City shall work with the District to ensure that schools are developed on the appropriate sized parcels in locations that best serve the population.

Policy
SCH-1.2

School Facility Financing

The City shall work with the District to ensure that adequate funding is available to provide school facilities and services that meet the needs of the existing and future population.

Policy
SCH-1.2

School Safety

The City shall provide for a safe and secure learning atmosphere at all schools in the Planning Area.

GOAL SCH-2

Continue to encourage the development of higher education facilities to service the community and the surrounding region.

Policy
SCH-2.1

Community College

The City shall work with the Compton Community College to facilitate the location of a branch campus in the City.

Policy
SCH-2.2

Vocational Schools/Training

The City shall encourage the development of other institutions of higher education and professional/trade schools in the Planning Area.

COMMUNITY DEVELOPMENT

SCHOOL IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall coordinate with the School District to review development proposals and to assess the need for additional facilities pursuant to the District Master Plan, as may be amended.	SCH-1.1	Community Development Dept.	Development Review Ongoing
2.0 The City shall work with the District to ensure that adequate developer fees are collected in accordance with State law.	SCH-1.2	Community Development Dept.	Ongoing
3.0 The City shall consider both the short- and long-term advantages and disadvantages to the public regarding school facilities.	SCH-1.2	Community Development Dept.	Ongoing
4.0 The City shall require that security measures be implemented into the design of school facilities in accordance with sheriff department procedures and guidelines.	SCH-1.4	Community Development Dept. Police Dept.	Development Review Ongoing
5.0 The City shall continue to work with the District and sheriff department to create community watch groups to report crimes committed on or around school campuses.	SCH-1.3	Community Development Dept. Police Dept.	Ongoing
6.0 The City shall support law enforcement efforts that decrease criminal acts committed against students on school campuses and the destruction of school property.	SCH-1.3	Community Development Dept. City Manager	Ongoing
7.0 The City shall assist higher education providers in locating appropriate sites to establish their schools in areas that are beneficial to the community.	SCH-2.1 SCH-2.2	Community Development Dept. City Manager	Ongoing
8.0 The City shall develop a program to attract professional and trade schools to expand their services into the area.	SCH-2.2	City Manager	Within 1 year of adoption of General Plan
9.0 The City shall support the efforts of other public agencies and social services groups in providing special training and educational opportunities to members of the community.	SCH-2.2	Community Development Dept. City Manager	Ongoing
10.0 The City shall encourage nursing and other medical field-related professional training facilities in relation to St. Francis Hospital.	SCH-2.2	Community Development Dept.	Development Review Ongoing

4.8.2 Health Care Services

The provision of health care services to all segments of the community is an important concern for the community. The needs for elderly, children, disabled, migrant worker, and other sectors can vary widely. The type of health care service can also vary from routine medical examinations and dental visits, to emergency care, psychiatric treatment, hospital visits, and so forth. It is important that a wide range of medical services be available to residents and workers in, and visitors to both the Planning Area and surrounding communities.

Currently, the Planning Area includes a broad range of health care services, including private practice physicians, and a full-service medical facility.

GOAL HC-1

Provide a complete range of medical services to fill the needs of all sectors of the population within the community as well as the surrounding region.

Policy HC-1.1

Diversity of Health Care Services

The City shall encourage a diverse range of medical service facilities, including public and private hospitals, medical clinics, emergency care facilities, convalescent hospitals, and specialized private practitioners.

Policy HC-1.2

Location of Major Health Care Facilities

The City shall encourage the development of major health care facilities in large areas specifically planned for medical service providers.

Policy HC-1.3

Location of Routine Health Care Facilities

The City shall distribute throughout the Planning Area land use designations that allow medical service facilities.

HEALTH CARE SERVICES IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 Every 5 years, the City shall conduct a public survey on the medical needs of the community to determine if the range of medical services provided meets the needs of the community.	HC-1.1	Community Development Dept.	Within 5 years of adoption of General Plan
2.0 The City shall support future expansion plans for St. Francis Hospital through the development review process.	HC-1.2	Community Development Dept.	Development Review Ongoing
3.0 Development guidelines and standards shall be created to allow for the establishment of routine medical facilities (dental, optometry, chiropractor, urgent care, and so forth) to be located in close proximity to residential and commercial area.	HC-1.3	Community Development Dept.	Within 2 years of adoption of General Plan
4.0 The City shall continue to allow for the development of medical support services (supply stores, pharmacies, restaurants, etc.) in close proximity to medical facilities.	HC-1.2 HC-1.3	Community Development Dept.	Ongoing

4.8.3 Parks and Recreation

Park and recreational areas provide an important service for people of all age groups. Whether they are used for active recreational purposes or visual relief, parks make up an important part of neighborhoods and the community as a whole. Parks and recreational activities not only provide places to play and enjoy recreational activities, but also provide spaces for neighbors to interact on neutral territory and provide a sense of community.

The City of Lynwood is responsible for parks and recreation facilities. The City owns and maintains parks, and provides recreational activities. Currently, the City has approximately 46 acres of recreational facilities. Based on the 2000 population the City should have an additional 109 acres of parkland.

GOAL**PR-1**

Provide a variety of recreational opportunities to serve the needs of all segments of the population.

Policy
PR-1.1**Parkland Acreage**

The City shall work to achieve a additional acres of parkland.

Policy
PR-1.2**Park Site Selection**

The City shall ensure that parks are developed on the appropriate sized parcels in locations that best serve the community.

Policy
PR-1.3**Park Financing**

The City shall assure that adequate funding is available to improve and maintain existing parks, as well as, construct new facilities.

Policy
PR-1.4**Recreational Activities and Park Amenities**

The City shall promote the development of park facilities that allow for both active and passive, as well as commercial recreation.

PARKS AND RECREATION IMPLEMENTATION MEASURES

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0	The City shall require that an appropriate amount of parkland dedication or in-lieu fees are collected as development occurs in order to construct new parks and maintain existing facilities.	PR-1.1 PR-1.3	Community Development Dept. Public Works	Development Review Ongoing
2.0	The City shall encourage the development of parks with active recreational amenities such as ball fields, basketball courts, and playground equipment.	PR-1.4	Community Development Dept.	Ongoing
3.0	The City shall allow for commercial recreational centers, such as bowling alleys or batting cages, to be developed in commercial centers	PR-1.2 PR-1.4	Community Development Dept.	Ongoing
4.0	The City shall promote recreational activities for children, teens, seniors, and families.	PR-1.4	Community Development Dept.	Ongoing
5.0	The Sheriff Department shall be given the opportunity to comment on the location and design of all parks with regard to security and safety.	PR-1.2	Community Development Dept. Police Dept.	Development Ongoing
6.0	The City shall continue to meet with the school district to discuss joint use of schools and park facilities.	PR-1.2	Community Development, Public Works	Ongoing
7.0	The City shall encourage and support community recreational activities and events that promote civic pride or cultural/historic significance.	PR-1.4	Community Development Dept.	Ongoing
8.0	Neighborhood parks shall be developed as the focus for recreational activities for a specific neighborhood areas. Neighborhood parks should meet the following minimum standards:	PR-1.1 PR-1.2 PR-1.4	Community Development Dept. Public Works	Ongoing
	<ul style="list-style-type: none"> • Acres/1,000 People: 2.0 • Size Range: 5 to 20 acres • Population Served: 2,000 to 10,000 persons 			
9.0	The City shall encourage the development of pocket parks.	PR-1.1 PR-1.2 PR-1.4	Community Development Dept. Public Works	Ongoing
10.0	The City shall develop and implement a routine maintenance program to repair and/or replace park areas and equipment.	PR-1.2 PR-1.4	Public Works	Within 1 year of adoption of General Plan

4.8.4 Libraries

Libraries provide an important and yet sometimes overlooked service to all members of the community. Libraries are not only for students; they are expanding their services for seniors and those who cannot leave their homes through the use of bookmobiles. Books are being augmented with audiobooks, videos, tapes, microfiche, and other media to offer something for every age and individual. Libraries are also tailoring their collections to the community they serve through the addition of foreign language collections and programs to increase literacy.

Lynwood is currently served by the Los Angeles County Library and is funded by the federal government, the State of California, and the County of Riverside.

GOAL**LIB-1**

Provide for sufficient and convenient library services for the community.

Policy
LIB-1.1**Increase Library Standards**

The City shall work with Los Angeles County Library services to meet minimum standards.

Policy
LIB-1.2**Develop Additional Library Facilities**

The City shall plan for the development of additional library facilities.

LIBRARY IMPLEMENTATION MEASURES

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0	The City shall promote library usage and work with Los Angeles County to improve and modernize library facilities.	LIB-1.1	Community Development Dept.	Ongoing
2.0	The City shall work with Los Angeles County to meet the library standard of 1.2 volumes per capita and 0.5 square feet of library facilities per capita.	LIB-1.1	Community Development Dept.	Ongoing
4.0	The City shall support literacy programs, mobile book services, and other library outreach programs in the community.	LIB-1.1 LIB-1.2	Community Development Dept.	Ongoing

4.9 COMMUNITY DESIGN ELEMENT

Community design is the active process of guiding the design and development of public and private properties. Community design attempts to establish the framework for interrelating decisions on public works, engineering, land use planning, parks and recreation, landscaping, and architecture. This design element describes the overall principles upon which more detailed decisions can be made about subareas, individual sites, and specific projects within the City.

4.9.1 City Goals

This Community Design Element delineates specific design guidelines which establish the City's image reflective of its history and its present and future aspirations.

The City's overall objective, in introducing a community design process, is to preserve positive aspects of the City (residential neighborhoods, landscaped streets, etc.) and to eliminate aspects of the City's image which are less desirable (e.g., interruption in community synergy resulting from the Century Freeway, ill-defined portals or borders with neighboring communities, and the elements and/or the perceptions of crime caused by design factors.) Moreover, these design standards are intended to enhance Lynwood's overall land use, zoning and economic development planning processes over the long term by providing a positive cumulative impact on the character of new development projects within the City.

The community design goals established by the City are broad-based statements of purpose, which reflect local community values and desires. The purpose of these goals is to provide general direction in the formulation of policies and programs, which support community design within the City.

Goal No.1: Encourage physical development that enhances the positive image of the City as a balanced residential community, indicative of its "All American City" status.

Goal No.2: Define urban design components that provide a unique visual character for the City and distinguish the City from its neighboring communities.

Goal No.3: Develop innovative strategies for bridging the physical separation of the City created by construction of the Century Freeway. In the process of developing generalized urban design goals for the City of Lynwood specific policies were formulated to further refine and provide substantive recommendations in support of the community design goals articulated above. The policies, which accompany these goals are as follows:

Policy No.1: Formulate general design guidelines for residential and commercial properties to ensure that new construction and renovation of existing structures achieve a high level of architectural and site design quality.

Policy No.2: Develop design guidelines, which facilitate the creation and identification of distinct neighborhoods throughout the City.

Policy No.3: Develop street median landscape standards to enhance the streetscape.

Policy No.4: Develop joint programs with adjacent jurisdictions to create a distinct image for the City as citizens travel to and from Lynwood; a pattern of identifiable portals should be created to improve the image and identity of the City.

Policy No.5: Ensure that signage is visually attractive, compatible within the neighborhood setting and provides a high quality image for the City.

4.9.2 Community Design Policies and Programs

In an effort to provide some organization to the development of practical programs, which seek to fulfill Lynwood's Community Design Goals and Policies, four distinct types of urban design characteristics for the City were identified:

- Corridors
- Gateways
- Activity Nodes
- Residential Districts

Corridors which are considered to present unique opportunities for enhancing the City's urban design image include the Long Beach Freeway corridor, the Century Freeway corridor, the Long Beach Boulevard corridor, the Imperial Highway corridor and the Atlantic Avenue corridor.

Significant gateways to the City include the intersections of Martin Luther King, Jr. (MLK) Boulevard and Alameda Street; Long Beach Boulevard at the City of Southgate border; Atlantic Avenue and Imperial Highway; and Long Beach Boulevard; Atlantic Avenue and Alameda Street at the City of Compton border. In addition, important gateways associated with the freeways include the ramps of the Long Beach Freeway (I-710) and Imperial Highway and MLK Boulevard, and the ramps of the Century Freeway (1-105) and Long Beach Boulevard.

Three distinct urban nodes were identified which constitute the center of the City from both a functional and urban design perspective. These activity nodes include the Lynwood Towne Center/Marketplace, which constitutes the commercial/retail node, the St. Francis Hospital and adjacent uses which make up the major institutional node within the City, and the Civic Center/Park node which represents the governmental node.

The City contains several residential areas, which can be developed into distinct neighborhoods with unique nomenclature, community identity, and distinctive architectural guidelines. Eight such districts are suggested based upon land use policy, geographic considerations, and logical borders such as commercial and transportation corridors. Some of the elements that might be varied among the different districts to distinguish these neighborhoods include street trees, street lighting fixtures, street signs, sidewalk paving and architectural details such as roof types. The intent of these residential districts shall be to stimulate a focus on residential neighborhoods as a key attribute of the City and to encourage community pride within these districts. The establishment of these residential districts can serve to further reinforce the concept of neighborhood preservation and community involvement as articulated in the Housing Element of this General Plan. Several existing institutions such as the neighborhood watch organizations can be utilized to further strengthen this concept of residential districts and to determine the actual boundaries of these districts.

Utilizing these types of urban characteristics as a basic foundation for analysis the types of programs recommended to fulfill the Community Design Goals and Policies fall within the following three categories:

- Improving the City's image.
- Establishing activity nodes districts.

- Developing design guidelines for residential and commercial areas.

4.9.3 Image

The public image of the City may, or may not, correspond to the reality of the City. A city's image is usually created over time and contains many stereotypes which become outdated. Residents may hold completely different perceptions of the City than do outsiders. The image of the City held by outsiders may be based more upon media images than on actual familiarity with the City or contact with its citizenry. At the present time, many people not familiar with the City have perhaps a more negative image of the City than those who live, work and/or play in Lynwood.

From a regional perspective, the City is endowed with many community design assets which would go far in encouraging physical development and promoting a positive community image. The City is currently impacted by several major regional freeways and thoroughfares which help to define the City's boundaries and its regional image. To the west is the Alameda Street corridor and to the east lies the Long Beach Freeway. The Century Freeway traverses the central portion of the City. Although each of these major transportation systems present certain constraints to the urban design of the City, nonetheless they can be reconsidered to play a positive role in shaping the City's new image.

The emerging relationship between the City and surrounding communities can also assist in creating a unique design image for the City within its regional context. The relationship of Lynwood to the community of Watts is currently defined by the Alameda industrial zone located at the western boundary of the City. Distinctions must also be created between the City and its neighbor to the north, the City of Southgate, and the City of Compton, which borders Lynwood to the south.

The programs recommended to enhance the image of the City are broad-based in focus and are intended to promote a positive visual image of Lynwood to both its residents and those who may visit the City. These "image" programs include: corridors, gateways, and streetscape.

COMMUNITY DEVELOPMENT

Corridors

The types of corridors considered are: 1) commercial corridors, specifically the Long Beach Boulevard Corridor and the Atlantic Avenue Corridor; and 2) landscaped boulevards which include Imperial Highway and Martin Luther King Boulevard.

Commercial Corridors:

The design focus on Long Beach Boulevard and Atlantic Avenue shall be to develop effective building guidelines to ensure visual continuity within these two important commercial and retail corridors. It is intended that visual improvement of these corridors will not only enhance the urban setting but will also contribute positively to the economic viability of these areas by making these corridors more attractive places to shop and work.

- Building facades are the most important elements within these corridors. Consequently, efforts should be made to maximize the amount of facade coverage along the street frontage. The use of the street frontage for parking areas should be discouraged.
- Building facades which front the commercial corridors should be at the minimum setback line. Through the location of front facades close to the streetline, more prominent facades can be designed to encourage pedestrian activity.
- For new retail uses along these corridors, street-level glass should be encouraged to promote retail activity.

Landscaped Corridors

The purpose of landscaped boulevards is to strengthen the image of the City north of the Century Freeway by coordinating landscaping along MLK Boulevard and Imperial Highway.

Although it is recognized that City funding may not be immediately available to accomplish these public improvements, nonetheless they are set forth as programs, which would greatly enhance these important thoroughfares. Should funding become available, it is recommended that MLK Boulevard be planted with two, tree-lined edges. It is also suggested that Imperial Highway be improved with a tree-lined center divider. Medians along Imperial Highway should be extensively landscaped with specimen size trees, drought-tolerant shrubs and

ground covers, and stamped decorative concrete where appropriate. Until funding is available, it is possible that the edge treatment recommended for MLK Boulevard could be implemented incrementally through a requirement that all new development along these thoroughfares conform to a landscape plan, which specifies these improvements. In this manner, the City can slowly implement this landscape concept through the use of private development requirements. Alternatively, developer fees for street improvements can be imposed to help finance the recommended improvements for both MIK Boulevard and Imperial Highway.

Gateways

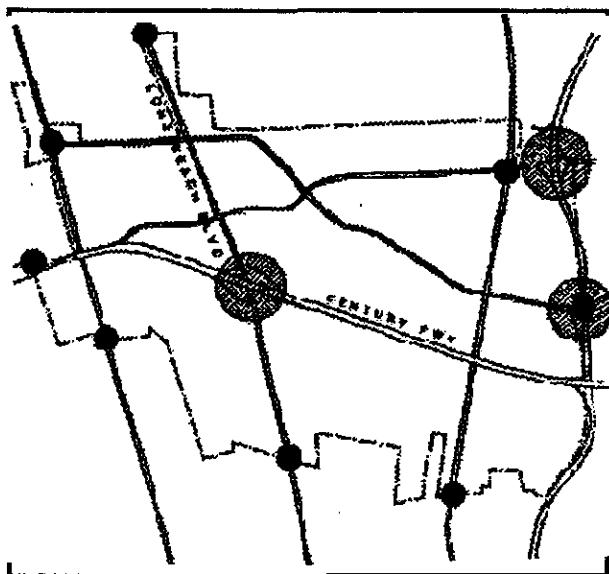
Gateways are intended to create city identity as one enters across jurisdictional boundaries into the City.

Currently, vague distinctions, if any, exist between Lynwood and its neighbors to the north (City of Southgate) and to the south (City of Compton). Similarly, although the transportation corridors of Alameda Street and the Long Beach Freeway create the western and eastern boundaries of the City. Respectively, these barriers do not necessarily signal a jurisdictional transition.

While the City currently has identification signage at some major gateways, these signs are not easily noticeable. Consequently, the gateway signage should be monumental in design and placed at more strategically visible locations to serve as transitions between neighboring jurisdictions.

Monument signage that is distinct in shape and character should be placed in the following six gateway locations:

- MLK Boulevard/Alameda Street
- Long Beach Boulevard/Southgate border
- Atlantic Avenue/Imperial Highway
- Long Beach Boulevard/Compton border
- Atlantic Avenue/Compton border
- Alameda Street/Compton border



Intense landscaping and use of special pavement treatment at these gateway locations (e.g., scored concrete) can further accentuate the sense of transition into the City.

The City shall take a proactive approach to coordinate with the California Department of Transportation (CalTrans) to ensure that freeway signage is adequate to mark passage through the City. Signage to be considered includes existing signage on the Long Beach Freeway which may require modification, as well as new signage planned for the Century Freeway.

Streetscape

Streetscape improvements in all areas should make coordinated use of street hardware, signage, lighting, trees, and landscaping to create an integrated visual pattern.

Street furniture shall be installed where it does not impede pedestrian activity or physical and visual access to buildings. It shall be aesthetically pleasing, consistent in design, functional, comfortable, durable, and conducive to pedestrian activity. Street furniture shall include elements such as:

- Bus and pedestrian benches.
- Trash receptacles.
- Newspaper and bicycle racks.
- Public telephones.

Design standards should be developed so that new street furniture is standardized within activity nodes and residential districts. Variations in the types of

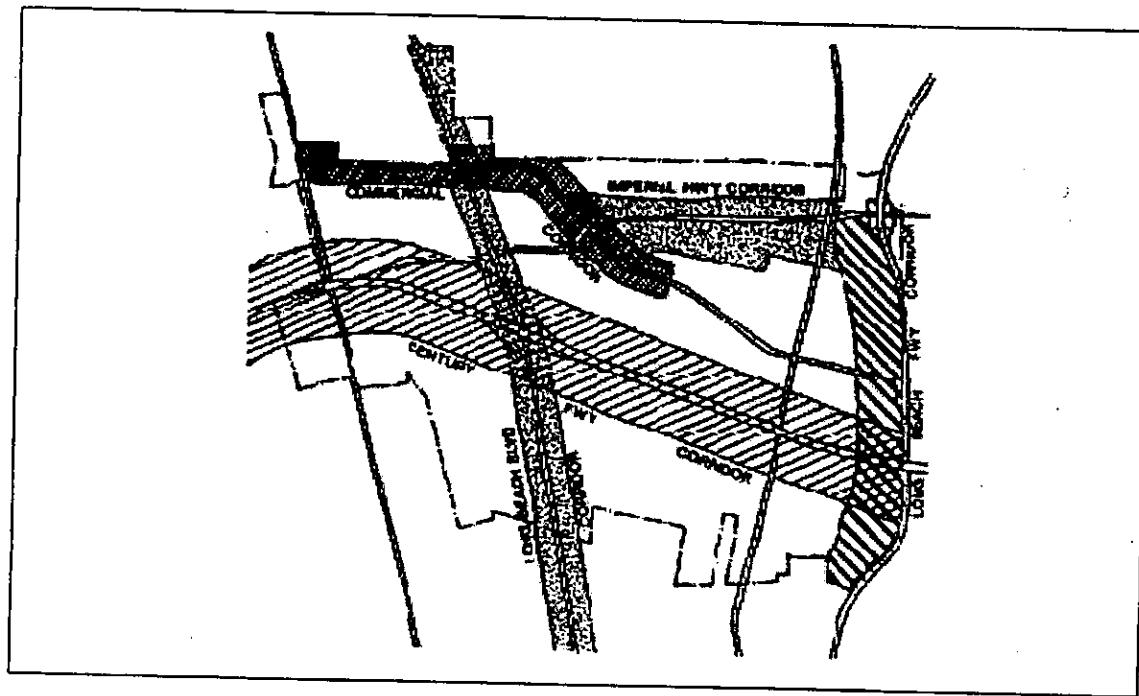
January 2002

street furniture and lighting among activity nodes and residential districts can be useful in creating distinct visual identities among nodes and districts.

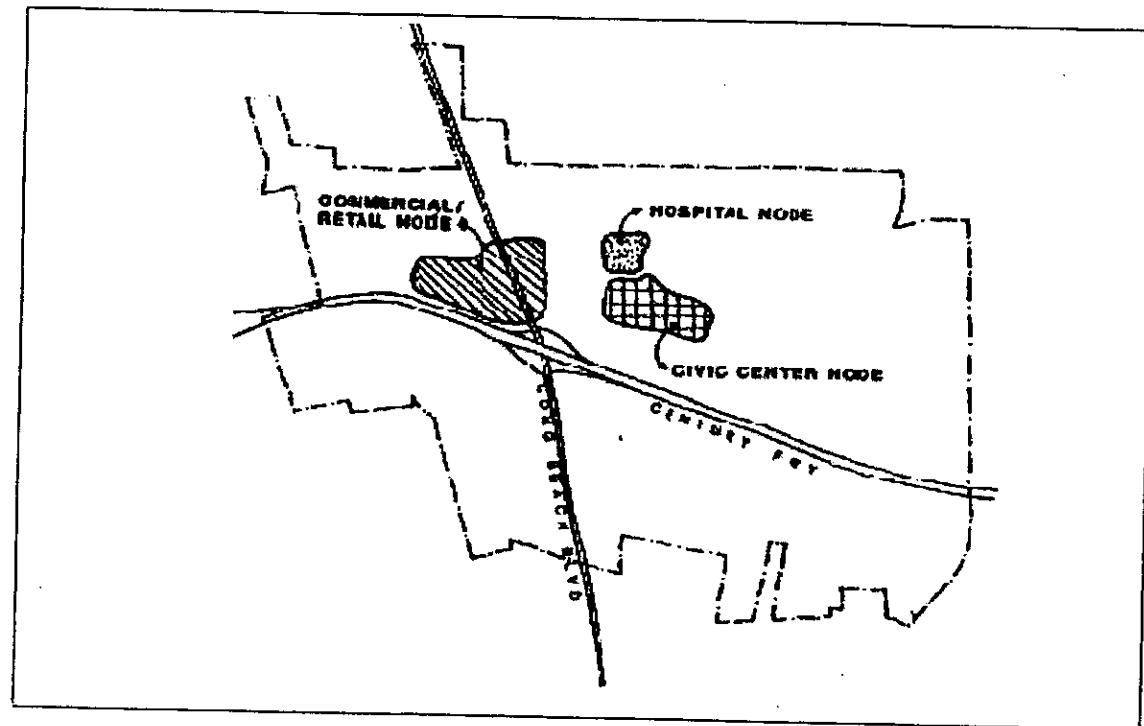
- Street trees shall be required for all new developments and should be located to shade pedestrian areas but not interfere with pedestrian movement. For example, a standardized street tree design might require that tree wells cut into the sidewalk and be covered with a semi-circle iron grating to avoid reducing walkway areas.
- Crosswalks shall be clearly marked. Maintained, or replaced so that they are appropriate and necessary to safely accommodate pedestrian activity.
- A continuous pathway of sidewalks and pedestrian crossings should be considered in all commercial areas. This includes pedestrian circulation routes through parking lots in retail or residential complexes.
- Select pedestrian crossings should be designated for demarkation with stamped concrete or decorative paving to enhance surveillance, control, and a sense of vitality associated with public streets.

4.9.4 Activity Nodes and Districts

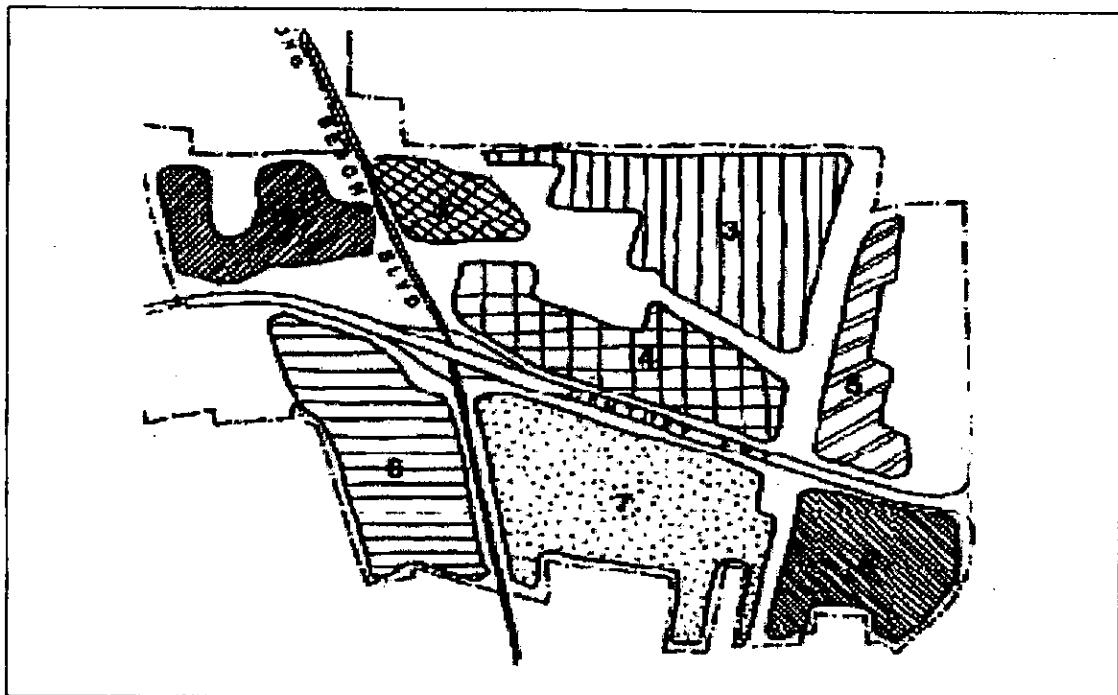
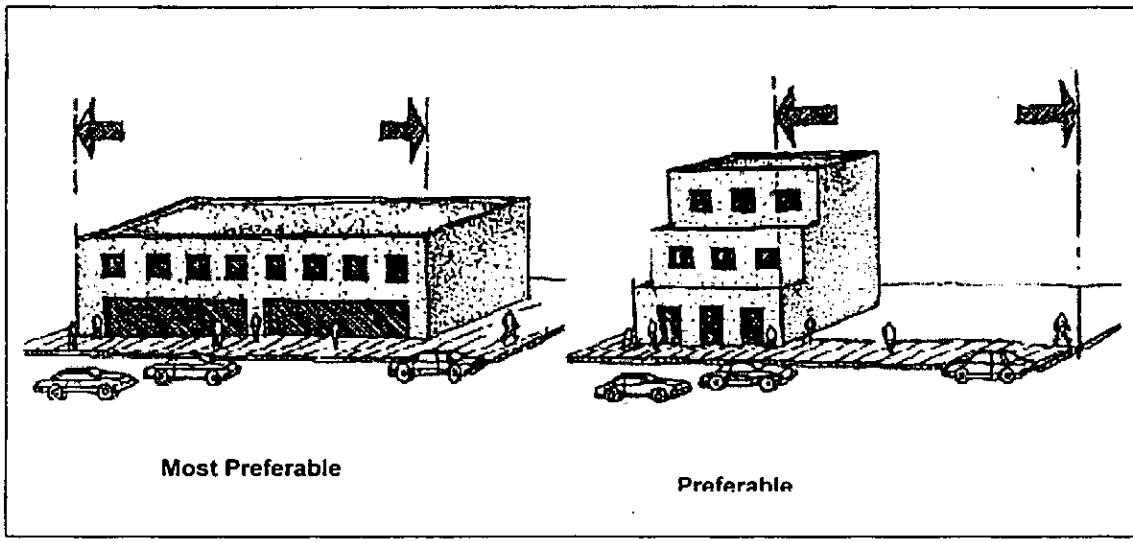
The purpose of activity nodes and residential districts is to ensure that new construction and the renovation of existing structures achieve a high level of architectural and site design quality which encourages a unified design theme within nodes and districts. These unified design themes will add character and community-based identity to distinct areas within the City.



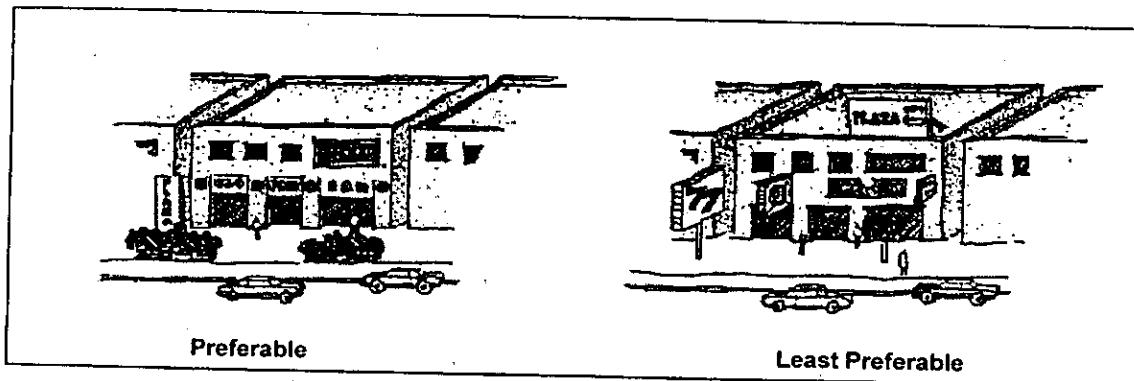
LYNWOOD CORRIDORS



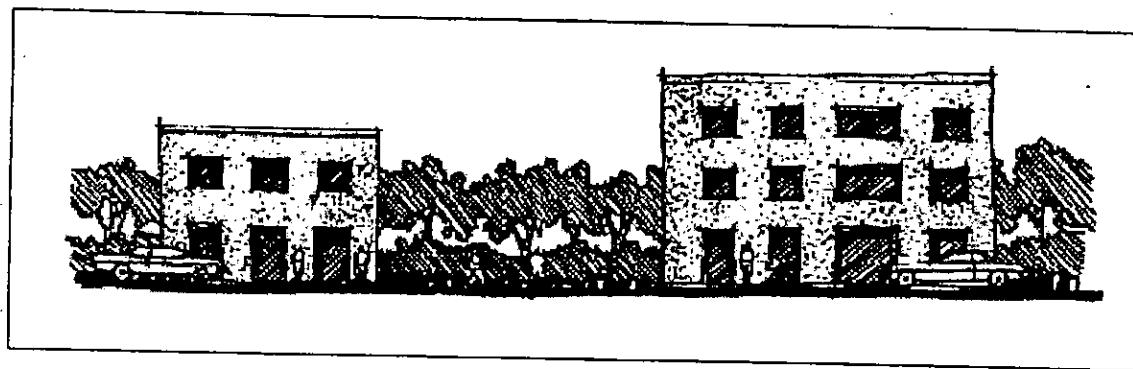
LYNWOOD NODES

**Residential Districts**

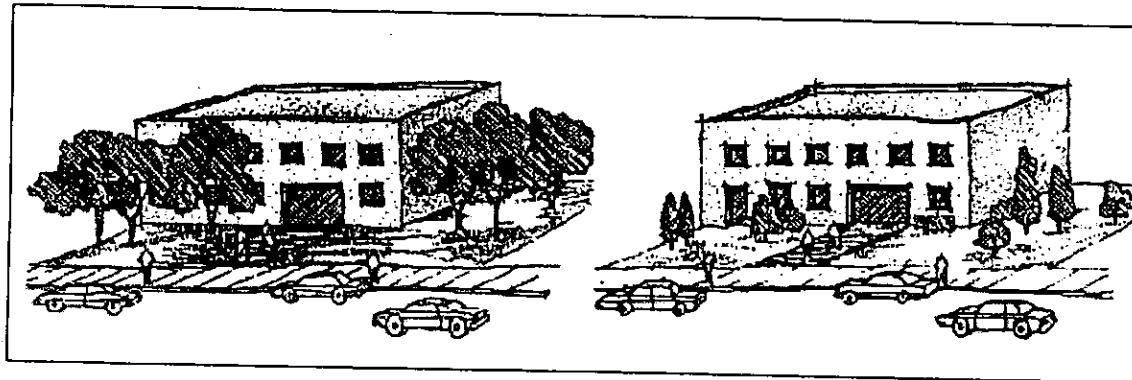
Maximum building facades should be built along street line



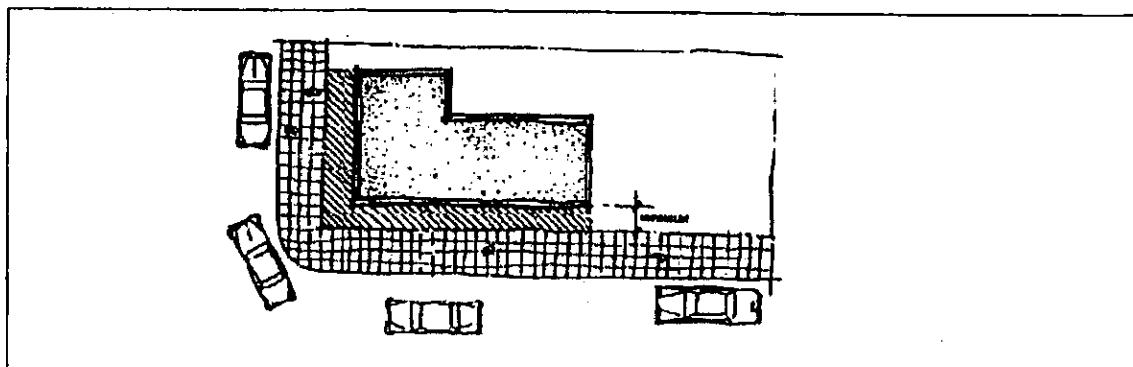
Building signage should be integrated in the façade and/or landscape design



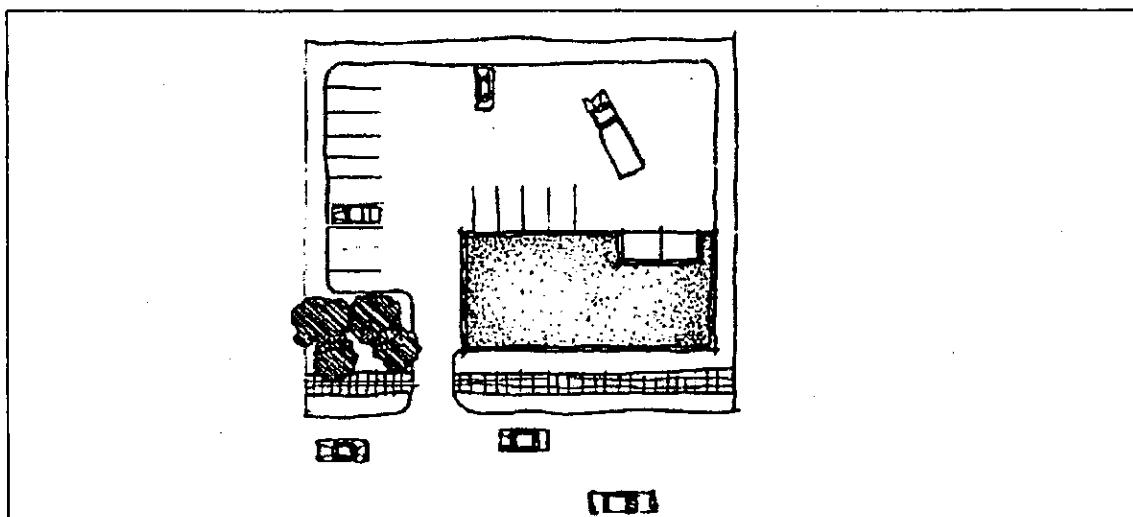
Landscaping between buildings should be encouraged



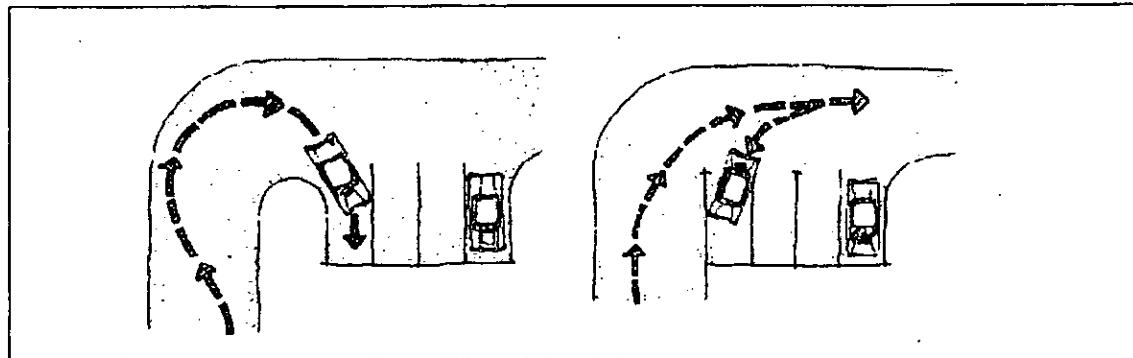
Landscaping between building facades should be encouraged



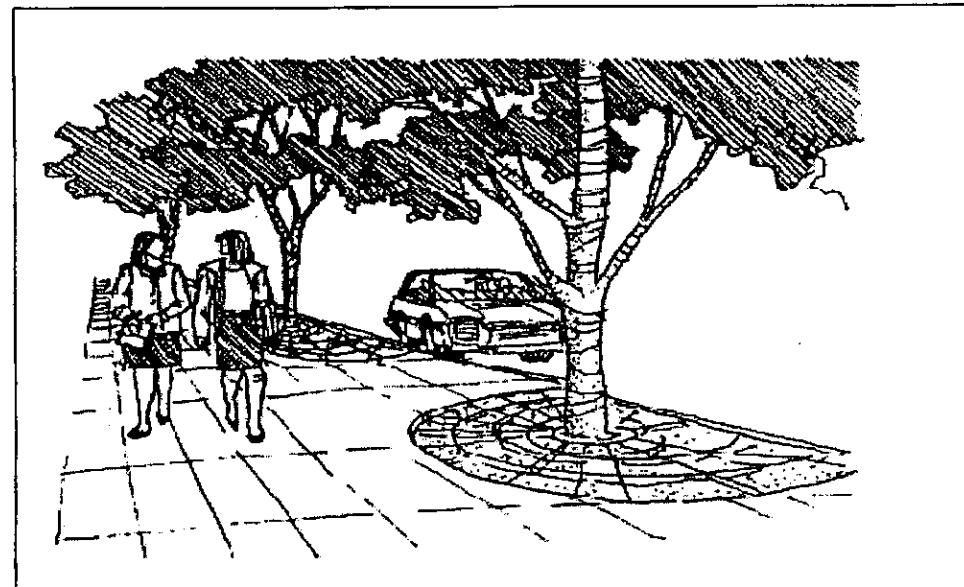
Minimum setbacks for high pedestrian areas shall be provided for street front commercial uses



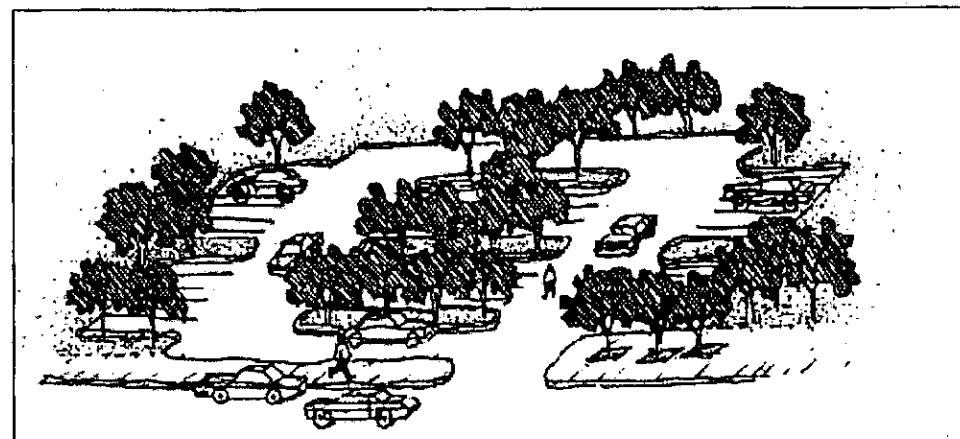
Undesirable uses should be hidden from the street



Parking and service areas should have convenient and safe vehicle access



Sample street tree configurations



Substantial landscaping in parking areas shall be required

To promote this concept, the City shall engage an overall urban design study to determine the appropriate number and boundaries of activity nodes and residential districts. The three activity nodes and eight residential districts outlined in this Community Design Element are only suggested urban design areas. Political and social considerations may require the delineation of different and/or additional boundaries.

The designation of activity nodes and residential districts provides excellent opportunities for promoting unique architectural themes which distinctively set apart these areas. For example, the Lynwood Towne Center node may present an opportunity for the historic Spanish architectural theme to be accented. Design elements such as arches, colonnades, heavy overhangs, tile treatments, interior plazas, and courtyards can be encouraged within this node to reinforce this Spanish style theme. The exterior finish of Spanish theme architecture is frequently stucco with white, sand, or brick as the dominant colors.

The identification of specific architectural themes for nodes and districts should be done with input from the relevant community to ensure that the themes selected are reflective of the area character, which the citizens of these areas wish to project.

Within activity nodes, the general focus of the urban design plan shall be traffic and circulation; building massing and orientation; internal pedestrian connections; and parking and access. Other items to aid in the visual improvement of activity nodes include lighting, signage, modifications to building facades, long range planning of public facilities, street furniture, and landscape enhancement. Design plans for residential districts will consider landscaping, design guidelines which are reflective of neighborhood character, and "defensible space" standards which enhance security and liveability.

4.9.5 Design Guidelines

The residents of Lynwood have expressed a desire for standards that require new construction and renovation of projects to achieve a high level of architectural and site design quality. The purpose of design guidelines is to accomplish this goal through the establishment of a framework that, when applied to individual projects, will result in an improved physical environment.

The concept of design controls has been successfully formulated and implemented in many cities throughout Southern California. Such controls are typically instituted through either a separate design review board comprised of public and private individuals or through the city's planning department.

The specific design controls identified as critical first steps to initiate a design guidelines program for Lynwood are as follows:

Compatibility

- Individual site planning should consider the planning of adjoining parcels to ensure visual and functional compatibility. Each site plan submitted for review shall illustrate compatibility with adjoining parcels in the areas of building configuration, building design, landscaping materials, parking, and access.
- Elements of building massing shall relate to the size and shape of adjacent buildings. The contrast of large buildings mixed with small buildings can be softened by using similar sizes and shapes of massing elements.
- Roofs and rooflines should complement building proportions and be compatible with adjacent structures.
- Undesirable uses such as shipping, loading, storage areas, and auto repair bays should be hidden from the street by buildings and landscaping.

COMMUNITY DEVELOPMENT

- To enhance the aesthetics of commercial areas, rooftop mechanical equipment and other utility equipment should be hidden from view through the use of screens or other architectural treatments.
- Auxiliary structures such as trash enclosures, electrical transformers, kiosks, and storage buildings shall be located outside of front yard areas or adjacent to the sides of buildings.
- Where commercial development is planned which would abut a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately setback from the rear yard to avoid land use impacts. Decorative fencing, walls, or landscaping to screen commercial uses should be provided along the adjoining property line.
 - Residential properties should be protected from site illumination on adjacent commercial properties.
 - All utilities should be located underground.
- Where feasible, access to parking areas shall be from adjoining collector or local roadways rather than from primary, major, or secondary arterial roadways.
- Parking areas shall not be located on corner lots.
- Parking and service areas should facilitate the convenient and safe maneuvering of vehicles. Dead-end aisles and inadequate turning radii should be avoided.
- Parking areas should be screened by earthmounding, landscaping, and/or low decorative walls.
- Bicycle racks shall be installed in all commercial centers to encourage bike riding as an alternative means of travel.
- Parking areas shall be designed so that storm and surface water do not become concentrated across sidewalks.
- All commercial parking areas shall be adequately lighted through the use of directional lighting structures.
- Decorative paving, such as stamped and colored concrete, should be encouraged, particularly for pedestrian paths in parking areas to provide visual relief from large areas of asphalt.

Parking and Access:

- Parking and access areas should be safe, well-marked, and easily accessible but should not dominate the visual appearance of commercial areas.
- All parking within commercial areas shall be within paved, off-street parking areas. Parking for freestanding commercial structures within high pedestrian activity commercial areas shall be located to the side or rear of the building.
- Access to commercial areas should be provided through minimum points of ingress and egress.

Landscaping:

In general, landscaping shall be used to soften building forms, modify on-site climatic conditions, and define the site area. Although, landscape treatments have been included in various sections throughout this Community Design Element, the following landscape recommendations shall serve as planning guidelines for specific projects which may be presented for design review.

- Minimum landscape improvements should be required for each new development. However, landscape specifications should be flexible enough to ensure that plantings are consistent with the size and scale of development.

The use of drought-tolerant landscaping materials is encouraged.

- Existing trees should be maintained where feasible. New development should be required to either preserve existing trees or replace trees, which must be destroyed with equivalent new landscaping.
- In commercial areas, dense landscaping should be required along the street in the spaces between building facades to maximize the amount of green space in commercial areas.
- Front setback areas should be landscaped with a combination of trees, shrubs, and ground cover that help to soften the appearance of on-site structures and define pedestrian paths.
- Landscaping in uncovered, street level parking areas shall, at a minimum, include one tree per every three parking spaces. The trees shall be evenly distributed throughout the parking area. Tree sizes should be consistent with the scale of the parking area and should screen and shade the parking area.
- All landscaped areas shall be regularly maintained and watered by an automatic irrigation system.

Signage:

- The City shall prepare a City-wide public signage master plan. This should include specifications for design (size, color, materials, logo, etc.) and locations. It is intended that signage provide an attractive, well-designed, and coordinated system of public information. Signage should be integrated into the overall site and architectural design process to provide signs that are consistent with the architectural style, colors, materials, and landscaping themes of the project as a whole.
- Building signage should be integrated into the building facade design and/or

landscape design rather than placed on the tops of buildings or extended horizontally from the building facade. The construction of new billboards, free-standing pole signs, and roof signs shall be prohibited. However, building identification or corporate insignia signs shall be allowed.

- Flashing, blinking, rotating, animated neon signs, or exposed tubing signs shall be prohibited. Appropriate illumination levels shall be maintained in all signage.
- Standardized street address numbers, at least four inches high, shall be required for all new commercial projects. The location of the street address numbers shall be legible to both pedestrians and motorists.
- All signs should be placed so that they do not adversely impact views or adjacent residences.
- The use of signs in residential neighborhoods, other than those necessary for the sale or rental of property, public information, or political campaigns shall be prohibited.
- Temporary window signs on buildings used for advertising purposes, such as sales and special events, shall occupy no more than twenty-five (25) percent of the total window area.

Colors and Materials:

- Colors used should be consistent with the architectural characteristics of the node or district within which the building is located.
- Earthtones with complementary accents in muted shades of reds, blues, greens, grays, and yellows should be encouraged. Monochromatic color schemes should be avoided.
- Materials used in commercial construction shall have textured

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surfaces such as split-face block, stucco, and facade brick.

- Excessive use of smooth surface materials such as metal, plastic, and glass should be discouraged or off-set by overhangs or architectural projections.

Projections :

- The use of architectural treatments such as projections and recesses should enhance commercial building facades by providing variety and relief to long, linear building frontages.
- Building entrances and windows should be enhanced by canopies, balconies, or other architectural details that complement the building design.
- Buildings should provide weather protective overhangs at outdoor pedestrian areas and at building entrances.

Lighting:

- Lighting shall be integrated architecturally throughout each new project to enhance security, surveillance, and identification for both pedestrians and motorists.
- Lighting intended to aid pedestrians should be provided at a pedestrian scale and mounted on overhangs, walls, or poles at a level which meets the needs of pedestrians.

Public Art:

- To the extent feasible the City will encourage art in public places. An example of this is the new artwork that is being developed at Plaza Mexico.

4.10 ECONOMIC SETTING

4.10.1 Purpose and Objectives

Lynwood is currently in the process of a major General Plan update to guide the growth of the City over the next 20 years. In order to enhance the success of these efforts, the preparation of an economic study and the development of a comprehensive economic development strategy were viewed as essential.

This study presents the results of an economic analysis of the City of Lynwood to better understand the economic and demographic forces that are shaping the region. This section will also discuss how Lynwood can plan an economic strategy to meet its employment growth goals while providing a diversity of development, employment, housing, and recreational opportunities.

The specific objectives of the economic analysis include the following:

- Provide a current economic profile for Lynwood.
- Evaluate the economic position of Lynwood in a regional context.
- Focus on the key growth sectors of the local economy.
- Establish a reliable projection of future market demand and development opportunities as a basis for General Plan preparation.
- Assist the City in determination of land use, development policy, and economic programs to lead to balanced growth and development for Lynwood.
- Provide stability of local government by providing a positive revenues to expenditures ratio.

4.10.2 Overview of Economic Analysis

In preparing the employment projections, the entire Los Angeles County area has been

treated as the major economic region, and Lynwood is competing for a share of the regional growth. Furthermore, the projections have been prepared as a range, with the latest adopted Southern California Association of Governments (SCAG) projections serving as the baseline trend. The economic program envisions that Lynwood will continue to pursue a diversified manufacturing and service economy, a strengthening of the civic center area, the development of the Long Beach Boulevard and Atlantic Avenue corridors, and development of strong residential and commercial areas.

Lynwood has traditionally served the low and moderate income housing market needs of the market area and has not fully participated in the substantial commercial development occurring in the neighboring communities. While Lynwood has maintained a positive image as a balanced community with an economic base serving a broad range of market demands, Lynwood can only enhance its full economic development potential through an understanding of the current market opportunities and the development of a strategy to realize those opportunities.

Lynwood has a number of opportunities, as follows:

- The potential to broaden the mix of housing and commercial development offered.
- The ability to strengthen and diversify the manufacturing and commercial base.
- The opportunity to strengthen the City's civic, cultural, and government center.
- The opportunity to secure sales tax producers for vacant and underutilized properties within the City.

By responding to all these opportunities, Lynwood can capture a larger share of the economic growth projected to occur in the first part of the 21st Century. The economic projections presented in this report assume that, such a strategy can be realized by Lynwood.

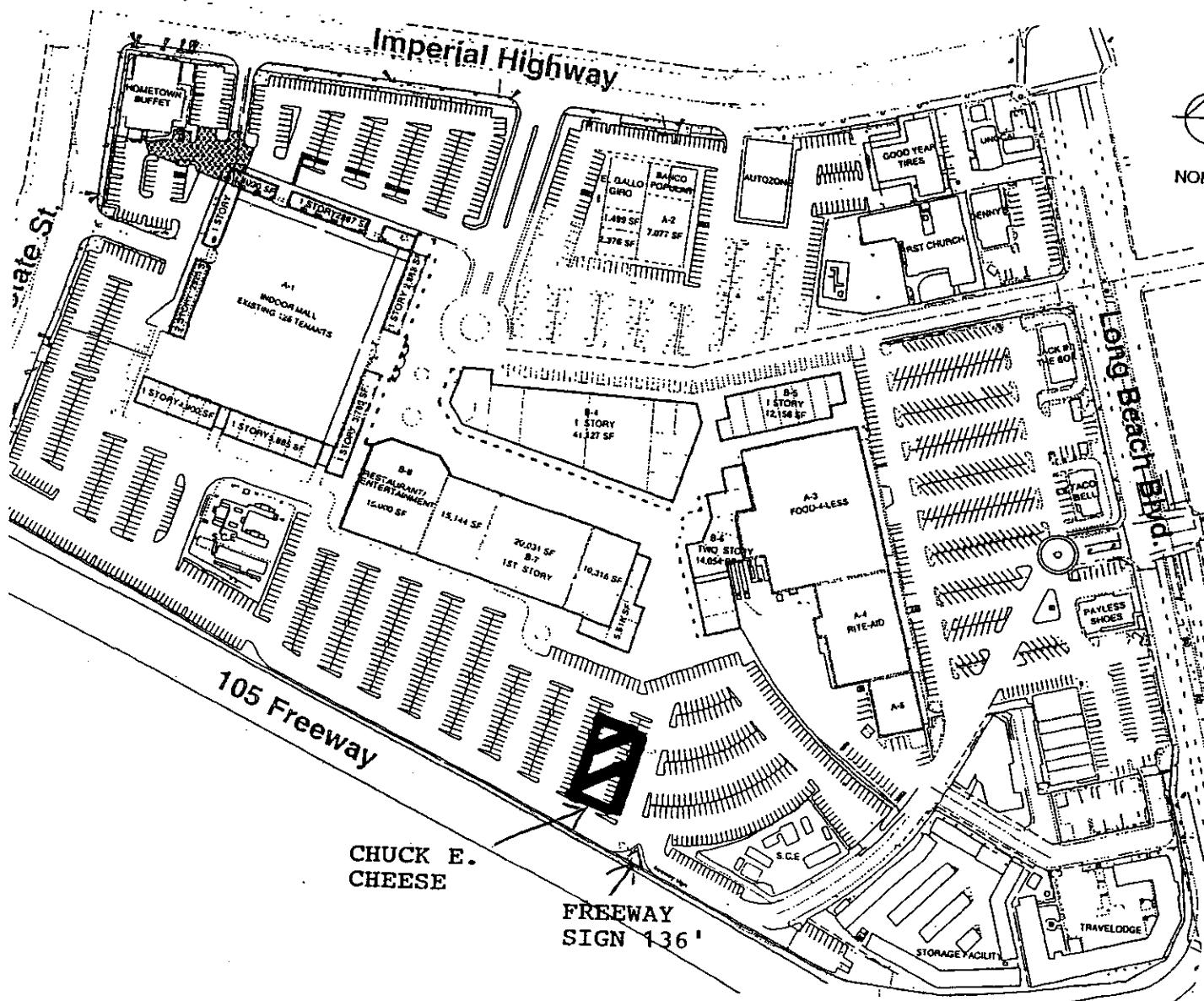
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4.10.3 Economic Analysis Areas and Economic Issues

The economic analysis highlights growth trends that will affect Lynwood's economic future. However, to fully participate in capturing an increasing share of growth and to strengthen and diversify the local economy, Lynwood needs to develop a comprehensive economic strategy as part of the General Plan process.

Marketplace Development

The City has entered into agreements with and the developer is beginning to implement the Lynwood Marketplace Development Project. Current plans are for approximately 300,000 square feet of total development. Future plans may include up to a total of 350,000 square feet. The existing Marketplace consists of a 134,786 square foot main building and a 18,378 square foot retail satellite building. A maximum of 165,214 square feet of new commercial development can be constructed. The proposed project also includes, a slightly reconfigured Lynwood Towne Center to conform to the overall vision of the City's General Plan and the Redevelopment Plan. The developer of the proposed project is M & D Properties, 3100 East Imperial Highway LLC, 3100 East Imperial Highway, Lynwood California 90262. The proposed project is consistent with the existing zoning classification of CB-1 (Controlled Commercial) and the General Plan designation of Commercial.

FIGURE 4.10-1
PLAZA MEXICO DEVELOPMENT

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Retail Sales

Retail sales within the City of Lynwood have been steadily increasing. In 1997 they were \$128,751,000. In 1998 they were \$137,003,000. In 1999 they were \$155,342,000. That is the good news. The bad news is that the average per person retail sales in Los Angeles County is \$6,401 while in Lynwood it is only \$2,266.

Civic Center

Like many older city centers, Lynwood has retained governmental uses, with the concentration of both city, county, and School District facilities in the Civic Center area. The City is attempting to interest the School District in locating a "Center of Excellence" in the Civic Center Area. Issues related to the Civic Center area are

Strengthen the governmental nature of the civic center area, allowing for these facilities to expand.

- Revitalize the Civic Center in parallel with the growing needs of the current and future residences, students, and governmental employees.

Long Beach and Atlantic Corridors

The Long Beach and Atlantic corridors have historically had the major concentration of commercial businesses. With significant interest shifting to the regional shopping centers like the Cerritos Mall, uses in these corridors need to be strengthened, consolidated and focused to primarily serve the community. Key issues related to these corridors are

- Timely completion of the Marketplace Development within the available window of opportunity.
- Encourage commercial, business service and office uses near major intersections to serve residents, employees and visitors.
- Provide design, economic, and other incentives for auto and truck sales to

expand within the City.

- Strengthen the existing businesses along the corridors, particularly the auto service and major retailers, through the use of revitalization and CDBG incentives.
- Work closely with existing businesses to identify their current needs in order to retain them within the City of Lynwood.
- facilitate infrastructure improvements along Long Beach Boulevard and Atlantic Avenue including accessibility, facade, streetscapes, and signage.

4.10.4 Overview of Employment Trends and Projections

Tables 4.8-1 and 4.8-2 provides a summary of historic and projected employment by industry category for Los Angeles County.

Employment Growth

As shown, employment in Los Angles County is projected to increase from about 3,746,492 workers in 1995 to about 4,453,000 workers in 2005. This represents an increase of about 1.7 percent per year.

The employment of Lynwood's resident population is projected to increase from 21,651 workers in 1995 to about 25,737 workers in 2005 under the SCAG-based scenario, for a net increase of about 4,086 workers. Under the same scenario, from 2001 to 2005 the residents of the City of Lynwood are projected to gain about 1,700 jobs.

SCAG Subregion Employment projections (April, 1998) for the Gateway Cities Subregion of Los Angeles County are 591,300 employed persons in 1994, increasing to 620,100 by 2010 and further increasing to 669,900 by 2020. This represents an increase of 13 percent over the 26 year period or .5 percent per year.

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Composition of Employment Growth

Projected employment in Los Angeles County by sector in 2005 is as follows:

Occupation	Number	Percent
Mining	4,738	0.11%
Construction	176,349	3.96%
Durable Manu.	313,502	7.04%
Non Durable Manu.	310,699	6.98%
Transportation	282,031	6.33%
Wholesale	259,555	5.83%
Retail	688,037	15.45%
Finance	242,797	5.45%
Services	1,458,230	32.74%
Federal Govt.	58,192	1.31%
State/Local Govt.	659,619	14.81%
Total	4,453,749	100.00%

Approximately one third of all jobs will be in services.

Table 4.10-1
Los Angeles County Historical Data

	1995	1996	1997	1998	1999
<i>Levels</i>					
Mining	5,908	5,708	5,492	4,859	4,383
Construction	109,817	107,542	109,450	118,383	125,025
Durable Manufacturing	349,142	352,342	364,000	367,975	354,442
Nondurable Manufacturing	289,225	292,400	297,375	293,708	288,975
Transportation, Commun. & Utilities	202,584	204,742	211,850	225,242	234,159
Wholesale Trade	258,992	257,392	265,117	270,233	272,567
Retail Trade	576,825	583,350	593,450	601,625	612,733
Finance, Insurance, & Real Estate	222,100	217,183	220,150	228,400	233,659
Services	1,196,209	1,234,892	1,261,850	1,292,150	1,316,984
Federal Government	63,433	61,183	57,850	56,142	56,592
State & Local Government	472,258	471,809	478,467	484,825	505,817
Total Nonfarm Employment	3,746,492	3,788,541	3,865,050	3,943,541	4,005,334
<i>YEAR-TO-YEAR % CHANGE</i>					
Mining	-11.5	-3.4	-3.8	-11.5	-9.8
Construction	4.4	-2.1	1.8	8.2	5.6
Durable Manufacturing	-2.0	0.9	3.3	1.1	-3.7
Nondurable Manufacturing	1.3	1.1	1.7	-1.2	-1.6
Transportation, Commun. & Utilities	0.5	1.1	3.5	6.3	4.0
Wholesale Trade	2.3	-0.6	3.0	1.9	0.9
Retail Trade	1.5	1.1	1.7	1.4	1.8
Finance, Insurance, & Real Estate	-6.3	-2.2	1.4	3.7	2.3
Services	3.6	3.2	2.2	2.4	1.9
Federal Government	-2.2	-3.5	-5.4	-3.0	0.8
State & Local Government	0.7	-0.1	1.4	1.3	4.3
Total Nonfarm Employment	1.2	1.1	2.0	2.0	1.6
<i>Taxable Sales</i>					
Taxable Sales (in \$ thousands)	79,068,162	82,620,919	86,397,850	90,256,550	97,316,828
Percentage change	2.8	4.5	4.6	4.5	7.8
<i>Building Permits</i>					
Building Permits (Single-Family Resid.)	5,400	5,370	6,788	6,887	7,658
Percentage change	17.3	-0.6	26.4	1.5	11.2

Table 4.10.2
Los Angeles County Forecast

	2000e	2001f	2002f	2003f	2004f	2005f
<i>Levels</i>						
Mining	4,167	4,147	4,194	4,307	4,492	4,738
Construction	132,095	140,452	148,534	157,129	166,522	176,349
Durable Manufacturing	345,223	337,054	330,479	322,540	317,075	313,502
Nondurable Manufacturing	289,569	292,889	296,122	299,017	305,189	310,699
Transportation, Commun. & Utilities	276,404	275,071	271,551	267,626	263,742	259,555
Wholesale Trade	626,546	640,265	651,811	663,398	675,820	688,037
Retail Trade	235,807	236,673	238,810	240,475	241,761	242,797
Finance, Insurance, & Real Estate	1,349,481	1,372,860	1,391,791	1,412,895	1,435,667	1,458,230
Services	61,592	61,483	58,240	57,679	57,672	58,192
Federal Government	526,856	547,983	571,245	597,209	626,539	659,619
State & Local Government						
Total Nonfarm Employment	4,091,871	4,161,711	4,222,786	4,289,266	4,368,821	4,453,749
<i>YEAR-TO-YEAR % CHANGE</i>						
Mining	4.9	-0.5	1.1	2.7	4.3	5.5
Construction	5.7	6.3	5.8	5.8	6.0	5.9
Durable Manufacturing	2.6	-2.4	-2.0	-2.4	-1.7	-1.1
Nondurable Manufacturing	0.2	1.1	1.1	1.0	2.1	1.8
Transportation, Commun. & Utilities	4.3	3.6	2.8	2.7	2.8	2.8
Wholesale Trade	1.4	-0.5	-1.3	-1.4	-1.5	-1.6
Retail Trade	2.3	2.2	1.8	1.8	1.9	1.8
Finance, Insurance, & Real Estate	0.9	0.4	0.9	0.7	0.5	0.4
Services	2.5	1.7	1.4	1.5	1.6	1.6
Federal Government	8.8	-0.2	-5.3	-1.0	0.0	0.9
State & Local Government	4.2	4.0	4.2	4.5	4.9	5.3
Total Nonfarm Employment	2.2	1.7	1.5	1.6	1.9	1.9
Taxable Sales						
Taxable Sales (in \$ thousands)	105,277,243	111,274,333	117,637,953	124,675,319	132,418,285	140,461,706
Percentage change	8.2	5.7	5.7	6.0	6.2	6.1
Building Permits						
Building Permits (Single-Family Resid.)	8,861	9,226	9,635	9,956	10,390	10,767
Percentage change	15.7	4.1	4.4	3.3	4.4	3.6

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4.10.5 Existing and Projected Employment Structure of Lynwood

The 1999 Industry Code Summary for Zip Code 90262 (Lynwood, CA) by the U.S. Census Bureau indicates that there are 493 establishments within the City. These establishments employ 8,144 persons. The annual payroll of these establishments totals \$218,883,000. The establishments are listed by category as follows:

Industry	Number	Percent
Construction	17	3.45%
Manufacturing	66	13.39%
Wholesale	37	7.51%
Retail	90	18.26%
Transportation	10	2.03%
Finance	9	1.83%
Real Estate	12	2.43%
Professional	10	2.03%
Management	2	0.41%
Administrative	17	3.45%
Educational	5	1.01%
Health Care	107	21.70%
Arts	1	0.20%
Accommodations	50	10.14%
Other Services	48	9.74%
Auxiliaries	3	0.61%
Unclassified	9	1.83%
Total	493	100.00%

Approximately 40 percent of all businesses within the City are devoted to Retail Sales and Health Care.

Employment within the City of Lynwood's business establishments is projected to increase from 8,144 in 1999 to about 9,054 workers in 2005 under the SCAG-based scenario, for a net increase of about 910 workers. Under the same scenario, from 2001 to 2005 the residents of the City of Lynwood are projected to gain about 593 jobs.

4.10.6 Retail Demand Projections

With 18 percent of the businesses devoted to retail trade it is currently one of the largest industries in Lynwood in terms of

establishments, and sales tax is one of the City's largest revenue sources. However Lynwood has one of the lower sales per capita figures in the area. Several trends are jeopardizing Lynwood's ability to compete for retail dollars within the area. First, the lower incomes of the residents and the resultant lower buying power continue to be a problem. Second, Lynwood has lost major retailers over the years. The declining attractiveness of Lynwood's retail sector has led to increased leakage to surrounding communities with newer centers. Given the increasing competition and Lynwood's decreasing ability to compete, a continued comprehensive retail strategy needs to continue to increase the attractiveness of Lynwood as a retail center.

The general types of retail uses that might be pursued would include food markets, drug stores, gasoline stations, fast food and limited service restaurants, full service restaurants, specialty retail and service retail.

Food Markets would include typical grocery stores such as Stater Brothers or Albertsons. A new prototypical grocery store like Stater Brothers will be 45,000 to 60,000 square feet and will require a three to five acre site. In addition, complementary uses typically included in the development of centers containing a food market, will cause the total land area required to be 10 to 15 acres.

Drug Stores range in size from 5,000 to 30,000 square feet depending on the level of service being offered. Therefore, the land area requirements range considerably from .5 to 2 acres. While drug stores can be freestanding, oftentimes they are coupled with a grocery store. In fact, many new grocery stores have included within their walls drug stores.

Gasoline Stations are typically 2,500 square feet. Depending on the level of amenities offered (car wash, food service, etc.) the site size will vary from .5 to 2 acres. Instead of relying on high population densities in the market area, gasoline stations are more concerned with the

amount of traffic that passes by the station on a daily basis. Typically the minimum ADT (Average Daily Traffic) for a gas station is 25,000 to 30,000 vehicles.

Fast Food and Limited Service Restaurants range in size from 2,500 square feet to 3,500 square feet and will require 30,000 to 35,000 square foot lots, if they are not co-tenants in a strip center. Typically, their sites require significant street frontage, high visibility and traffic. The minimal market area population required is approximately 25,000 persons.

Full Service Restaurants are larger than fast food and limited service restaurants, with a size range of 5,000 to 9,000 square feet. These restaurants typically serve a full spectrum of alcoholic drinks and provide a sit down eating experience. Typical site sizes are from 1.0 to 1.5 acres.

Specialty Retail can be described as small inline retail that is found primarily in strip retail centers. Examples include Conroy's Flowers, Radio Shack, etc. Typically these retailers range in size from 1,500 to 6,000 square feet.

Service Retail includes hair salons, video stores, banks and other similar activities. These establishments are generally smaller, ranging from 1,000 to 1,500 square feet and are found in strip retail centers.

Regional Retail typically has a market area of three to five miles. Required population densities are high, with a typical minimum of 100,000 persons within three miles. Household income level requirements are also high, with the entire cohort requiring at least \$30,000 and many requiring over \$40,000. Due to large building size, with most buildings over 25,000 square feet, large sites are required. While some of these retailers can be developed on a stand alone basis, most would prefer to be grouped with other similarly sized tenants in a power center format. Therefore, extremely large sites are required to attract many of these retailers.

Neighborhood Retail and Service establishments serve a much smaller market area. Consequently, the market areas are typically one to three miles. Within one mile, a population of 25,000 persons is typically desired with the requirement being much larger for the three-mile market area. The required household income levels are similar to regional retailers, with all establishments requiring at least \$30,000. Building sizes are much smaller, ranging from 1,200 to 9,000 square feet. These establishments are typically found in strip retail centers or as in-line space in a power center.

Specialty Food establishments require a population threshold range of 20,000 within one mile for fast food to 500,000 for a Chuck E Cheese. Similar to retail, household income levels need to be at least \$30,000, with many preferring income levels over \$45,000. Due to the variety of establishment types, the size of the outlets ranges considerably and required adjacent uses will vary. However, full service restaurants typically prefer to locate in a large center, while fast food operators are more concerned about visibility.

Sales per square foot for retail uses can be listed as marginal to healthy for the following establishments:

	Marginal	Healthy
Food and Drug	\$300	\$400
Restaurants/Entertain	\$200	\$300
Household Furnishings	\$150	\$200
Apparel	\$150	\$250

4.10.7 Retail Supply

As shown in the Land Use Element there are 207 acres of property devoted to retail commercial uses. With an assumed floor area ratio of 25 percent the estimated building square footage devoted to retail commercial uses within the City is 2,254,230 square feet ($207 \times .25 \times 43,560$).

Typically communities with lower incomes can support about 20 square feet of commercial space per person. Moderate income communities can generally support

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about 30 square feet per person. With a population of 69,845 persons with lower incomes the City can support about 1,396,900 square feet ($69,845 \times 20$). As incomes increase the City could support up to 2,095,350 square feet ($69,845 \times 30$). The City has at least 158,880 square feet (14.5 acres) of excess commercial space, and probably has in excess of 857,330 square feet (78.8 acres) of healthy commercial space.

As a result of the oversupply of retail space, existing retail centers within the City, are generating anemic sales, have higher vacancies and house marginal tenants. Many retail establishments within Lynwood are significantly below the industry averages listed above. Some centers generate sales less than \$100 per square foot. Many centers have tenants that are not credit-worthy national or locally based companies. Many existing motels have been converted to permanent housing uses.

Throughout Lynwood and especially on Long Beach Boulevard and Atlantic Avenue retail developments have poor mid-block locations on lightly traveled streets. The utilization of these poor locations, as evidenced by the site requirements identified above, for retail developments, has contributed to the poor performance of existing retail in the area. Because of this the City should consider, and the Land Use Element proposes, promoting the consolidation of retail development into premium locations at major intersections.

Based on this analysis, and the above listed conditions, the City could easily convert 20 to 40 acres of marginal commercial development to other uses including residential uses.

4.10.8 Housing and Population Trends and Projections

The U.S. Bureau of the Census established that in 1990, the population of the City was 61,945. Population estimates published by the State of California, Department of Finance on January 2000 reported that the population had increased to 69,328. The Census Bureau in 2000 established that the population within the City was 69,845. Table 4.8.3 represents a summary of the population's growth trends. Detailed estimates by year for population and housing are listed in Table 4.8-4.

TABLE 4.10.3
POPULATION GROWTH 1980-2000

Jurisdiction	1980 ¹	1990 ¹	2000 ²	1980-90 Growth		1990-00 Growth	
				Number	Percent	Number	Percent
Lynwood	48,548	61,945	69,328	13,397	27.5	7,383	11.9
LA County	7,447,503	8,863,164	9,884,255	1,415,661	19.0	1,021,191	11.5

1. U.S. 'Census Bureau

2. California Department of Finance, Population Estimate January 1, 2000

Table 4.10-4
Population and Housing Estimates, January 1, 1990 to January 1, 2000
Official State Estimates - City of Lynwood

YEAR	POPULATION			HOUSING UNITS							PERSONS		
	TOTAL	HOUSE-HOLD	GROUP QUARTER	---- SINGLE ----			--- MULTIPLE --		MOBILE HOMES	% OCCUPIED	VACANT	PER HOUSE-HOLD	
				TOTAL	DETACHED	ATTACHED	2 TO 4	5 PLUS					
2000	69328	68165	1163	14763	8425	1068	1970	3215	85	14390	2.53	4.737	
1999	68532	67369	1163	14731	8394	1068	1970	3215	84	14359	2.53	4.692	
1998	67373	66210	1163	14705	8368	1068	1970	3215	84	14334	2.52	4.619	
1997	66535	65372	1163	14668	8343	1068	1963	3210	84	14298	2.52	4.572	
1996	65947	64784	1163	14660	8339	1068	1959	3210	84	14290	2.52	4.534	
1995	65664	64501	1163	14652	8333	1068	1962	3205	84	14282	2.53	4.516	
1994	64598	63435	1163	14573	8326	1068	1890	3205	84	14204	2.53	4.466	
1993	63508	62345	1163	14569	8322	1068	1890	3205	84	14201	2.53	4.390	
1992	62841	61678	1163	14528	8319	1068	1862	3195	84	14161	2.53	4.355	
1991	62841	61678	1163	14528	8319	1068	1862	3195	84	14161	2.53	4.355	
1990	61945	60708	1237	14525	8320	1074	1858	3189	84	14158	2.53	4.288	

Source: 1990-2000: State Department of Finance (<http://www.dof.ca.gov/>)

Housing Units

Housing units are projected using a combination of SCAG, Land Use Element data and employment projections. The City of Lynwood has projected to increase to 15,274 housing units by buildout (14,395 + 979). This is estimated to represent about 6.8 percent of the dwelling units in the City.

Population

Population for Lynwood is projected using a population per dwelling unit factor of 4.7 persons per unit as stated by the Census Bureau and the 2000 housing units of 14,395.

Based on the projected housing units, Lynwood is projected to have a 2020 population of approximately 74,446 persons.

4.10.9 City Organization

The City of Lynwood is a general law city and is therefore governed by a Council-Manager system. The citizens of Lynwood elect their City Council through a general election of the City. The position of Mayor of Lynwood is an appointed position and is decided by a vote of the City Council.

Official City Council meetings are held at the City Council Chambers, 11330 Bullis Road, in the City of Lynwood. Regular meetings of the City Council are held on the first and third Tuesdays of each month at 7:30 p.m.

The office of City Manager is appointed by the City Council based solely on his/her executive and administrative qualifications. The City Manager is the administrative head of the City government under the direction and control of the City Council.

The Planning Commission is the planning agency of the City, and its seven commissioners are appointed by the Mayor, subject to approval of the City Council. Regular meetings of the Planning Commission is held the second Tuesday of each month at 6:30 p.m.

The City of Lynwood currently has a number of agencies and authorities, boards, commissions, and committees that work on specific issue areas in the community.

4.10.10 General Plan Update

This document is part of the comprehensive update to the City's General Plan. The previous general plan was adopted in 1990 and therefore, due to the age of the plan and changes in the City and legislation, it was necessary for the City to update the General Plan.

4.10.11 Fast Tracking

The City currently has a program to expedite permit approvals. This program is used to encourage development in the City.

4.10.12 Environmental Review

The City presently has an adopted Initial Study checklist for specific projects to determine what type of environment documentation if any would be necessary. Larger projects have resulted in the preparation of an Environmental Impact Report, however many smaller projects qualify for a Negative Declaration or an exemption.

4.10.13 Redevelopment

The Lynwood Redevelopment Agency was established in 1973 for the purpose of eliminating blight through redevelopment. The Agency is authorized to acquire, administer, develop, and sell or lease property within redevelopment areas identified by the Agency. The Agency is empowered to issue bonds for the purpose of financing its redevelopment plan based on an allocation of taxes collected in the Project Areas. The five members of the City Council serve as the governing body along with the City Manager as Executive Director of the Agency.

The Agency's redevelopment program includes two Project Area plans: Project Area "A" and Alameda Project Area. Both plans are amended to comply with state law AB1290. Under these amendments, Project Area "A" terminates in July 2028, but may collect incremental revenue through July 2038. The Alameda Project Area Plan terminates in January 2015 but may collect incremental revenue through 2025. Project Area "A" and the Alameda Project Area may incur debt through July 2008 and July 2004, respectively. However, no additional debt is planned at this time.

COMMUNITY DEVELOPMENT

Project Areas and City

The Project Areas total 904 acres of the city's 4.8 square mile area and are centrally located in and around the city's primary retail, commercial, and industrial zones. While both Project Areas share the goal of eliminating blight and enhancing the economic and social well being of Lynwood, they vary dramatically in their composition. The majority of each Project Area is built out.

Project Area "A"

Project Area "A", which includes portions of most of the city's major thoroughfares, is the larger of the two Project Areas. Originally set up in July 1973 and consisting of 20.8 acres, the Project Area now totals 734 acres and incorporates narrow strips of primarily office, industrial, residential, and retail properties. Project Area "A" encompasses several of the city's largest taxpayers and largest employers. Land use is diverse, with 40% office, 23% industrial, 20% residential, 13% retail, and 4% other uses. Secured property accounts for 92% of Project Area tax revenue, followed by unsecured and unitary at 7% and 1%, respectively.

Incremental assessed value (AV) growth has varied dramatically over the past several years; since fiscal 1995, total incremental AV is down 6.3%. Valuation grew strong at first (14.8% in 1997), but rose slowly in fiscal 1999 (0.9%). Meanwhile granted appeals and reassessments outpaced underlying growth and new construction in fiscal 1998 and 1996, causing declines of 4.1% and a severe 19.4%, respectively.

The slow incremental AV growth in fiscal 1999 is attributed to valuation reductions of more than 4.5% of the fiscal year total. Eight major assessment appeals were resolved for fiscal 1999. The city estimates an additional 1.3% reduction for pending appeals with a potential impact in fiscal 1999. There are also several significant appeals outstanding with a combined potential impact of 1.7% of projected fiscal 2000 incremental AV. Net of projected fiscal 2000 adjustments, incremental AV is projected to grow 1.1%. No further appeals or reassessments are anticipated.

The area's 10 largest taxpayers are a moderately diverse group and represent a good 14.8% of total Project Area "A" assessed value. Major taxpayers include two shopping centers, a supermarket, an office building, residential development, and several

manufacturing and warehouse facilities.

Alameda Project Area

Alameda Project Area is smaller and more concentrated than Project Area "A". As opposed to long stretches of frontage real estate, the Alameda Project Area is a single 170 acre square located south and east of Project Area "A". The area is bisected by the Alameda corridor, a 20-mile high speed railroad freight line under construction that will connect the ports of Los Angeles and Long Beach to the transcontinental rail network east of downtown Los Angeles.

Land use in the Alameda Project Area is 98% industrial and secured property accounts for a low 60% of Project Area tax revenues. Future development plans are limited and primarily based on completion of the Alameda Corridor project. An additional rail line may be utilized to support corridor traffic and warehousing.

Growth in the Project Area's incremental AV has been more consistent than in Project Area "A", growing an estimated 14.0% in fiscal 1999 despite the impact of an outstanding appeal. Incremental AV also grew 3.5% in fiscal 1997 and 0.3% in fiscal 1996. However, incremental AV decreased by 7.8% in fiscal 1998, when a large number of appeals were granted.

No assessment appeals were resolved in fiscal 1999 for the Project Area, although two appeals are pending. The total estimated impact is equal to 1.3% of total fiscal 1999 incremental AV. No other appeals are outstanding in the Alameda Project Area and fiscal 2000 incremental AV is projected to rise 2.9%.

The top 10 taxpayers in the concentrated in manufacturing equal to a high 75.0% of total AV. McWhorter Inc., a large mineral processor is the single largest taxpayer accounting for a large 13.1% of Project Area AV.

Newer construction has begun to appear as a result of the completion of the Century Freeway (Interstate 105) project several years ago. Areas in close proximity to this Freeway's access ramps, have exhibited signs of rejuvenation as new construction and businesses have appeared. An example of redevelopment north of the Century Freeway is the Lynwood Town Center and the existing Marketplace neighborhood shopping centers located at the southwest corner of Atlantic Avenue and Long Beach

Boulevard. Commercial developments south of the Century (105) Freeway vary in age from the 1920's to the 1980's, where the overall quality and condition of the improved properties are generally inferior to those of the subject neighborhood.

Clearly, the Redevelopment Agency's Implementation Plan plays an important role in Lynwood's overall economic development strategy. Redevelopment can be viewed as one critical loop in an array of incentives designed to attract desirable new business, thereby strengthening and diversifying the local economic base, while at the same time retaining established, existing companies in the community. Redevelopment enables a city to assemble key parcels of land for commercial/industrial and residential development, pool financial resources through the issuance of tax allocation bonds, offer rehabilitation loans to upgrade business and residential properties, and provide necessary capital for essential public infrastructure improvements.

The City of Lynwood has realized the need to target economic development activities toward job growth, expansion and diversification of the local tax base, business attraction and retention, revitalization of geographically specific commercial and industrial areas, and the provision of affordable housing to support the local labor pool. Toward these ends, the Redevelopment Plans governing the individual Project Areas reflect language pertaining to the achievement of specific economic development goals and objectives.

Among the more notable recent accomplishments, which have resulted from the City's economic development activities to date are the following completed and/or ongoing projects:

- Lynwood Towne Center
- Lynwood Marketplace
- Value Plus Plaza
- Vestar Development
- Denny's RDR Group
- Long Beach Pluma Project
- Sunset Homes
- Emerald Village
- Edge Brook Development
- Curry Temple Development
- Sares Regis Group
- Imperial Alameda Industrial
- Access Community Housing
- Staub Metals
- SELAC Residential Development

Grae Ventures
Lynwood/Lindbergh Homes
Thorson/Muriel Homes

In recent years, as the City's economic development efforts became more highly refined, the Community Development Department has undertaken progressive new economic development programs, whose specific mission is to retain and attract business. The program has one fundamental and overriding aim - "to provide Lynwood businesses with a selection of programs and partnership opportunities to make their business enterprises the most competitive in Southern California." Among the many incentives offered to business prospects by the are the following:

- Redevelopment financial incentives.
- Site selection assistance.
- Energy efficiency strategies.
- Environmental compliance assistance.
- Permit processing assistance.

4.10.14 Community Development Block Grant Program

Summary of Housing and Community Development Needs

The needs of specific types of Lynwood residents, ranging from low-income households, senior households, to "special population" households such as frail elderly, homeless, and battered spouses are presented by sections. Each section provides a summary of statistical and analytical data to present an overall picture. The following is a brief summary of all of the needs that were identified and addressed

Housing Needs

Approximately sixty nine percent of all low-income households experience some kind of housing problem. Approximately forth seven (47%) percent of all renter households are paying more than thirty percent of their monthly income for housing. The number of persons residing in Lynwood households has increased by over ten percent, resulting in overcrowded conditions. There are 2,483 housing units that are estimated to be in need of some repair or replacement.

Homeless Needs: There are no local facilities to serve the estimated four hundred homeless persons (shelter beds or transitional housing) located in the City. Their needs are not met on a regional basis.

Special Population Needs: There are no publicly-supported facilities to serve persons with special needs

Public Housing Needs: The County of Los Angeles Community Development Commission reports that there is a large list of eligible households waiting to receive Section 8 or voucher assistance.

Lead Paint Needs: In 1990, the Census estimated that approximately 4,576 housing units contained some lead-based paint. Of these units sixty eight (67.9%) percent are occupied by low income renters and owners.

Fair Housing Needs: The City needs to continue to contract for fair housing services as well as educating the public as to their rights under the law. A review of lending practices shows that black and Hispanic groups are experiencing a lower rate of mortgage approval.

Community Development Needs: Economic growth was identified as the highest priority need of the community. This includes job creation, job retention, job training, commercial property rehabilitation and commercial construction. The improvement of certain streets located near schools within the target areas was identified as a high need in the community. The beautification of target neighborhoods was identified as a high priority need. The safety of the residents living within the target areas is a high priority. Code enforcement activities in the target areas will serve to eliminate blight and substandard conditions.

Housing Strategy

Preserve Housing Stock

Target Groups: Low income, owner-occupied housing units that are in substandard condition.

Five Year Accomplishments: Within five years, the Rehabilitation Grant program will assist 100 low income households. Within five years, the Deferred Loan program for owner-occupied housing units will assist 20 low income households. Within five years, the Deferred Loan program for rental rehabilitation will assist 30 low income households.

Implementing Program: The City's Community Development Department will operate a Grant Program to provide up to \$5,000.00 to correct code violations and eliminate health and safety concerns.

The City's Community Development Department will operate a Deferred loan program for owner-occupants that will offer up to \$30,000.00 for rehabilitation/home improvement. The City's Community Development Department will operate a deferred loan program for the rehabilitation of rental units.

Resources: HOME Program

Low Income Homeownership

Target Groups: Lower income households.

Five Year Accomplishments: Within five years, the City will assist 15 low income households in the acquisition of an affordable housing unit. Within five years, the City will assist 20 moderate income households in the acquisition of an affordable housing unit. Within five years, the City will acquire, rehabilitate and resell 20 housing units to lower income households.

Implementing Program: The City's Community Development Department will operate a Downpayment Assistant Program that will provide up to \$20,000. To assist low income households in the acquisition of an affordable housing unit. The City's Redevelopment Agency will operate a Healthy Neighborhood Program that will provide up to \$20,000. To assist moderate income households in the acquisition of an affordable housing unit. The City's Community Development Department will acquire, rehabilitate and resell FHA properties, as they become available from HUD.

Resources: HOME Program, Redevelopment Set-Aside Funds.

New Construction

Target Groups: Lower income.

Five year Accomplishments: Within five years, the City will assist in the construction of 10 single family housing units and 20 rental housing units.

Implementing Program: The City's Community Development Department will work with selected non-profit and for profit companies in the development of affordable single family housing units. The City's Redevelopment Agency will operate a Land Acquisition Program. The intent of the Program is to reduce land costs to the point that it becomes economically feasible for a developer to build units

that are affordable to lower income households. The agency may assist by subsidizing other on-site and off-site improvements.

Resources: HOME Program, Redevelopment Set-Aside Funds

Homeless Housing Strategy

Target Groups: Homeless persons and families.

Five Year Accomplishments: Within five years, the City will support the efforts of local non profit agencies that apply for funding to locate homeless/transitional facilities within the City. Within five years, the City will provide funds to two non profit organizations to develop transitional and/or temporary housing facilities/units.

Implementing Program: Truevine Community Outreach - provides housing for homeless men.

Resources: HOME Program and Continuum of Care (Super NOFA).

Homeless Service Strategy

Target Groups: Homeless persons and families.

Five Year Accomplishments: Within five years, the City will assist 50 homeless persons.

Implementing Program: The Finance Department will encourage applications for federal funds from service providers who target the homeless population. Truevine Community Outreach - provides services such as food, clothing, transportation and literacy.

Resources: CDBG and Continuum of Care (Super NOFA).

Special Population Strategy

Supply

Target Groups: very low and lower income frail seniors, and battered women with children.

Five Year Accomplishments: Within five years, the City will provide funds to non profit agencies to develop supportive housing units for special needs populations.

Implementing Program: The City's Community

Development Department will work to locate potential sites for supportive housing projects.

Resources: HOME Program, Redevelopment Set Aside and Continuum of Care (Super NOFA).

Needs

Target Groups: very low and lower income frail seniors and battered women with children.

Five year Accomplishments: Within five years, the City will assist 20 persons.

Implementing Program: The Finance Department will encourage applications for federal funding from social service providers. The Rainbow Comprehensive Domestic Violence Services Program - provides various services to help victims of spousal abuse and their children.

Resources: CDBG Program and Continuum of Care (Super NOFA)

Public Housing Strategy

Target groups: Very low income households.

Five Year Accomplishments: The City will make aggressive efforts to increase the number of federally allocated Section 8 vouchers.

Implementing Programs: The City will continue to contract with the Los Angeles County, Community Development Commission/Housing Authority to administer the Section 8 Certificate Voucher Program. The County's Family Self Sufficiency Program (FFS) was established to assist Section 8 program participants to gain economic independence. The City will work with the Housing Authority to identify participants who reside within the City and target those households for additional City assistance.

Resources: CDBG, HUD Section 8 Vouchers and FFS.

Lead Paint Strategy

Target Groups: lower income owner occupants and renters with children under the age of six years of age that reside in contaminated properties.

Five Year Accomplishments: Within five years, the City will conduct 50 lead test and abatement for low

income households

Implementing Programs: The Community Development Department operates a Grant Program and a Deferred Loan Program for the rehabilitation of single family and multi family housing units. All units receiving over \$5,000. in assistance from the City shall be tested for the presence of lead paint when the following conditions occur: (1) Proposed rehabilitation will disturb paint surfaces, (2) Unit was built before 1978 and (3) Unit is occupied by children under the age of six.

Resources: HOME Program

Fair Housing Strategy

Target Groups: Lower income persons.

Five Year Accomplishments: Within five years, the City will assist 125 persons.

Implementing Programs: Fair Housing Foundation is able to serve the City by providing information, education, counseling and investigative services designed to promote fair housing. The Foundation also provides landlord/tenant services that include counseling, mediation, conciliation and referral services.

Resources: CDBG Program.

Public Service Strategy**Seniors**

Target Groups: Very low and lower income Seniors.

Five Year Accomplishments: Within five years, the City will provide assistance to 12 persons.

Implementing Programs: The City's Department of Recreation and Community Services operates a variety of programs to assist seniors.

Resources: CDBG Program.

Youth

Target Groups: Very low and lower income youth.

Five Year Accomplishments: Within five years, the City will assist 16 youth.

Implementing Programs: The City's Recreation and

Community Services Department provides activities for youth.

Resources: CDBG Program.

Job Training

Target Group: lower income persons.

Five Year Accomplishment: Within five years, the City will provide funds for 24 persons to increase job skills.

Implementing Program: The City's Community Development Department will work with qualified area Community-Based Development Organization (CBDO) to create job training initiatives and equal opportunities for employment.

Resources: CDBG

Community Development Strategy**Public Infrastructure**

Target Group: Low income census tracts.

Five Year Accomplishments: Within five years, the City will oversee the repair of 40,000 linear feet of street and 20,000 linear feet of sidewalk.

Implementing Program: The City's Public Works and Engineering Department administers all local street construction projects.

Resources: CDBG Program.

Infrastructure Repair

Target Group: Low income census tracts.

Five Year Accomplishments: Within five years, the City will oversee the repair of 2 public and non-profit facilities.

Implementing Program: The City's Facilities Maintenance Department provides construction services for publicly-owned facilities. Local non-profit owners are responsible for hiring eligible contractors to complete their projects.

Resources: CDBG Program

Employment

Target Group: Lower income persons.

Five Year Accomplishments: Within five years, the City will create 100 jobs. Within five years, the City will retain 50 jobs.

Implementing Program: The City's Community Development Department operates a commercial rehabilitation program to assist local business in maintaining existing jobs and creating new opportunities. The City's Redevelopment Agency will issue \$7 million in bonds for the purpose of providing construction financing for commercial development. The City's CDBG and Community Development Department will coordinate the acquisition of land utilizing \$1.1 million of Section 108 loan proceeds that have been held on deposit. The land will be acquired for the purpose of creating jobs. The City has been awarded \$200,000. from the Federal Environment Protection Agency (EPA) for the purpose of conducting a review of four sites. Such sites may be developed for commercial/retail usage.

Resources: CDBG, Section 108 Loan Proceeds, Redevelopment Bonds, EPA, Brownfield funds.

Handicapped Physical Barriers

Target Group: Persons with physical handicaps.

Five Year Accomplishments: Within five years, the City will work to remove existing barriers that prevent access to all citizens.

Implementing Program: The City's Public Works Department administers a program that provides pedestrian ramps along City streets and sidewalks.

Resources: CDBG

Code Enforcement

Target Areas: CDBG Target areas throughout the City.

Five Year Accomplishments: Within five years, the City will conduct 225 code inspections in target areas.

Implementing Programs: The City's Community Development Department shall conduct the code inspections. The City's Community Development Department has 5 code officers assigned to conduct

code inspections within the target areas.

Resources: CDBG

One Year CDBG Action Plan

The One Year Action Plan is the third component of the Five Year Consolidated Plan. It delineates the City's planned use of federal funds during FY 2000-2001. Specifically, the City's One Year Action Plan describes:

- Resources available for housing and community development activities.
- Activities to be undertaken in support of housing and community development priorities.
- Program and project monitoring methodology.
- Activities to address homelessness and other special need issues.
- Anti-poverty strategy.
- Coordination of the City's housing and community development activities with other organizations and other on-going City programs.

Citizen Participation:

During the development of the Action Plan, the City solicited input from citizens, agencies and interested parties to determine community needs and priorities. The Community Development Block Grant Advisory Board conducted public meetings for the purpose of reviewing applications for federal funding. The City published notices in The Wave, a newspaper of general circulation, two weeks in advance of each meeting.

Source of Federal Funds:

The City of Lynwood is anticipating the following allocations from HUD for Fiscal Year 2000-2001:

CDBG Program: \$1,993,000.

HOME Program: \$ 630,000.

Description of Key Projects

Based upon the local priorities and available funds, the City of Lynwood City Council has determined the following distribution of CDBG and HOME Program funds as follows:

Single-family rehabilitation - \$272,500. HOME

Downpayment Assistance - \$100,000. HOME

Acquisition and Rehab of FHA foreclosures - \$100,000. HOME

CHDO assistance - \$94,500.

Truevine Homeless Services - \$25,000. CDBG

Rainbow Comprehensive Domestic Violence Services - \$12,000. CDBG

Fair Housing Foundation - \$16,335. CDBG

St. Francis Children Center - \$15,000. CDBG

City of Lynwood Programs for Seniors and Youth - \$126,950. CDBG

Street improvements - \$674,079. CDBG

Commercial Rehabilitation and Land acquisition - \$478,871. CDBG

Land acquisition - \$1.1 million proceeds from Section 108 loan, on deposit.

Code enforcement - \$262,500. CDBG

Factors Limiting Economic Development

Factors that limit economic development within the City of Lynwood are levels of education, income and violent crime.

Education

Of those persons over the age of 25 in 1990 residing within the City 10,689 persons or 35.6 percent had less than a 9th grade education. Another 7,033 persons or 23.4 percent has no high school diploma. The percentage of persons without a high school diplomas is 59 percent. This high percentage of high school graduates results in fewer job skills, higher unemployment, lower wages and lower levels of income for the families within the City.

Income

A recent salary survey by LA Insider.com indicated that the City of Lynwood had the lowest salaries in the County of Los Angeles at an average of \$29,000 per year. The low salaries results in lower purchasing power and lower sales tax sales revenues to the City.

Violent Crime

In 1999 Lynwood had 12 willful homicides, 28 forcible rapes, 276 robberies, 607 aggravated assaults for a total of 923 violent crimes. This results in 13.5 crimes per 1,000 persons. By comparison the Total number of crimes in Los Angeles County was 90,037 or 9.1 crimes per 1,000 persons. This higher than average crime rate (by about 48 percent) has a negative image of the City that is only slowly overcome.

4.11 ECONOMIC DEVELOPMENT PLAN

The City of Lynwood faces major opportunities for future economic development and continuing economic growth. However, with aggressive commercial development being pursued by adjacent communities, as well as aggressive economic development incentives being provided to foster development, the community faces greater challenges and constraints to fostering its own economic growth.

Many of the locational characteristics that have historically favored the community can be capitalized upon to foster continued economic growth in the future. Lynwood should be able to use its geographic, social, and civic resources to provide for continued growth by strategically planning to stress the following factors: location within the regional area, available labor supply, supply of affordable housing, commercial lease space, park, schools, and civic facilities.

Maintenance of the General Plan, its goals and policies, and the development of strategic implementation programs should allow the City of Lynwood to provide its community with a long-range blueprint for growth.

Although the community possesses tremendous potential for sustained economic growth, careful steps will be necessary to realize the attainment of the General Plan's Goals and Policies and to produce a community with a balanced and healthy local economic base.

GOAL

ED-1

Provide the City with the tools needed to promote a balanced economic growth with sufficient fiscal resources to provide for the necessary infrastructure, and public and community services.

Policy ED-1.1

Regional Economic Development

The City shall encourage increases in economic development within the Community.

Policy ED-1.2

Local Economic Development

The community shall strive to diversify its local business makeup so that it avoids dependence on one segment of the local economy to provide employment, revenues, and retail outlets for the citizenry.

Policy ED-1.3

Economic Balance

The City shall coordinate with appropriate agencies and groups in furthering business opportunities for the community.

Policy ED-1.4

Up-to-Date Demographics

The City shall keep apprised of current economic trends affecting the community and use them to its advantage economically.

Policy ED-1.5

Business Retention

The City shall make business retention and expansion an integral part of the City's economic development efforts.

Policy ED-1.6

Business Recruitment

The City shall make business recruitment an integral part of the City's economic development efforts as a means to increase job growth.

ECONOMIC DEVELOPMENT IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall be responsible for creating public/private partnerships, encourage private sector participation, and to be a leader in community economic development.	ED-1.1 ED-1.5 ED-1.6	Economic Development/ Redevelopment Agency	Ongoing
2.0 The City shall pursue incentive programs and develop administrative processes to lure private investment to the community.	ED-1.1 ED-1.6	Economic Development/ Redevelopment Agency	Ongoing
3.0 The City shall stimulate commercial activity through the use of City Redevelopment Agency and other City-sponsored improvement programs within fiscal limitations.	ED-1.2	Economic Development/ Redevelopment Agency	Ongoing
4.0 The City shall evaluate the General Plan and Zoning Ordinance to ensure that adequate lands are available for a range of land uses including residential, commercial, office, industrial, parks and recreation, and public facilities.	ED-1.2	Community Development Dept.	Ongoing
5.0 The City shall support and coordinate with regional and subregional economic development agencies, including major businesses, local colleges, the Lynwood Chamber of Commerce, and other groups to foster a climate supportive to the business community.	ED-1.3 ED-1.5 ED-1.6	Economic Development/ Redevelopment Agency	Ongoing
6.0 The City shall work with Lynwood Chamber of Commerce and other business groups in the development of economic publications, assistance documents, pamphlets, and other forms of assistance to support economic development within the city.	ED-1.3	Economic Development/ Redevelopment Agency	Ongoing
7.0 The City shall combine the community's resources with those of other agencies, private groups, and developers wherever there may be opportunities to increase employment within the community.	ED-1.4	Economic Development/ Redevelopment Agency	Annually
8.0 The City shall regularly evaluate the City's population characteristics, housing stock	ED-1.4	Economic Development/	Ongoing

ECONOMIC DEVELOPMENT IMPLEMENTATION MEASURES

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
	character, and changing employment trends to better compete with neighboring communities.		Redevelopment Agency Community Development Dept.	
9.0	The City shall be forward-looking in its planning for land use, infrastructure, and capital improvement planning and budgeting to be able to supply necessary improvements throughout the community to support continuing economic growth in partnership with other local agencies and jurisdictions.	ED-1.4	Economic Development/ Redevelopment Agency Community Development Dept. Public Works Finance Dept.	Ongoing
10.0	The City shall regularly attend and participate in regional, state-wide, and other economic development conferences, activities, and other opportunities to learn from the experiences of other communities to promote local economic development programs.	ED-1.4	Economic Development/ Redevelopment Agency Finance Dept.	Ongoing
11.0	Support the local economy through civic, cultural, educational, and public safety programs and services through a variety of local programs and efforts. To this end, the City shall actively seek the advice and counsel of its citizens, business groups, educational leaders, and other members of the community on a continual basis.	ED-1.1	Economic Development/ Redevelopment Agency Community Development Dept. Public Works Police Dept. Finance Dept.	Ongoing
12.0	The City will actively support business retention and expansion by understanding the issues, adopt appropriate public policy to encourage existing business, cooperate with the Chamber of Commerce and others in cooperative efforts. The City will address issues that impact business investment.	ED-1.5	Economic Development/ Redevelopment Agency	Ongoing
13.0	The City will actively engage in business recruitment as a joint effort with the Lynwood Chamber of Commerce by providing leadership, financial, and staff resources and the creation of favorable public policies for new business to be attracted to Lynwood.	ED-1.6	Economic Development/ Redevelopment Agency	Ongoing
14.0	The City will periodically review the Business License Program and consider the inclusion of professional services.	ED-1.2	Business License Department	Ongoing

4.12 GOVERNMENT

In order to effectively plan for future growth and changes in the community, the General Plan must provide implementation measures to coordinate the policies and procedures of the various government departments that affect development of the community.

The development review process has become complicated and convoluted. As the City strives to provide needed infrastructure improvements and upgrades to community services in a timely and cost-efficient manner, the City is sometimes faced with having to require standards and regulations that are conflicting and prohibitive in nature.

Because it is the role of the government to provide for the health, safety, and welfare of all persons within the community, standards and regulations cannot be ignored or relaxed as a means to facilitate economic growth and development. However, the process and structure under which regulations are implemented should be revised and reorganized. The following government goals, policies, and implementation measures are intended to provide for a more efficient and coordinated government process.

GOAL**GOV-1**

Provide the necessary structure and guidelines under which the City can operate effectively.

**Policy
GOV-1.1****Service to the Community**

The City shall update existing planning documents to better serve the community.

**Policy
GOV-1.2****Development Review**

The City shall facilitate efficient and effective development review of proposed projects.

**Policy
GOV-1.3****Regional Participation**

The City shall coordinate activities with the County of Los Angeles and other regional agencies.

**Policy
GOV-1.4****Community Support**

The City shall provide administrative support to the business and civic organizations to address long-range community programs.

GOVERNMENT IMPLEMENTATION MEASURES

	Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0	The City shall develop an efficient and thorough environmental review process to include the following: <ul style="list-style-type: none"> • Adopt standard mitigation measures to be used for projects within the community to mitigate impacts on the environment. • Adopt standard significance criteria found in Appendix H of the General Plan for use in determining level of significance in future environmental studies. 	GOV-1.2	Community Development Dept.	Within 6 months of adoption of the General Plan
2.0	The City shall provide necessary administrative support for the community's Commissions and Boards.	GOV-1.4	Community Development Dept.	Ongoing
3.0	The City shall review and modify where necessary current development review procedures for ways to minimize processing times without sacrificing quality review and state law.	GOV-1.2	Community Development Dept.	Within 1 year of adoption of the General Plan
4.0	Integrate state and federal rules such as NPDES, CEQA, air quality, transportation, and so forth into the City's development policies.	GOV-1.2 GOV-1.3	Community Development Dept.	Within 1 year of adoption of the General Plan
5.0	The City shall formulate a development policy for in-fill projects.	GOV-1.2	Community Development Dept.	Within 6 months of adoption of the General Plan

PUBLIC HEALTH & SAFETY

5.1 NOISE

5.1.1 Fundamental Concepts of Environmental Acoustics

Noise can be defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in Table 5.1-1.

Most of the sounds we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies that comprise a sound in accordance with a weighting that reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources that create a relatively steady background noise in which no particular source is identifiable. Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. The statistical noise descriptors L₁₀, L₅₀, and L₉₀ are commonly used. They are the

A-weighted noise levels equaled or exceeded during 10, 50, and 90 percent, respectively, of a stated time period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, California law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise period. The descriptors for the weighted 24-hour noise level are called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (Ldn). For the CNEL descriptor, a 5-dBA penalty is added to the noise produced between 7:00 p.m. and 10:00 p.m., and a 10-dBA penalty is added to noise produced between the hours of 10:00 p.m. and 7:00 a.m. The Ldn is calculated in the same manner, but no penalty is added to the 7:00 to 10:00 p.m. noise. Both descriptors give roughly the same 24-hour average (within about 1 dB) with the CNEL being slightly more restrictive.

5.1.2 Human Health Noise Considerations

The effects of noise on people can be listed in three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction.
- Interference with activities such as speech, sleep, and learning.
- Physiological effects such as startling hearing loss.

The levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Workers in facilities such as industrial plants can experience effects in the last category. Unfortunately, there is as yet no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance

Table 5.1-1 Definition of Noise Related Terms

Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

A-Weighted Level: The sound level in decibels as measured on a sound level meter using the A weighting scale. The A-weighting scale deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

L10: The A weighted sound level exceeded ten percent of the sample time.
Similarly, L50, L90 etc.

Leq: Equivalent energy level. The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8, and 24hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24hour day, obtained after addition of ve decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Ldn: DayNight Average Level. The average equivalent A weighted sound level during a 24hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Noise Contours: Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Noisiness Zones: Defined areas within a community wherein the ambient noise levels are generally similar (within a range of 5 dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

Table 5.1-2 Effects of Noise

PUBLIC REACTION	NOISE LEVEL (dBA, Leq)	COMMON INDOOR LEVELS	COMMON OUTDOOR LEVELS
	110	Rock Band	Jet Flyover at 1,000 ft.
	100	Inside Subway Train	Gas Lawnmower at 3 ft.
Local Committee Activity With Influential or Legal Action <i>[4 times as loud]</i>	90	Food Blender at 3 ft. Garbage Disposal at 5 ft.	Diesel Truck at 50 ft. Noisy Urban Daytime
Letters of Protest <i>[Twice as loud]</i>	80	Shouting at 3 ft. Vacuum Cleaner at 3 ft.	Gas Lawn Mower at 100 ft.
Complaints Likely <i>[Reference]</i>	70		Commercial Area Heavy Traffic at 500 ft.
Complaints Possible <i>[1/2 as loud]</i>	60	Large Business Office	
Acceptable <i>[1/4 as loud]</i>	50	Dishwasher in Next Room	Quiet Urban Daytime
	40	Library	Quiet Suburban Nightime
	30	Concert Hall (Background)	Quiet Rural Nightime
	20	Sound Studio	
	10	Threshold of Hearing	
	0		

and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual past experiences with noise.

Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of the existing environment to which one has adapted. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by the hearers.

With regard to increases in A-weighted noise level, knowledge of the following relationships will be helpful in determining impacts of increased noise levels.

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected.
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and would almost certainly cause an adverse change in community response.

5.1.3 Noise Standards and Land Use Criteria

Tolerance to noise varies by land use. Commercial and industrial uses are less affected by noise intrusion than are hospitals, schools, and residences. On a broader level, the amount of ambient noise in a community can affect whether the community is perceived as a desirable place to live, work, and play, or a stressful place. Because of this, noise/ land use compatibility relationships are important factors to consider in planning and land use studies.

Land use and noise compatibility criteria have been developed from a number of sources including the California Office of Noise Control, Department of Housing and Urban Development, California General Plan Guidelines, and Los Angeles County General Plan. In all of these rating systems, the community noise exposure level is compared to various land

uses and is then defined as acceptable, unacceptable, or somewhere in between. Figure 5.1-1 shows the California Office of Noise Control Land Use Compatibility Matrix for Community Noise Exposure, which are believed representative for use in the City of Lynwood. The "normally acceptable" criteria are also generally consistent with the guidelines given in the City's existing Noise Element.

As shown on Figure 5.1-1, low-density residential uses are most sensitive to community noise with noise levels of 60 dBA CNEL and below considered "normally acceptable" (65 dBA CNEL for multifamily uses). For schools, churches, hospitals, and business and commercial areas, noise levels up to 70 dBA CNEL are "normally acceptable." For industrial, manufacturing, and utility uses, noise levels up to 75 dBA CNEL may be considered "normally acceptable."

In addition, some communities establish criteria for exterior environments. A common criterion is that the exterior area of dwellings in residential areas should not exceed 65 dBA CNEL. Exterior noise levels above 65 dBA CNEL begin to affect the usability of the space and make it difficult to achieve interior residential noise standards of 45 dBA CNEL without requiring fixed windows and full-time forced air ventilation.

5.1.4 Noise Sources

The Planning Area consists of relatively low and medium density urban development on a relatively flat landscape, surrounded by other urbanized areas. The City has industrial uses to the east and west, the Long Beach Freeway to the east and is bisected by the Century Freeway. In such settings, ambient noise levels tend to be higher (55 to 65 dBA) in most areas. Within this setting the primary noise-generating factors within the community include the transportation facilities such as I-105 Century Freeway and the Long Beach-710 Freeway.. Arterial roadways are also considered significant noise generators.

Other sources of noise in the Planning Area include aircraft flyovers and other industrial operations.

**California Office of Noise Control Land Use Compatibility Matrix
for Community Noise Exposure**

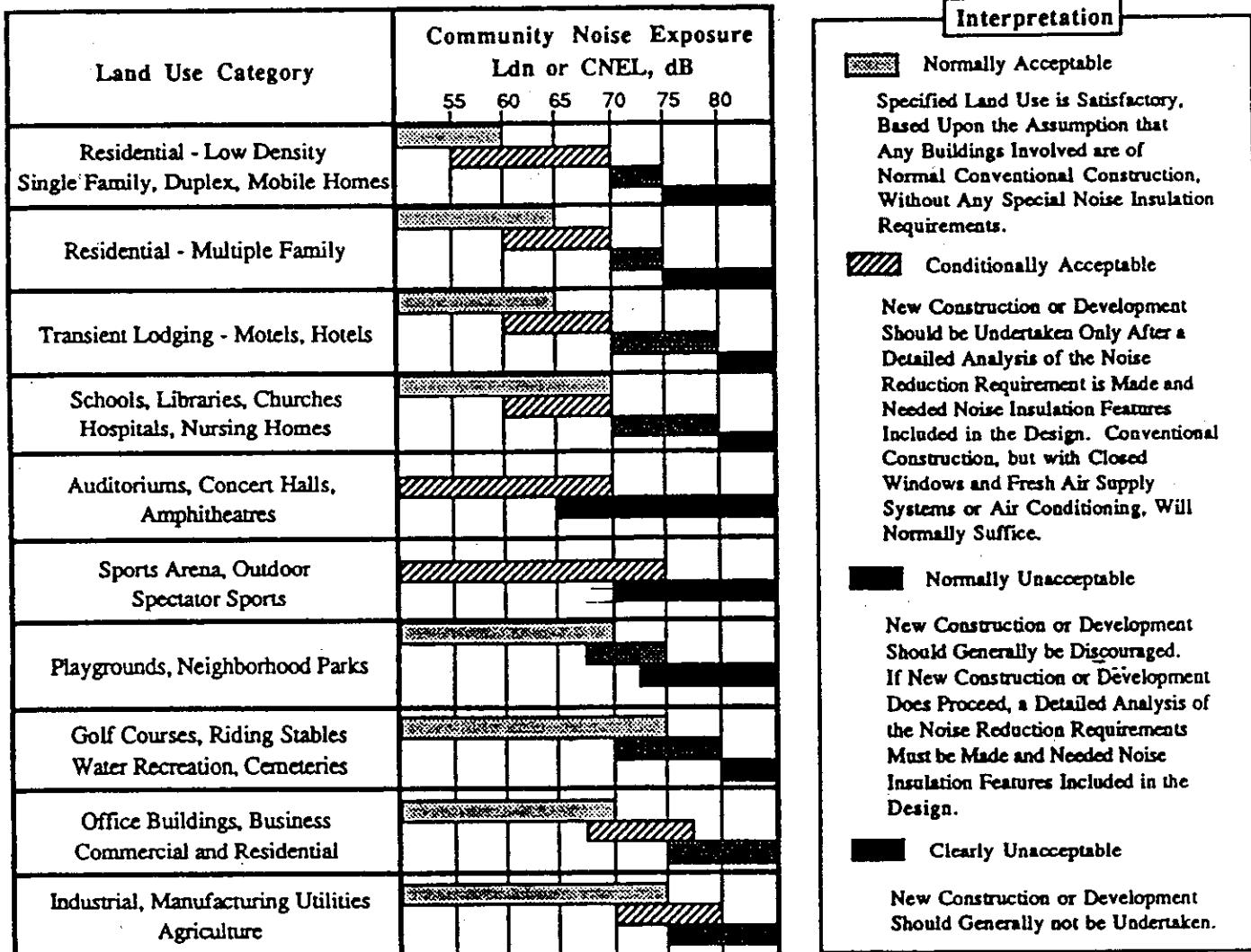


FIGURE 5.1-1

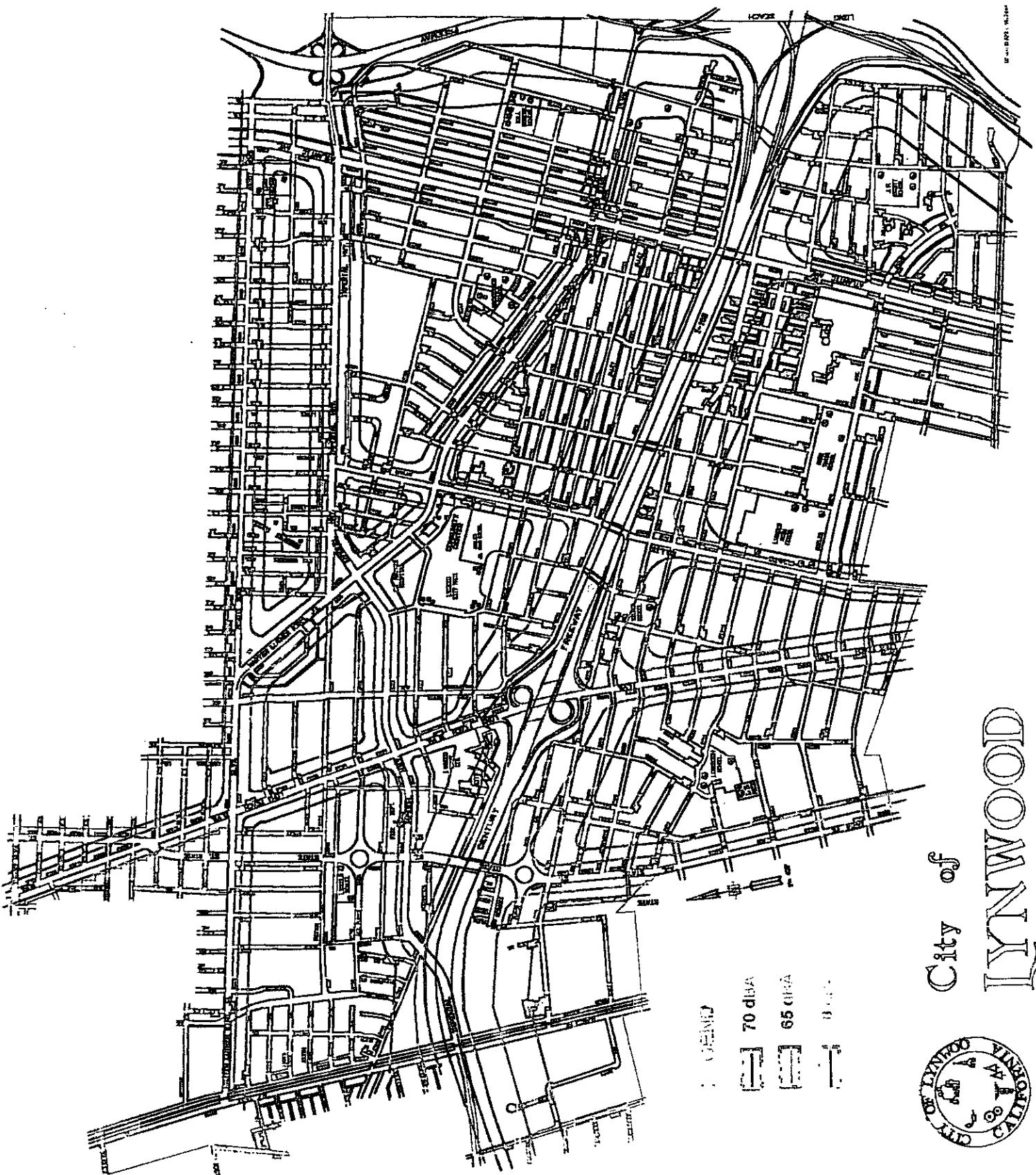
Table 5.1-3 provides calculated noise contour distances for existing traffic on the existing arterial roadways in the Planning Area. The results of these calculations are displayed on Figure 5.1-2. In most cases, the 70-dBA contour remains within the roadway right-of-way for the arterial streets. The only major exceptions to this are the I-105 Century Freeway and the Long Beach Freeway.

LYNWOOD FACTS:

The largest noise generators in the City are all transportation oriented: I-105 Century Freeway, the Long Beach 710 Freeway, and major arterials.

Table 5.1-3 Future CNEL Contour Spreadsheet

Street Name	Location	1997 ADT	2020 Estimate	70 CNEL	65 CNEL	60 CNEL	CNEL 100
Abbott Road	W/O Cornish	12,034	13,237	32	68	147	63
Abbott Road	W/O Fracar	10,495	11,545	23	48	102	61
Abbott Road	W/O Pine	11,367	12,504	25	50	106	62
Abbott Road	W/O San Juan	9,697	10,667	22	47	101	60
Alameda Street	S/O Imperial	20,177	22,195	44	96	206	65
Alameda Street	S/O 103th	26,927	29,620	54	115	210	65
Alameda Street	S/O 110th	24,785	27,264	75	165	326	68
Alameda Street	S/O 115th	25,938	28,532	51	110	238	66
Atlantic Avenue	S/O Josephine	19,196	21,116	43	65	204	65
Atlantic Avenue	S/O Walnut	18,314	20,145	42	63	200	64
Atlantic Avenue	S/O Pendleton	17,713	19,484	40	61	187	64
Atlantic Avenue	S/O Sanborn	16,750	18,425	39	84	180	64
Atlantic Avenue	S/O Lavina	20,145	22,160	44	96	206	65
Atlantic Avenue	S/O Los Flores	17,271	18,998	39	84	180	64
Atlantic Avenue	S/O Brewester	18,400	20,240	44	96	206	65
Bullis Road	N/O Euclid	6,772	7,449	10	43	92	34
Bullis Road	N/O Le Sage	7,872	8,659	20	44	94	35
Bullis Road	N/O Louise	10,217	11,239	23	48	102	61
Bullis Road	N/O MKL	7,416	8,158	20	44	94	35
Bullis Road	N/O Virginia	10,069	11,076	23	48	102	61
Bullis Road	N/O Walnut	9,800	10,780	22	47	101	60
California Avenue	S/O Alma	9,502	10,452	21	46	100	60
California Avenue	S/O Beechwood	5,786	6,365	6	60	120	61
Carlin Avenue	W/O Bradfield	6,213	6,834	8	66	128	61
Carlin Avenue	W/O Millrace	3,482	3,830		34	59	59
Carlin Avenue	W/O Waldorf	7,549	8,304	18	39	83	59
Imperial Highway	W/O Atlantic	26,216	28,838	52	112	241	66
Imperial Highway	W/O Elm	24,774	27,251	51	111	238	66
Imperial Highway	E/O Fernwood	23,255	25,581	47	102	220	65
Imperial Highway	E/O Los Flores	24,087	26,496	48	104	225	65
Imperial Highway	E/O Peach	27,796	30,576	54	117	252	66
Imperial Highway	W/O Standard	25,164	27,680	51	111	238	66
Imperial Highway	E/O State	25,464	28,010	52	112	241	66
Imperial Highway	E/O Stockwell	23,324	25,656	47	102	220	65
Imperial Highway	E/O Watts	24,806	27,287	51	111	238	66
Long Beach Blvd.	N/O Alma	31,232	34,355	58	125	272	66
Long Beach Blvd.	N/O Josephine	34,926	38,419	63	135	291	67
Long Beach Blvd.	N/O Los Flores	32,902	36,192	59	127	275	66
Long Beach Blvd.	N/O Palm	24,076	26,484	51	111	238	66
Long Beach Blvd.	N/O Sanborn	47,054	51,759	80	175	378	69
Long Beach Blvd.	N/O Seminole	29,925	32,918	55	121	258	66
Long Beach Blvd.	N/O Wisconsin	25,931	28,524	52	112	241	66
M. L. King Jr. Blvd.	E/O Benwell	14,980	16,478	29	62	134	62
M. L. King Jr. Blvd.	E/O Brenton	13,052	14,357	33	70	154	63
M. L. King Jr. Blvd.	E/O C. Chavez	11,176	12,294	25	50	106	62
M. L. King Jr. Blvd.	E/O Elisabeth	15,664	17,230	39	84	180	64
M. L. King Jr. Blvd.	E/O Elm	11,283	12,411	25	50	106	62
M. L. King Jr. Blvd.	E/O Louise	7,373	8,110	18	39	83	59
M. L. King Jr. Blvd.	E/O Pope	8,054	8,859	21	45	96	60
State Street	N/O Banning	9,647	10,612	22	47	101	60
State Street	N/O Beechwood	10,329	11,362	23	48	102	61
State Street	N/O Carlin	11,701	12,871	25	50	106	62
State Street	N/O Michigan	12,901	14,191	32	69	149	63
State Street	N/O Virginia	9,880	10,868	22	47	101	60
Wright Road	N/O Beechwood	2,271	2,498		6	73	58
Long Beach I-710	(Without Barrier)	230,000	253,000	479	1032	2224	80
Century I-105	(With Barrier)	233,000	256,300	251	481	1145	76



5.2 NOISE PLAN

GOAL**NOI-1**

Protect those living, working, and visiting the community from exposure to excessive noise.

Policy
NOI-1.1

Sensitive Receptors
Prohibit the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses and sensitive noise receptors such as schools, health care facilities, libraries, and churches if noise levels are to exceed 65 dBA CNEL (decibels on A-weighted scale Community Noise Equivalent Level).

Policy
NOI-1.2

Sleep Interference
Ensure that excessive noise levels do not interfere with sleep through the implementation of land use requirements.

Policy
NOI-1.3**Protect Residential Areas**

Ensure that exterior noise levels for dwellings in residential areas do not exceed exterior noise levels of 65 dBA CNEL and interior noise levels of 45 dBA CNEL.

Policy
NOI-1.4**Highway Noise**

Continue to work with CalTrans and the Federal Highway Administration to mitigate noise impacts on sensitive noise receptors along the Century and Long Beach Freeways.

Policy
NOI-1.5**Construction Noise**

Provide guidelines to contractors for reducing potential noise impacts on surrounding land uses.

NOISE IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 Areas within the City where noise levels exceed 65 dBA CNEL as shown on Figure 5.1-2 shall be used as a guide to future land use considerations within the Planning Area.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
2.0 The City shall require sound attenuation features such as walls, berthing, and heavy landscaping between commercial and industrial uses and residential uses to reduce noise and vibration.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept. Building Dept.	Development Review Ongoing
3.0 The City shall require the project applicant to prepare an acoustical analysis for development proposals containing sensitive noise receptors (such as residential uses) within noise-impacted areas or in areas that contain a known or proposed noise generator. A study shall also be required if a noise generator has the potential to impact existing sensitive land uses. The appropriate time to require an acoustical analysis is during the environmental review process when mitigation can be developed to lessen noise impacts and incorporated into the project design. Acoustical analysis shall:	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
<ul style="list-style-type: none"> • Be prepared by an individual who is experienced in the preparation of acoustical analyses. • Include an explanation of the methodology used in sampling of existing noise levels. • Include an estimate of the projected noise levels as a result of the proposed project or the projected levels of noise to which the proposed project will be subjected. 			

NOISE IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
<ul style="list-style-type: none"> • Include mitigation measures to reduce high noise levels on the proposed project or as a result of the proposed project. • Demonstrate consistency with the General Plan goals and policies. 			
4.0 Where attenuation for excessive noise is necessary, the City shall require alternatives to walls such as open space, earthen berms, landscaping, and locating parking and buildings between the noise generator and sensitive receptors.	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
5.0 In areas where sound walls are to be used, the City shall require that sound walls be designed and located to lessen the impact of noise bounce-back	NOI-1.1 NOI-1.2 NOI-1.3	Community Development Dept.	Development Review
6.0 Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction shall occur on Sundays or national holidays without a special permit.	NOI-1.6	Community Development Dept. Public Services Dept.	Ongoing Construction Monitoring
7.0 Construction staging areas, water tanks, and other support areas shall be located as far from residential and other sensitive receptors as possible. These use areas shall be noted on a project plan submitted with the grading plan.	NOI-1.6	Community Development Dept. Public Services Dept.	Ongoing Construction Monitoring

5.3 EMERGENCY PREPAREDNESS

The following information was taken from the City of Lynwood Emergency Operations Plan (City of Lynwood 2002), Emergency Management: Principles and Practice for Local Government (ICMA), and the command system as used in the Los Angeles County Emergency Operations Center.

5.3.1 State Emergency Management

The California Emergency Services Act (Chapter 7 of Division 1 of Title 2 of the Government Code) provides the basic authorities for conducting emergency operations following the formal proclamations of emergencies by the local, state, or federal authorities. The provisions of the Act are further reflected and expanded on by local emergency ordinances. The California Emergency Plan, which is promulgated by the Governor and the Office of Emergency Services (OES), is published in accordance with the Act. It provides overall statewide authorities and responsibilities, and describes the functions and operations of government at all levels during extraordinary emergencies. Local emergency plans are considered to be extensions of the state plan.

Mutual Aid

The foundation of the state's emergency planning and response is a statewide mutual aid system. The California Disaster and Civil Defense Master Mutual Aid Agreement (1950), as provided for in the California Emergency Services Act, was adopted by California's incorporated cities and by all 58 counties. It created a formal structure in which each jurisdiction retains control of its own emergency services personnel and facilities, but can also give and receive help as needed. When their own resources are inadequate to handle a given emergency situation(s), the state is obligated to provide available resources to assist the local jurisdictions.

Requests for mutual aid support from local jurisdictions are submitted to the designated Operational Area Coordinator for the County. Under Section 8605 of the Emergency Services Act, each county is designated as an Operational Area. Use of

the Operational Area during a State of Emergency or Local Emergency is the option of the county and the political subdivisions within the county area.

County of Los Angeles Disaster Preparedness

Los Angeles County Office of Disaster Preparedness is responsible for coordinating the various state, federal, local, quasi-public, and private agencies involved in emergency response and management, as discussed above. In addition, this office maintains its own plan for response to natural and manmade disasters and consists of a hazards database, communication system, disaster operations plans, and public awareness programs.

The Los Angeles County General Plan addresses risks to life and property through assessment of potential hazards and modification of settlement patterns and structural design. The hazards addressed by the County include natural hazards and manmade pollution and hazards. Natural occurrences that cannot be prevented include earthquakes, slope failure, erosion, floods, and wildland fires. Development in areas subject to natural hazards may create risks to life and property. Manmade pollutants and hazards resulting from rapid urbanization and population growth are generated as noise and toxic substances, and affect air, and water quality. The purpose of the element is to assure, through policy, predisaster preparedness and mitigation, and response and recovery after a disaster has occurred.

5.3.2 Local Emergency Management

Local (City level) jurisdictions are responsible for emergency operations within their respective jurisdictions. As the emergency situation develops and expands, other levels of support are provided as required by the local jurisdiction.

The City of Lynwood has prepared and is in final review of its Standard Emergency Management System, Emergency Operations Plan (SEMS-EOP). This plan is designed to respond to extra ordinary emergency situations associated with natural disasters, technological incidents, and national

security emergencies. The Plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Instead, the operational concepts reflected in the Plan focus on potential large scale disasters, which can generate situations requiring unusual emergency responses.

The Plan that is on file with the City's Office of Emergency Management is designed to be read, understood and exercised prior to an emergency. The City's Emergency Plan is designed to be included as part of the California Standardized Emergency Management System (SEMS).

Each element of the emergency management organization is responsible for assuring the preparation and maintenance of appropriate and current standard operating procedures, resource lists and checklists that detail how assigned responsibilities are performed to support SEMS-EOP implementation and to ensure successful response during a major disaster. Such procedures include specific emergency authorities that designated officials and their successors can assume during emergency situations.

Emergency Plan Assumptions

The assumptions contained in the Emergency Operations Plan include:

1. The City of Lynwood is primarily responsible for emergency actions and will commit all available resources to save lives, minimize injury to persons and minimize damage to property.
2. The City will utilize SEMS in emergency response operations.
3. The Director of Emergency Services will coordinate the City's disaster response in conformance with its Emergency Services Ordinance.
4. The City will participate in the Los Angeles County Operational Area.
5. The resources of the City of Lynwood will be made available to local agencies and citizens to cope with disasters affecting this area.

6. The City will commit its resources to a reasonable degree before requesting mutual aid assistance.
7. Mutual aid assistance will be requested when disaster relief requirements exceed the City's ability to meet them.

Emergency Management Goals

The Goals of the Emergency Operations Plan are as follows:

1. Provide effective life safety measures and reduce property loss.
2. Provide for the rapid resumption of impacted businesses and community services.
3. Provide accurate documentation and records required for cost recovery efforts.

Organization of the Emergency Operations Plan

The Emergency Operations Plan consists of three parts as follows:

1. Part One - Basic Plan. Overall organizational and operational concepts relative to response and recovery, as well as an overview of potential hazards. The intended audience of the Basic Plan is the Emergency Operations Center Management Team.
2. Part Two - Emergency Operations Function. Description of the emergency response organization and emergency action checklists. The intended audience is the Emergency Office Center staff.
3. Part Three - Documents. Supporting and legal documents to the SEMS-EOP. The intended audience includes all elements of the SEMS staff.

Activation of the Emergency Plan

The Emergency Operations Plan will be activated as follows:

1. On the order of the official designated by the City of Lynwood's Ordinance No. 1098, provided that the existence or threatened existence of a Local Emergency has been proclaimed in accordance with the Ordinance
2. When the Governor has proclaimed a State of Emergency in an area including this jurisdiction.
3. Automatically on the proclamation of a State of War Emergency as defined in California Emergency Services Act (Chapter 7, Division 1, Title 2, California Government Code).
4. A presidential declaration of a National Emergency.
5. Automatically on receipt of an attack warning or the observation of a nuclear detonation.

Hazardous Materials

The Los Angeles County Fire Department is designated as the Administering Agency for hazardous materials for the City of Lynwood as required by Chapter 6.95 of the Health and Safety Code pursuant to the Los Angeles County Fire Department Area Plan. This Emergency Operations Plan complies with and relies on the City of Lynwoods hazardous materials response plan as required by NRTI-A.

Incident Level Emergency Management System

Each successive level of response specifies the activation of Emergency Operation Centers (EOCs) and the initiation of an Incident Command System (ICS).

Disasters, unlike routine emergencies, require a multidisciplined approach with simultaneous activities by many different departments, agencies, and organizations. Overall management and coordination of operations include on-scene incident management. Whatever the structure of the local emergency management unit, the key to disaster response is the EOC. The EOC serves as the master coordination and control point for emergency response operations. They are centralized facilities designed to provide an adequate, protected working space and equipment to accommodate assigned staff and communicate with

field units and other EOCs. During an emergency/disaster, they provide an organized, functional environment in which policy makers, management, and operations staff can coordinate resources, make policy decisions, conduct operations, gather information, coordinate communications, and provide public information. When the EOC is activated, coordination focuses on response-generated demands of the moment; however, the foundation of coordination is established before the emergency event.

Each EOC requires a management system to operate effectively. The ICS is an on-scene emergency response system developed by the fire service for use in managing large-scale incidents. Fire service departments throughout the United States, including the Los Angeles County Fire Department on behalf of the City of Lynwood, are adopting an ICS to use in the management of EOC operations. It is one type of incident emergency management system used by several local jurisdictions to facilitate interaction between multiple agencies in their response to disasters.

The system is designed to integrate a wide range of internal (City) and external (county, state, federal) resources, while maintaining unity of command. Its organizational structure is based around five principal activities performed in any incident, including: command, operations, planning, logistics, and finance. It provides a standardized organizational structure, terminology and procedures that are designed to be flexible and adaptable to any kind of emergency management situation. This type of organization allows for a modular and rapid expansion of response as the needs of the incident/emergency expand.

LYNWOOD FACTS:

The Los Angeles County Fire Department is the designated Administering Agency for hazardous materials within the City of Lynwood.

5.4 HAZARDOUS MATERIALS

Hazardous materials are commonly used by all segments of our society including manufacturing and service industries, commercial enterprises, agriculture, military bases, hospitals, schools, and households. If improperly handled, stored, or disposed of, these materials can have substantial health and environmental consequences.

In recent years, there has been a decrease in the reported number of hazardous material incidents in the City of Lynwood. This is partly due to greater governmental controls and an enhanced awareness on the part of both the general public and the City's emergency services.

Proper identification of potential problems associated with the handling, storage, and disposal of hazardous materials will play an increasingly important role in the anticipated residential, commercial, and economic growth of Lynwood and its greater sphere of influence as the City pursues the 21st century.

5.4.1 Definitions

Over the years, the terms "hazardous materials" and "hazardous waste" evolved in a confusing setting as different governmental agencies advocated and adopted specific criteria for their characterization and classification. Federal, state, and local agencies used such descriptors as toxic, explosive, and radioactive to label hazardous waste. No master list of hazardous materials exists that can be agreed upon by all agencies that manage or regulate them. Furthermore, existing lists will continue to evolve and change as more is learned about the effects of hazardous substances and as new substances result from technological advances.

The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials on the basis of ignitability, reactivity, corrosivity, and/or toxicity. Title 22, Division 4 (Environmental Health) of the California Administrative Code Health and Safety Code defines a hazardous material as a substance or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics may either

- cause, or significantly contribute to an increase in mortality, or an increase in serious irreversible or

incapacitating reversible illness; or

- pose a substantial present or potential hazard to humans or the environment when improperly treated, stored, transported, disposed, or otherwise managed.

Hazardous materials include a wide range of potentially injurious substances including pesticides, herbicides, toxic metals and chemicals, gases and liquified gases, explosives, volatile chemicals, and nuclear fuels. The list of materials handlers within the City of Lynwood is in Table 5.1-1.

5.4.2 Hazardous Materials in Local Environmental Setting

Based on discussions with State, County of Los Angeles, and City of Lynwood authorities, the most common hazardous materials and hazardous waste problems and concerns within the City and its surrounding sphere of influence are related to transportation accidents, illegal dumping, underground storage tank (UST) leaks, leaking natural gas pipelines, commercial/industrial wastes, pesticides, and illegal drug laboratories. Each of these sources is briefly described below.

LYNWOOD FACTS:

In 1999, the Environmental Protection Agency listed only four reported releases in the City of Lynwood.

Transportation

There is substantial potential for uncontrolled release of hazardous materials from vehicular accidents on both the Century and Long Beach Freeways. A wide variety of hazardous materials are carried by vehicles using this major transportation artery. It is estimated that one-fifth to one-quarter of all vehicles using these freeways are transporting some type of hazardous material.

Table 5.4-1 RCRINFO Query Results

ZIP CODE: 90262
CITY NAME: Lynwood
COUNTY NAME: Los Angeles

HANDLER NAME	HANDLER ID	TELEPHONE	USE
1. A & B POLISHING & PLAT CO	CAD008517047	2686 CENTURY BLVD.	(213) 774-4222 ELECTROPLAT
2. A & J CARBURETORS	CAD982013781	11681 ATLANTIC AVE.	(213) 608-6055 No SIC Codes
3. A&A ENGINE REBUILDING	CAD981965559	9945 LONG BEACH BLVD.	(713) 569-3163 No SIC Codes
4. AC BODY SHOP	CAD982043002	11596 S ATLANTIC BLVD.	(213) 639-6219 BODY SHOP
5. ACTION AUTO REPAIR	CAD981652415	3861 E IMPERIAL HWY.	(213) 639-0439 GENERAL AUTO
6. ALAMEDA CORRIDOR AUTH.	CAR000013714	SEGMENT 4	(310) 816-0460 No SIC Codes
7. AMENEROS USED CARS	CAD981435951	12703 ATLANTIC	(213) 631-0578 AUTO DEALERS
8. ANGELUS ENGINE CENTER	CAD981571813	11128 WRIGHT RD.	(213) 636-8166 IND. MACHINERY
9. AUTOTRON AUTOMOTIVE	CAD981653496	11601 LONG BEACH BLVD.	(213) 537-4343 AUTO REPAIR
10. BAJA FOREIGN	CAD982312514	3438 MARTIN LUTHER KING	(213) 566-7525 No SIC Codes
11. BLEEKER BROS	CAD008337719	10868 DRURY LN.	(213) 639-4367 SHEET METAL
12. BLMERS LAWNMOWER SHOP	CAD981573884	11107 ATLANTIC AVE.	(213) 632-4554 No SIC Codes
13. BROTHER WHEEL POLISHING	CAR000012187	11100 WRIGHT RD.	(310) 761-8457 No SIC Codes
14. CALTRANS	CAD982372872	11477 CHECK AVE.	(213) 620-6110 No SIC Codes
15. CERTIFIED CATERING	CAD981626401	5442 E CENTURY BLVD.	(213) 598-5898 No SIC Codes
16. CHEM TECHNOLOGY LABS INC	CAD008275885	12150 S ALAMEDA ST.	(310) 637-1855 PLASTICS
17. CHROME NICKEL PLATING	CAD008336273		(213) 638-8519 ELECTROPLAT
18. DANA NIGUEL BANK	CAD983641499	11350 WRIGHT RD.	(714) 661-4100 No SIC Codes
19. DV INDUSTRIES INC	CAD981377260	2605 INDUSTRY WAY	(213) 563-1338 ELECTROPLATE
20. EASTMAN CHEMICAL CO.	CAD076180843	2801 LYNWOOD RD.	(310) 884-5553 PLASTICS
21. EISENSTADT FINANCIAL	CAD982012296	3516 E IMPERIAL HWY.	(310) 798-4255 No SIC Codes
22. FLASK CHEMICAL CO	CAD059803304	11642 MONA BOULEVARD	(213) 567-1316 No SIC Codes
23. FOREIGN AUTO RPR	CAD981677537	11355 S ATLANTIC	(213) 632-8596 AUTO REPAIR
24. GADGET MFG CO INC	CAD009401357	5419 CORTLAND	(213) 638-6191 METAL STAMP
25. GARFIELD EXPRESS	CAR000071720	11600 LONG BEACH BLVD.	(909) 677-5475 No SIC Codes
26. GOLDENHILL-WOOD PROD.	CAT080018591	2540 INDUSTRY WAY	(213) 232-4241 PLYWOOD,
27. IMPERIAL CLEANERS	CAD982476533	11379 LONG BEACH BLVD.	(310) 637-1210 DRY CLEANING
28. J AND H AUTO	CAD983670373	11035 S ATLANTIC	(310) 638-1209 No SIC Codes
29. JIFFY LUBE #1	CAD981168487	9901 STATE ST.	OIL CHANGE
30. JONES LUMBER CO	CAD981666019	10761 S ALAMEDA ST.	LUMBER,
31. JOSES AUTO SERVICE	CAD982476566	3002 E CENTURY BLVD.	No SIC Codes
32. K AND K OFFICE FURNITURE	CAD982474702	3000 E IMPERIAL HWY.	OFFICE FURN.
33. KWATANABE CORP	CAD008477416	11550 WRIGHT RD.	No SIC Codes
34. KWONS MOBILE SVC	CAD981580764	9910 LONG BEACH BLVD.	No SIC Codes
35. LG TURNER CHROME PLAT	CAD981685910	11550 WRIGHT RD.	No SIC Codes
36. LOU ROSS	CAR000058032	11600 S LONG BEACH BL.	No SIC Codes
37. LYNMART CLEANERS	CAD981628233	11619 ATLANTIC AVE.	No SIC Codes
38. LYNWOOD USD	CAD983670381	11300 WRIGHT RD.	No SIC Codes
39. LYNWOOD USD HASLER JR. HI.	CAD982007288	11200 CEDAR RD.	No SIC Codes
40. LYNWOOD USD LYNWOOD HI	CAD982006702	12124 BULLIS	No SIC Codes
41. MAGNOLIA CLEANERS	CAD981979842	12130 1/2 LONG BEACH BL.	DRY CLEANER
42. MANCHESTER TANK & EQUIP.	CAD008302721	2880 NORTON AVE.	PLATE WORK
43. MARCO MANUFACTURING	CAR000015909	2520 INDUSTRY WAY	HARDWARE
44. MARINA TEXACO	CAD982349870	3800 E CENTRUY BLVD.	No SIC Codes
45. MARTIN METAL FINISHING INC	CAD059794974	12150 S ALAMEDA ST.	METAL STAMP
46. MIKES GARAGE	CAD981444110	5200 IMPERIAL	No SIC Codes
47. MIKES TRANSMISSION	CAD981985310	10749 LONG BEACH	No SIC Codes
48. MILLER PRECISION, INC	CAD008318636	11104 S ALAMEDA ST.	No SIC Codes
49. NIFTY CLEANERS	CAD983614090	3562 E MARTIN LUTHER K.	No SIC Codes
50. PAL INDUSTRIES INC	CAD981463276	11090 S ALAMEDA ST.	No SIC Codes
51. QUALITY METAL FINISHING	CAD008337883	11754 S ALAMEDA ST.	COATING
52. R B AUTO	CAD981435290	10530 LONG BEACH	No SIC Codes
53. RANGERS DIE CASTING CO.	CAD981391014	10828 S ALAMEDA ST.	ALUMINUM DIE
54. RICKY'S AUTO RPR & TOW	CAD982476624	10729 LONG BEACH BLVD.	No SIC Codes
55. SARAS VW REPAIR	CAD981436140	11355 ATLANTIC	No SIC Codes
56. SHELL SERVICE STATION	CAR000108449	11151 LONG BEACH	No SIC Codes
57. SPECTRONIC PLATING INC	CAD008304909	11477 CHECK ST.	ELECTROPLAT
58. ST. FRANCIS MEDICAL CTR	CAD077968014	3630 E IMPERIAL HWY.	CLINICS
59. TED ADAMS AUTO RPR	CAD981443575	4344 IMPERIAL	No SIC Codes
60. TESORO GASOLINE	CAD000627794	10721 ATLANTIC AVE.	No SIC Codes
61. THERM O NAMEL INC	CAD981655699	2780 CENTURY BLVD.	COATING
62. TOMAS POLISHING	CAR000099903	2905 BEECHWOOD AVE.	No SIC Codes
63. TOOMBS DUMP TRUCK SVC	CAD982006769	3152 CENTURY BLVD.	No SIC Codes
64. UNIVERSAL MOLDING ANOD.	CAD981370380	10840 DRURY LANE	No SIC Codes
65. WEST COAST FOREIGN AUTO	CAD981439276	3521 E CENTURY BLVD.	AUTO REPAIR
66. WESTERN GEAR CORP.	CAD008254898	2600 E IMPERIAL HWY.	AIRCRAFT PARTS

Total Number of Facilities Displayed: 66

Consolidated facility information (from multiple EPA systems) was searched to select facilities.

Results are based on data extracted on APRIL 15, 2002.

The Alameda Corridor will be another large transportation corridor through Lynwood that will be a major carrier of hazardous materials. There have been no major railway hazardous waste accidents in recent years within the City of Lynwood, although the potential exists. Approximately 100 trains will pass under the corridor each 24-hour period, and it is estimated that 70 percent of the trains will carry some type of hazardous materials.

The City of Lynwood is also situated along a major east-west LAX aircraft corridor. An accident could involve an aircraft carrying hazardous materials and fuels in general overflight.

Illegal Dumping

Illegal dumping of hazardous waste is a widespread problem that is by no means unique to the City of Lynwood. Illegal dumping occurs in a variety of forms including disposal on unimproved land, into sewers and storm drains, or simply dropping the material by the roadside. Household hazardous materials such as used oils, paints, thinners, and antifreeze may be dumped on their own property by homeowners who may or may not realize that the activity is illegal.

As the City of Lynwood is redeveloped, cleanup of existing spills has increased and overall awareness which could result in less illegal dumping. However, illegal dumping could increase due to the increasing costs of legal disposal and the phased closure of many existing hazardous waste landfills.

Leaking Underground Storage Tanks (USTs)

Over the last ten years significant progress has been made in the City to replace most of the underground tanks. Potential negative impacts from leaking USTs in the Lynwood area are especially high due to the relatively shallow average depth to groundwater.

The majority of the remaining problems in Lynwood involve older closed service stations that had leaked gasoline, diesel, and waste oil. It is anticipated that increasingly stringent government regulations and inspections, coupled with greatly improved design and installation practices (such as double-walled construction, leak detection systems, and protective coatings) will result in a fewer UST leaks in the future.

Leaking Natural Gas Pipelines

The County of Los Angeles Fire Department on behalf of the City of Lynwood responds to natural gas pipeline leaks. Typically, these leaks develop during grading and construction operations, when buried pipelines are accidentally disturbed.

Commercial/Industrial Sources

In addition to leaking USTs in service stations, the most common sources of commercial hazardous materials contamination in the City of Lynwood have been associated with automotive repair and autobody shops, dry cleaners, and industrial operations.

Hazardous materials typically encountered in automotive repair shop operations include halogenated cleaning solvents, antifreezes (ethylene glycol), and various oils and greases. Autobody shops commonly use a variety of paints, paint solvents, and thinners in their operations.

In the past, there have been hazardous material incidents involving dry cleaning fluids within the City of Lynwood. However, due to changes in the dry cleaning process, this problem has greatly diminished in recent years. Photoprocessing facilities in Lynwood are another source of potentially hazardous materials. A number of chemicals are used in the development process, including silver solutions.

Many types of retail stores in Lynwood also store hazardous materials on their shelves. If an upset such as an earthquake or fire occurs, these materials may be subject to uncontrolled release.

Industrial businesses within the City of Lynwood accounted for all of the 1999 chemical releases within the City as reported by EPA. These were as follows:

Custom Industrial Rack	1,000 lbs
DV Industries Inc.	16,043 lbs
Mc Whorter Techs Inc.	4,106 lbs to air
Martin Inc.	45,375 to air

Pesticides

Pesticides and herbicides vary in toxicity and persistence in soils. Pesticides that degrade slowly over time may leave undesirable residues in the soil,

resulting in higher levels of pesticides in the community. Other pesticides are easily degraded and therefore do not contaminate topsoils or threaten groundwater supplies.

Illegal Drug Laboratories

Local emergency hazardous materials response teams have had to respond to a growing number of situations involving illegal drug laboratories and hazardous materials in the southeast area.

5.4.3 HazMat Emergency Response

The Hazardous Materials Incident Emergency Response Plan for the City of Lynwood is currently being revised and is on file with the City's Emergency Operations Office. The County of Los Angeles Fire Department is the Administering Agency. The Plan provides a classification system to be used in determining the level of response required to handle the incident. Classification criteria are based on the level of expertise needed; extent of municipal, county, and state government involvement; extent of injuries and/or deaths; and whether or not evacuation of civilians is necessary.

Based on where the incident occurs, the HazMat Emergency Response Plan also establishes who the incident commander (IC) will be. The County of Los Angeles Fire Department on behalf of the City of Lynwood functions as the IC at all hazardous material incidents that occur on streets and roadways, or offroad on public or private property. The only exception is if an accident occurs along I-105 Century Freeway or I-710 Long Beach Freeway, in which case the California Highway Patrol (CHP) assumes this role, with Caltrans assisting with traffic control.

5.5 GEOLOGY AND SEISMICITY

5.5.1 Introduction

With the increasing public concern about the potential for destructive earthquakes in northern and southern California, the State Legislature passed the Seismic Hazards Mapping Act in 1990. The purpose of the Act is to protect the public from the effects of strong ground shaking, liquefaction, landslides or other ground failure, and other hazards caused by earthquakes. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act (which addresses only surface fault-rupture hazards) and are outlined below:

1. The State Geologist is required to delineate the various "seismic hazard zones."
2. Cities and Counties, or other local permitting authorities, must regulate certain development "projects" within the zones. They must withhold the development permits for a site within a zone until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.
3. The State Mining and Geology Board (SMGB) provides additional regulations, policies, and criteria to guide cities and counties in their implementation of the law. The SMGB also provides criteria for preparation of the Seismic Hazard Zone Maps (Web site <http://www.consrv.ca.gov/dmg/shezp/zoneguid/>) and for evaluating and mitigating seismic hazards.
4. Sellers (and their agents) of real property within a mapped hazard zone must disclose at the time of sale that the property lies within such a zone. As stated above, the Act directs the State Geologist, through the California Geological Survey (CGS) (previously the Division of Mines and Geology (DMG)) to delineate seismic hazard zones. Geology (DMG) to delineate seismic hazard zones.

The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic

hazards. Cities, counties, and state agencies are directed to use the seismic hazard zone maps in their land-use planning and permitting processes. The Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within the hazard zones. Evaluation and mitigation of seismic hazards are to be conducted under guidelines established by the California State Mining and Geology Board (1997; also available on the internet at <http://www.consrv.ca.gov/dmg/pubs/sp/117/>).

The Act also directs SMGB to appoint and consult with the Seismic Hazards Mapping Act Advisory Committee (SHMAAC) in developing criteria for the preparation of the seismic hazard zone maps. SHMAAC consists of geologists, seismologists, civil and structural engineers, representatives of city and county governments, the state insurance commissioner and the insurance industry. In 1991 SMGB adopted initial criteria for delineating seismic hazard zones to promote uniform and effective statewide implementation of the Act. These initial criteria provide detailed standards for mapping regional liquefaction hazards. They also directed DMG to develop a set of probabilistic seismic maps for California and to research methods that might be appropriate for mapping earthquake-induced landslide hazards.

In 1996, working groups established by SHMAAC reviewed the prototype maps and the techniques used to create them. The reviews resulted in recommendations that the 1) process for zoning liquefaction hazards remain unchanged and that 2) earthquake-induced landslide zones be delineated using a modified Newmark analysis.

This Seismic Hazard Evaluation Report for the South Gate/Lynwood area summarizes the development of the hazard zone map for each area. The process of zoning for liquefaction uses a combination of Quaternary geologic mapping, historic high-water-table information, and subsurface geotechnical data. The process for zoning earthquake-induced landslides incorporates earthquake loading, existing landslide features, slope gradient, rock strength, and geologic structure. Probabilistic seismic hazard maps, which are the underpinning for delineating seismic hazard zones, have been prepared for peak ground acceleration, mode magnitude, and mode distance with a 10% probability of exceedance in 50

years (Petersen and others, 1996) in accordance with the mapping criteria.

The evaluation summarizes seismic hazard zone mapping for potentially liquefiable soils, earthquake-induced landslides, and potential ground shaking in the South Gate (Lynwood) 7.5-Minute Quadrangle (scale 1:24,000).

5.5.2 Geologic Conditions

The geologic map of the South Gate Quadrangle shows that the entire study area is covered by alluvial sediments of Quaternary age. Older alluvial fan sediments of Pleistocene age are associated with the Montebello Hills and Dominguez Hills. Elsewhere across most of the quadrangle are the younger alluvial fan sediments of Holocene and late Pleistocene age. These deposits consist of varying proportions of sand, gravel, silt, and clay.

Several hundred borehole logs from subsurface investigations within the South Gate Quadrangle were collected at the California Department of Transportation (Caltrans); the California Regional Water Quality Control Board - Los Angeles Region; DMG Environmental Review and Hospital Review Projects; and the USGS. The USGS supplied copies of paper logs collected from the Los Angeles County Department of Public Works storm drain investigations. These logs were used in earlier liquefaction studies of the Los Angeles area (Tinsley and Fumal, 1985; Tinsley and others, 1985).

Lithologic, soil test, and related data from 374 logs were entered into the DMG (Geographic Information System) database. The remaining logs were reviewed during this investigation to aid with the stratigraphic correlation. Cross sections were constructed from borehole data to correlate soil types and engineering properties, and to extrapolate geotechnical data into outlying areas containing similar soils. Descriptions of characteristics of geologic units recorded on the borehole logs. These descriptions are necessarily generalized but give the most commonly encountered characteristics of the unit.

Older alluvium (Qoa)

The older alluvium on the South Gate Quadrangle is exposed in portions of the Montebello and Dominguez

hills. (Figure 5.5-1). This material consists predominantly of alternating beds of medium dense to very dense sand, clay, and silt. Locally, loose silt occurs in the older alluvium in the vicinity of the Montebello Hills.

Younger alluvium (Qya1, Qya2)

The young Quaternary alluvial deposits in the South Gate Quadrangle represent deposition predominantly by the San Gabriel River and the Rio Hondo River. This region has experienced multiple episodes of historic inundation during the past 150 years. Surface mapping has distinguished two units; Qya1 is considered to be relatively older than Qya2. Borehole data from Qya1 along the northeast flank of the Dominguez Hills indicate a variable unit ranging from very stiff clays and silts, to loose sands. The Qya2 mapped in the flood plain is virtually undistinguishable from Qya1 in the subsurface. In general, these subsurface deposits consist of loose to medium dense very coarse- to very fine-grained sand, gravel, and silt that appear to interfinger and grade laterally into each other.

5.5.3 Ground Water Conditions

Liquefaction hazard mapping focuses on areas historically characterized by ground-water depths of 40 feet or less. Accordingly, ground-water conditions were investigated in the South Gate (Lynwood) Quadrangle to evaluate the depth to saturated sediments. Saturated conditions reduce the normal effective stress acting on loose, near-surface sandy deposits, thereby increasing the likelihood of liquefaction (Youd, 1973). For this investigation ground-water evaluation relied heavily on turn-of-the-century water-well logs (Mendenhall, 1905; Conkling, 1927), but also included water measurements from wells from the Central Basin Investigation (State Water Resources Board, Department of Water Resources (circa 1940's), and soil investigations collected for this study.

The evaluation was based on first-encountered water levels encountered in the boreholes and selected water wells. The depths to first-encountered water, free of piezometric influences, were plotted onto a map of the project area showing depths to historically shallowest ground water. This map was contoured, digitized and used for the liquefaction analysis. It displays the shallowest ground-water depths in

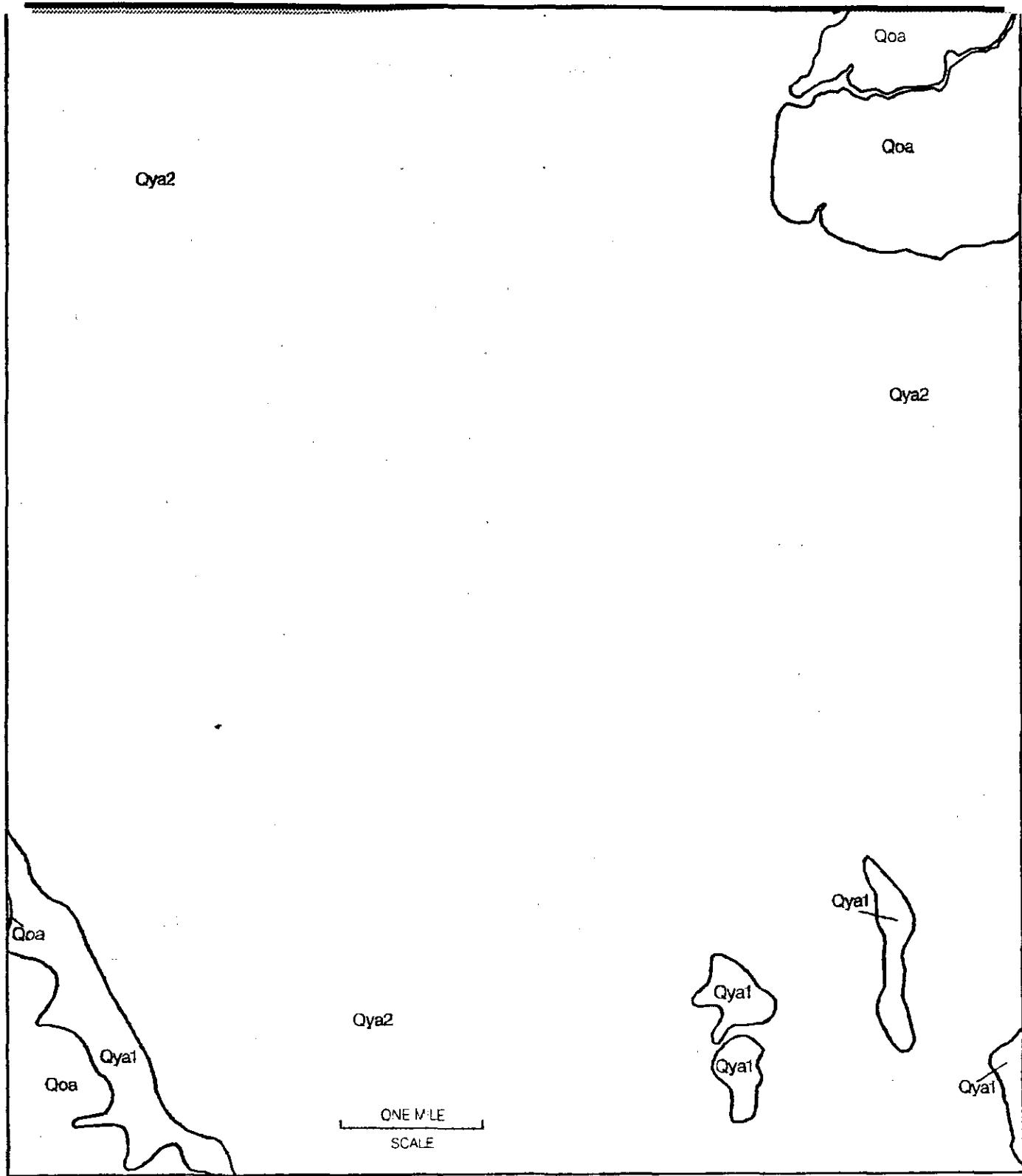


Figure 5.5-1
Geologic Map



● Borehole Site

— 30 — Depth to ground water in feet

X Site of historical earthquake-generated liquefaction. See "Areas of Past Liquefaction" discussion in text.

ONE MILE
SCALE

Figure 5.5-2
Historical Groundwater

perched, semi-perched, and other water table settings. The map was compared to similar published maps for any major discrepancies (Tinsley and others, 1985; Leighton and Associates, 1990). Historically high ground water contours for the Lynwood area are 8-9 feet in depth. (Figure 5.5-2)

Historical shallow water conditions (less than 40 feet deep) occurred throughout much of the South Gate Quadrangle. In the late 1800's many shallow wells showed near-surface water levels, in addition to the widespread deeper artesian conditions. The subsequent management and withdrawal of ground water markedly reduced the distribution of both of these conditions. This century's overall declining trend in water levels was reversed during the mid 1930's to mid 1940's due to increased precipitation rates. Hydrographs from this region show that water levels can vary seasonally as much as 35 feet. It is important to note that shallow water was encountered in geotechnical investigations (after 1960) throughout the South Gate Quadrangle. Although the potential for recharge is beyond the scope of this report, the review of hundreds of boreholes, as well as conclusions from the California Department of Water Resources (1961) and Tinsley and others (1985), all suggest that water could move upward into semi-perched zones if pressure levels in the underlying units become sufficiently high, due to the discontinuous character and high sand content of the confining units. Similarly, both the Rio Hondo and the San Gabriel Rivers have the potential to recharge ground water due to the percolation and flood control basins associated with them.

Liquefaction Evaluation

The Seismic Hazards Mapping Act (the Act) of 1990 (Public Resources Code, Chapter 7.8, Division 2) directs the California Department of Conservation, California Geological Survey (previously the Division of Mines and Geology (DMG) to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use the seismic zone maps in their land-use planning and permitting processes. The Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within the hazard zones. Evaluation and mitigation of

seismic hazards are to be conducted under guidelines established by the California State Mining and Geology Board (1997; also available on the Internet at <http://www.consrv.ca.gov/pubs/sp/117/>).

This evaluation summarizes seismic hazard zone mapping for potentially liquefiable soils in the South Gate (Lynwood) 7.5-minute Quadrangle (scale 1:24,000). Additional information on seismic hazards zone mapping in California can be accessed on the Internet at <http://www.consrv.ca.gov/dmg/shezp/>

Liquefaction-induced ground failure has historically been a major cause of earthquake damage in southern California. During the 1971 San Fernando and 1994 Northridge earthquakes, significant damage to roads, utility pipelines, buildings, and other structures in the Los Angeles area was caused by liquefaction-induced ground displacement. Localities most susceptible to liquefaction-induced damage are underlain by loose, water saturated granular sediments within the upper 40 feet of the ground surface. These geological and ground-water conditions exist in parts of southern California, most notably in some densely populated valley regions and alluviated floodplains. In addition, the opportunity for strong earthquake ground shaking is high because of the many nearby active faults. The combination of these factors constitutes a significant seismic hazard in the southern California region in general, as well as in the South Gate (Lynwood) Quadrangle.

Evaluation for potentially liquefiable soils is generally confined to areas covered by Quaternary sedimentary deposits. Such areas consist mainly of alluviated valleys, floodplains, and canyon regions. The evaluation is based on earthquake ground shaking, surface and subsurface lithology, geotechnical soil properties, and ground-water depth data, most of which are gathered from a variety of sources. The quality of the data used varies. Although the selection of data used in this evaluation was rigorous, the State of California and the Department of Conservation make no representations or warranties regarding the accuracy of the data obtained from outside sources.

Liquefaction zone maps are intended to prompt more detailed, site-specific geotechnical investigations as required by the Act. As such, liquefaction zone maps identify areas where the potential for liquefaction is relatively high. They do not predict the amount or

direction of liquefaction-related ground displacements, or the amount of damage to facilities that may result from liquefaction. Factors that control liquefaction-induced ground failure are the extent, depth and thickness of liquefiable sediments, depth to ground water, rate of drainage, slope gradient, proximity to free-face conditions, and intensity and duration of ground shaking. These factors must be evaluated on a site-specific basis to determine the potential for ground failure at any given project site.

Location and Physiography

The South Gate Quadrangle covers an area of about 62 square miles in eastern Los Angeles County. This includes all or parts of the cities of Bell, Bell Gardens, Bellflower, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Los Angeles, Long Beach, Los Alamitos, Lynwood, Maywood, Montebello, Paramount, South Gate, and Vernon, as well as unincorporated areas of Los Angeles County. Major transportation routes traversing the South Gate Quadrangle include the Santa Ana Freeway (I-5), the Century Freeway (I-105), the Artesia Freeway (State Highway 91), and the Long Beach Freeway (I-710).

More than 75 percent of the quadrangle is covered with Holocene alluvial deposits of the regional coastal basin, also known as the Downey Plain. These deposits overlie an erosional surface of late Pleistocene age. In the northeast corner of the quadrangle, in the vicinity of Montebello and the City of Commerce, are gently uplifted and dissected Pleistocene sediments of an older fan system. Similar units are also uplifted and exposed in the southwest corner of the quadrangle that occupies a portion of the Dominguez Hills. The main drainage courses within the quadrangle are the Los Angeles River, the Rio Hondo, and Compton Creek.

Liquefaction Potential

Liquefaction occurs in water saturated sediments during moderate to great earthquakes. Liquefied sediments are characterized by a loss of strength and may fail, causing damage to buildings, bridges, and other such structures. A number of methods for mapping liquefaction hazards have been proposed; Youd (1991) highlights the principal developments and notes some of the widely used criteria. Youd and Perkins (1978) demonstrate the use of geologic criteria as a qualitative characterization of

susceptibility units, and introduce the mapping technique of combining a liquefaction susceptibility map and a liquefaction opportunity map to produce liquefaction potential. Liquefaction susceptibility is a function of the capacity of sediments to resist liquefaction, and liquefaction opportunity is a function of the seismic ground shaking intensity. The method applied in this study for evaluating liquefaction potential is similar to that of Tinsley and others (1985), combining geotechnical data analyses, and geologic and hydrologic mapping, but follows criteria adopted by the California State Mining and Geology Board (in press).

Liquefaction Opportunity

According to the criteria adopted by the California State Mining and Geology Board (in press), liquefaction opportunity is a measure, expressed in probabilistic terms, of the potential for ground shaking strong enough to generate liquefaction. Analyses of in-situ liquefaction resistance require assessment of liquefaction opportunity. The minimum level of seismic excitation to be used for such purposes is the level of peak ground acceleration (PGA) with a 10% probability of exceedance over a 50-year period. The earthquake magnitude is the magnitude that contributes most to the acceleration.

For the South Gate Quadrangle, peak accelerations of 0.40 g to 0.49 g resulting from a predominant earthquake of magnitude 6.7 to 6.9 were used for liquefaction analyses. The PGA and magnitude values were derived from maps prepared by Petersen and others (1996) and Cramer and Petersen (1996), respectively.

Liquefaction Susceptibility

Liquefaction susceptibility reflects the relative resistance of soils to loss of strength when subjected to ground shaking. Primarily, physical properties and conditions of soil, such as sediment grain-size distribution, compaction, cementation, saturation, and depth govern the degree of resistance. Soils that lack resistance (susceptible soils) are typically saturated, loose sandy sediments. Soils resistant to liquefaction include all soil types that are dry or sufficiently dense. Cohesive soils are generally not considered susceptible to liquefaction. DMG's inventory of areas containing soils susceptible to liquefaction begins with evaluations of geologic maps, cross-sections,

geotechnical test data, geomorphology, and ground water. Soil property and soil-condition factors such as type, age, texture, color, and consistency, along with historic depths to ground water are used to identify, characterize, and correlate susceptible soils. Because Quaternary geologic mapping is based on similar soil observations, findings can be related to the map units. A qualitative susceptible soil inventory is outlined below.

Older alluvium (Qoa)

Most of the older Quaternary sedimentary deposits of the South Gate Quadrangle are described in borehole logs as being dense to very dense sand, silt, and clay. In general, these deposits are considered to have a low liquefaction susceptibility.

Younger alluvium (Qya1, Qya2)

Younger alluvial fan deposits within the South Gate Quadrangle (including the City of Lynwood) consist largely of sand, silt, and gravel, and lesser occurrences of clay. Most test boreholes drilled in these units report the presence of loose to medium dense sand and silt. Some deposits consist of very loose sand. Where historical ground-water levels are within 40 feet of the surface, these deposits are judged to be susceptible to liquefaction.

Quantitative Liquefaction Analysis

DMG performs quantitative analysis of geotechnical data to evaluate liquefaction potential using the Seed Simplified Procedure (Seed and Idriss, 1971; Seed and others, 1983; Seed and Harder, 1990; Youd and Idriss, 1997). This procedure calculates soil resistance to liquefaction, expressed in terms of cyclic resistance ratio (CRR) based on standard penetration test (SPT) results, groundwater level, soil density, moisture content, soil type, and sample depth. CRR values are then compared to calculated earthquake-generated shear stresses, expressed in terms of cyclic stress ratio (CSR).

The factor of safety (FS) relative to liquefaction is: $FS = CRR/CSR$. FS, therefore, is a quantitative measure of liquefaction potential. Generally, a factor of safety of 1.0 or less, where CSR equals or exceeds CRR, indicates the presence of potentially liquefiable soil. DMG uses FS, as well as other considerations such as slope, free face conditions, and thickness

and depth of potentially liquefiable soil, to construct liquefaction potential maps, which then directly translate to zones of required investigation.

Approximately 90 percent of the borehole logs collected for this study included blow-count data from SPT's or from penetration tests that allowed reasonable blow count translations to SPT-equivalent values. Non-SPT values, such as those resulting from the use of 2-inch or 2 1/2-inch inside diameter ring samplers, were translated to SPT-equivalent values if reasonable factors could be used in conversion calculations. Few borehole logs, however, include all of the information (soil density, moisture content, sieve analysis, etc) required for an ideal Seed Simplified Analysis. For boreholes having acceptable penetration tests, liquefaction analysis is performed using logged density, moisture, and sieve test values or using average test values of similar materials. In areas where no blow counts were recorded, qualitative descriptions of "moderately dense," "loose" or "very loose" sandy soils or of caving into open boreholes were considered indicators of liquefaction-susceptible sediments.

Liquefaction Zones

The areas underlain by late Quaternary geologic units were included in liquefaction zones using the criteria developed by the Seismic Hazards Mapping Act Advisory Committee and adopted by the California State Mining and Geology Board (in press). Under those criteria, liquefaction zones are areas meeting one or more of the following:

1. Areas known to have experienced liquefaction during historic earthquakes.
2. All areas of uncompacted fills containing liquefaction susceptible material that are saturated, nearly saturated, or may be expected to become saturated.
3. Areas where sufficient existing geotechnical data and analyses indicate that the soils are potentially liquefiable.
4. Areas where existing geotechnical data are insufficient.

In areas of limited or no geotechnical data, susceptibility zones may be identified by geologic criteria as follows:

- a) Areas containing soil deposits of late Holocene age (current river channels and their historic floodplains, marshes and estuaries), where the M7.5-weighted peak acceleration that has a 10% probability of being exceeded in 50 years is greater than or equal to 0.10 g and the water table is less than 40 feet below the ground surface; or
- b) Areas containing soil deposits of Holocene age (less than 11,000 years), where the M7.5-weighted peak acceleration that has a 10% probability of being exceeded in 50 years is greater than or equal to 0.20 g and the historic high water table is less than or equal to 30 feet below the ground surface; or
- c) Areas containing soil deposits of latest Pleistocene age (between 11,000 years and 15,000 years), where the M7.5-weighted peak acceleration that has a 10% probability of being exceeded in 50 years is greater than or equal to 0.30 g and the historic high water table is less than or equal to 20 feet below the ground surface. Application of SMGB criteria for liquefaction zoning in the South Gate Quadrangle is summarized below.

Areas of Past Liquefaction

In the South Gate Quadrangle damage attributed to liquefaction was noted in the vicinity of Compton following the 1933 Long Beach earthquake (Wood, 1933; Barrows, 1974). Surface effects from this earthquake included cracks where water, sand, and mud were ejected. Two of these cracks formed in a field one half-mile southwest of the intersection of Alondra and Atlantic Boulevards (Hillis, 1933; Wood, 1933; Barrows, 1974). Wood (1933) speculated that the considerable damage in Willowbrook, Lynwood, South Gate, and Huntington Park was probably due to the location of these communities on formerly marshy ground, particularly in areas along Compton Creek and the former courses of the Los Angeles River.

Artificial Fills

Non-engineered artificial fills have not been delineated or mapped in the South Gate Quadrangle. Consequently, no areas are zoned for potential liquefaction relative to artificial fill.

Areas with Existing Geotechnical Data

Borehole logs that included penetration test data and reasonably sufficient lithologic descriptions were used to determine the liquefaction potential. Accordingly, these areas are zoned or not zoned according to the liquefaction potential based on adequate existing geotechnical data. In the younger alluvium, most of the boreholes whose log data were analyzed using the Seed Simplified Procedure contain sediment layers that liquefy under the given earthquake parameters. These areas containing potentially liquefiable material are zoned.

Areas of Insufficient Geotechnical Data

Younger alluvium deposited in stream channel and active wash areas generally lack adequate geotechnical borehole information. The soil characteristics and ground-water conditions in these deposits are assumed to be similar to deposits where subsurface information is available. The stream channel and active wash deposits, therefore, are included in the liquefaction zone.

5.5.4 Earthquake Induced Landslides

Within the South Gate Quadrangle, no areas have been designated as "zones of required investigation for earthquake-induced landslides." However, the potential for landslides may exist locally, particularly along streambanks, margins of drainage channels, and similar settings where steep banks or slopes occur. Such occurrences are of limited lateral extent, or are too small and discontinuous to be depicted at 1:24,000 scale (the scale of Seismic Hazard Zone Maps). Within the liquefaction zones, some geologic settings may be susceptible to lateral-spreading (a condition wherein low-angle landsliding is associated with liquefaction). Also, landslide hazards can be created during excavation and grading unless appropriate techniques are used.

PUBLIC HEALTH AND SAFETY

5.5.5 Ground Shaking Evaluation

The Seismic Hazards Mapping Act (the Act) of 1990 (Public Resources Code, Chapter 7.8, Division 2) directs the California Department of Conservation, Division of Mines and Geology (DMG) to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use the Seismic Hazard Zone Maps in their land-use planning and permitting processes. The Act requires that site-specific geotechnical investigations be performed prior to permitting most urban development projects within the hazard zones. Evaluation and mitigation of seismic hazards are to be conducted under guidelines established by the California State Mining and Geology Board (1997; also available on the Internet at <http://www.consrv.ca.gov/dmg/pubs/sp/117/>).

This section of the evaluation report summarizes the ground motions used to evaluate liquefaction and earthquake-induced landslide potential for zoning purposes. Included, are ground motion and related maps, a brief overview on how these maps were prepared, precautionary notes concerning their use, and related references. The maps provided herein are presented at a scale of approximately 1:150,000 (scale bar provided on maps), and show the full 7.5-minute quadrangle and portions of the adjacent eight quadrangles. They can be used to assist in the specification of earthquake loading conditions for the analysis of ground failure according to the "Simple Prescribed Parameter Value" method (SPPV) described in the site investigation guidelines (California State Mining and Geology Board, 1997). Alternatively, they can be used as a basis for comparing levels of ground motion determined by other methods with the statewide standard. This section and the prior section addressing liquefaction and earthquake-induced landslide hazards, constitute a report series that summarizes development of seismic hazard zone maps in the State. Additional information on seismic hazard zone mapping in California can be accessed on the Internet at <http://www.consrv.ca.gov/dmg/shezp/>

Earthquake Hazard Model

The estimated ground shaking is derived from the seismogenic sources as published in the statewide probabilistic seismic hazard evaluation released cooperatively by the California Department of Conservation, Division of Mines and Geology, and the U.S. Geological Survey (Petersen and others, 1996). That report documents an extensive 3-year effort to obtain consensus within the scientific community regarding fault parameters that characterize the seismic hazard in California. Fault sources included in the model were evaluated for long-term slip rate, maximum earthquake magnitude, and rupture geometry. These fault parameters, along with historical seismicity, were used to estimate return times of moderate to large earthquakes that contribute to the hazard.

The ground shaking levels are estimated for each of the sources included in the seismic source model using attenuation relations that relate earthquake shaking with magnitude, distance from the earthquake, and type of fault rupture (strike-slip, reverse, normal, or subduction). The published hazard evaluation of Petersen and others (1996) only considers uniform firm-rock site conditions. In its report, however, the State extends the hazard analysis to include the hazard of exceeding peak horizontal ground acceleration (PGA) at 10% probability of exceedance in 50 years on spatially uniform conditions of rock, soft rock, and alluvium. These soil and rock conditions approximately correspond to site categories defined in Chapter 16 of the Uniform Building Code (ICBO, 1997), which are commonly found in California. The State report uses the attenuation relations of Boore and others (1997), Campbell (1997), Sadigh and others (1997), and Youngs and others (1997) to calculate the ground motions. The seismic hazard maps for ground shaking are produced by calculating the hazard at sites separated by about 5 km. Figures 5.5-3 through 5.5-5 show the hazard for PGA at 10% probability of exceedance in 50 years assuming the entire map area is firm rock, soft rock, or alluvial site conditions respectively. In Lynwood peak accelerations are .38-.39 in firm rock, .42-.43 in soft rock and .44-.45 in alluvium. The sites where the hazard is calculated are represented as dots and ground motion contours as shaded regions. The quadrangle of interest

10% EXCEEDANCE IN 50 YEARS PEAK GROUND ACCELERATION (g)

1998

FIRM ROCK CONDITIONS

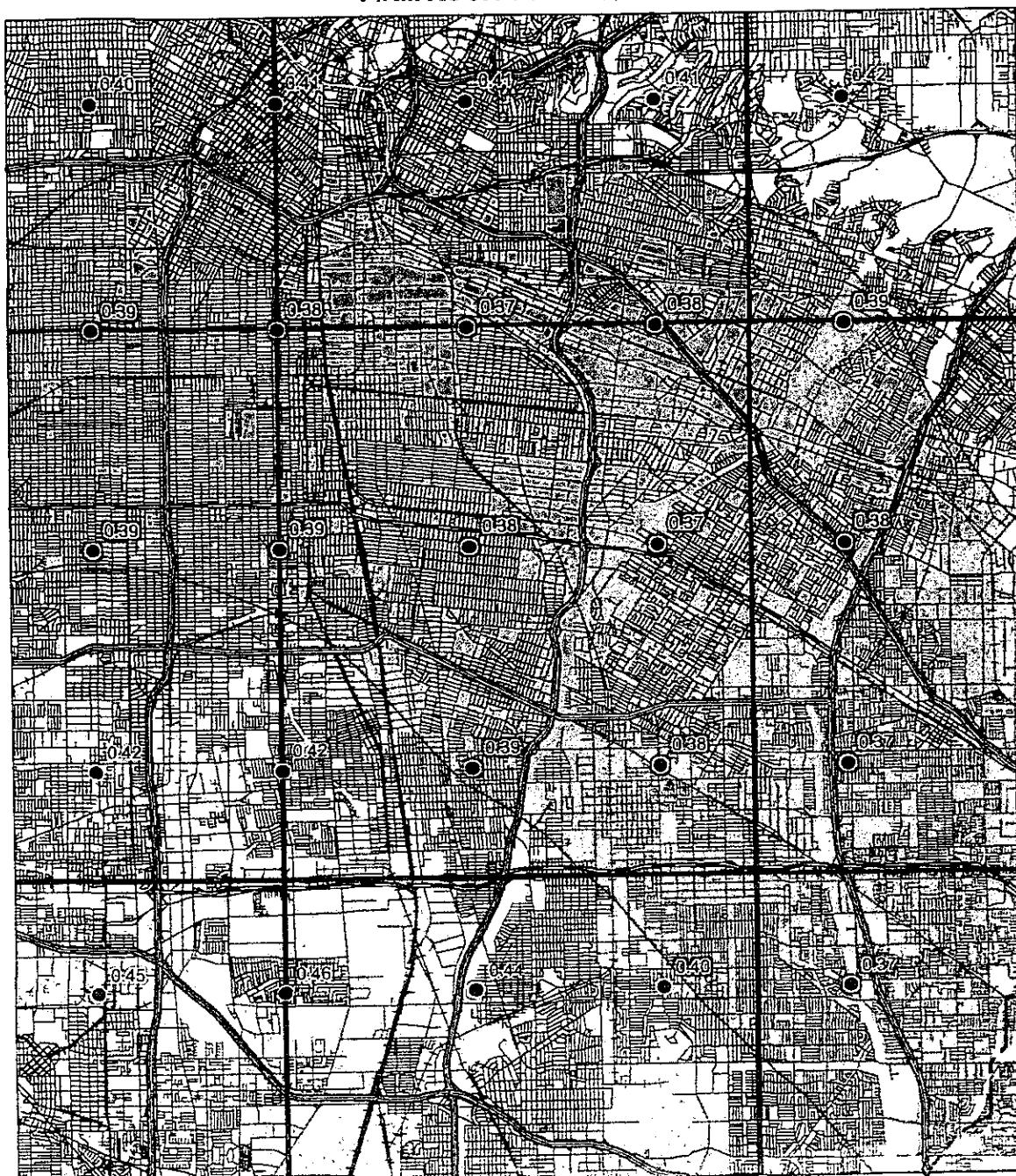
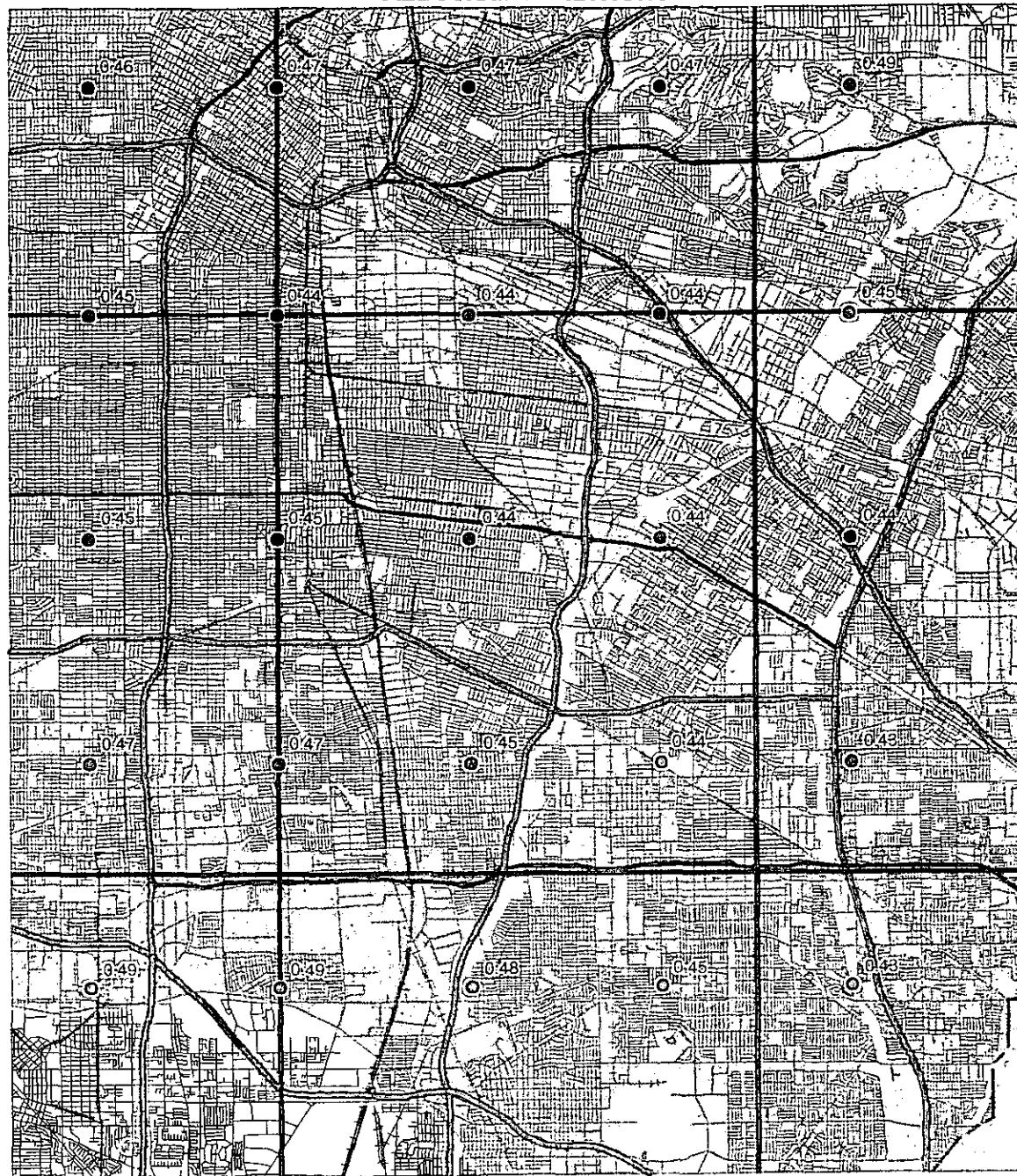


Figure 5.5-3
Firm Rock Ground Accelerations

10% EXCEEDANCE IN 50 YEARS PEAK GROUND ACCELERATION (g)

1998

ALLUVIUM CONDITIONS



Base map modified from MapInfo Street Works ©1998 MapInfo Corporation

0 2.5 5
Kilometers

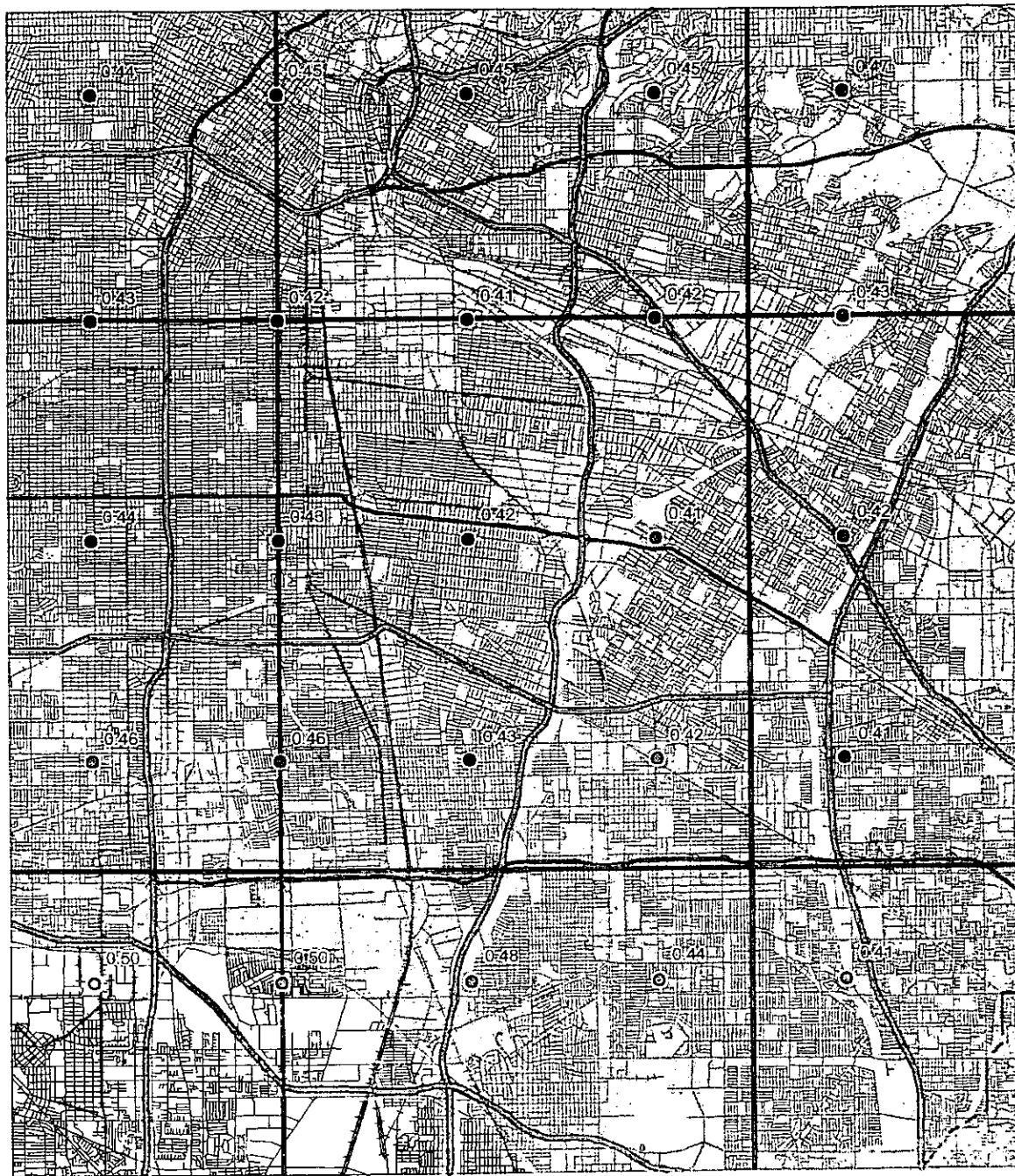
Department of Conservation
Division of Mines and Geology

Figure 5.5-4
Soft Rock Ground Accelerations

10% EXCEEDANCE IN 50 YEARS PEAK GROUND ACCELERATION (%)

1998

SOFT ROCK CONDITIONS



Department of Conservation
Division of Mines and Geology

Figure 5.5-5
Alluvial Ground Accelerations



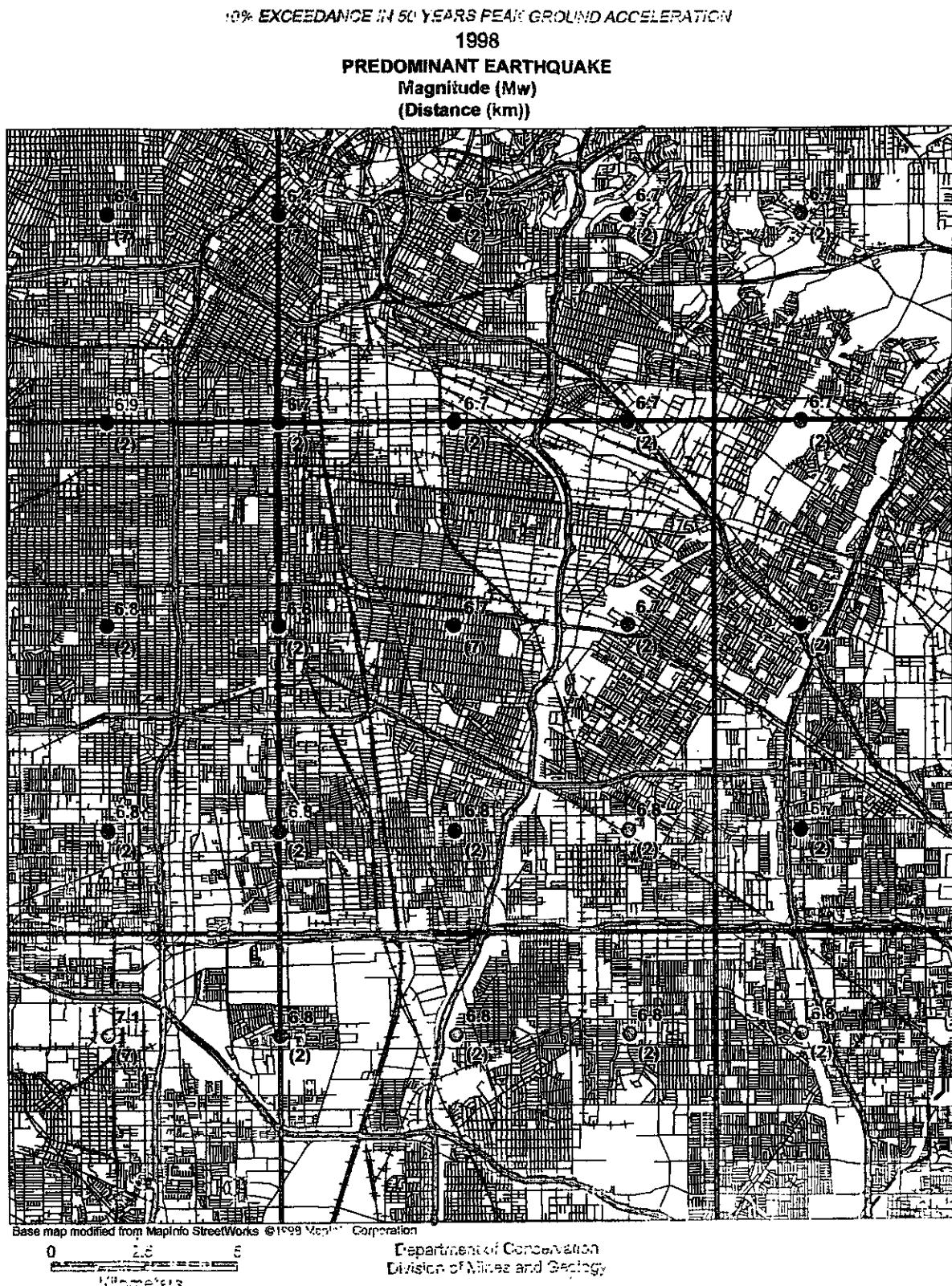


Figure 5.5-2
Predominant Earthquake

active faults that have not previously been recognized. Therefore, future versions of the hazard model may include other faults and omit faults that are currently considered.

5. A map of the predominant earthquake magnitude and distance is provided from the deaggregation of the probabilistic seismic hazard model. However, it is important to recognize that a site may have more than one earthquake that contributes significantly to the hazard. Therefore, in some cases earthquakes other than the predominant earthquake should also be considered.

Because of its simplicity, it is likely that the SPPV method (California State Mining and Geology Board, 1997) will be widely used to estimate earthquake shaking loading conditions for the evaluation of ground failure hazards. It should be kept in mind that ground motions at a given distance from an earthquake will vary depending on site-specific characteristics such as geology, soil properties, and topography, which may not have been adequately accounted for in the regional hazard analysis. Although this variance is represented to some degree by the recorded ground motions that form the basis of the hazard model used to produce Figures 5.5-3, 5.5-4, and 5.5-5, extreme deviations can occur. More sophisticated methods that take into account other factors that may be present at the site (site amplification, basin effects, near source effects, etc.) should be employed as warranted. The decision to use the SPPV method with ground motions derived from Figures 5.5-3, 5.5-4, and 5.5-5 should be based on careful consideration of the above limitations, the geotechnical and seismological aspects of the project setting, and the "importance" or sensitivity of the proposed building with regard to occupant safety.

5.6 EMERGENCY PREPAREDNESS

GOAL

EP-1

Provide planning, response, and recovery capabilities to deal with the range of natural and manmade disasters that could impact the community.

Policy EP-1.1

Education

Educate the public to the availability of the City's basic emergency operating plan.

Policy EP-1.2

Basic Emergency Operating Plan

Ensure that the City's basic emergency plan meets current federal, state, and local emergency requirements.

Policy EP-1.3

Emergency Response Teams.

Ensure that the City's emergency response teams are prepared to respond to the public's needs in any emergency situation

EMERGENCY PREPAREDNESS IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall develop a program to educate the public to the availability of the City's basic emergency operating plan and distribute a summary of the plan to community groups, schools, hospitals, church groups, and business associations, such as the Chamber of Commerce.	EP-1.1	City Manager's Office, Office of Emergency Preparedness	Within 1 year of adoption of General Plan
2.0 The City shall implement the policies and procedures of the City's basic emergency operating plan and review and update the plan a minimum of once every 5 years.	EP-1.1 EP-1.2	City Manager's Office, Office of Emergency Preparedness	Ongoing
3.0 Once a year, the County Fire and Sheriff Departments in conjunction with other community emergency response groups shall conduct mock emergency situations to test the workability of the City's emergency operating plan.	EP-1.3	Director of Emergency Services	Once a year

5.7 HAZARDOUS MATERIALS

GOAL

HM-1

Protect the public health, safety, and welfare through the planning and implementation measures for the siting, reporting, and transportation of hazardous materials in or through the City of Lynwood.

Policy HM-1.1

Education

Educate the public as to the types of household hazardous waste and proper method of disposal.

Policy HM-1.2

Household Hazardous Waste

Ensure that household hazardous waste is disposed of properly.

Policy HM-1.3

Hazardous Materials

Emergency Response Plan

Ensure the review, update, and implementation of the City's Hazardous Materials Emergency Response Plan on a continual basis.

Policy HM-1.4

Hazardous Waste Facility Siting

Ensure that new hazardous waste facilities and those commercial and industrial land uses that use or produce hazardous waste are sited in an appropriate manner.

Policy HM-1.5

Contamination Prevention

Protect soils and surface and groundwater from contamination.

Policy HM-1.6

Emergency Evacuation Routes

Require that haulers of hazardous substances use the City's evacuation routes.

HAZARDOUS MATERIALS IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall continue its programs to educate the general public about the types of hazardous materials that occur in the manmade environment, where hazardous materials can be disposed of, and the hazards to the environment if hazardous materials including household materials are not disposed of in an appropriate disposal	HM-1.1 HM-1.2	Fire Dept.	Ongoing

HAZARDOUS MATERIALS IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
facility. The program shall include coordination with the school district, Lynwood Chamber of Commerce, and various civic organizations.			
2.0 The City shall continue its household hazardous waste dropoff and transfer program. This program should include a biannual collection of hazardous materials.	HM-1.1 HM-1.2	County Fire Dept., County Environmental Health Dept.	Ongoing
3.0 The City shall require, as a component of the environmental review process, a Level I Hazardous Materials inventory for all development applications on vacant and redeveloped land.	HM-1.5	County Fire Dept. Community Development Dept. County Environmental Health Dept.	Development Review
4.0 The City shall review the Hazardous Materials Emergency Response Plan on an annual basis and include revisions to the plan based on regulatory requirements where necessary. Coordinate with the business community through the Lynwood Chamber of Commerce to inform them of the Hazardous Materials Emergency Response Plan and any updates or revisions to the plan.	HM-1.3	County Fire Dept.	Once a year
5.0 The City shall continue siting and enforcement criteria for businesses that use and produce hazardous materials. The criteria shall be adopted as a provision in the City's zoning ordinance.	HM-1.4 HM-1.5	Community Development Dept. County Fire Dept.	Ongoing

5.8 GEOLOGY AND SEISMICITY

GOAL**GEO-1**

Protect the public health, safety, and welfare and minimize the damage to structures, property, and infrastructure as a result of seismic activity.

**Policy
GEO-1.2**

Geologic Hazards
Discourage land uses that are considered critical from being located in areas subject to liquefaction hazards, fault rupture, landslides, and seismically induced seiches.

**Policy
GEO-1.3**

Seiches/Water Tanks
Provide safety to property, structures and human life in areas that may be subject to seiches from water tank rupture.

**Policy
GEO-1.4**

Hazardous Buildings
Require that all potentially hazardous buildings (i.e., unreinforced masonry, precast concrete tiltup, nonductile concrete frame, and soft-story buildings) within the City be inventoried and upgraded.

**Policy
GEO-1.4**

Seismic Safety by Design
Ensure that all new construction is designed to meet current safety regulations.

PUBLIC HEALTH AND SAFETY

GEOLOGY AND SEISMICITY IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who Responsible	is	Timeframe
Seismically Induced Ground Shaking				
1.0 The City shall require that all structures within the City be built to the latest seismic safety requirements of the California Uniform Building and Safety Code.	GEO-1.1 GEO-1.4	Community Development Dept.	Building Pla Check	
2.0 The City shall amend the City's zoning and building code to incorporate the latest Uniform Building Code seismic standards. Review of the seismic standards shall occur on an ongoing basis, and amendments to the City's applicable codes shall occur when necessary.	GEO-1.5	Community Development Dept.	Within 1 year of adoption o General Plan Ongoing updates	
3.0 The City shall require that water heaters in all new structures to be secured to a wall.	GEO-1.5	Community Development Dept.	Building Pla Check	
4.0 The City shall continue its program to inventory and seismically upgrade identified hazardous buildings within the City. The program shall be in compliance with Senate Bill 547, which requires local jurisdictions to develop a program that reduces the hazard of structural damage in existing unreinforced masonry buildings during seismic events. The program includes inventorying pre-1934 unreinforced masonry buildings within the City and developing a mitigation program that corrects the structural hazards identified with the inventoried buildings.	GEO-1.4	Community Development Dept.	Ongoing	
Liquefaction				
5.0 The City shall require a liquefaction report prepared by a California registered civil engineer practicing in soils engineering for each development proposal that is located within the liquefaction hazard zone.	GEO-1.2	Community Development Dept. Public Works Dept.	Development Review	

ENVIRONMENTAL RESOURCES

6.1 OPEN SPACE AND CONSERVATION

6.1.1 Purpose

The purpose of the Open Space and Conservation Element is to provide guidance for the management and preservation of open space lands and natural resources, including water resources, wildlife habitat and scenic resources. Conservation of natural resources and the provision and preservation of open space lands are important and necessary to maintaining a balanced and healthy community. With a built out City, thoughtful planning and management becomes increasingly important in helping to create open space and recreation lands. The Open Space and Conservation Element represents the City's commitment to environmental quality as a key component to land use planning.

In function and content, the Open Space Element and Conservation Element, as defined by state law, often overlap. The requirements of state law result in conservation elements, which are oriented toward the management of natural resources to prevent waste, destruction or neglect. The Open Space Element, in contrast, emphasizes open space as a land use and requires that preservation and management of natural resources be considered in land use planning and decision-making. This combined Open Space and Conservation Element describes conservation practices and open space lands, thereby meeting the requirements of both elements under law.

6.1.2 Background

The Open Space and Conservation Element is almost exclusively dedicated to the conservation of natural resources and open space lands. The comprehensive issues addressed in this

Element are directly related to many other General Plan Elements, including the Land Use, Circulation, Safety and, Water Resources.

Open space land is generally defined as any parcel or area of land or water, which is essentially unimproved and devoted to an open space use. Open space areas are mainly lands designated for the preservation of natural resources, including plant and animal species, for passive recreational uses and for the production of resources (Government Code 65560(b)).

Government Code Section 65566, also known as the Open Space Lands Act, requires that local governments prepare open space plans before adopting required open space related ordinances. The Act helps assure consistency between the open space plan and zoning regulations.

Government Code Section 65561 states that the preservation of open space land is necessary, not only for the maintenance of the economy of the state, but also for the assurance of the continued availability of land for the production of resources, the enjoyment of scenic beauty, and for recreation and use of natural resources.

Government Code Section 65302(d) requires that General Plans include elements, which address resource conservation issues. It also sets forth other topics that may be addressed.

6.1.3 Resource Conservation

Demands on resources increase relative to increases in population. For this reason it becomes necessary for a community to periodically reassess its uses of these resources, particularly those that are finite and nonrenewable, or those that are critical to life support such as air and water. Furthermore, communities should be proactive in their attempt to be efficient and ecologically aware of the region and its limitations. Although the

traditional need for resource conservation concerned itself with natural resources, it is also important for a community to assess the man-made cultural and historic resources it wishes to preserve for future residents. The following discussions offer a brief overview of Lynwood's natural and cultural resources.

Biological Resources

Due to the highly urbanized nature of the City, the native vegetation of this area (i.e. grasses) has been replaced with exotic plant species introduced through the landscaping of the urban uses. The wildlife for once the natural vegetation once served as habitat has also been displaced. The wildlife currently found within the City consists of those species typically associated with an urban environment.

Historical Resources

The area that is presently the City of Lynwood consisted primarily of barley fields, groves of willow trees, and marshland until the late 1800's, when the parceling of the Lugo Home Ranch began. As a result, there was a large influx of settlers in the area and in the early 1880's the settlers built their first schoolhouse. In 1896, the Sessions family purchased part of the Lugo Ranch tract and established a dairy. It was named the Lynwood Dairy after Mrs. Session's maiden name, Miss Lynn Wood. By 1905, the Pacific Electric Railway had constructed a milk stop at a dirt road crossing (now Long Beach Boulevard) where the Lynwood Dairy was located and called it the Lynwood siding. The name stuck and in 1913, the Lynwood Company purchased 800 acres of land in the area for subdivision purposes. By 1918, sales were waning and the Lynwood Company turned its sales office over to residents for use as a community center. When Lynwood became an incorporated City in 1921, this building became the first City Hall. By 1930, Lynwood had an estimated population of 7,300.

Recreation Resources

Park and recreational facilities in the City of Lynwood are maintained by the Lynwood Recreation Department. There are 46 acres of park land in the City and 52 acres of school

playgrounds, which are available to local residents during off school hours. The two largest parks in the City are Ham Park and Lynwood Park. In addition, the Lynwood City Park and Civic Center has a natatorium with an Olympic size swimming pool, the Bateman Assembly Hall Complex. This facility offers a gym, meeting rooms and offices for the Department of recreation. The City recently completed a skateboard park directly across from City Hall. The City recently acquired park properties located between the I-710 Long Beach Freeway and the Los Angeles River. Surplus Caltrans property located just northwest of the intersection of the I-105 Century Freeway and the I-710 Long Beach Freeway may be suitable as additional park land within the City.

Water Resources

No surface water bodies are found in the City of Lynwood; however, the Los Angeles River forms the eastern boundary of the City. The Gaspar Aquifer lies below the City. The aquifer is 23 miles long and 1 to 5.5 miles wide, with a maximum depth of 150 feet at the Rio Hondo and a maximum thickness of 120 feet.

Although Flooding was a serious problem in Lynwood in the first half of the 20th Century, the complete channeling of the Los Angeles and Rio Hondo Rivers during the 1950's has eliminated many of the problems.

Energy Resources

Energy resources are integral in residential, commercial and industrial land uses, and especially in transportation. Currently, the majority of energy is derived from nonrenewable or environmentally damaging sources. In addition, most energy is not produced on a local or even regional scale and therefore can be expensive, inefficient and unreliable. Energy conservation has become a major theme to energy usage in California. The basic concepts of energy conservation are using energy resources more efficiently through improved technology; the effective use of building design standards; reducing unnecessary use and dependence on nonrenewable sources; and conserving related resources. Development of renewable and alternative energy sources

should also be a key component to energy conservation. Not only are renewable resources environmentally benign, they can be produced on a local scale, and are therefore more dependable and efficient. The development of these renewable energy resources in conjunction with energy conservation measures will help to continue to meet the energy demands of the City.

6.1.4 Open Space Lands

Open space lands perform a number of vital functions in an urban environment. Incorporation of open space within a land use plan offers relief and contrast to high-density development, thereby establishing an attractive setting for urban activities and contributing to a community's quality of life. Open space can be utilized to establish edges or boundaries to a community or neighborhood, serve as a buffer between incompatible land uses, or provide opportunities for recreational activities. Protection of sufficient open space land promotes environmental quality by safeguarding valuable resources and maintaining the integrity of natural systems. Furthermore, access to open space areas, and preserving scenic landscapes and recreational areas are critical components of livable communities and healthy economies. By and large, open space and land conservation benefit communities environmentally as well as economically.

In general, the State recognizes four broad categories of open space land including: open space for the preservation of natural resources, open space for resource management, open space for recreation, and open space for public health and safety. The following discussion defines each of these open space categories. While not all of these designations are relevant to the City and its sphere of influence, they are applicable on a regional level.

Open Space for the Preservation of Natural Resources

Open space for the preservation of natural resources refers to areas required for the protection of scenic resources, plant and animal species and crucial habitat, as well as areas required for ecologic reserves and scientific

study. Habitat conservation in the Southern California has become increasingly important due to the amount of federally listed species in the State. There are many areas within the County that are dedicated to the preservation and protection of plant and wildlife species.

Open Space for Resource Management

Open space for the management of natural resources refers to those lands that contain resources which are utilized and developed, such as agricultural lands, areas containing major mineral deposits, areas of economic importance for the production of food or energy, and areas required for recharging groundwater or for water storage.

Open Space for Recreation

Open space for outdoor recreation includes areas of outstanding scenic, historic and cultural value, areas that are suitable for park and recreational purposes, and areas that can serve as links between major recreation and open space reservations, including utility easements and trails and scenic highways corridors.

Public and private golf courses comprise a substantial portion of open space lands in surrounding areas. Parks, discussed above, are another important source of open space for recreation. In addition to the active recreational opportunities that the City's parks provide, there are also numerous trails and facilities throughout the region that support passive recreation on a regional scale, such as the bicycle trail on the Los Angeles River.

Open space resources in the City of Lynwood are predominately limited to existing parks. Local parks are administered and maintained by the Lynwood Recreation and Parks Department, which is headquartered in the community center in Lynwood Park. The department is responsible for the operation and function of all park playgrounds and facilities, including Lynwood Park, Ham Park, Lindberg Park, the natatorium, Bateman Hall, the Community center, the Teen Resource Center, and the State Street rotary circles (Carnation Park and Rose Park). Public recreational programs are organized and supervised by the Lynwood

Recreation and Parks Department. The Department also plans and coordinates social activities such as entertainment, road trips, day camps and tours for all ages.

Lynwood park is centrally located, and Ham Park is near the eastern edge of the City. Lindberg Park is adjacent to Lindberg Elementary School in the City's southwest quadrant. More recent developments concerning parks includes the newly constructed skateboard park located across the street from City Hall, the recently acquired park space at the Los Angeles River south of Imperial Highway. The School District is currently negotiating with the City for the development of a 1,600 student high school at Ham Park. At the present time a portion of the existing park facilities will be subject to joint use. The park facilities within the City are listed in Table 6.1-1 and illustrated in Figure 6.1-1.

Open Space for Public Health and Safety

Open space for public health and safety refers to those lands that require special management or regulation because of hazardous or special conditions, such as earthquake fault zones, floodplains, unstable soil areas, and high fire areas. Although these lands remain open, due to hazardous conditions, they have potential for other open space uses. Flood control facilities may be usable for wildlife habitat and for recreational

purposes. Land located along fault lines can remain in its natural condition as a wildlife corridor. In the planning area and immediate vicinity, this category of Open Space is associated with the flood control facilities for the Los Angeles River.

Land Acquisition

One way to ensure the development or preservation of natural resources is through the designation of open space. Open space regulation provides means and methods of obtaining open space lands, and allowing land to be preserved for the good of the community. In California, many conservation programs and legislative enactments have been put into effect, including the Conservation Easement Act, Open

Space Easement Act of 1974 and the Scenic Deed Act.

Programs and Legislative Enactments

To facilitate the continued preservation of open space in California, a number of conservation programs and legislative measures have been enacted. The following discussion presents a brief description of legislation associated with open space and natural resources conservation.

The Conservation Easement Act

The Conservation Easement Act (Civil Code Sections 815-816) was established to encourage the dedication of open space lands for ongoing conservation. A conservation easement is a voluntary agreement that allows a landowner to limit the type or amount of development on their property, while retaining private ownership of the land. The easement is binding to successive owners of the land. The purpose of a conservation easement is to retain land predominantly in its natural, scenic, historical, agricultural, forested, or open space condition. By granting conservation easements, a landowner can assure that the property will be protected forever, regardless of who owns the land in the future.

Open Space Easement Act

The Open Space Easement Act of 1974 (Government Code Sections 51070-51097) provides another mechanism for preserving open space land. This gives local governments the authority to accept easements granted to them or non-profit organizations for the purpose of conserving open space and agricultural lands.

The Scenic Easement Deed Act

The Scenic Easement Deed Act (Government Code Sections 6950-6954) authorizes local governments to purchase fee or scenic easements, but there is no special mechanism for obtaining them. Land uses are regulated by the Act, and local governments are authorized to adopt an ordinance, which establishes open space covenants with property owners.

Table 6.1-1 Park Facilities

Facility	Area (Acres)	Amenities
Lynwood Park Century Boulevard	32.4	Lighted tennis courts, baseball and softball fields, small ball fields, shuffleboard courts, horseshoe pits playground equipment and children's sand area, picnic shelters, wading pool, fire ring area, restrooms, gazebo, basketball courts, volleyball area, senior citizen center, skateboard park.
Community Center Lynwood Park		Gym, meeting rooms
Natatorium Lynwood Park		50 meter swimming pool, (ten months per year), locker rooms, showers.
Teen Resource Center 11409 Birch Street		Multi-use facility, games, tutoring.
Ham Memorial Park Wright Road	10.2	Lighted softball field, picnic areas with tables and barbecue braziers, basketball court, wall board, tether ball poles, volleyball court, enclosed patio, meeting rooms, art house, playground equipment with children's sand area
Lindbergh Park El Segundo Boulevard	.5	Playground equipment with children's sand area, picnic area with tables and barbecue braziers.
Bateman Hall Civic Center		Auditorium (600 seats). Two meeting rooms (each 150 capacity), dining and kitchen facilities.
Carnation Park and Rose Park State Street	3.0	Landscaped rotary circles.
Bikers Park		Recently acquired surplus Caltrans property at the Los Angeles River south of Imperial.
TOTAL OPEN AREA	46.1	

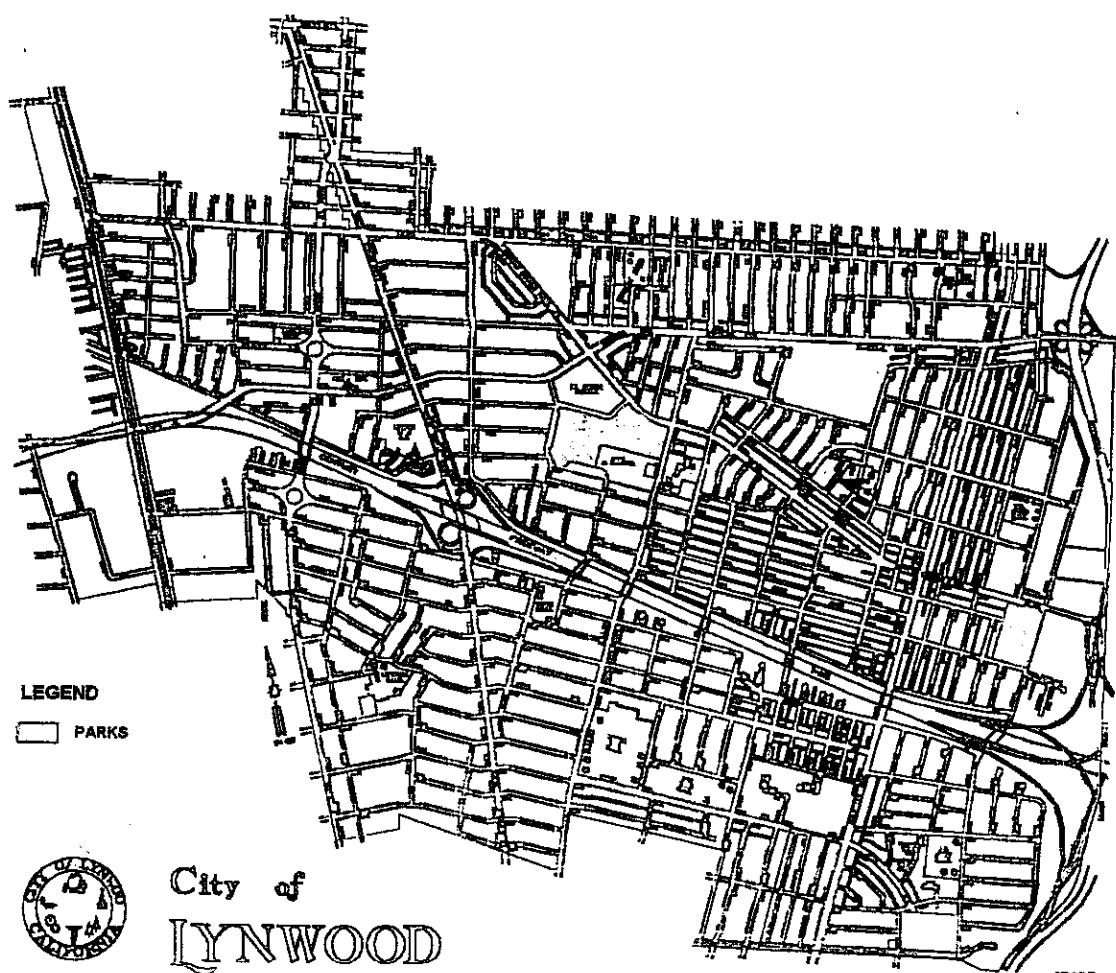


Figure 6.1-1
Park Facilities

ENVIRONMENTAL RESOURCES

Public Land Trusts

A public land conservation trust is another mechanism devoted to protecting open space, agricultural lands, wildlife habitats and natural resource lands. Land trusts achieve their objectives primarily through acquiring and managing interests in land. Land conservation trusts can help to preserve open space and resource lands in a variety of ways. Trusts funds can be used to acquire fee simple interest in real estate to then manage or lease back holdings, or to purchase conservation easements that protect sensitive land from development.

Since they are less restrained by formalities and regulations, private land trusts are usually able to respond more quickly than governmental entities to purchasing opportunities. They also have more experience to help public agencies with the technicalities of acquisition. A public land trust helps to preserve environmentally sensitive open space and conservation lands, pursue State and Federal financing with grants and loans, and other assistance methods for the preservation of open space.

Methods of Funding Open Space

Viable funding mechanisms are essential to financing the acquisition and management of open space lands. These mechanisms may include State obligation bonds, grants and tax increment financing. In addition to these funding mechanisms, the Legislature has helped organizations create grant and loan programs that can aid open space financing. These State programs are available on a competitive basis for specific projects, and include:

Land and Water Conservation Fund/Department of Parks and Recreation.

Habitat Conservation Program/Department of Parks and Recreation.

Simms Trail Bill/ Department of Parks and Recreation.

Public Access Program/ Department of Fish and Game.

Wildlife Conservation Board
Program/Department of Fish and Game.

Urban Forestry Program/California
Department of Forestry

6.2 OPEN SPACE AND CONSERVATION PLAN

GOAL**OS-1**

Ensure the public enjoyment of open space by providing open space recreational opportunities, preserving sensitive natural resources, and promoting the use of open space within public and private developments.

**Policy
OS-1.1****Open Space Acquisition**

Acquire and develop additional park land within the City.

**Policy
OS-1.2****Development Exclusions**

Maintain as permanent open space all utility easements, drainage ways, streambeds, and power transmission line rights-of-way.

**Policy
OS-1.3****Trails Linking Open Space**

The City shall ensure that pedestrian, hiking, equestrian, and biking trails are provided to link open space areas to the greatest extent feasible.

**Policy
OS-1.4****Public Access**

The City shall ensure that areas designated as open space for public use remain accessible to the general public.

OPEN SPACE IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0. Apply for grants at the State and Federal level for acquisition funds. Acquire additional parklands as sites become available including private and public property and useable Caltrans property.	OS-1.1	City Manager Parks and Recreation Dept.	Ongoing
2.0. Require that all tentative tract maps indicate drainage ways, streambeds, sensitive sites, significant site features such as mature trees, and utility corridor rights-of-way	OS-1.1	Community Development Dept.	Ongoing
3.0. Require all development proposals that propose public open space be indicated as such on the site plans and/or tentative tract maps. Plans shall clearly indicate access to the open space areas as public	OS-1.1 OS-1.2 OS-1.3 OS-1.4	Community Development Dept.	Ongoing
4.0. Review all development proposals for visual impacts and compatibility with the community design policies of the General Plan.	OS-2.3 OS-1.2 OS-1.3	Community Development Dept.	Ongoing

6.3 SOILS

GOAL**S0-1**

Ensure the protection of soils from erosion by wind and water.

Policy**SO-1.1****Soil Erosion from Grading**

The City shall control grading of land to minimize the impact of soil erosion from wind and water.

SOIL IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall continue to implement its soil erosion control management plan. The City shall periodically solicit comments and recommendations from the South Coast Air Quality Management District when revising plans.	SO-1.1 SO-1.2	Community Development Dept. Public Works Dept.	Ongoing
2.0. The City shall review all grading plans for consistency with the soil erosion control requirements.	SO-1.1 SO-1.2	Community Development Dept. Public Works Dept.	Ongoing

6.4 WATER RESOURCES

GOAL
WR-1

Protect surface and subsurface water resources in the water basin that are impacted by actions within the City.

Policy
WR-1.1

Ensure Clean Water
The City shall ensure that development and redevelopment projects do not degrade surface waters and groundwater basins.

GOAL
WR-2

Require sound water conservation measures to ensure water availability to all persons living, working, and visiting the City.

Water Conservation

The City shall ensure that water conservation measures are implemented in all development projects.

Policy
WR-2.1

Reclaimed Water
The City will work with all providing agencies and developers to ensure that reclaimed water is made available and is used in the City.

Policy
WR-2.2

WATER RESOURCES IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall require that all new developments adhere to the NPDES permit program for stormwater discharge.	WR-1.1	Community Development Dept. Public Works Dept.	Ongoing
2.0. The City shall continue to prohibit the discharge of commercial and industrial wastewater into the groundwater basin.	WR-1.1	Public Works Dept.	Ongoing
3.0. The City shall work to remove the septic tanks in the central eastern portion of the City.	WR-1.1	Public Works Dept.	Within 2 years of General Plan Adoption
4.0. The City shall continue to implement the public education program on water conservation.	WR-2.1	Community Development Dept. Public Works Dept.	Ongoing
5.0. The City shall require that all new construction be equipped with water-conserving plumbing fixtures that conform to State statutes and codes.	WR-2.1	Community Development Dept.	Ongoing

ENVIRONMENTAL RESOURCES**WATER RESOURCES IMPLEMENTATION MEASURES**

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
6.0. The City shall encourage the use of drought-tolerant landscape planting in all new developments.	WR-2.1	Community Development Dept.	Ongoing
7.0. The City shall work with developers and the agencies to use recycled water in projects.	WR-2.2	Public Works Dept.	Ongoing

6.5 ENERGY CONSERVATION

GOAL
EC-1

Promote the conservation of energy resources in new and existing developments.

Energy Conservation Measures
Policy
WR-2.1

The City shall ensure that energy conservation measures are implemented in all development projects.

ENERGY CONSERVATION IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
1.0 The City shall require the incorporation of energy-conserving features in new construction and remodels in accordance with State law.	EC-1.1	Community Development Dept. Development Review	Building Permit Ongoing
2.0. The City shall promote and encourage the use of energy conservation programs available through SCE, the State of California, and Los Angeles County.	EC-1.1	Community Development Dept. Public Works Dept.	Ongoing
3.0. Through the building review process, the City shall encourage the use of solar power for water and space heating in areas where feasible.	EC-1.1	Community Development Dept.	Development Review Building Permit
4.0 Through the design review process, the City shall encourage developers to design and orient projects in a manner that increases energy efficiency.	EC-1.1	Community Development Dept.	Development Review Ongoing
5.0. The City shall work with SCE to develop and facilitate programs to reduce electrical demand in residential, commercial and industrial developments.	EC-1.1	Public Works Dept. Community Development Dept.	Ongoing

ENVIRONMENTAL RESOURCES

6.6 AIR QUALITY

The residents of southern California pay for air pollution with:

- increased episodes of respiratory infections and other illnesses;
- increased number of days of discomfort and missed days from work and school;
- increased use of medications to relieve eye and throat irritation, headache, nausea, and aggravated asthma;
- shortened life spans; and
- reduced visibility.

Polluted air also damages agriculture, the natural environment, and human-made materials. Improving air quality enhances public health and produces economic benefits that offset, in whole or in part, the costs of attaining clean air.

The overall strategy for reducing air pollution in the district is contained in the 1997 Air Quality Management Plan (AQMP), which is the most current Board adopted AQMP. The AQMP provides control measures that reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. The AQMP is discussed further in Section 3.6.

A socioeconomic impact analysis was conducted for the 1997 AQMP prepared by the South Coast Air Quality Management District (SCAQMD). According to the socioeconomic impact analysis, the 1997 AQMP is projected to yield an average annual benefit of \$1.84 to \$1.93 billion from 1997 to 2010, which includes \$774-860 million for averted illness and higher survival rates, \$473 million for visibility improvements, \$404 million for congestion relief, \$156 million for reduced damage to materials, and \$33 million for increased crop yields. Implementing the 1997 AQMP is projected to lower PM10 and ozone concentrations below the federal standards in certain areas of the district, providing even greater air quality benefits in those areas. When those additional improvements are accounted for, the total mortality benefit of the 1997 AQMP rises on

average to approximately \$4.5 billion annually, (SCAQMD, 1997).

Not all the benefits associated with implementing the AQMP can be quantified. The health benefits do not include benefits resulting from reduced emissions of pollutants other than PM10 and ozone. Reductions of other criteria pollutants; in vehicle hours traveled; and damage to plants, livestock, and forests were not quantified. Further research is needed before the benefits of these effects of the 1997 AQMP can be quantified.

SENSITIVE RECEPTORS

Some people are especially sensitive to air pollution emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as sensitive receptors.

CATEGORIES OF EMISSION SOURCES

Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

STATIONARY SOURCES

Stationary sources are divided into two major subcategories: point and area sources, as described in the following paragraphs.

Point sources consist of a single emission source with an identified location point at a facility. Facilities could have multiple point sources located onsite. Stationary point sources are usually associated with manufacturing and industrial processes. Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc.

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Area sources are small emission sources that are widely distributed, but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters; painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray.

MOBILE SOURCES

Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways.

Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments.

REGULATED POLLUTANTS

Pollutants regulated by the federal and state Clean Air Acts or other laws fall under three categories:

- criteria air pollutants,
- toxic air contaminants, and
- global warming and ozone-depleting gases.

Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by sampling concentrations in the air; toxic air contaminants are measured at the source and in the general atmosphere, and global warming and ozone-depleting gases are not monitored but are subject to federal and regional policies that call for their reduction and eventual phaseout.

CRITERIA AIR POLLUTANTS

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards, for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with an adequate margin of safety. For some pollutants, there are also secondary standards to protect the environment.

National Ambient Air Quality Standards (NAAQS). The U.S. Environmental Protection Agency (USEPA) has established ambient air quality standards for the following air pollutants:

- ozone (O_3),
- nitrogen dioxide (NO_2),
- carbon monoxide (CO),
- sulfur dioxide (SO_2),
- lead (Pb),
- inhalable particulate matter (PM10), and
- fine particulate matter (PM2.5)¹.

California Ambient Air Quality Standards. The California Air Resources Board (ARB) has also established ambient air quality standards for the six pollutants regulated by the USEPA. Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following pollutants or air quality conditions:

- sulfates,
- vinyl chloride, and
- visibility.

Table 6.6-1 lists the current national and California ambient air quality standards for each criteria pollutant.

¹ In May, 1999, the Federal Court of Appeals in Washington, D.C. overturned the PM2.5 standard. Pending the court decision on the rehearing, the new standard cannot be implemented. It is possible for the USEPA to re-promulgate the standard with a more adequate explanation, if the appeal is denied.

Criteria air pollutant concentrations are typically higher in the Basin than in any other area of the country because of the region's climate, geographical setting, and high concentrations of industry and motor vehicles. Although still high, pollutant concentrations have declined sharply throughout the 1990s. Air quality in 1996 was the best recorded since air pollution agencies began monitoring air pollution in this region in the 1940s prior to the creation of the SCAQMD. Table 6.6-2 lists the primary emission sources of the criteria pollutants and some of the harmful effects of the pollutants. The following paragraphs describe the source and health effects of the criteria pollutants. The SCAQMD publication entitled "Where Does It Hurt?" provides additional health-related information on these pollutants.

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of fuels. Motor vehicles are the main source of this gas. CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs in the body. The ambient air quality standard for carbon monoxide is intended to protect persons whose medical condition already compromises their circulatory system's ability to deliver oxygen. These medical conditions include certain heart ailments, chronic lung diseases, and anemia.

Persons with these conditions have reduced exercise capacity even when exposed to relatively low levels of CO. Fetuses are at risk because their blood has an even greater affinity to bind with CO. Smokers are also at risk from ambient CO levels because smoking increases the background level of CO in their blood. The Basin is designated as a serious nonattainment area for carbon monoxide by both USEPA and ARB.

Nitrogen Dioxide. NO₂ is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in young children has also been observed at concentrations below 0.3 part per million (ppm). NO₂ absorbs blue light; the result is a brownish red cast to the atmosphere and reduced visibility. Although NO₂ concentrations have not exceeded

Table 6.6-1
National and California Ambient Air Quality Standards

Pollutants		National Standards		State Standards	
Lead (Pb)		1.5 (calendar quarter)	µg/m ³	1.5 (30-day average)	µg/m ³
Sulfur (SO ₂)	Dioxide	0.14 (24-hour)	ppm	0.25 (1-hour) 0.05 (24-hour)	ppm ppm
Carbon (CO)	Monoxide	9.0 (8-hour) 35 (1-hour)	ppm	9.0 (8-hour) 35 (1-hour)	ppm ppm
Nitrogen (NO ₂)	Dioxide	0.053 (annual average)	ppm	0.25 (1-hour)	ppm
Ozone (O ₃)		0.12 (1-hour)	ppm	0.009 (1-hour)	ppm
Fine Particulate Matter (PM10)		150 (24-hour)	µg/m ³	50 (24-hour)	µg/m ³
Sulfate		None		25 (24-hour)	µg/m ³
Visual Range		None		10 miles w/humidity < 70 percent	(8-hour)

Table 6.6-2
Primary Sources and Effects of Criteria Pollutants

Pollutants	Source	Primary Health Effects
Lead (Pb)	Contaminated soil	Impairment of blood function and nerve construction Behavioral and hearing problems in children
Sulfur Dioxide (SO ₂)	Combustion of sulfur-containing fossil fuels Smelting of sulfur-bearing metal ores Industrial processes	Plant injury Reduced visibility Deterioration of metals, textiles, leather, finishes, coatings, and so on Irritation of eyes Reduced lung infection Aggravation of respiratory diseases (asthma, emphysema)
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust Natural events, such as decomposition of organic matter	Plant injury Reduced visibility Deterioration of metals, textiles, leather, finishes, coatings, and so on Irritation of eyes Reduced lung infection Aggravation of respiratory diseases (asthma, emphysema)
Nitrogen Dioxide (NO ₂)	Motor vehicle exhaust High-temperature stationary combustion Atmospheric reactions	Aggravation of respiratory illness Reduced visibility Reduced plant growth Formation of acid rain
Ozone (O ₃)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Plant leaf injury Irritation of eyes Aggravation of respiratory and cardiovascular diseases Impairment of cardiopulmonary function
Fine Particulate Matter (PM _{2.5})	Stationary combustion of solid fuels Construction activities Industrial processes Atmospheric chemical reactions	Soiling Reduced visibility Aggravation of the effects of gaseous pollutants Increased cough and chest discomfort Reduced lung function Aggravation of respiratory and cardio-respiratory diseases

national standards since 1991 and the state hourly standard since 1993, NO_x emissions remain of concern because of their contribution to the formation of O₃ and particulate matter. The Basin is currently designated as nonattainment for NO₂ by both USEPA and ARB. In 1997, the SCAQMD applied for redesignation to attainment for NO₂ since there have been no violations of the federal NO₂ NAAQS. An area must have at least three years with no violations of the NO₂ NAAQS before it can be designated as an attainment area for that criteria pollutant.

Ozone. O₃ is one of a number of substances called photochemical oxidants that is formed when volatile organic compounds (VOC) and NO_x react in the presence of ultraviolet sunlight. O₃ concentrations are higher in the Basin than anywhere else in the nation, and the damaging effects of photochemical smog, which is a popular name for a number of oxidants in combination, are generally related to the concentrations of O₃. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the subgroups most susceptible to O₃ effects. Short-term exposures (lasting for a few hours) to O₃ at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient O₃ levels and increases in daily hospital admission rates, as well as mortality, has also been reported. Figure 6 shows how often the O₃ standard is exceeded in the Basin compared to other areas of the United States. Although O₃ concentrations declined between 1991 and 1996 to the lowest levels since monitoring began, the Basin continues to have peak O₃ levels that are more than two times higher than the national standard and nearly three times higher than the more stringent state standard. The Basin is designated by both the USEPA and the ARB as an extreme ozone nonattainment area.

In July 1997, the USEPA issued a new ozone air quality standard based on an 8-hour average exposure (the current federal ozone air quality

standard is based on an 1-hour average period). The new 8-hour average ozone air quality standard provides for greater health protection. Under Presidential Orders, new emission controls to meet the 8-hour ozone standard will not be required until the region attains the current 1-hour ozone standard. Thus, current regulatory control continues to focus on attaining the 1-hour ozone standard with the recognition that these controls will have benefits toward attaining the 8-hour ozone standard.

In May, 1999, the Federal Court of Appeals in Washington, D.C. overturned the 8-hour ozone standard. Pending the court decision on the rehearing, the new standard cannot be implemented. It is possible for the USEPA to re-promulgate the standard with a more adequate explanation, if the appeal is denied.

Particulate Matter Less than 10 Microns in Diameter and Fine Particulate Matter. PM10 consists of extremely small suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM10 arises from such sources as road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed in the atmosphere from NO and SO₂ reactions with ammonia. PM10 scatters light and significantly reduces visibility.

Inhalable particulates pose a serious health hazard, alone or in combination with other pollutants. More than half of the smallest particles inhaled will be deposited in the lungs and can cause permanent lung damage. Inhalable particulates can also have a damaging effect on health by interfering with the body's mechanism for clearing the respiratory tract or by acting as a carrier of an absorbed toxic substance. For PM10, EPA designates the Basin as serious nonattainment while ARB designates the Basin as simply nonattainment.

In July 1997, the USEPA established a new fine particulate matter (PM2.5) standard, in addition to the PM10 standard. PM2.5 is defined as particulate matter with diameter less than 2.5 microns and is a subset of PM10. PM2.5 consists mostly of products from the reaction of NO_x and SO₂ with ammonia, secondary

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organics, and finer dust particles. Deadlines for meeting this standard will be ten years after the region is designated as nonattainment by the USEPA.

In May, 1999, the Federal Court of Appeals in Washington, D.C. overturned the PM2.5 standard. Pending the court decision on the rehearing, the new standard cannot be implemented. It is possible for the USEPA to re-promulgate the standard with a more adequate explanation, if the appeal is denied.

Sulfur Dioxide. Sulfur dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM10. The Basin is considered an SO_2 attainment area by USEPA and ARB.

Lead. Lead (Pb) concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations were recorded at these stations in 1996. Consequently, the Basin is designated as an attainment area for lead by both the USEPA and ARB.

Volatile Organic Compounds. It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions which

contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM10 and lower visibility levels.

Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis, even at low concentrations. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

CAUSES OF POOR AIR QUALITY

In the Basin, three factors contribute to the region's ozone problem:

- emissions,
- geography, and
- meteorology.

EMISSIONS

Ozone is created from photochemical reactions involving NO_x emissions. The presence of VOC emissions enhances the formation of ozone from NO_x . Emission sources may be as small as individual cans of solvents and household sprays and as large as an electrical power plant. In 1993, the baseline year for the 1997 AQMP, total emissions of criteria pollutants into the Basin's atmosphere added up to a daily average of 1,320 tons of VOC, 8,660 tons of CO, 1,290 tons of NO_x , 430 tons of PM10, and 100 tons of sulfur oxides (SO_x).

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Vehicular sources accounted for nearly 99 percent of the CO emissions, approximately 77 percent of the SO_x emissions, 88 percent of the NO_x emissions, and 65 percent of VOC emissions.

In 1993, stationary sources contributed approximately 37 percent of total PM10 emissions, mobile sources (both on-road and off-road) contributed approximately 10 percent of total PM10 emissions, and entrained road dust contributed approximately 53 percent of total PM10 emissions.

GEOGRAPHY

The Basin is surrounded by mountains on three sides and the Pacific Ocean on the remaining side. The mountains serve as a barrier, preventing ready dispersion of pollutant concentrations. Prevailing wind patterns off the ocean carry pollutants eastward across the Basin, enabling continual photochemical reactions to occur as new emissions are added to existing pollutant concentrations. Intense sunlight, present at the latitude of the Basin, provides the ultraviolet light necessary to fuel the photochemical reactions that produce ozone.

METEOROLOGY

Compared with other urban areas in the United States, metropolitan Los Angeles has a low average wind speed. Mild sea breezes slowly carry pollutants inland. An inversion layer, which is a layer of warm air that lies over cooler, ocean-modified air, often acts as a lid, preventing air pollutants from escaping upward. In the summer, these temperature inversions are stronger than in winter and prevent ozone and other pollutants from escaping upward and dispersing. In the winter, a ground-level or surface inversion commonly forms during

the night and traps CO emitted by vehicles during the morning rush hours.

EPISODE LEVELS OF OZONE POLLUTION

To protect public health, the SCAQMD has initiated a system to warn the public of severe pollution levels in the air (Regulation VII - Emergencies). The ARB has defined episode levels of ozone air pollution as follows.

Health Advisory Levels. Health advisory levels occur when hourly ozone concentrations equal or exceed 0.15 ppm. At this level, residents are advised to avoid prolonged, vigorous outdoor exercise, and persons with respiratory or coronary disease should avoid exercise.

First-Stage Episodes. First-stage episodes occur when hourly ozone concentrations equal or exceed 0.20 ppm. At these times, persons with respiratory or coronary artery disease should be notified to take precautions against exposure and should stay indoors as much as possible. Schools are also notified to advise against strenuous physical activity for their students. The number of first-stage episodes has declined throughout the Basin recently as peak concentrations have decreased.

Second-Stage Episodes. Second-stage episodes occur when hourly ozone concentrations equal or exceed 0.35 ppm. The SCAQMD requires industry to take prompt actions to reduce emissions at those times. First- and second-stage episodes are less frequent in the Basin today than a decade ago. There have been no second-stage episodes in the Basin since 1989.

Third-Stage Episodes. Third-stage episodes occur when hourly ozone concentrations equal or exceed 0.50 ppm.

The last third-stage episode occurred in the Basin in 1974, and it is not anticipated that the Basin will experience a third-stage episode in the future.

The SCAQMD reports air quality in terms of a Pollutant Standards Index (PSI). The PSI is a simplified method of forecasting and reporting air quality conditions on a numerical scale averaging from 0 to 500. Good air quality is 0 to 50, while 400-500 PSI is a hazardous third-stage episode (Figure 3-8).

SCAQMD CONTROL STRATEGIES

AIR QUALITY MANAGEMENT PLAN

Both federal and state Clean Air Acts require that each nonattainment area prepare a plan to reduce air pollution to healthful levels. The 1988 California Clean Air Act and the 1990 amendments to the federal Clean Air Act (CAA) established new planning requirements and deadlines for attainment of the air quality standards within specified time frames. A revised AQMP that reflected these new requirements from the federal and state government was adopted by the SCAQMD in July 1991. The 1994 revision to this plan was adopted by the SCAQMD's Governing Board in September 1994 and incorporated by ARB in the California State Implementation Plan (SIP), in November 1994. The California SIP was

fully approved by the EPA in September 1996.

In November 1996, the SCAQMD Governing Board adopted a revised AQMP that modified the ozone attainment strategy for the Basin and presented an attainment strategy for the national PM10 standard. This revision was submitted by the ARB to the USEPA in February 1997 for approval. The text of the 1997 AQMP and the current status of any revisions to the AQMP can be found on the SCAQMD's web page: www.aqmd.gov.

SCAQMD POLLUTION CONTROL RULES AND REGULATIONS

In accordance with its AQMPs, the SCAQMD has adopted rules and regulations to control emission sources under its authority. The most important rules adopted by the SCAQMD to control emissions are identified in the following paragraphs.

Regulation IV - Prohibitions. Regulation IV rules apply to a wide range of emissions sources. Unlike Regulation XI rules, they do not regulate specific types of equipment or sources of emissions. Further, Regulation IV rules establish emission standards that cannot be exceeded.

Condition	Pollutant Standards Index (PSI)	Episode Level and Recommended Protective Action
Hazardous	500	3rd STAGE EPISODE At this hazardous level, everyone should remain indoors and minimize physical activity.
	400	2nd STAGE EPISODE At this unhealthy level, everyone should try to avoid outdoor activity. Susceptible persons, especially those with heart or lung disease, should stay indoors.
	300	
	275	1st STAGE EPISODE At this unhealthy level, everyone, including healthy adults and children, should avoid vigorous outdoor exercise. Susceptible persons, especially those with heart or lung disease, should stay indoors.
	200	HEALTHY ADVISORY EPISODE At this unhealthy level, everyone, including healthy adults and children, should avoid prolonged, vigorous outdoor exercise. Susceptible individuals, especially those with heart or lung disease, should minimize outdoor activity.
	138	EXCEEDS FEDERAL CLEAN AIR STANDARD At this unhealthy level, susceptible individuals, such as those with heart or lung disease, should minimize outdoor activity.
Moderate	100	
Good	50	
	0	

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This standard is different from Regulation XI rules that typically limit pollutant concentrations, not total emissions.

Regulation XI - Source Specific Standards. Regulation XI rules are air pollution control rules that apply to a wide range of existing stationary sources and generally regulate a single pollutant. Each Regulation XI rule applies to controlling emissions from a specific source category or type of equipment. For example, Rule 1134 - Emissions of Oxides of Nitrogen from Stationary Gas Turbines, controls NO_x emissions from gas turbines; Rule 1136 - Wood Products Coatings, controls VOC emissions from wood product coatings, primarily by establishing VOC content limits, etc.

Regulation XIII - New Source Review. Regulation XIII sets forth pre-construction review requirements for new, modified, or relocated facilities in the Basin. Of the requirements in Regulation XIII, the three described below are the most important. Affected facilities must install best available control technology (BACT) equipment, which must be as stringent as the Lowest Achievable Emission Rate (LAER) as

defined in the federal Clean Air Act. For projects with an increase in emissions over one pound, Regulation XIII requires that modeling must be performed and that modeling must show no change in ambient atmospheric concentrations for the pollutant being modeled. The emissions over one pound must be offset by emission reductions generated at the facility or through purchasing emission reduction credits (ERCs), which represent real, surplus, and enforceable emission reductions purchased from other facilities.

Regulation XX - Regional Clean Air Incentives Market. Regulation XX - Regional Clean Air Incentives Market (RECLAIM), is a comprehensive market-based regulation aimed at reducing NO_x and SO_x emissions at larger emission sources (annual NO_x or SO_x emissions greater than or equal to four tons) by setting annual declining limits at each facility and allowing the owner to meet these declining targets by either buying surplus emissions reductions from other sources, reducing emissions through installation of air pollution control equipment, or reducing operations onsite. The SCAQMD also maintains monitoring and enforcement programs to ensure compliance with these regulations.

6.7 AIR QUALITY PLAN

GOAL
AQ-1
Improve air quality in conformance with State and Federal standards.

GOAL
AQ-2
Improve the air quality of industrial and commercial operations.

Policy
AQ-1.1

Air Quality Mitigation Measures

The City shall ensure that to the extent practical that air quality mitigation measures are incorporated into residential, commercial and industrial projects.

Policy
AQ-2.2

Operational Mitigation Measures

The City supports the acquisition of air quality permits from the South Coast Air Quality Management District.

AIR QUALITY IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
<p>1.0 Where possible the City will incorporate the following mitigation measures into residential projects:</p> <ul style="list-style-type: none"> • Establish shuttle service from neighborhoods to commercial centers. • Construct bus turnouts, passenger benches and shelters. • Provide shuttles to the major transportation centers. • Synchronize traffic signals. • Construct, contribute and dedicate land for the provision of bicycle trails linking users to commuting routes. • Energy conservation measures. 	AQ-1.1	Community Development Dept.	Development Review
<p>2.0 Where possible the City will incorporate the following mitigation measures into commercial and industrial projects:</p> <ul style="list-style-type: none"> • Provide preferential parking spaces for carpools and vanpools. 	AQ-1.1	Community Development Dept. Building Dept.	Development Review Ongoing

AIR QUALITY IMPLEMENTATION MEASURES

Implementation Measure	Implements What Policy	Who is Responsible	Timeframe
<ul style="list-style-type: none">• Design new parking lots to reduce vehicle queuing.• Improve traffic flows at drive throughs by designating separate windows for different functions and by providing temporary parking for orders that are not immediately ready for pickup.• Provide video-conferencing facilities.• Develop programs to minimize the use of fleet vehicles during smog alerts.• Use low emission vehicles.• Established compressed work week schedules.• Utilize satellite offices.• Establish home based telecommuting programs.• Provide onsite child care.• Provide onsite employee services.• Reschedule truck deliveries to off peak hours.• Require onsite truck loading zones.• Energy conservation measures.			
3.0 The City will support the acquisition of air quality permits for commercial and industrial users that require permits	AQ-2.1	Community Development Dept. Building Dept.	Development Review Ongoing

CITY OF LYNWOOD

GENERAL PLAN



APPENDIX A

TRAFFIC COUNTS

JUNE 2002

SITE CODE : LYNWOOD
 N-S STREET: ABBOTT ROAD
 E-W STREET: W/O SAN JUAN
 CLIENT : CITY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701003
 DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	15	50	14	58	29	108
12:15	13	51	15	50	28	101
12:30	13	50	22	60	35	110
12:45	11	52	71	222	22	114
1:00	8	68	13	56	21	124
1:15	8	61	10	80	18	141
1:30	11	60	14	68	25	128
1:45	9	36	49	238	17	81
2:00	6	63	4	74	10	137
2:15	5	60	6	68	11	128
2:30	5	55	11	79	16	134
2:45	6	22	67	245	12	49
3:00	22	60	6	71	28	131
3:15	7	60	5	89	12	149
3:30	12	79	4	96	16	175
3:45	6	47	103	302	10	66
4:00	1	122	1	103	2	225
4:15	1	112	3	116	4	228
4:30	4	86	3	112	7	198
4:45	4	10	117	437	6	19
5:00	3	106	3	105	6	211
5:15	3	95	1	114	4	209
5:30	3	92	8	108	11	200
5:45	7	16	124	417	13	34
6:00	3	124	9	99	12	223
5	18	103	10	102	28	205
6:30	22	135	19	98	41	233
6:45	23	66	105	467	45	126
7:00	14	98	22	78	36	176
7:15	19	102	32	96	51	198
7:30	21	78	43	92	64	170
7:45	32	86	64	342	93	244
8:00	26	78	78	104	104	182
8:15	57	82	91	73	148	155
8:30	66	61	112	62	178	123
8:45	82	231	47	268	190	620
9:00	90	55	124	61	214	116
9:15	83	47	100	57	183	104
9:30	38	52	79	49	117	101
9:45	45	256	34	188	108	622
10:00	32	48	52	34	84	82
10:15	28	29	56	40	84	69
10:30	48	25	62	44	110	69
10:45	45	153	36	138	105	383
11:00	45	34	45	27	90	61
11:15	45	28	64	33	109	61
11:30	58	20	67	18	125	38
11:45	52	200	25	107	123	447
TOTALS	1175	3371	1630	3521	2805	6892
DAY TOTALS	4546		5151		9697	
SPLIT %	41.9	48.9	58.1	51.1		
HOUR	8:30	5:45	8:30	3:45	8:30	6:00
VOLUME	321	486	444	435	765	888
P.H.F.	0.89	0.90	0.90	0.94	0.89	0.95

SITE CODE : LYNWOOD
 N-S STREET: ABBOTT ROAD
 E-W STREET: W/O FRACAR
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701004
 DATE: 1/07/97

BEGIN	EB		WB		COMBINED		
	AM	PM	AM	PM	AM	PM	
12:00	10	71	13	63	23		134
12:15	9	57	12	73	21		130
12:30	9	66	16	80	25		146
12:45	9	37	75	269	10	51	19
1:00	5	75	5	75	10		150
1:15	5	78	8	76	13		154
1:30	4	73	12	88	16		161
1:45	5	19	80	306	7	32	68
2:00	21	72	9	62	30		134
2:15	5	67	4	92	9		159
2:30	14	96	4	97	18		193
2:45	6	46	93	328	4	21	109
3:00	2	115	1	117	3		232
3:15	3	104	4	108	7		212
3:30	9	103	2	91	11		194
3:45	5	19	134	456	3	10	89
4:00	6	110	3	121	9		231
4:15	7	114	3	107	10		221
4:30	6	111	7	111	13		222
4:45	12	31	129	464	6	19	115
5:00	8	132	8	108	16		240
5:15	17	114	8	112	25		226
5:30	27	143	18	126	45		269
5:45	31	83	126	515	25	59	100
6:00	24	103	18	96	42		199
6:15	27	111	27	107	54		218
6:30	40	83	44	100	84		183
6:45	54	145	90	387	45	134	89
7:00	52	81	82	90	134		171
7:15	65	94	84	79	149		173
7:30	86	63	109	66	195		129
7:45	103	306	67	305	112	387	63
8:00	88	63	112	72	200		135
8:15	89	54	83	65	172		119
8:30	57	55	77	49	134		104
8:45	66	300	41	213	61	333	38
9:00	35	46	60	44	95		90
9:15	50	31	60	47	110		78
9:30	56	22	61	32	117		54
9:45	64	205	35	134	56	237	35
10:00	52	31	54	29	106		60
10:15	54	33	79	33	133		66
10:30	65	26	70	19	135		45
10:45	54	225	29	119	63	266	13
11:00	55	11	71	19	126		30
11:15	52	20	60	22	112		42
11:30	60	11	54	19	114		30
11:45	65	232	12	54	74	259	5
TOTALS	1648	3550	1808	3489	3456		7039
DAY TOTALS		5198		5297		10495	
SPLIT %	47.7	50.4	52.3	49.6			
HOUR VOLUME	7:30	4:45	7:15	4:45	7:30		4:45
P.H.F.	366	518	417	461	782		979
	0.89	0.91	0.93	0.91	0.91		0.91

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: ABBOTT ROAD

FILE: D9701005

E-W STREET: W/O CORNISH

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	10	76	17	82	27	158
12:15	8	56	20	100	28	156
12:30	9	71	15	96	24	167
12:45	5	32	85	288	19	98
1:00	7	76	13	125	20	201
1:15	6	71	12	106	18	177
1:30	3	79	10	96	13	175
1:45	8	24	78	304	17	68
2:00	18	78	12	116	30	194
2:15	13	86	8	111	21	197
2:30	5	89	8	129	13	218
2:45	5	41	94	347	11	75
3:00	3	104	4	155	7	259
3:15	6	109	5	131	11	240
3:30	8	110	2	140	10	250
3:45	9	26	122	445	17	45
4:00	5	103	9	146	14	249
4:15	9	113	6	139	15	252
4:30	10	103	4	137	14	240
4:45	10	34	121	440	23	66
5:00	16	106	10	150	26	256
5:15	17	123	16	169	33	292
5:30	28	130	27	137	55	267
5:45	46	107	120	479	82	196
6:00	40	95	31	113	71	208
6:15	39	115	36	126	75	241
6:30	43	89	43	128	86	217
6:45	70	192	83	382	114	346
7:00	57	90	80	109	137	199
7:15	73	96	98	109	171	205
7:30	110	73	107	104	217	177
7:45	107	347	74	333	224	749
8:00	94	60	116	93	210	153
8:15	85	53	78	69	163	122
8:30	75	57	81	70	156	127
8:45	56	310	44	214	122	651
9:00	46	45	72	62	118	107
9:15	53	30	82	59	135	89
9:30	62	31	87	45	149	76
9:45	72	233	32	138	143	545
10:00	51	26	68	38	119	64
10:15	61	33	85	42	146	75
10:30	61	22	69	32	130	54
10:45	52	225	25	106	121	516
11:00	60	14	87	23	147	37
11:15	59	16	77	22	136	38
11:30	61	9	71	15	132	24
11:45	68	248	12	51	164	579
TOTALS	1819	3527	2115	4573	3934	8100
DAY TOTALS		5346		6688		12034
SPLIT %	46.2	43.5	53.8	56.5		
HOUR	7:30	4:45	7:15	4:30	7:15	4:45
VOLUME	396	480	438	592	822	1072
P.H.F.	0.90	0.92	0.94	0.88	0.92	0.92

SITE CODE : LYNWOOD
N-S STREET: ABBOTT ROAD
E-W STREET: W/O PINE
CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
FILE: D9701006
DATE: 1/07/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	6	72	19	63	25	135		
12:15	11	62	20	86	31	148		
12:30	10	68	19	80	29	148		
12:45	5	32	87	289	11	69	69	298
1:00	9	71	12	96	21	167		
1:15	7	75	12	84	19	159		
1:30	5	84	10	79	15	163		
1:45	10	31	79	309	6	40	73	332
2:00	17	81	12	89	29	170		
2:15	9	89	4	96	13	185		
2:30	12	96	5	92	17	188		
2:45	3	41	101	367	2	23	109	386
3:00	4	105	5	140	9	245		
3:15	5	100	4	109	9	209		
3:30	11	104	3	109	14	213		
3:45	8	28	117	426	3	15	115	473
4:00	4	98	6	145	10	243		
4:15	11	111	2	117	13	228		
4:30	14	92	5	125	19	217		
4:45	18	47	117	418	8	21	124	511
5:00	19	103	7	130	26	233		
5:15	31	110	9	147	40	257		
5:30	33	117	19	137	52	254		
5:45	55	138	113	443	19	54	124	538
6:00	57	82	16	117	74	192	237	981
6:15	49	114	29	123	78	237		
6:30	59	81	34	121	93	202		
6:45	78	243	86	363	41	120	113	474
7:00	64	80	70	90	134	170		
7:15	78	107	74	87	152	194		
7:30	120	63	98	92	218	155		
7:45	132	394	76	326	90	332	68	337
8:00	102		57		98		93	200
8:15	103		61		69		78	172
8:30	85		58		79		56	164
8:45	65	355	46	222	56	302	66	293
9:00	47		43		66		69	113
9:15	51		37		69		57	120
9:30	65		26		68		46	133
9:45	83	246	43	149	50	253	54	226
10:00	59		25		55		43	114
10:15	59		31		64		44	123
10:30	59		28		66		31	125
10:45	62	239	22	106	66	251	26	144
11:00	65		16		63		21	128
11:15	58		18		74		21	132
11:30	67		12		56		19	123
11:45	75	265	15	61	68	261	15	76
TOTALS	2059		3479		1741		4088	3800
DAY TOTALS		5538			5829			11367
SPLIT %	54.2		46.0		45.8		54.0	
HOUR	7:30		4:45		7:15		4:45	7:30
VOLUME	457		447		360		538	812
P.H.F.	0.87		0.96		0.92		0.91	0.96

SITE CODE : LYNWOOD

N-S STREET: ALAMEDA STREET

E-W STREET: S/O 103TH

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701007

DATE: 1/09/97

BEGIN	NB		SB		COMBINED		AM	PM
	AM	PM	AM	PM	AM	PM		
12:00	41	190	33	193	74	383		
12:15	37	203	31	202	68	405		
12:30	25	232	20	188	45	420		
12:45	27	130	168	793	12	96	244	827
1:00	25	194	11	217			39	226
1:15	15	162	17	204			36	411
1:30	17	166	8	209			32	366
1:45	15	72	170	692	10	46	236	866
2:00	15	153	16	246			25	118
2:15	18	187	10	260			31	399
2:30	15	201	16	214			28	447
2:45	23	71	233	774	15	57	296	1016
3:00	7	216	13	301			38	128
3:15	11	189	6	290			20	517
3:30	8	193	11	294			17	479
3:45	16	42	231	829	14	44	288	1173
4:00	15	228	9	299			30	86
4:15	20	195	12	285			24	519
4:30	30	251	38	285			32	2002
4:45	44	109	244	918	27	86	273	1142
5:00	36	248	33	279			71	195
5:15	96	197	57	291			59	527
5:30	141	265	94	337			153	488
5:45	170	443	232	942	168	352	257	1164
6:00	165	213	133	257			338	795
6:15	235	203	128	245			489	2106
6:30	177	154	181	226			298	470
6:45	210	787	144	714	221	663	431	1450
7:00	195	159	181	183			376	342
7:15	222	111	188	164			410	275
7:30	256	111	240	131			496	242
7:45	279	952	125	506	258	867	135	613
8:00	243	79	251	112			537	1819
8:15	230	66	217	105			260	1119
8:30	230	78	170	94			494	191
8:45	181	884	72	295	171	809	447	171
9:00	177	54	163	82			400	172
9:15	178	60	149	75			352	1693
9:30	190	70	159	66			168	702
9:45	192	737	120	304	195	666	53	276
10:00	172	111	182	45			387	1403
10:15	192	112	166	36			173	580
10:30	152	88	190	43			354	156
10:45	158	674	65	376	184	722	36	1396
11:00	188	66	181	31			99	534
11:15	163	37	203	28			369	97
11:30	198	56	229	24			366	65
11:45	207	756	48	207	209	822	427	80
TOTALS	5657	7350	5230	8690			416	1578
DAY TOTALS		13007		13920			26927	16040
SPLIT %	52.0	45.8	48.0	54.2				
HOUR	7:30	4:45	7:30	2:45			7:30	4:45
VOLUME	1008	954	966	1181			1974	2134
P.H.F.	0.90	0.90	0.94	0.98			0.92	0.89

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701008

N-S STREET: ALAMEDA STREET

E-W STREET: S/O 110TH

CLIENT : CTY LYNWOOD

DATE: 1/09/97

TIME	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	29	143	26	197	55	340		
12:15	34	158	27	182	61	340		
12:30	26	174	19	192	45	366		
12:45	17	106	161	636	37	198	363	1409
1:00	13	153	20	223	33	376		
1:15	7	144	10	207	17	351		
1:30	12	151	9	240	21	391		
1:45	10	42	157	605	25	96	373	1491
2:00	11	188	9	261	20	449		
2:15	4	218	11	227	15	445		
2:30	10	193	11	208	21	401		
2:45	10	35	222	821	29	85	490	1785
3:00	8	213	5	310	13	523		
3:15	9	247	6	244	15	491		
3:30	11	230	12	305	23	535		
3:45	5	33	242	932	18	69	512	2061
4:00	11	273	14	271	25	544		
4:15	17	236	15	283	32	519		
4:30	24	260	33	264	57	524		
4:45	39	91	255	1024	97	211	524	2111
5:00	25	284	42	255	67	539		
5:15	34	259	61	263	95	522		
5:30	58	271	100	242	158	513		
5:45	81	198	267	1081	287	607	502	2076
6:00	84	235	112	221	196	456		
6:15	112	194	127	230	239	424		
6:30	118	157	193	210	311	367		
6:45	156	470	138	724	384	1130	291	1538
7:00	166	127	171	157	337	284		
7:15	198	81	186	136	384	217		
7:30	209	90	254	118	463	208		
7:45	215	788	82	380	114	525	503	1687
8:00	174	59	272	88	446	147		
8:15	163	69	219	94	382	163		
8:30	185	49	179	58	364	107		
8:45	194	716	46	223	174	844	368	1560
9:00	161	38	166	57	327	95		
9:15	147	62	188	87	335	149		
9:30	180	45	173	52	353	97		
9:45	176	664	44	189	172	699	348	1363
10:00	159	41	163	55	322	96		
10:15	173	51	161	67	334	118		
10:30	152	45	164	63	316	108		
10:45	158	642	33	170	54	239	340	1312
11:00	132	40	195	44	327	84		
11:15	139	38	211	23	350	61		
11:30	170	36	223	40	393	76		
11:45	141	582	33	147	27	134	345	1415
TOTALS	4367	6932	5366	8120	9733	15052		
DAY TOTALS		11299		13486		24785		
SPLIT %	44.9	46.1	55.1	53.9				
HOUR	7:15	5:00	7:30	3:00	7:15	4:00		
VOLUME	796	1081	1033	1129	1796	2111		
P.H.F.	0.93	0.95	0.90	0.91	0.89	0.97		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: ALAMEDA STREET

FILE: D9701009

E-W STREET: S/O 115TH

DATE: 1/07/97

CLIENT : CTY LYNWOOD

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	44	174	30	211	74	385
12:15	31	210	26	187	57	397
12:30	25	207	19	190	44	397
12:45	23	123	11	86	34	209
1:00	29	176	16	246	45	422
1:15	16	151	15	173	31	324
1:30	18	152	8	211	26	363
1:45	11	74	11	50	22	124
2:00	16	205	10	248	26	453
2:15	16	198	12	263	28	461
2:30	13	200	12	193	25	393
2:45	22	67	18	52	40	119
3:00	9	239	14	272	23	511
3:15	9	225	11	283	20	508
3:30	10	220	17	264	27	484
3:45	9	37	14	56	23	93
4:00	12	294	17	257	29	551
4:15	15	215	19	255	34	470
4:30	29	268	37	247	66	515
4:45	36	92	273	1050	101	230
5:00	32	330	47	270	79	600
5:15	45	274	67	312	112	586
5:30	75	284	132	263	207	547
5:45	87	239	239	1127	307	705
6:00	81	243	135	212	216	455
6:15	106	219	152	240	258	459
6:30	131	169	191	195	322	364
6:45	163	481	150	781	410	1206
7:00	184	156	209	168	393	324
7:15	216	122	192	136	408	258
7:30	226	104	235	125	461	229
7:45	228	854	126	508	518	1780
8:00	199	73	238	82	437	155
8:15	179	82	226	81	405	163
8:30	196	79	175	92	371	171
8:45	177	751	61	295	341	1554
9:00	175	74	170	63	345	137
9:15	158	64	136	70	294	134
9:30	176	60	156	66	332	126
9:45	187	696	55	253	387	1358
10:00	161	50	193	58	354	108
10:15	186	49	172	42	358	91
10:30	142	66	191	66	333	132
10:45	141	630	48	213	320	1365
11:00	159	37	190	42	349	79
11:15	152	35	193	31	345	66
11:30	190	35	209	28	399	63
11:45	204	705	52	159	383	1476
TOTALS	4749	7623	5470	8096	10219	15719
DAY TOTALS		12372		13566		25938
SPLIT %	46.5	48.5	53.5	51.5		
C HOUR	7:15	4:45	7:30	4:45	7:15	4:45
VOLUME	869	1161	989	1107	1824	2268
P.H.F.	0.95	0.88	0.85	0.89	0.88	0.94

SITE CODE : LYNWOOD
 N-S STREET: ALAMEDA STREET
 E-W STREET: S/O IMPERIAL
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701010
 DATE: 1/07/97

BEGIN	NB		SB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	31	133	18	175	49	308						
12:15	21	151	24	156	45	307						
12:30	19	151	23	149	42	300						
12:45	17	88	144	579	7	72	144	624	24	160	288	1203
1:00	11	143	22	177	33	320						
1:15	8	135	10	185	18	320						
1:30	9	166	8	164	17	330						
1:45	13	41	139	583	6	46	177	703	19	87	316	1286
2:00	9	153	6	187	15	340						
2:15	15	172	4	179	19	351						
2:30	15	167	8	155	23	322						
2:45	9	48	193	685	10	28	165	686	19	76	358	1371
3:00	14	205	16	201	30	406						
3:15	11	177	14	180	25	357						
3:30	10	169	16	185	26	354						
3:45	13	48	208	759	15	61	189	755	28	109	397	1514
4:00	13	242	11	199	24	441						
4:15	21	235	21	187	42	422						
4:30	27	198	28	191	55	389						
4:45	34	95	216	891	64	124	230	807	98	219	446	1698
5:00	33	225	42	228	75	453						
5:15	35	230	48	192	83	422						
5:30	55	254	97	176	152	430						
5:45	72	195	189	898	173	360	166	762	245	555	355	1660
6:00	63	174	113	160	176	334						
6:15	106	152	74	142	180	294						
6:30	96	124	148	148	244	272						
6:45	143	408	99	549	200	535	143	593	343	943	242	1142
7:00	140	122	162	110	302	232						
7:15	138	105	157	89	295	194						
7:30	165	88	163	71	328	159						
7:45	149	592	68	383	194	676	80	350	343	1268	148	733
8:00	178	67	188	76	366	143						
8:15	159	54	179	75	338	129						
8:30	174	53	139	59	313	112						
8:45	154	665	52	226	124	630	52	262	278	1295	104	488
9:00	139	52	154	65	293	117						
9:15	122	56	113	53	235	109						
9:30	133	43	128	55	261	98						
9:45	162	556	41	192	141	536	43	216	303	1092	84	408
10:00	121	54	131	34	252	88						
10:15	131	47	141	33	272	80						
10:30	108	44	148	49	256	93						
10:45	144	504	40	185	130	550	46	162	274	1054	86	347
11:00	156	40	138	32	294	72						
11:15	126	55	147	32	273	87						
11:30	131	29	169	35	300	64						
11:45	161	574	36	160	148	602	34	133	309	1176	70	293

TOTALS	3814	6090	4220	6053	8034	12143
DAY TOTALS		9904		10273		20177

SPLIT %	47.5	50.2	52.5	49.8		
:	HOUR	8:00	4:45	7:30	4:30	7:30
VOLUME	665	925	724	841	1375	1751
P.H.F.	0.93	0.91	0.93	0.91	0.94	0.97

SITE CODE : LYNWOOD

N-S STREET: ATLANTIC AVENUE

E-W STREET: S/O PENDLETON

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: 09701011

DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	17	115	32	167	49	282
12:15	18	135	34	146	52	281
12:30	15	135	26	165	41	300
12:45	14	64	138	523	23	1158
1:00	12	124	33	152	45	276
1:15	7	120	18	166	25	286
1:30	8	116	26	166	34	282
1:45	12	39	126	486	21	137
2:00	16	124	39	163	33	287
2:15	10	132	19	162	29	294
2:30	13	131	14	153	27	284
2:45	10	49	137	524	22	143
3:00	8	143	18	194	32	1172
3:15	6	160	15	170	26	337
3:30	8	157	16	186	21	330
3:45	16	38	155	615	12	99
4:00	8	161	18	196	33	358
4:15	16	133	33	212	45	345
4:30	10	159	35	199	49	358
4:45	31	65	149	602	38	189
5:00	17	162	22	191	69	348
5:15	30	127	40	218	189	1408
5:30	47	162	38	194	28	353
5:45	63	157	144	595	133	327
6:00	45	127	47	185	39	356
6:15	5	134	82	167	129	312
6:30	55	105	88	145	143	301
6:45	89	236	100	466	80	297
7:00	93	108	80	141	141	173
7:15	86	87	107	143	143	193
7:30	103	112	145	136	136	248
7:45	117	399	83	390	145	477
8:00	110	79	140	130	141	297
8:15	105	72	153	550	97	262
8:30	119	65	110	262	78	876
8:45	96	430	66	282	118	391
9:00	115	65	521	214	106	951
9:15	95	49	106	217	99	161
9:30	99	55	96	837	70	673
9:45	103	412	49	118	201	198
10:00	100	40	218	217	106	125
10:15	115	32	108	312	108	142
10:30	107	30	148	217	63	145
10:45	120	442	30	312	59	225
11:00	115	36	118	227	64	225
11:15	102	22	144	264	40	94
11:30	128	29	518	960	38	282
11:45	133	478	21	108	30	59
TOTALS	2809	7747	4938	3452	6514	6261
DAY TOTALS				9966		11452
SPLIT %	44.9	43.1	55.1	56.9		17713
C HOUR	11:00	3:15	7:30	3:45	10:45	3:45
VOLUME	478	633	583	810	1030	1418
P.H.F.	0.90	0.98	0.95	0.96	0.91	0.99

SITE CODE : LYNWOOD

I-S STREET: ATLANTIC AVENUE

I-W STREET: S/O LOS FLORES

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701012

DATE: 1/07/97

BEGIN	NB		SB		COMBINED					
	AM	PM	AM	PM	AM	PM				
12:00	25	137	17	142	42	279				
12:15	11	152	25	124	36	276				
12:30	16	143	21	155	37	298				
12:45	13	65	19	82	32	147	245	1098		
1:00	13	128	13	127	26	255				
1:15	9	147	17	139	26	286				
1:30	9	143	13	131	22	274				
1:45	7	38	141	559	17	91	243	1058		
2:00	8	137	19	139	27	276				
2:15	9	139	8	161	17	300				
2:30	15	148	9	130	24	278				
2:45	12	44	161	585	33	101	321	1175		
3:00	9	169	8	149	17	318				
3:15	10	183	7	137	17	320				
3:30	8	162	5	156	13	318				
3:45	13	40	184	698	18	65	349	1305		
4:00	16	159	9	181	25	340				
4:15	23	168	14	191	37	359				
4:30	27	187	20	169	47	356				
4:45	36	102	154	668	57	166	314	1369		
5:00	33	181	15	176	48	357				
5:15	49	139	21	200	70	339				
5:30	77	178	25	160	102	338				
5:45	107	266	179	677	149	369	331	1365		
6:00	77	153	29	166	106	319				
6:15	65	158	38	158	103	316				
6:30	108	112	48	145	156	257				
6:45	158	408	129	552	215	580	251	1143		
7:00	107	134	47	104	154	238				
7:15	114	116	74	126	188	242				
7:30	140	121	114	117	254	238				
7:45	177	538	89	460	112	459	268	864	201	919
8:00	145	91	102	91	247	182				
8:15	149	89	124	70	273	159				
8:30	137	69	102	69	239	138				
8:45	120	551	77	326	203	962	159	638		
9:00	117	65	78	67	195	132				
9:15	93	82	81	82	174	164				
9:30	117	66	95	61	212	127				
9:45	112	439	68	281	201	782	128	551		
10:00	127	58	96	60	223	118				
10:15	110	53	105	48	215	101				
10:30	110	45	110	56	220	101				
10:45	120	467	36	192	236	894	72	392		
11:00	114	43	111	33	225	76				
11:15	121	32	108	33	229	65				
11:30	135	27	117	37	252	64				
11:45	148	518	25	127	274	980	52	257		
TOTALS	3476	5694	2525	5576	6001	11270				
DAY TOTALS	9170		8101		17271					
SPLIT %	57.9	50.5	42.1	49.5						
X HOUR	7:30	3:00	11:00	3:45	7:30	3:45				
VOLUME	611	698	462	706	1042	1404				
P.H.F.	0.86	0.95	0.92	0.92	0.95	0.98				

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: ATLANTIC AVENUE

FILE: 09701013

E-W STREET: S/O SANBORN

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	33	128	26	117	59	245		
12:15	14	150	24	143	38	293		
12:30	17	134	20	129	37	263		
12:45	15	79	138	550	33	167	258	1059
1:00	15	132	16	110	31	242		
1:15	10	149	16	117	26	266		
1:30	11	133	13	133	24	266		
1:45	6	42	130	544	15	96	255	1029
2:00	12	133	13	111	25	244		
2:15	9	139	11	154	20	293		
2:30	13	136	7	133	20	269		
2:45	12	46	151	559	24	89	286	1092
3:00	8	157	14	149	22	306		
3:15	10	174	3	149	13	323		
3:30	9	172	6	153	15	325		
3:45	10	37	164	667	14	64	299	1253
4:00	11	188	7	158	18	346		
4:15	18	152	11	157	29	309		
4:30	19	181	21	150	40	331		
4:45	33	81	151	672	52	139	299	1285
5:00	29	156	19	147	48	303		
5:15	31	147	18	188	49	335		
5:30	70	177	29	158	99	335		
5:45	95	225	160	640	146	342	307	1280
00	70	158	39	143	109	301		
5	63	154	34	145	97	299		
30	98	125	52	143	150	268		
6:45	137	368	122	559	203	559	254	1122
7:00	107	116	59	111	166	227		
7:15	116	103	64	111	180	214		
7:30	117	117	103	97	220	214		
7:45	186	526	94	430	313	879	213	868
8:00	151	71	103	90	254	161		
8:15	144	81	120	69	264	150		
8:30	136	67	126	72	262	139		
8:45	120	551	75	294	1018	143	593	
9:00	122	70	79	66	201	136		
9:15	105	75	92	74	197	149		
9:30	108	56	96	54	204	110		
9:45	138	473	59	260	225	827	120	515
10:00	109	55	113	59	222	114		
10:15	115	50	103	54	218	104		
10:30	101	48	92	53	193	101		
10:45	121	446	34	187	239	872	71	390
11:00	114	37	105	32	219	69		
11:15	133	28	123	31	256	59		
11:30	119	31	124	24	243	55		
11:45	144	510	26	122	256	974	55	238

TOTALS	3384	5484	2642	5240	6026	10724
DAY TOTALS		8868		7882		16750

SPLIT %	56.2	51.1	43.8	48.9
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HOUR	7:45	3:15	7:45	4:45	7:45	3:15
VOLUME	617	698	476	641	1093	1293
P.H.F.	0.83	0.93	0.94	0.85	0.87	0.93

SITE CODE : LYNWOOD
 I-S STREET: ATLANTIC AVENUE
 I-W STREET: S/O WALNUT
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701014

DATE: 1/07/97

BEGIN	NB		SB		COMBINED		AM	PM
	AM	PM	AM	PM	AM	PM		
12:00	21	142	24	123	45	265		
12:15	22	162	22	124	44	286		
12:30	20	143	20	147	40	290		
12:45	18	81	153	600	38	167	281	1122
1:00	18	161	15	115	33	276		
1:15	9	139	17	112	26	251		
1:30	10	152	17	140	27	292		
1:45	5	42	157	609	14	100	277	1096
2:00	12	163	13	125	25	288		
2:15	8	143	9	150	17	293		
2:30	13	173	11	131	24	304		
2:45	8	41	195	674	19	85	336	1221
3:00	8	207	14	143	22	350		
3:15	10	201	4	139	14	340		
3:30	11	187	4	173	15	360		
3:45	5	34	186	781	10	61	328	1378
4:00	14	226	13	158	27	384		
4:15	18	184	6	166	24	350		
4:30	22	210	18	164	40	374		
4:45	24	78	186	806	41	132	350	1458
5:00	31	200	11	155	42	355		
5:15	27	180	19	187	46	367		
5:30	75	197	26	181	101	378		
5:45	92	225	35	91	127	316	334	1434
6:00	71	173	43	165	114	338		
6:15	74	167	40	150	114	317		
6:30	110	143	60	167	170	310		
6:45	131	386	138	621	197	595	267	1232
7:00	137	133	54	123	191	256		
7:15	147	124	70	101	217	225		
7:30	140	131	114	120	254	251		
7:45	224	648	104	492	359	1021	215	947
8:00	190	93	118	114	308	207		
8:15	196	100	110	88	306	188		
8:30	178	76	139	94	317	170		
8:45	150	714	76	345	257	1188	151	716
9:00	138	75	72	80	210	155		
9:15	114	82	97	72	211	154		
9:30	134	79	86	71	220	150		
9:45	139	525	61	297	225	866	115	574
10:00	133	70	109	57	242	127		
10:15	124	51	113	49	237	100		
10:30	125	43	85	53	210	96		
10:45	131	513	37	201	235	924	73	396
11:00	125	35	107	44	232	79		
11:15	146	34	112	37	258	71		
11:30	130	32	125	30	255	62		
11:45	153	554	29	130	263	1008	65	277
OTALS	3841	6310	2622	5541	6463	11851		
DAY TOTALS		10151		8163		18314		
SPLIT %	59.4	53.2	40.6	46.8				
: HOUR	7:45	3:45	7:45	5:15	7:45	4:00		
: VOLUME	788	806	502	690	1290	1458		
P.H.F.	0.88	0.89	0.90	0.92	0.90	0.95		

SITE CODE : LYNWOOD

N-S STREET: ATLANTIC AVENUE

E-W STREET: S/O BREWSTER

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701015

DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	22	148	26	125	48	273
12:15	22	151	22	153	44	304
12:30	17	131	25	164	42	295
12:45	17	78	142	572	34	168
1:00	20	142	15	124	35	266
1:15	9	129	15	145	24	274
1:30	9	149	20	137	29	286
1:45	3	41	142	562	13	101
2:00	8	156	8	129	16	285
2:15	6	116	13	173	19	289
2:30	10	151	11	152	21	303
2:45	10	34	174	597	17	73
3:00	8	193	16	163	24	356
3:15	11	173	5	159	16	332
3:30	8	174	4	197	12	371
3:45	5	32	213	753	11	63
4:00	10	205	9	175	19	380
4:15	22	172	9	199	31	371
4:30	17	212	12	190	29	402
4:45	16	65	184	773	33	112
5:00	27	198	15	189	42	387
5:15	24	165	19	219	43	384
5:30	57	177	30	205	87	382
5:45	72	180	170	710	108	280
6:00	55	157	48	191	103	348
6:15	50	146	48	178	98	324
6:30	94	145	57	190	151	335
6:45	93	292	134	582	166	518
7:00	113	125	64	146	177	271
7:15	115	115	70	125	185	240
7:30	121	118	137	142	258	260
7:45	189	538	86	444	131	544
8:00	160	71	139	124	299	195
8:15	153	81	132	105	285	186
8:30	147	74	150	91	297	165
8:45	146	606	82	308	133	554
9:00	119	72	77	93	196	165
9:15	99	78	105	77	204	155
9:30	129	68	100	72	229	140
9:45	133	480	58	276	107	389
10:00	112	57	121	57	233	114
10:15	115	55	116	58	231	113
10:30	115	40	104	52	219	92
10:45	116	458	40	192	116	457
11:00	110	28	117	40	227	68
11:15	129	27	120	40	249	67
11:30	115	33	144	31	259	64
11:45	129	483	28	116	135	516
TOTALS	3287	5885	2938	6290	6225	12175
DAY TOTALS		9172		9228		18400
SPLIT %	52.8	48.3	47.2	51.7		
HOUR	7:45	3:45	7:45	4:45	7:45	4:30
VOLUME	649	802	579	805	1228	1549
P.H.F.	0.86	0.94	0.92	0.92	0.88	0.96

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701016

N-S STREET: ATLANTIC AVENUE

E-W STREET: S/O JOSEPHINE

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED		AM	PM
	AM	PM	AM	PM	AM	PM		
12:00	28	109	21	129	49	238		
12:15	20	120	22	157	42	277		
12:30	26	113	25	136	51	249		
12:45	16	90	109	451	19	87	137	559
1:00	21	106	11	120	35	177	246	1010
1:15	10	117	12	143			32	226
1:30	7	133	18	130			22	260
1:45	7	45	139	495	9	50	145	538
2:00	11	137	9	125			16	95
2:15	10	104	11	175			20	262
2:30	7	144	10	148			21	279
2:45	7	35	176	561	9	39	164	612
3:00	10	258	13	175			16	74
3:15	8	185	3	181			23	340
3:30	9	210	5	202			11	1033
3:45	6	33	205	858	6	27	173	731
4:00	17	239	10	171			12	60
4:15	16	214	7	199			27	378
4:30	16	218	22	195			23	410
4:45	20	69	230	901	18	57	188	753
5:00	29	236	13	188			38	126
5:15	30	202	23	216			42	418
5:30	54	219	42	192			53	412
5:45	66	179	199	856	57	135	176	772
6:00	57	209	46	180			123	314
6:15	71	185	60	158			103	389
6:30	94	160	61	199			131	343
6:45	121	343	144	698	81	248	160	697
7:00	121	156	80	143			202	591
7:15	145	120	89	126			201	304
7:30	162	133	147	135			234	1395
7:45	233	661	99	508	172	488	127	531
8:00	174	102	131	101			405	1149
8:15	191	99	152	96			305	226
8:30	201	98	138	95			343	1039
8:45	157	723	80	379	117	538	71	363
9:00	122	91	80	88			274	1261
9:15	117	90	120	69			151	179
9:30	154	85	101	78			237	159
9:45	130	523	69	335	114	415	64	299
10:00	128	72	124	50			244	938
10:15	137	57	130	52			255	133
10:30	116	47	77	41			193	634
10:45	88	469	38	214	126	457	39	182
11:00	97	39	109	55			214	926
11:15	85	32	124	33			206	77
11:30	109	41	130	26			209	396
11:45	118	409	30	142	131	494	33	147
TOTALS	3579	6398	3035	6184			6614	12582
DAY TOTALS		9977		9219			19196	
SPLIT %	54.1	50.9	45.9	49.1				
HOUR	7:45	4:00	7:30	4:30	7:45		4:30	
VOLUME	799	901	602	787	1392		1673	
P.H.F.	0.86	0.94	0.88	0.91	0.86		0.99	

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: ATLANTIC AVENUE

FILE: D9701017

E-W STREET: S/O LAVINIA

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	28	146	19	131	47	277		
12:15	19	169	24	156	43	325		
12:30	28	144	29	143	57	287		
12:45	18	93	145	604	32	179	300	1189
1:00	21	151	14	137	35	288		
1:15	11	153	18	151	29	304		
1:30	8	140	16	141	24	281		
1:45	8	48	149	593	17	105	303	1176
2:00	15	157	11	128	26	285		
2:15	8	160	11	168	19	328		
2:30	10	169	8	147	18	316		
2:45	6	39	195	681	14	77	357	1286
3:00	7	240	16	175	23	415		
3:15	11	187	8	177	19	364		
3:30	7	196	4	225	11	421		
3:45	8	33	205	828	16	69	384	1584
4:00	10	245	9	185	19	430		
4:15	12	218	9	185	21	403		
4:30	13	234	15	192	28	426		
4:45	16	51	220	917	36	104	432	1691
5:00	21	240	20	172	41	412		
5:15	22	213	28	232	50	445		
5:30	50	242	50	202	100	444		
5:45	61	154	208	903	117	308	390	1691
6:00	63	211	58	176	121	387		
6:15	59	198	65	166	124	364		
6:30	82	171	75	170	157	341		
6:45	100	304	150	730	196	598	319	1411
7:00	120	167	89	149	209	316		
7:15	137	149	91	135	228	284		
7:30	133	148	137	142	270	290		
7:45	204	594	101	565	390	1097	227	1117
8:00	186	108	145	112	331	220		
8:15	184	106	152	111	336	217		
8:30	185	103	153	87	338	190		
8:45	151	706	88	405	284	1289	165	792
9:00	121	78	89	93	210	171		
9:15	108	84	105	87	213	171		
9:30	140	99	129	93	269	192		
9:45	144	513	79	340	254	946	157	691
10:00	104	68	142	65	246	133		
10:15	111	64	114	69	225	133		
10:30	110	53	104	49	214	102		
10:45	123	448	38	223	240	925	80	448
11:00	133	44	116	39	249	83		
11:15	155	27	120	41	275	68		
11:30	131	42	139	29	270	71		
11:45	158	577	26	139	299	1093	57	279
TOTALS	3560	6928	3230	6427	6790	13355		
DAY TOTALS		10488		9657		20145		
SPLIT %	52.4	51.9	47.6	48.1				
HOUR	7:45	4:00	7:45	4:45	7:45	4:45		
VOLUME	759	917	636	818	1395	1733		
P.H.F.	0.93	0.94	0.85	0.88	0.89	0.97		

SITE CODE : LYNWOOD

4-S STREET: BULLIS ROAD

E-W STREET: N/O LE SAGE

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: 09701019

DATE: 1/07/97

BEGIN	NB		SB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	5	62	8	55	13	117						
12:15	7	91	6	58	13	149						
12:30	3	83	3	55	6	138						
12:45	6	21	60	296	3	229	9	41	121	525		
1:00	3	47	6	52	9	99						
1:15	0	63	3	59	3	122						
1:30	0	68	3	54	3	122						
1:45	0	3	72	250	1	13	53	218	1	16	125	468
2:00	1	80	3	59	4	139						
2:15	1	70	1	58	2	128						
2:30	4	80	1	74	5	154						
2:45	2	8	66	296	1	6	67	258	3	14	133	554
3:00	1	83	0	89	1	172						
3:15	0	102	0	94	0	196						
3:30	1	115	5	78	6	193						
3:45	4	6	98	398	4	9	68	329	8	15	166	727
4:00	7	66	2	73	9	139						
4:15	2	77	8	78	10	155						
4:30	4	77	0	76	4	153						
4:45	4	17	97	317	5	15	69	296	9	32	166	613
5:00	7	81	6	81	13	162						
5:15	7	88	6	98	13	186						
5:30	18	92	12	85	30	177						
5:45	21	53	80	341	13	37	69	333	34	90	149	674
6:00	14	88	9	68	23	156						
6:15	5	17	92	11	70	162						
6:30	18	74	34	69	52	143						
6:45	34	83	64	318	23	77	71	278	57	160	135	596
7:00	47	62	22	57	69	119						
7:15	59	61	51	69	110	130						
7:30	85	48	72	47	157	95						
7:45	105	296	47	218	76	221	40	213	181	517	87	431
8:00	94	41	74	50	168	91						
8:15	67	38	71	44	138	82						
8:30	48	37	56	35	104	72						
8:45	46	255	39	155	41	242	25	154	87	497	64	309
9:00	49	44	32	29	81	73						
9:15	55	34	45	29	100	63						
9:30	39	27	50	25	89	52						
9:45	43	186	28	133	38	165	25	108	81	351	53	241
10:00	47	23	48	29	95	52						
10:15	49	24	37	27	86	51						
10:30	32	13	38	11	70	24						
10:45	40	168	13	73	48	171	18	85	88	339	31	158
11:00	52	12	54	14	106	26						
11:15	51	10	45	5	96	15						
11:30	44	9	48	14	92	23						
11:45	67	214	9	40	57	204	13	46	124	418	22	86
TOTALS	1310	2835	1180	2547	2490	5382						
DAY TOTALS	4145		3727		7872							
SPLIT %	52.6	52.7	47.4	47.3								
HOUR	7:30	3:00	7:30	4:45	7:30	3:00						
VOLUME	351	398	293	333	644	727						
P.H.F.	0.84	0.87	0.96	0.85	0.89	0.93						

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: BULLIS ROAD

FILE: D9701022

E-W STREET: N/O LOUISE

DATE: 1/09/97

CLIENT : CTY LYNWOOD

BEGIN	NB		SB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	6	56	7	55	13	111						
12:15	3	65	6	76	9	141						
12:30	5	71	4	70	9	141						
12:45	2	16	64	256	8	39	139	532				
1:00	3	69	3	80	6	149						
1:15	5	94	3	73	8	167						
1:30	4	74	1	62	5	136						
1:45	1	13	88	325	2	21	154	606				
2:00	2	67	1	73	3	140						
2:15	4	94	2	96	6	190						
2:30	3	95	3	76	6	171						
2:45	4	13	100	356	2	21	182	683				
3:00	1	94	2	104	3	198						
3:15	1	154	3	148	4	302						
3:30	0	163	4	124	4	287						
3:45	5	7	99	510	2	11	120	496	7	18	219	1006
4:00	7	126	5	82	12	208						
4:15	5	108	0	82	5	190						
4:30	5	114	5	80	10	194						
4:45	2	19	113	461	7	17	104	348	9	36	217	809
5:00	2	134	2	114	4	248						
5:15	9	106	2	117	11	223						
5:30	14	114	15	90	29	204						
5:45	24	49	100	454	15	34	100	421	39	83	200	875
6:00	10	105	16	162	26	267						
6:15	5	24	114	21	111	45	225					
6:30	26	65	23	80	49	145						
6:45	33	93	66	350	42	102	85	438	75	195	151	788
7:00	54	75	40	65	94	140						
7:15	69	58	74	57	143	115						
7:30	125	48	143	50	268	98						
7:45	190	438	50	231	125	382	54	226	315	820	104	457
8:00	127	33	88	44	215	77						
8:15	91	41	97	46	188	87						
8:30	79	49	58	42	137	91						
8:45	71	368	35	158	66	309	50	182	137	677	85	340
9:00	58	48	44	57	102	105						
9:15	51	66	43	112	94	178						
9:30	47	52	44	66	91	118						
9:45	54	210	31	197	47	178	47	282	101	388	78	479
10:00	72	28	53	41	125	69						
10:15	63	30	43	37	106	67						
10:30	53	24	70	33	123	57						
10:45	60	248	13	95	52	218	19	130	112	466	32	225
11:00	59	18	63	33	122	51						
11:15	57	25	49	23	106	48						
11:30	60	11	60	20	120	31						
11:45	72	248	13	67	71	243	19	95	143	491	32	162
TOTALS	1722	3460	1533	3502	3255	6962						
DAY TOTALS		5182		5035	10217							
SPLIT %	52.9	49.7	47.1	50.3								
HOUR	7:30	3:15	7:30	3:00	7:30	3:15						
VOLUME	533	542	453	496	986	1016						
P.H.F.	0.70	0.83	0.79	0.84	0.78	0.84						

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701020

I-S STREET: BULLIS ROAD

E-W STREET: N/O MARTIN LUTHER KING JR.

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	7	61	5	58	12	119
12:15	4	63	6	56	10	119
12:30	4	80	5	61	9	141
12:45	1 16	74 278	3 19	65 240	4 35	139 518
1:00	5	45	0	55	5	100
1:15	2	56	5	56	7	112
1:30	0	55	3	40	3	95
1:45	0 7	54 210	1 9	55 206	1 16	109 416
2:00	0	66	1	49	1	115
2:15	1	83	0	66	1	149
2:30	5	77	1	69	6	146
2:45	3 9	62 288	1 3	65 249	4 12	127 537
3:00	1	65	1	71	2	136
3:15	0	72	0	93	0	165
3:30	0	112	3	82	3	194
3:45	2 3	104 353	3 7	70 316	5 10	174 669
4:00	4	73	2	78	6	151
4:15	2	61	3	66	5	127
4:30	3	70	5	69	8	139
4:45	2 11	76 280	1 11	79 292	3 22	155 572
5:00	2	88	5	68	7	156
5:15	4	75	6	85	10	160
5:30	7	98	7	77	14	175
5:45	15 28	79 340	15 33	78 308	30 61	157 648
6:00	10 14	85 15	15 9	72 83	29 19	157 172
6:15	5 10	89 9	9 14	62 62	33 33	141 141
6:30	19	79	14	62	52 133	123 593
6:45	20 63	63 316	32 70	60 277	166 413	90 455
7:00	30	51	29	62	59	113
7:15	35	64	37	58	72	122
7:30	55	63	61	67	116	130
7:45	85 205	54 232	81 208	36 223	166 413	90 455
8:00	100	44	57	39	157	83
8:15	75	42	89	37	164	79
8:30	53	36	85	32	138	68
8:45	36 264	42 164	51 282	27 135	87 546	69 299
9:00	34	35	36	24	70	59
9:15	53	32	39	30	92	62
9:30	36	44	35	28	71	72
9:45	32 155	24 135	38 148	19 101	70 303	43 236
10:00	37	29	49	26	86	55
10:15	39	20	41	18	80	38
10:30	35	20	32	14	67	34
10:45	34 145	8 77	42 164	13 71	76 309	21 148
11:00	35	12	47	15	82	27
11:15	46	14	47	10	93	24
11:30	51	9	53	8	104	17
11:45	45 177	10 45	49 196	14 47	94 373	24 92
TOTALS	1083	2718	1150	2465	2233	5183
DAY TOTALS		3801		3615		7416
SPLIT %	48.5	52.4	51.5	47.6		
HOUR	7:30	3:15	7:45	3:15	7:45	3:15
VOLUME	315	361	312	323	625	684
P.H.F.	0.79	0.81	0.88	0.87	0.94	0.88

SITE CODE : LYNWOOD 24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: BULLIS ROAD

FILE: D9701023

E-W STREET: N/O VIRGINIA

DATE: 1/10/97

CLIENT : CTY LYNWOOD

BEGIN	NB		SB		COMBINED					
	AM	PM	AM	PM	AM	PM				
12:00	6	63	4	78	10	141				
12:15	7	79	7	74	14	153				
12:30	7	69	7	64	14	133				
12:45	7	27	69	280	12	50	141	568		
1:00	4	95	7	85	11		180			
1:15	4	60	7	74	11		134			
1:30	3	82	2	90	5		172			
1:45	1	12	73	310	2	29	140	626		
2:00	2	63	1	51	3		114			
2:15	5	42	2	48	7		90			
2:30	3	87	6	75	9		162			
2:45	5	15	85	277	11	30	174	540		
3:00	2	104	2	121	4		225			
3:15	1	158	3	168	4		326			
3:30	4	136	2	99	6		235			
3:45	3	10	95	493	4	18	202	988		
4:00	3	113	0	95	3		208			
4:15	4	88	3	93	7		181			
4:30	10	116	9	86	19		202			
4:45	1	18	122	439	6	35	248	839		
5:00	3	144	5	125	8		269			
5:15	9	122	6	115	15		237			
5:30	17	109	10	114	27		223			
5:45	15	44	107	482	31	81	240	969		
6:00	20	104	11	185	31		289			
6:15	5	21	115	112	37		227			
6:30	23	90	28	91	51		181			
6:45	39	103	75	384	74	193	171	868		
7:00	44	53	40	70	84		123			
7:15	58	57	54	61	112		118			
7:30	142	49	183	67	325		116			
7:45	128	372	56	215	122	399	113	470		
8:00	85	55	97	56	182		111			
8:15	76	49	85	57	161		106			
8:30	62	52	75	49	137		101			
8:45	65	288	39	195	50	307	115	595	76	394
9:00	54	49	44	52	98		101			
9:15	39	97	34	46	73		143			
9:30	49	34	32	45	81		79			
9:45	42	184	26	206	61	171	103	355	47	370
10:00	63	18	62	19	125		37			
10:15	66	18	66	13	132		31			
10:30	48	16	65	20	113		36			
10:45	74	251	10	62	64	257	138	508	25	129
11:00	53	16	60	20	113		36			
11:15	52	12	74	21	126		33			
11:30	65	17	87	19	152		36			
11:45	66	236	4	49	72	293	138	529	9	114
TOTALS	1560		3392	1634	3483	3194	6875			
DAY TOTALS		4952		5117		10069				
SPLIT %	48.8		49.3	51.2	50.7					
HOUR	7:30		4:30	7:30	5:15	7:30	5:15			
VOLUME	431		504	487	547	918	989			
P.H.F.	0.76		0.88	0.67	0.74	0.71	0.86			

SITE CODE : LYNWOOD

I-S STREET: BULLIS ROAD

I-W STREET: N/O WALNUT

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701021

DATE: 1/07/97

BEGIN	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	3	61	5	64	8	125		
12:15	8	55	7	113	15	168		
12:30	2	45	4	108	6	153		
12:45	2	15	51	212	3	19	111	396
1:00	2	72	5	93	7	165		
1:15	0	58	2	87	2	145		
1:30	0	75	5	66	5	141		
1:45	1	3	61	266	0	12	67	313
2:00	2	65	0	73	2	138		
2:15	1	81	1	94	2	175		
2:30	6	53	2	105	8	158		
2:45	1	10	59	258	2	5	91	363
3:00	1	73	0	143	1	216		
3:15	1	62	0	238	1	300		
3:30	2	60	6	309	8	369		
3:45	3	7	97	292	2	8	114	804
4:00	6	94	1	106	7	200		
4:15	3	91	2	102	5	193		
4:30	4	83	6	110	10	193		
4:45	5	18	104	372	3	12	111	429
5:00	4	104	4	109	8	213		
5:15	5	110	2	148	7	258		
5:30	15	99	9	106	24	205		
5:45	13	37	101	414	13	28	132	495
6:00	14	95	8	127	22	222		
6:15	5	14	15	99	29	188		
6:30	33	78	24	75	57	153		
6:45	42	103	70	332	31	78	81	382
7:00	59	72	20	83	79	155		
7:15	69	58	61	54	130	112		
7:30	104	66	124	58	228	124		
7:45	149	381	43	239	200	405	65	260
8:00	127	39	157	47	284	86		
8:15	87	33	88	46	175	79		
8:30	55	53	56	46	111	99		
8:45	56	325	30	155	47	348	34	173
9:00	62	40	49	55	111	95		
9:15	63	66	45	37	108	103		
9:30	43	27	31	38	74	65		
9:45	52	220	22	155	51	176	28	158
10:00	51	14	60	29	111	43		
10:15	46	20	55	28	101	48		
10:30	44	14	48	18	92	32		
10:45	42	183	11	59	50	213	13	88
11:00	65	12	55	14	120	26		
11:15	70	8	57	9	127	17		
11:30	54	3	63	15	117	18		
11:45	62	251	6	29	72	247	14	52
TOTALS	1553	2783	1551	3913	3104	6696		
DAY TOTALS		4336		5464		9800		
SPLIT %	50.0	41.6	50.0	58.4				
HOUR VOLUME	7:30	4:45	7:30	3:00	7:30	3:00		
P.H.F.	467	417	569	804	1036	1096		
	0.78	0.95	0.71	0.65	0.74	0.74		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: CALIFORNIA AVENUE

FILE: D9701025

E-W STREET: S/O ALMA

DATE: 1/07/97

CLIENT : CTY LYNWOOD

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	20	75	7	62	27	137
12:15	15	76	8	62	23	138
12:30	9	67	7	64	16	131
12:45	7	51	54	272	2	24
1:00	5	70	6	82	11	152
1:15	7	65	7	55	14	120
1:30	6	65	6	61	12	126
1:45	6	24	84	284	3	22
2:00	7	71	1	69	8	140
2:15	7	69	2	63	9	132
2:30	4	65	2	119	6	184
2:45	1	19	115	320	1	6
3:00	5	121	4	92	9	213
3:15	4	108	3	84	7	192
3:30	0	103	4	83	4	186
3:45	3	12	108	440	4	15
4:00	3	130	4	87	7	217
4:15	1	96	2	70	3	166
4:30	5	116	13	74	18	190
4:45	6	15	117	459	16	35
5:00	6	110	11	109	17	219
5:15	11	113	26	108	37	221
5:30	10	120	35	85	45	205
5:45	19	46	137	480	44	116
6:00	28	123	35	87	63	210
6:15	5	23	103	82	67	185
6:30	21	76	55	84	76	160
6:45	40	112	90	392	72	206
7:00	54	92	53	74	107	166
7:15	63	74	54	73	117	147
7:30	61	65	84	65	145	130
7:45	105	283	44	275	85	276
8:00	128	52	109	48	112	318
8:15	81	52	67	33	148	85
8:30	51	52	60	42	111	94
8:45	37	297	29	185	54	290
9:00	27	42	43	44	70	86
9:15	54	49	36	36	90	85
9:30	50	47	37	27	87	74
9:45	45	176	20	158	44	160
10:00	61	24	57	11	118	35
10:15	50	27	45	20	95	47
10:30	71	33	45	19	116	52
10:45	50	232	17	101	40	187
11:00	63	16	61	18	124	34
11:15	69	23	55	15	124	38
11:30	62	23	62	12	124	35
11:45	74	268	12	74	74	252
TOTALS	1535	3440	1589	2938	3124	6378
DAY TOTALS	4975		4527		9502	
SPLIT %	49.1	53.9	50.9	46.1		
HOUR	7:30	5:15	7:30	5:00	7:30	5:00
VOLUME	375	493	345	406	720	886
P.H.F.	0.73	0.90	0.79	0.93	0.76	0.92

HOUR	7:30	5:15	7:30	5:00	7:30	5:00
VOLUME	375	493	345	406	720	886
P.H.F.	0.73	0.90	0.79	0.93	0.76	0.92

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: BULLIS ROAD

FILE: D9701024

E-W STREET: N/O EUCLID

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	5	57	5	36	10	93						
12:15	2	46	4	67	6	113						
12:30	3	61	1	51	4	112						
12:45	8	18	53	217	14	34	117	435				
1:00	3	56	5	48	8	104						
1:15	1	53	0	66	1	119						
1:30	3	68	1	60	4	128						
1:45	4	11	48	225	5	18	110	461				
2:00	3	66	3	52	6	118						
2:15	4	65	2	73	6	138						
2:30	2	63	1	47	3	110						
2:45	2	11	76	270	4	19	131	497				
3:00	1	82	1	65	2	147						
3:15	2	71	1	87	3	158						
3:30	0	62	5	74	5	136						
3:45	4	7	80	295	6	16	148	589				
4:00	3	81	3	75	6	156						
4:15	1	78	3	64	4	142						
4:30	0	74	5	93	5	167						
4:45	1	5	98	331	5	20	181	646				
5:00	4	75	4	61	8	136						
5:15	5	118	7	75	12	193						
5:30	11	101	5	64	16	165						
5:45	8	28	83	377	18	54	164	658				
6:00	9	100	11	50	20	150						
6:15	5	11	14	63	25	140						
6:30	16	61	25	52	41	113						
6:45	20	56	59	297	23	73	55	220	43	129	114	517
7:00	28	57	25	64	53	121						
7:15	31	41	48	45	79	86						
7:30	59	42	44	41	103	83						
7:45	48	166	37	177	72	189	42	192	120	355	79	369
8:00	41	23	47	38	88	61						
8:15	49	27	55	29	104	56						
8:30	49	22	51	35	100	57						
8:45	45	184	25	97	52	205	25	127	97	389	50	224
9:00	35	39	40	38	75	77						
9:15	26	33	27	58	53	91						
9:30	38	17	31	29	69	46						
9:45	36	135	15	104	50	148	14	139	86	283	29	243
10:00	32	13	46	17	78	30						
10:15	32	12	43	14	75	26						
10:30	26	6	32	13	58	19						
10:45	43	133	17	48	35	156	7	51	78	289	24	99
11:00	43	5	52	10	95	15						
11:15	45	10	45	3	90	13						
11:30	49	5	45	7	94	12						
11:45	54	191	8	28	39	181	8	28	93	372	16	56
TOTALS	945	2466	1033	2328	1978	4794						
DAY TOTALS		3411		3361		6772						
SPLIT %	47.8	51.4	52.2	48.6								
: HOUR	7:30	5:15	7:45	4:00	7:30	4:30						
/VOLUME	197	402	225	315	415	677						
P.H.F.	0.83	0.85	0.78	0.85	0.86	0.88						

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701026

N-S STREET: CALIFORNIA AVENUE

E-W STREET: S/O BEECHWOOD

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	3	25	11	44	14	69
12:15	2	23	6	53	8	76
12:30	1	45	7	70	8	115
12:45	0	6	24	117	6	36
1:00	3	25	7	76	10	101
1:15	0	34	1	57	1	91
1:30	3	39	3	58	6	97
1:45	1	7	31	129	4	21
2:00	3	39	3	55	6	94
2:15	2	52	1	67	3	119
2:30	1	40	2	58	3	98
2:45	0	6	38	169	0	12
3:00	0	38	2	61	2	99
3:15	0	44	2	69	2	113
3:30	0	52	3	79	3	131
3:45	1	1	42	176	2	10
4:00	0	56	2	65	2	121
4:15	0	59	9	57	9	116
4:30	1	55	4	61	5	116
4:45	0	1	50	220	14	30
5:00	0	33	10	99	10	132
5:15	3	72	4	90	7	162
5:30	7	49	31	84	38	133
5:45	2	12	55	209	14	71
6:00	6	49	15	60	21	109
6:15	8	35	25	72	33	107
6:30	10	32	21	72	31	104
6:45	16	40	37	153	52	153
7:00	25	20	33	52	58	72
7:15	22	18	51	61	73	79
7:30	39	21	76	40	115	61
7:45	51	137	13	72	75	372
8:00	50	20	69	34	119	54
8:15	29	12	72	42	101	54
8:30	30	16	51	43	81	59
8:45	15	124	18	66	44	236
9:00	18	12	36	47	59	59
9:15	16	19	39	33	55	52
9:30	18	4	38	30	56	34
9:45	19	71	5	40	36	220
10:00	27	8	41	14	68	22
10:15	19	10	44	25	63	35
10:30	21	4	50	19	71	23
10:45	17	84	4	26	55	274
11:00	21	4	64	23	85	27
11:15	32	2	54	21	86	23
11:30	37	3	42	4	79	7
11:45	40	130	8	17	72	362
TOTALS	619	1394	1302	2471	1921	3865
DAY TOTALS		2013		3773		5786
SPLIT %	32.2	36.1	67.8	63.9		
HOUR	7:30	5:15	7:30	5:00	7:30	5:00
VOLUME	169	225	292	347	461	556
P.H.F.	0.83	0.78	0.96	0.88	0.91	0.86

SITE CODE : LYNWOOD

N-S STREET: CARLJN AVENUE

E-W STREET: W/O BRADFIELD

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: 09701027

DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	5	42	9	58	14	100
12:15	8	33	2	56	10	89
12:30	4	31	4	37	8	68
12:45	4	21	37	143	7	39
1:00	4	39	3	48	7	87
1:15	3	30	4	51	7	81
1:30	3	39	1	35	4	74
1:45	3	13	41	149	3	21
2:00	2	30	2	48	4	78
2:15	2	43	1	42	3	85
2:30	0	52	5	40	5	92
2:45	3	7	62	187	7	19
3:00	1	53	1	91	2	144
3:15	1	65	5	109	6	174
3:30	0	75	1	68	1	143
3:45	1	3	60	253	2	11
4:00	1	48	1	51	2	99
4:15	4	67	3	64	7	131
4:30	2	54	6	59	8	113
4:45	2	9	67	236	5	22
5:00	4	65	4	66	8	131
5:15	9	78	9	65	18	143
5:30	11	70	13	56	24	126
5:45	15	39	60	273	34	84
6:00	12	59	20	66	32	125
6:15	5	13	21	76	34	135
6:30	8	42	29	56	37	98
6:45	15	48	49	209	45	148
7:00	29	48	36	40	65	88
7:15	30	44	58	37	88	81
7:30	51	51	115	31	166	82
7:45	85	195	38	181	226	545
8:00	42	28	66	28	108	56
8:15	58	19	58	26	116	45
8:30	43	31	61	31	104	62
8:45	41	184	21	99	122	450
9:00	26	24	47	23	73	47
9:15	22	60	28	42	50	102
9:30	23	25	44	25	67	50
9:45	35	106	16	125	74	264
10:00	33	22	32	16	65	38
10:15	32	17	27	19	59	36
10:30	23	19	29	17	52	36
10:45	38	126	14	72	71	247
11:00	20	16	35	8	55	24
11:15	33	8	49	7	82	15
11:30	35	13	29	6	64	19
11:45	43	131	7	44	92	293
TOTALS	882	1971	1261	2099	2143	4070
DAY TOTALS	2853		3360		6213	
SPLIT %	41.2	48.4	58.8	51.6		
HOUR VOLUME	7:30	4:45	7:15	2:45	7:30	2:45
P.H.F.	236	280	380	330	616	585
	0.69	0.90	0.67	0.76	0.68	0.84

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701029

N-S STREET: CARLIN AVENUE

E-W STREET: W/O MILLRACE

CLIENT : CTY LYNWOOD

DATE: 1/07/96

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	3	13	3	16	6	29
12:15	3	18	3	24	6	42
12:30	4	11	3	21	7	32
12:45	4	14	20	62	4	23
1:00	3	21	10	32	13	53
1:15	4	19	3	34	7	53
1:30	0	26	0	16	0	42
1:45	1	8	18	84	2	22
2:00	1	18	2	33	3	51
2:15	2	28	0	32	2	60
2:30	0	23	2	28	2	51
2:45	1	4	23	92	1	134
3:00	0	35	1	48	1	83
3:15	1	32	1	61	2	93
3:30	0	32	1	43	1	75
3:45	0	1	31	130	2	6
4:00	0	30	0	50	0	80
4:15	0	27	0	47	0	74
4:30	0	31	0	49	0	80
4:45	2	2	31	119	5	5
5:00	1	20	6	56	7	76
5:15	4	44	0	41	4	85
5:30	3	26	8	44	11	70
5:45	5	13	36	126	14	36
6:00	10	22	11	54	21	76
6:15	4	21	13	47	17	68
6:30	4	25	9	50	13	75
6:45	10	28	27	95	23	74
7:00	5	27	27	38	32	65
7:15	16	16	36	29	52	45
7:30	18	26	38	27	56	53
7:45	37	76	23	92	105	245
8:00	25	12	36	24	61	36
8:15	25	13	52	18	77	31
8:30	18	15	42	18	60	33
8:45	19	87	13	170	19	257
9:00	7	11	24	17	31	28
9:15	14	13	16	16	30	29
9:30	9	8	26	19	35	27
9:45	18	48	7	39	44	140
10:00	12	5	30	9	42	14
10:15	13	4	18	15	31	19
10:30	12	4	19	15	31	19
10:45	10	47	3	16	25	129
11:00	11	4	19	11	30	15
11:15	12	3	17	7	29	10
11:30	13	3	23	7	36	10
11:45	17	53	1	11	39	134
TOTALS	381		919	699	1080	2402
DAY TOTALS		1300		2182		3482
SPLIT %	35.3		38.3	64.7		
HOUR	7:30		3:00	7:45	3:15	7:45
VOLUME	105		130	198	215	303
P.H.F.	0.71		0.93	0.73	0.88	0.72
						0.92

SITE CODE : LYNWOOD

N-S STREET: CARLIN AVENUE

E-W STREET: W/O WALDORF

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: 09701028

DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	67	17	6	57	73	74
12:15	48	24	12	53	60	77
12:30	68	31	9	53	77	84
12:45	49	232	39	111	54	264
1:00	33	76	6	60	39	136
1:15	38	98	1	62	39	160
1:30	35	66	3	45	38	111
1:45	34	140	61	301	37	153
2:00	26	58	7	68	33	126
2:15	30	70	5	46	35	116
2:30	20	42	0	57	20	99
2:45	49	125	33	203	51	139
3:00	33	35	1	124	34	159
3:15	20	30	2	120	22	150
3:30	12	22	1	89	13	111
3:45	23	88	34	121	25	94
4:00	20	45	3	82	23	127
4:15	19	33	1	71	20	104
4:30	20	34	4	84	24	118
4:45	16	75	33	145	21	88
5:00	12	30	8	85	113	462
5:15	13	52	14	72	20	115
5:30	10	40	15	69	27	124
5:45	8	43	52	174	25	109
6:00	7	51	24	68	120	468
6:15	6	42	28	294	31	149
6:30	4	41	27	103	34	145
6:45	2	19	53	187	31	109
7:00	1	45	36	115	38	114
7:15	5	47	38	61	134	517
7:30	4	42	57	330	39	103
7:45	4	14	42	123	62	87
8:00	2	19	62	111	68	90
8:15	1	63	196	329	127	90
8:30	2	63	84	50	115	392
8:45	1	63	84	196	343	112
9:00	0	111	84	196	140	474
9:15	3	83	64	286	293	103
9:30	1	70	64	286	73	110
9:45	2	6	57	321	73	121
10:00	4	74	40	173	67	147
10:15	10	80	32	155	179	92
10:30	6	82	39	18	49	106
10:45	7	27	39	26	45	101
11:00	14	69	305	19	53	107
11:15	21	69	46	156	183	476
11:30	22	72	28	14	83	93
11:45	18	75	31	77	72	72
			55	77	82	82
			160	48	64	327
TOTALS	851	2657	1349	2692	2200	5349
AY TOTALS		3508	4041		7549	
SPLIT %	38.7	49.7	61.3	50.3		
HOUR	12:00	8:30	7:30	2:45	7:30	2:45
VOLUME	232	376	384	430	395	550
P.H.F.	0.85	0.85	0.78	0.87	0.78	0.86

SITE CODE : LYNWOOD

N-S STREET: DUNCAN AVENUE

E-W STREET: N/O ELMWOOD

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701038

DATE: 1/07/97

BEGIN	----- NB -----		----- SB -----		----- COMBINED -----	
	AM	PM	AM	PM	AM	PM
12:00	2	27	4	14	6	41
12:15	1	18	3	5	4	23
12:30	2	21	4	12	6	33
12:45	5	10	11	77	8	24
1:00	0	19	0	10	0	29
1:15	1	26	1	16	2	42
1:30	2	22	0	15	2	37
1:45	2	5	33	100	3	7
2:00	2	22	1	14	3	36
2:15	4	31	6	11	10	42
2:30	2	29	4	11	6	40
2:45	4	12	21	103	6	25
3:00	3	18	1	23	4	41
3:15	1	29	1	24	2	53
3:30	1	45	1	18	2	63
3:45	4	9	35	127	5	13
4:00	2	23	0	15	2	38
4:15	2	22	0	17	2	39
4:30	3	33	1	22	4	55
4:45	14	21	28	106	16	24
5:00	10	36	0	10	10	46
5:15	11	37	1	22	12	59
5:30	28	28	3	20	31	48
5:45	27	76	32	133	29	82
6:00	23	25	3	17	26	42
6:15	5	22	33	5	27	47
6:30	30	22	4	23	34	45
6:45	24	99	17	97	26	113
7:00	29	21	2	18	31	39
7:15	23	12	10	16	33	28
7:30	26	18	14	14	40	32
7:45	35	113	20	71	49	153
8:00	38	17	14	16	52	33
8:15	28	12	14	9	42	21
8:30	23	15	12	12	35	27
8:45	29	118	15	59	44	173
9:00	15	11	10	8	25	19
9:15	20	18	5	8	25	26
9:30	11	12	11	12	22	24
9:45	32	78	10	51	44	116
10:00	21	10	9	6	30	16
10:15	8	9	10	11	18	20
10:30	28	4	9	5	37	9
10:45	17	74	10	33	28	113
11:00	13	6	9	2	22	8
11:15	17	7	17	5	34	12
11:30	18	7	9	4	27	11
11:45	23	71	3	23	34	117
TOTALS	686	980	274	602	960	1582
DAY TOTALS		1666		876		2542
SPLIT %	71.5	61.9	28.5	38.1		
HOUR	7:30	4:30	7:30	3:00	7:30	3:00
VOLUME	127	134	56	81	183	208
P.H.F.	0.84	0.91	1.00	0.84	0.88	0.83

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: FERNWOOD AVENUE

FILE: D9701045

E-W STREET: E/O ATLANTIC

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	5	18	0	13	5	31
12:15	6	17	3	17	9	34
12:30	0	6	0	13	0	19
12:45	0	11	19	60	1	15
1:00	0	19	0	16	0	35
1:15	4	14	1	20	5	34
1:30	0	14	0	22	0	36
1:45	2	6	16	63	0	39
2:00	0	9	0	16	0	25
2:15	0	16	1	12	1	28
2:30	1	24	1	25	2	49
2:45	1	2	21	70	1	5
3:00	1	27	0	24	1	51
3:15	1	28	0	35	1	63
3:30	3	35	0	17	3	52
3:45	1	6	27	117	0	0
4:00	0	22	1	19	1	41
4:15	0	25	0	22	0	47
4:30	0	29	2	27	2	56
4:45	1	1	18	94	1	4
5:00	2	18	3	30	2	5
5:15	2	27	2	23	4	48
5:30	3	16	5	34	8	50
5:45	5	12	20	81	6	16
6:00	3	21	4	27	7	28
6:15	4	20	6	14	10	34
6:30	11	11	13	14	24	25
6:45	8	26	15	67	14	37
7:00	14	24	14	21	22	63
7:15	15	12	23	18	28	45
7:30	22	16	21	15	38	30
7:45	24	75	5	57	17	75
8:00	21	15	20	16	41	150
8:15	37	16	22	13	59	29
8:30	23	9	18	14	41	23
8:45	10	91	10	50	21	81
9:00	4	7	16	10	11	54
9:15	10	18	16	9	20	17
9:30	10	8	6	6	26	27
9:45	5	29	4	37	18	56
10:00	10	2	15	5	30	23
10:15	14	4	18	7	30	9
10:30	10	4	10	1	20	5
10:45	3	37	7	50	4	17
11:00	9	6	9	10	10	87
11:15	12	2	17	4	18	16
11:30	12	5	14	3	29	6
11:45	17	50	2	15	21	26
TOTALS	346	728	388	781	734	1509
AY TOTALS		1074		1169		2243
SPLIT %	47.1	48.2	52.9	51.8		
HOUR	7:45	3:00	7:15	2:30	7:30	3:00
VOLUME	105	117	81	111	184	218
P.H.F.	0.71	0.84	0.88	0.79	0.78	0.87

SITE CODE : LYNWOOD
 N-S STREET: FERNWOOD AVENUE
 E-W STREET: W/O ELM
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701044

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	7	27	7	25	14	52
12:15	6	13	7	31	13	44
12:30	0	22	2	22	2	44
12:45	4	17	26	88	6	35
1:00	2	19	2	31	4	50
1:15	2	22	1	31	3	53
1:30	0	20	3	32	3	52
1:45	1	5	27	88	3	13
2:00	0	13	0	30	0	43
2:15	2	30	2	27	4	57
2:30	1	27	2	34	3	61
2:45	0	3	34	104	1	8
3:00	1	27	2	42	3	69
3:15	0	43	1	52	1	95
3:30	3	50	0	37	3	87
3:45	0	4	38	158	1	8
4:00	1	23	2	32	3	55
4:15	1	51	1	33	2	84
4:30	1	37	4	32	5	69
4:45	4	7	41	152	4	18
5:00	1	32	2	55	3	87
5:15	3	42	2	36	5	78
5:30	9	25	8	41	17	66
5:45	17	30	41	140	12	24
6:00	12	42	14	46	26	88
6:15	8	33	11	47	19	80
6:30	13	31	15	42	28	73
6:45	14	47	16	122	21	61
7:00	22	30	17	25	39	55
7:15	10	20	36	32	46	52
7:30	23	17	40	25	63	42
7:45	44	99	13	80	43	136
8:00	50	14	52	27	102	41
8:15	49	17	43	24	92	41
8:30	25	13	30	18	55	31
8:45	23	147	8	52	34	159
9:00	12	11	16	22	28	33
9:15	25	25	20	18	45	43
9:30	15	14	18	17	33	31
9:45	14	66	2	52	17	71
10:00	23	4	29	8	52	12
10:15	21	7	25	10	46	17
10:30	16	6	24	11	40	17
10:45	20	80	6	23	28	106
11:00	19	5	28	11	47	16
11:15	14	5	17	9	31	14
11:30	21	3	21	6	42	9
11:45	19	73	5	18	27	93
TOTALS	578		1077		696	
DAY TOTALS		1655			2024	
SPLIT %	45.4		44.8		54.6	
					55.2	
HOUR	7:45		3:30		7:30	
VOLUME	168		162		178	
P.H.F.	0.84		0.79		0.86	
					0.95	
					0.84	
					0.87	

SITE CODE : LYNWOOD
 N-S STREET: FERNWOOD AVENUE
 E-W STREET: W/O FIR
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701042

DATE: 1/09/97

BEGIN	EB			WB			COMBINED		
	AM	PM		AM	PM		AM	PM	
12:00	9	40		7	43		16	83	
12:15	9	29		3	36		12	65	
12:30	5	36		4	32		9	68	
12:45	4	27	38	143	0	14	38	149	41
1:00	3	46		2	40		5	86	
1:15	5	41		1	39		6	80	
1:30	3	41		7	22		10	63	
1:45	2	13	33	161	3	13	36	137	5
2:00	1	41		1	35		2	76	
2:15	2	39		0	28		2	67	
2:30	1	44		1	34		2	78	
2:45	0	4	65	189	0	2	42	139	0
3:00	3	67		1	28		4	95	
3:15	4	71		1	62		5	133	
3:30	0	71		2	60		2	131	
3:45	2	9	62	271	1	5	43	193	3
4:00	1	52		2	46		3	98	
4:15	1	74		2	49		3	123	
4:30	1	63		3	37		4	100	
4:45	3	6	66	255	11	18	50	182	14
5:00	1	78		4	49		5	127	
5:15	2	60		3	56		5	116	
5:30	8	65		9	36		17	101	
5:45	7	18	60	263	16	32	48	189	23
6:00	4	66		16	42		20	108	
6:15	5	57		14	34		19	91	
6:30	12	52		9	39		21	91	
6:45	15	36	47	222	28	67	41	156	43
7:00	15	45		20	29		35	74	
7:15	16	45		36	31		52	76	
7:30	71	36		43	20		114	56	
7:45	60	162	34	160	56	155	25	105	116
8:00	77	30		37	27		114	57	
8:15	60	37		35	36		95	73	
8:30	25	28		36	19		61	47	
8:45	15	177	24	119	36	144	15	97	51
9:00	26	25		19	21		45	46	
9:15	18	29		32	28		50	57	
9:30	23	24		31	13		54	37	
9:45	29	96	19	97	26	108	9	71	55
10:00	26	16		21	10		47	26	
10:15	27	14		16	18		43	32	
10:30	22	14		26	14		48	28	
10:45	28	103	11	55	27	90	3	45	55
11:00	33	16		28	7		61	23	
11:15	23	9		22	12		45	21	
11:30	29	11		21	7		50	18	
11:45	23	108	11	47	31	102	7	33	54
TOTALS	759	1982		750	1496		1509	3478	
DAY TOTALS		2741			2246			4987	
SPLIT %	50.3	57.0		49.7	43.0				
HOUR	7:30	4:15		7:15	3:15		7:30	3:15	
VOLUME	268	281		172	211		439	467	
P.H.F.	0.87	0.90		0.77	0.85		0.95	0.88	

SITE CODE : LYNWOOD

N-S STREET: FERNWOOD AVENUE

E-W STREET: W/O GERTRUDE

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701043

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	10	27	6	27	16	54
12:15	3	27	4	32	7	59
12:30	5	22	1	24	6	46
12:45	4	22	32	108	6	35
1:00	4	29	1	37	5	66
1:15	3	31	2	33	5	64
1:30	2	27	0	30	2	57
1:45	3	12	33	120	6	18
2:00	1	28	1	42	2	70
2:15	3	30	2	48	5	78
2:30	3	31	3	34	6	65
2:45	5	12	32	121	6	19
3:00	4	40	2	60	6	100
3:15	2	61	1	63	3	124
3:30	2	58	2	43	4	101
3:45	0	8	46	205	4	17
4:00	1	47	0	39	1	86
4:15	1	47	1	34	2	81
4:30	2	42	4	46	6	88
4:45	1	5	56	192	15	24
5:00	1	37	7	52	8	89
5:15	2	51	10	46	12	97
5:30	10	49	9	48	19	97
5:45	9	22	50	187	22	61
6:00	16	51	17	37	33	88
6:15	5	42	21	42	26	84
6:30	9	46	29	32	38	78
6:45	20	50	31	170	49	146
7:00	15	21	38	28	53	49
7:15	18	30	42	23	60	53
7:30	33	28	52	18	85	46
7:45	64	130	23	102	134	332
8:00	33	19	58	25	91	44
8:15	50	19	66	22	116	41
8:30	22	13	51	18	73	31
8:45	17	122	14	65	61	341
9:00	26	28	32	14	58	42
9:15	15	31	33	10	48	41
9:30	16	19	26	17	42	36
9:45	19	76	12	90	41	189
10:00	10	8	19	7	29	15
10:15	11	15	28	10	39	25
10:30	22	15	20	13	42	28
10:45	12	55	12	50	38	148
11:00	14	11	28	5	42	16
11:15	15	11	38	10	53	21
11:30	30	7	34	4	64	11
11:45	26	85	9	38	55	214
TOTALS	599	1448	945	1373	1544	2821
DAY TOTALS		2047		2318		4365
SPLIT %	38.8	51.3	61.2	48.7		
HOUR	7:30	3:15	7:30	3:00	7:30	3:00
VOLUME	180	212	246	206	426	411
P.H.F.	0.70	0.87	0.88	0.82	0.79	0.83

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: FERNWOOD AVENUE

FILE: D9701040

E-W STREET: BET IMPERIAL/STATE

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB			WB			COMBINED		
	AM		PM	AM		PM	AM		PM
12:00	0		16	0		16	0		32
12:15	0		10	4		9	4		19
12:30	1		20	0		8	1		28
12:45	2	3	13 59	0	4	16 49	2	7	29 108
1:00	1		21	0		13	1		34
1:15	0		12	0		10	0		22
1:30	1		14	2		11	3		25
1:45	1	3	16 63	0	2	8 42	1	5	24 105
2:00	1		8	0		6	1		14
2:15	3		17	0		7	3		24
2:30	0		18	0		17	0		35
2:45	2	6	12 55	0	0	19 49	2	6	31 104
3:00	0		23	0		13	0		36
3:15	0		19	2		12	2		31
3:30	0		24	0		15	0		39
3:45	0	0	21 87	0	2	23 63	0	2	44 150
4:00	0		17	1		18	1		35
4:15	2		23	0		18	2		41
4:30	0		26	2		12	2		38
4:45	2	4	18 84	1	4	13 61	3	8	31 145
5:00	0		30	1		15	1		45
5:15	2		26	1		18	3		44
5:30	5		27	3		28	8		55
5:45	5	12	26 109	3	8	13 74	8	20	39 183
6:00	1		25	6		10	7		35
6:15	2		19	8		12	10		31
6:30	5		18	8		12	13		30
6:45	11	19	17 79	8	30	11 45	19	49	28 124
7:00	10		14	13		8	23		22
7:15	4		6	6		10	10		16
7:30	6		11	12		6	18		17
7:45	16	36	10 41	13	44	7 31	29	80	17 72
8:00	5		2	18		7	23		9
8:15	11		8	17		8	28		16
8:30	9		4	8		6	17		10
8:45	15	40	2 16	6	49	5 26	21	89	7 42
9:00	3		3	8		4	11		7
9:15	6		7	6		6	12		13
9:30	9		5	5		7	14		12
9:45	13	31	4 19	7	26	1 18	20	57	5 37
10:00	13		10	5		9	18		19
10:15	14		4	5		2	19		6
10:30	16		3	6		5	22		8
10:45	17	60	3 20	13	29	1 17	30	89	4 37
11:00	10		2	8		2	18		4
11:15	12		0	10		1	22		1
11:30	10		1	14		1	24		2
11:45	23	55	3 6	11	43	2 6	34	98	5 12

TOTALS	269	638	241	481	510	1119
DAY TOTALS	907		722		1629	

SPLIT %	52.7	57.0	47.3	43.0		
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HOUR	10:00	5:00	7:30	3:30	7:30	5:00
VOLUME	60	109	60	74	98	183
P.H.F.	0.88	0.91	0.83	0.80	0.84	0.83

SITE CODE : LYNWOOD

N-S STREET: FERNWOOD AVENUE

E-W STREET: W/O PEACH

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701041

DATE: 1/09/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	1	17	1	10	2	27		
12:15	1	10	1	12	2	22		
12:30	3	17	3	13	6	30		
12:45	0	5	17	61	0	47	0	108
1:00	0	15	0	20	0	35		
1:15	0	10	0	10	0	20		
1:30	0	20	1	11	1	31		
1:45	1	1	20	65	0	62	1	127
2:00	0	19	0	15	0	34		
2:15	1	19	0	16	1	35		
2:30	0	16	0	11	0	27		
2:45	2	3	26	80	2	56	4	136
3:00	1	24	0	13	1	37		
3:15	0	35	0	19	0	54		
3:30	0	36	0	20	0	56		
3:45	0	1	32	127	0	82	0	209
4:00	0	27	1	19	1	46		
4:15	1	33	1	13	2	46		
4:30	2	26	0	22	2	48		
4:45	4	7	32	118	0	67	4	185
5:00	1	26	0	23	1	49		
5:15	4	29	0	17	4	46		
5:30	5	26	0	16	5	42		
5:45	9	19	24	105	0	75	9	180
00	2	20	6	12	8	32		
5	1	13	2	12	3	25		
30	11	17	4	6	15	23		
6:45	16	30	19	69	2	41	18	110
7:00	9	13	5	11	14	24		
7:15	11	18	6	8	17	26		
7:30	18	11	0	5	18	16		
7:45	12	50	15	57	10	40	22	97
8:00	12	11	6	8	18	19		
8:15	5	14	8	8	13	22		
8:30	12	14	8	7	20	21		
8:45	17	46	6	30	9	76	15	77
9:00	8	4	10	8	18	12		
9:15	6	7	8	2	14	9		
9:30	14	7	6	9	20	16		
9:45	19	47	9	27	4	24	23	51
10:00	11	4	10	4	21	8		
10:15	19	4	8	6	27	10		
10:30	17	4	10	3	27	7		
10:45	17	64	1	13	18	46	35	110
11:00	15	1	11	2	26	3		
11:15	16	1	17	4	33	5		
11:30	18	3	15	1	33	4		
11:45	17	66	1	6	12	55	29	121
TOTALS	339	773	204	549	543	1322		
DAY TOTALS	1112		753		1865			
SPLIT %	62.4	58.5	37.6	41.5				
HOUR	10:15	3:15	10:45	3:15	10:45	3:15		
VOLUME	68	130	61	88	127	218		
P.H.F.	0.89	0.90	0.85	0.73	0.91	0.88		

SITE CODE : LYNWOOD
 N-S STREET: FERNWOOD AVENUE
 E-W STREET: W/O SANTA FE
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701039
 DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	1	42	3	33	4	75
12:15	4	32	3	35	7	67
12:30	1	34	4	33	5	67
12:45	5	11	35	143	2	12
1:00	3	36	4	42	7	78
1:15	3	29	0	47	3	76
1:30	1	41	0	34	1	75
1:45	1	8	37	143	4	8
2:00	0	26	1	27	1	53
2:15	0	29	2	36	2	65
2:30	1	37	0	34	1	71
2:45	1	2	40	132	3	6
3:00	1	42	1	40	2	82
3:15	1	43	2	36	3	79
3:30	1	31	2	50	3	81
3:45	2	5	48	164	2	7
4:00	2	41	2	57	4	98
4:15	2	51	2	53	4	104
4:30	1	36	0	48	1	84
4:45	7	12	53	181	6	10
5:00	5	43	6	48	11	91
5:15	7	41	2	56	9	97
5:30	10	53	10	47	20	100
5:45	14	36	67	204	8	26
6:00	14	34	10	43	24	77
6:15	5	12	37	26	50	87
6:30	24	32	25	44	49	76
6:45	23	73	29	132	24	85
7:00	24	26	27	27	51	53
7:15	30	23	29	36	59	59
7:30	17	23	23	26	40	49
7:45	21	92	18	90	34	113
8:00	30	12	40	22	70	34
8:15	37	12	33	31	70	43
8:30	24	12	39	20	63	32
8:45	30	121	14	50	30	142
9:00	15	8	19	14	34	22
9:15	24	17	21	16	45	33
9:30	30	4	26	14	56	18
9:45	25	94	10	39	23	89
10:00	24	17	32	12	56	29
10:15	24	7	31	11	55	18
10:30	32	10	29	6	61	16
10:45	29	109	4	38	40	132
11:00	38	3	20	6	58	9
11:15	26	3	43	5	69	8
11:30	26	6	27	3	53	9
11:45	40	130	2	14	44	134
TOTALS	693		1330	764	1495	1457
DAY TOTALS		2023		2259		2825
SPLIT %	47.6		47.1	52.4	52.9	4282
HOUR	11:00		5:00	7:45	3:30	11:00
VOLUME	130		204	146	227	264
P.H.F.	0.81		0.76	0.91	0.85	0.79
						0.87

SITE CODE : LYNWOOD

N-S STREET: IMPERIAL HIGHWAY

E-W STREET: W/O ATLANTIC

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701054

DATE: 1/09/97

BEGIN	EB		WB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	40	162	34	183	74	345						
12:15	25	172	23	178	48	350						
12:30	22	185	36	189	58	374						
12:45	15	102	204	723	15	108	208	758	30	210	412	1481
1:00	19	178	27	196	46	374						
1:15	15	178	14	200	29	378						
1:30	14	174	16	166	30	340						
1:45	17	65	199	729	6	63	205	767	23	128	404	1496
2:00	9	183	20	186	29	369						
2:15	7	180	22	170	29	350						
2:30	7	205	8	153	15	358						
2:45	8	31	248	816	6	56	190	699	14	87	438	1515
3:00	14	247	11	215	25	462						
3:15	11	286	15	279	26	565						
3:30	11	330	12	238	23	568						
3:45	16	52	306	1169	6	44	246	978	22	96	552	2147
4:00	16	282	7	279	23	561						
4:15	17	277	15	285	32	562						
4:30	32	285	16	242	48	527						
4:45	43	108	264	1108	22	60	229	1035	65	168	493	2143
5:00	60	308	23	254	83	562						
5:15	54	318	36	262	90	580						
5:30	83	293	50	247	133	540						
5:45	154	351	252	1171	72	181	241	1004	226	532	493	2175
6:00	109	248	106	217	215	465						
6:15	95	236	113	220	208	456						
6:30	131	220	154	218	285	438						
6:45	166	501	191	895	207	580	200	855	373	1081	391	1750
7:00	188	170	255	178	443	348						
7:15	146	156	224	194	370	350						
7:30	192	141	281	144	473	285						
7:45	244	770	143	610	320	1080	155	671	564	1850	298	1281
8:00	209	120	319	149	528	269						
8:15	204	123	290	116	494	239						
8:30	180	100	253	123	433	223						
8:45	164	757	95	438	215	1077	115	503	379	1834	210	941
9:00	173	90	188	96	361	186						
9:15	148	102	185	106	333	208						
9:30	150	105	139	91	289	196						
9:45	128	599	77	374	150	662	77	370	278	1261	154	744
10:00	132	52	144	63	276	115						
10:15	136	73	134	65	270	138						
10:30	140	68	145	64	285	132						
10:45	126	534	65	258	143	566	59	251	269	1100	124	509
11:00	161	49	139	76	300	125						
11:15	162	38	155	40	317	78						
11:30	170	45	181	58	351	103						
11:45	168	661	43	175	161	636	41	215	329	1297	84	390
TOTALS	4531		8466		5113		8106		9644		16572	
DAY TOTALS		12997			13219				26216			
SPLIT %	47.0		51.1		53.0		48.9					
HOUR	7:30		3:15		7:30		3:45		7:30		3:15	
VOLUME	849		1204		1210		1052		2059		2246	
P.H.F.	0.87		0.91		0.95		0.92		0.91		0.99	

SITE CODE : LYNOOD
 N-S STREET: IMPERIAL HIGHWAY
 E-W STREET: W/O ELM
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: 09701053

DATE: 1/07/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	58	165	25	182	83	347		
12:15	45	188	25	196	70	384		
12:30	34	167	26	167	60	334		
12:45	26	163	163	683	54	267	345	1410
1:00	24	169	13	192	37	361		
1:15	17	190	12	186	29	376		
1:30	26	202	15	165	41	367		
1:45	36	103	193	754	56	163	383	1487
2:00	28	211	9	197	37	408		
2:15	30	195	16	160	46	355		
2:30	26	195	13	183	39	378		
2:45	22	106	266	867	29	151	493	1634
3:00	18	261	9	282	27	543		
3:15	21	292	13	271	34	563		
3:30	15	275	10	240	25	515		
3:45	18	72	339	1167	25	111	571	2192
4:00	30	267	12	280	42	547		
4:15	37	301	15	262	52	563		
4:30	28	256	14	266	42	522		
4:45	29	124	293	1117	51	187	518	2150
5:00	17	274	27	260	44	534		
5:15	18	307	42	251	60	558		
5:30	16	270	53	286	69	556		
5:45	14	65	321	1172	87	260	558	2206
00	18	252	94	210	112	462		
5	22	261	132	217	154	478		
30	22	202	164	236	186	438		
6:45	30	92	227	942	290	404		
7:00	27	213	263	191	309	339		
7:15	38	176	271	163	350	270		
7:30	48	131	302	139	356	192		
7:45	60	173	136	656	410	1359	257	1270
8:00	71	145	326	104	397	249		
8:15	52	162	257	96	309	258		
8:30	93	100	263	92	356	170		
8:45	83	299	102	509	47	287	321	1156
9:00	100	111	199	93	299	204		
9:15	99	103	173	77	272	180		
9:30	97	100	167	70	264	170		
9:45	145	441	86	400	121	614	133	687
10:00	121	69	152	62	273	131		
10:15	136	62	155	80	291	142		
10:30	161	59	152	81	313	140		
10:45	138	556	33	223	57	280	297	1174
11:00	157	44	165	56	322	100		
11:15	165	54	151	53	316	107		
11:30	175	33	137	38	312	71		
11:45	178	675	36	167	42	189	353	1303
TOTALS	2869	8657	5312	7936	8181	16593		
DAY TOTALS		11526		13248	24774			
SPLIT %	35.1	52.2	64.9	47.8				
HOUR	11:00	3:30	7:15	3:45	7:45	5:00		
VOLUME	675	1182	1249	1040	1472	2206		
P.H.F.	0.95	0.87	0.89	0.93	0.90	0.99		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: IMPERIAL HIGHWAY

FILE: 09701047

E-W STREET: E/O FERNWOOD

DATE: 1/09/97

CLIENT : CTY LYNWOOD

BEGIN	EB			WB			COMBINED		
	AM	PM		AM	PM		AM	PM	
12:00	41	170		15	233		56	403	
12:15	37	181		21	197		58	378	
12:30	18	172		28	204		46	376	
12:45	21	117	692	9	73	198	832	30	190
1:00	15	174		10	174		25	348	
1:15	14	187		13	177		27	364	
1:30	11	173		2	204		13	377	
1:45	9	49	493	727	14	39	213	768	23
2:00	10	164		7	194		17	358	
2:15	8	208		1	232		9	440	
2:30	7	205		21	208		28	413	
2:45	12	37	253	830	7	36	204	838	19
3:00	9	247		2	206		11	453	
3:15	7	271		7	215		14	486	
3:30	16	217		4	251		20	468	
3:45	7	39	266	1001	15	28	236	908	22
4:00	12	290		3	186		15	476	
4:15	19	283		14	217		33	500	
4:30	23	235		16	187		39	422	
4:45	26	80	277	1085	29	62	196	786	55
5:00	29	275		34	189		63	464	
5:15	30	285		26	193		56	478	
5:30	46	288		45	178		91	466	
5:45	60	165	260	1108	89	194	184	744	149
6:00	54	221		105	155		159	376	
6:15	82	234		91	154		173	388	
6:30	103	181		111	150		214	331	
6:45	135	374	174	810	156	463	141	600	291
7:00	98	125		194	126		292	251	
7:15	141	107		238	122		379	229	
7:30	162	100		261	76		423	176	
7:45	179	580	81	413	289	982	84	408	468
8:00	203	85		321	80		524	165	
8:15	222	78		272	81		494	159	
8:30	175	69		230	60		405	129	
8:45	186	786	57	289	188	1011	56	277	374
9:00	144	55		154	48		298	103	
9:15	163	62		131	41		294	103	
9:30	170	49		125	51		295	100	
9:45	198	675	57	223	137	547	46	186	335
10:00	225	57		149	39		1222	103	409
10:15	173	63		142	36		374	96	
10:30	157	48		153	32		315	99	
10:45	163	718	49	217	179	623	47	154	342
11:00	146	34		178	30		1341	96	371
11:15	168	41		200	41		324	64	
11:30	181	45		186	26		368	82	
11:45	176	671	37	157	161	725	31	128	337
TOTALS	4291	7552		4783	6629		9074	14181	
DAY TOTALS		11843			11412			23255	
SPLIT %	47.3	53.3		52.7	46.7				
HOUR	8:00	4:45		7:30	3:00		7:30	3:30	
VOLUME	786	1125		1143	908		1909	1946	
P.H.F.	0.89	0.98		0.89	0.90		0.91	0.97	

SITE CODE : LYNWOOD
 N-S STREET: IMPERIAL HIGHWAY
 E-W STREET: E/O LOS FLORES
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701050
 DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	51	186	36	130	87	316
12:15	37	182	21	166	58	348
12:30	27	225	18	148	45	373
12:45	19	134	210	803	41	231
1:00	18	214	8	187	26	401
1:15	15	228	10	163	25	391
1:30	21	207	9	145	30	352
1:45	6	60	184	833	13	94
2:00	19	231	16	128	35	359
2:15	13	213	10	147	23	360
2:30	15	219	8	161	23	380
2:45	6	53	214	877	20	101
3:00	11	274	5	171	16	445
3:15	15	334	6	152	21	486
3:30	13	325	15	211	28	536
3:45	3	42	310	1243	13	78
4:00	11	323	1	161	12	484
4:15	10	347	6	164	16	511
4:30	11	335	11	174	22	509
4:45	15	47	305	1310	37	87
5:00	38	344	24	159	62	503
5:15	24	347	29	131	53	478
5:30	24	354	29	172	53	526
5:45	51	137	322	1367	122	290
6:00	70	322	115	156	185	478
6:15	5	59	324	97	136	460
6:30	63	293	99	139	162	432
6:45	126	318	263	1202	258	761
7:00	159	224	195	136	354	360
7:15	146	192	176	118	322	310
7:30	132	184	197	136	329	320
7:45	196	633	136	736	420	1425
8:00	215	149	267	113	482	262
8:15	226	110	263	87	489	197
8:30	195	99	242	76	437	175
8:45	191	827	108	466	383	1791
9:00	179	105	164	73	343	178
9:15	152	78	152	82	304	160
9:30	144	86	137	72	281	158
9:45	141	616	65	334	1191	124
10:00	158	55	131	575	286	620
10:15	160	65	134	47	263	289
10:30	196	63	127	45	294	102
10:45	166	680	68	251	323	110
11:00	175	43	127	523	297	1203
11:15	189	49	111	46	302	113
11:30	178	55	156	41	300	89
11:45	190	732	46	193	334	90
TOTALS	4279	9615	4234	5959	8513	15574
DAY TOTALS	13894		10193		24087	
SPLIT %	50.3	61.7	49.7	38.3		
HOUR	7:45	5:00	7:45	3:30	7:45	3:30
VOLUME	832	1367	996	723	1828	2028
P.H.F.	0.92	0.97	0.93	0.86	0.93	0.95

SITE CODE : LYNWOOD

N-S STREET: IMPERIAL HIGHWAY

E-W STREET: E/O PEACH

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701049

DATE: 1/07/97

TIME	EB			WB			COMBINED		
	AM	PM		AM	PM		AM	PM	
12:00	39	275		20	196		59	471	
12:15	40	219		19	181		59	400	
12:30	22	231		28	200		50	431	
12:45	38	139	266	991	12	79	203	780	50 218 469 1771
1:00	20	230		17	177		37	407	
1:15	17	260		10	158		27	418	
1:30	22	226		5	186		27	412	
1:45	22	81	245	961	11	43	180	701	33 124 425 1662
2:00	9	261		13	169		22	430	
2:15	18	233		5	221		23	454	
2:30	10	269		15	183		25	452	
2:45	10	47	271	1034	13	46	203	776	23 93 474 1810
3:00	12	314		5	277		17	591	
3:15	9	350		14	228		23	578	
3:30	7	277		7	253		14	530	
3:45	8	36	291	1232	8	34	212	970	16 70 503 2202
4:00	24	332		7	229		31	561	
4:15	21	357		10	220		31	577	
4:30	21	343		20	225		41	568	
4:45	67	133	372	1404	29	66	224	898	96 199 596 2302
5:00	42	354		29	220		71	574	
5:15	38	337		32	241		70	578	
5:30	65	382		57	218		122	600	
5:45	98	243	363	1436	121	239	235	914	219 482 598 2350
6:00	77	309		117	200		194	509	
6:15	5	94	277		110	193		204	470
6:30	143	231		126	186		269	417	
6:45	154	468	249	1066	199	552	168	747	353 1020 417 1813
7:00	115	244		249		152		364	396
7:15	179	236		212		150		391	386
7:30	196	187		259		117		455	304
7:45	241	731	166	833	337	1057	107	526	578 1788 273 1359
8:00	257	132		346		90		603	222
8:15	231	116		263		91		494	207
8:30	206	104		237		86		443	190
8:45	198	892	96	448	163	1009	61	328	361 1901 157 776
9:00	158	68		179		81		337	149
9:15	179	90		141		82		320	172
9:30	185	88		140		78		325	166
9:45	224	746	70	316	133	593	70	311	357 1339 140 627
10:00	218	74		151		57		369	131
10:15	211	79		146		52		357	131
10:30	183	90		161		61		344	151
10:45	211	823	68	311	146	604	54	224	357 1427 122 535
11:00	200	59		173		45		373	104
11:15	207	50		169		37		376	87
11:30	228	46		158		43		386	89
11:45	249	884	45	200	179	679	40	165	428 1563 85 365

TOTALS **5223** **10232** **5001** **7340** **10224** **17572**

DAY TOTALS **15455** **12341** **27796**

SPLIT % 51.1 58.2 48.9 41.8

HOUR 7:45 6:45 7:30 3:00

VOLUME	935	1445	1205	970
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P.H.F. 0.91 0.95 0.87 0.88

SITE CODE : LYNWOOD
 N-S STREET: IMPERIAL HIGHWAY
 E-W STREET: W/O STANDARD
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701052
 DATE: 1/09/97

BEGIN	EB			WB			COMBINED		
	AM	PM		AM	PM		AM	PM	
12:00	35	150		28	175		63	325	
12:15	29	180		21	175		50	355	
12:30	21	185		25	177		46	362	
12:45	23	108	191	706	13	87	205	732	36 195 396 1438
1:00	15	171		24	183		39	354	
1:15	11	182		12	191		23	373	
1:30	18	175		13	162		31	337	
1:45	15	59	194	722	5	54	179	715	20 113 373 1437
2:00	10	179		22	180		32	359	
2:15	11	170		11	185		22	355	
2:30	4	199		6	153		10	352	
2:45	7	32	257	805	8	47	193	711	15 79 450 1516
3:00	10	253		7	198		17	451	
3:15	12	274		15	244		27	518	
3:30	6	305		8	235		14	540	
3:45	12	40	298	1130	6	36	225	902	18 76 523 2032
4:00	11	258		8	262		19	520	
4:15	14	303		12	242		26	545	
4:30	31	270		17	227		48	497	
4:45	40	96	295	1126	24	61	211	942	64 157 506 2068
5:00	45	294		25	219		70	513	
5:15	42	333		38	232		80	565	
5:30	79	293		53	225		132	518	
5:45	116	282	282	1202	86	202	221	897	202 484 503 2099
6:00	80	276		105	194		185	470	
6:15	87	246		108	205		195	451	
6:30	111	223		148	199		259	422	
6:45	173	451	217	962	213	574	171	769	386 1025 388 1731
7:00	154	188		253	159		407	347	
7:15	139	171		238	163		377	334	
7:30	188	152		292	147		480	299	
7:45	228	709	138	649	355	1138	129	598	583 1847 267 1247
8:00	201	111		346	130		547	241	
8:15	178	117		297	94		475	211	
8:30	169	88		261	113		430	201	
8:45	129	677	91	407	222	1126	84	421	351 1803 175 828
9:00	159	65		192	83		351	148	
9:15	126	85		182	99		308	184	
9:30	145	65		150	77		295	142	
9:45	137	567	58	273	146	670	73	332	283 1237 131 605
10:00	100	60		140	54		240	114	
10:15	143	69		132	67		275	136	
10:30	137	56		141	51		278	107	
10:45	126	506	48	233	146	559	54	226	272 1065 102 459
11:00	161	44		145	66		306	110	
11:15	157	61		157	47		314	108	
11:30	160	34		156	41		316	75	
11:45	166	644	47	186	147	605	34	188	313 1249 81 374
TOTALS	4171	8401		5159	7433		9330	15834	
DAY TOTALS		12572		12592			25164		
SPLIT %	44.7	53.1		55.3	46.9				
HOUR	7:30	4:45		7:30	3:15		7:30	3:30	
VOLUME	795	1215		1290	966		2085	2128	
P.H.F.	0.87	0.91		0.91	0.92		0.89	0.98	

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: IMPERIAL HIGHWAY

FILE: D9701048

E-W STREET: E/O STATE

DATE: 1/09/97

CLIENT : CTY LYNWOOD

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	23	219	18	155	41	374		
12:15	37	223	17	184	54	407		
12:30	21	222	20	183	41	405		
12:45	25	106	226	890	40	176	429	1615
1:00	19	198	12	168	31	366		
1:15	10	196	12	173	22	369		
1:30	9	200	8	165	17	365		
1:45	23	61	230	824	31	101	405	1505
2:00	17	223	9	158	26	381		
2:15	7	234	7	204	14	438		
2:30	9	238	8	167	17	405		
2:45	14	47	280	975	29	86	451	1675
3:00	12	291	11	167	23	458		
3:15	10	306	12	207	22	513		
3:30	10	282	10	234	20	516		
3:45	15	47	330	1209	21	86	535	2022
4:00	12	324	10	187	22	511		
4:15	22	391	19	210	41	601		
4:30	48	289	28	210	76	499		
4:45	42	124	372	1376	81	220	573	2184
5:00	44	321	34	176	78	497		
5:15	46	364	39	193	85	557		
5:30	77	284	71	223	148	507		
5:45	97	264	359	1328	202	513	543	2104
6:00	77	304	99	186	176	490		
6:15	93	247	127	186	220	433		
6:30	141	278	153	162	294	440		
6:45	150	461	190	1019	364	1054	334	1697
7:00	135	180	214	133	349	313		
7:15	146	153	199	156	345	309		
7:30	164	119	218	152	382	271		
7:45	191	636	124	576	521	1597	240	1133
8:00	190	98	268	107	458	205		
8:15	188	98	252	99	440	197		
8:30	179	108	216	86	395	194		
8:45	173	730	94	398	116	557	181	777
9:00	164	60	165	62	329	122		
9:15	157	89	142	84	299	173		
9:30	152	76	113	72	265	148		
9:45	174	647	77	302	293	1186	141	584
10:00	156	65	165	60	321	125		
10:15	195	73	135	52	330	125		
10:30	172	70	124	43	296	113		
10:45	188	711	55	263	328	1275	115	478
11:00	205	54	123	46	328	100		
11:15	192	52	157	43	349	95		
11:30	201	41	155	43	356	84		
11:45	211	809	38	185	370	1403	65	344
TOTALS	4643	9345	4703	6773	9346	16118		
DAY TOTALS		13988		11476		25464		
SPLIT %	49.7	58.0	50.3	42.0				
HOUR	11:00	4:00	7:30	3:30	7:45	4:00		
VOLUME	809	1376	1068	836	1814	2184		
P.H.F.	0.96	0.88	0.81	0.89	0.87	0.91		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: IMPERIAL HIGHWAY

FILE: 09701051

E-W STREET: E/O STOCKWELL

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	39	131	20	196	59	327		
12:15	24	158	11	182	35	340		
12:30	18	160	21	190	39	350		
12:45	19	100	153	602	33	166	350	1367
1:00	14	156	15	173	29	329		
1:15	12	161	9	189	21	350		
1:30	11	136	9	139	20	275		
1:45	17	54	160	613	23	93	338	1292
2:00	7	168	14	165	21	333		
2:15	14	153	12	195	26	348		
2:30	4	168	10	157	14	325		
2:45	12	37	225	714	21	82	427	1433
3:00	9	256	6	189	15	445		
3:15	17	256	12	272	29	528		
3:30	3	255	12	236	15	491		
3:45	10	39	256	1023	14	73	481	1945
4:00	8	237	10	243	18	480		
4:15	14	269	11	246	25	515		
4:30	21	242	25	207	46	449		
4:45	38	81	303	1051	63	152	522	1966
5:00	33	228	25	206	58	434		
5:15	31	301	43	216	74	517		
5:30	54	256	62	242	116	498		
5:45	87	205	249	1034	202	450	449	1898
6:00	55	234	112	188	167	422		
6:15	82	230	114	182	196	412		
6:30	98	190	164	170	262	360		
6:45	135	370	191	845	367	992	348	1542
7:00	130	165	232	622	157	697	376	304
7:15	133	151	246	139	377	297		
7:30	146	112	244	146	446	262		
7:45	183	592	112	300	124	559	250	1113
8:00	165	106	362	1152	545	1744	224	
8:15	139	85	352	118	517	432		
8:30	148	83	293	98	407	183		
8:45	141	593	84	259	446	163		
9:00	118	46	358	80	350	1706	162	732
9:15	106	46	209	1113	248	1076	299	135
9:30	118	77	181	58	275	161		
9:45	115	457	133	619	62	254	124	
10:00	100	47	139	55	248	1076	99	521
10:15	136	66	141	259	239	92		
10:30	128	57	149	45				
10:45	123	487	143	572	277	119		
11:00	142	41	140	53				
11:15	140	54	155	34	277	91		
11:30	146	37	168	42	295	96		
11:45	135	563	159	622	314	71		
TOTALS	3578	7440	5200	7106	294	1185	14546	
AY TOTALS		11018		12306		23324		
SPLIT %	40.8	51.1	59.2	48.9				
HOUR	7:45	4:45	7:30	3:15	7:30	3:15		
VOLUME	635	1088	1307	976	1940	1980		
P.H.F.	0.87	0.90	0.90	0.90	0.89	0.94		

SITE CODE : LYNWOOD

N-S STREET: IMPERIAL HIGHWAY

E-W STREET: E/O WATTS

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701046

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	32	185	18	197	50	382
12:15	49	167	22	198	71	365
12:30	34	174	16	195	50	369
12:45	49	164	25	81	216	806
1:00	32	169	13	208	45	377
1:15	38	192	7	200	45	392
1:30	24	188	9	169	33	357
1:45	29	123	200	749	8	37
2:00	16	208	11	162	218	27
2:15	19	190	8	185	201	27
2:30	15	199	12	201	219	27
2:45	16	66	8	39	767	24
3:00	10	215	7	187	247	25
3:15	22	209	15	213	867	105
3:30	15	217	12	220	917	154
3:45	12	59	13	47	216	106
4:00	13	244	9	210	251	507
4:15	13	237	20	248	917	1768
4:30	16	268	30	208	210	22
4:45	18	60	35	94	248	454
5:00	9	286	23	200	208	33
5:15	29	274	43	221	203	46
5:30	20	267	71	224	187	476
5:45	33	91	320	1147	221	17
6:00	55	338	137	274	224	402
6:15	38	227	107	216	861	37
6:30	67	311	140	182	170	422
6:45	69	229	311	203	365	437
7:00	83	260	1136	198	178	509
7:15	86	263	251	198	239	520
7:30	86	238	670	164	320	430
7:45	113	219	71	747	899	1883
8:00	130	412	219	164	424	303
8:15	149	178	898	747	1424	1465
8:30	157	163	333	125	463	289
8:45	179	108	1012	567	1618	190
9:00	169	115	174	126	474	206
9:15	654	91	964	82	397	845
9:30	175	477	69	91	404	137
9:45	161	84	368	91	404	157
10:00	158	74	343	51	302	121
10:15	151	70	166	51	1618	571
10:30	144	70	154	51	327	95
10:45	148	645	144	75	262	126
11:00	151	645	138	58	289	116
11:15	151	56	602	47	1247	456
11:30	181	54	152	56	200	119
11:45	172	70	152	56	284	93
	176	618	136	58	1202	118
	680	63	584	56	346	101
	38	256	170	39	1377	99
	223	170	697	39	79	391
TOTALS	3801	8579	5101	7325	8902	15904
DAY TOTALS		12380		12426		24806
SPLIT %	42.7	53.9	57.3	46.1		

HOUR	8:30	5:15	7:30	3:30	7:45	5:15
VOLUME	684	1199	1133	925	1738	2042
P.H.F.	0.96	0.89	0.85	0.93	0.92	0.95

SITE CODE : LYNWOOD
 N-S STREET: LONG BEACH BLVD
 E-W STREET: N/O ALMA
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701057
 DATE: 1/07/97

BEGIN	NB		SB		COMBINED		AM	PM
	AM	PM	AM	PM	AM	PM		
12:00	60	215	49	195	109	410		
12:15	50	219	45	222	95	441		
12:30	60	234	47	209	107	443		
12:45	40	210	205	873	29	170	202	828
1:00	42	210	34	232		76	380	407
1:15	35	221	34	219		69	380	442
1:30	25	212	23	234		48	380	440
1:45	27	129	213	856	31	122	241	926
2:00	42	261	39	232		81	380	493
2:15	35	239	39	237		74	380	476
2:30	17	232	32	226		49	380	458
2:45	20	114	250	982	27	137	238	933
3:00	21	287	23	250		44	380	537
3:15	29	261	11	276		40	380	537
3:30	20	303	18	298		38	380	601
3:45	15	85	280	1131	23	75	296	1120
4:00	11	280	29	286		40	380	566
4:15	25	324	15	279		40	380	603
4:30	37	281	58	299		95	380	580
4:45	54	127	288	1173	90	192	313	1177
5:00	51	304	68	276		119	380	580
5:15	57	276	96	319		153	380	595
5:30	65	289	152	279		217	380	568
5:45	123	296	321	1190	212	528	273	1147
6:00	110	299	146	280		256	380	579
6:15	117	272	181	260		298	380	532
6:30	152	275	220	260		372	380	535
6:45	194	573	259	1105	244	791	241	1041
7:00	184	247	172	233		356	380	480
7:15	222	205	240	219		462	380	424
7:30	234	217	253	198		487	380	415
7:45	230	870	179	848	305	970	168	818
8:00	221	150	220	177		441	380	327
8:15	202	146	229	183		431	380	329
8:30	214	153	210	143		424	380	296
8:45	201	838	136	585	206	865	125	628
9:00	196	142	168	119		364	380	261
9:15	170	129	148	149		318	380	278
9:30	167	124	167	128		334	380	252
9:45	196	729	120	515	170	653	97	493
10:00	213	110	176	105		389	380	215
10:15	210	104	179	107		389	380	211
10:30	184	97	159	82		343	380	179
10:45	197	804	84	395	177	691	71	365
11:00	198	88	195	79		393	380	167
11:15	190	69	191	69		381	380	138
11:30	188	89	178	77		366	380	166
11:45	200	776	66	312	175	739	82	307
TOTALS	5551	9965	5933	9783		11484	31232	19748
DAY TOTALS	15516		15716					
SPLIT %	48.3	50.5	51.7	49.5				
HOUR VOLUME	7:15 907	4:15 1197	7:15 1018	4:30 1207		7:15 1925		4:15 2364
P.H.F.	0.97	0.92	0.83	0.95		0.90		0.98

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: LONG BEACH BLVD

FILE: D9701060

E-W STREET: N/O JOSEPHINE

CLIENT : CTY LYNWOOD

DATE: 1/09/96

BEGIN	NB		SB		COMBINED		END
	AM	PM	AM	PM	AM	PM	
12:00	45	266	85	223	130	489	
12:15	44	253	70	228	114	481	
12:30	46	234	79	213	125	447	
12:45	29	164	252	1005	83	452	464
1:00	36	247	51	258	87	505	
1:15	37	271	42	220	79	491	
1:30	30	250	42	246	72	496	
1:45	17	120	247	1015	42	280	487
2:00	20	282	38	241	58	523	
2:15	30	264	31	237	61	501	
2:30	34	277	38	264	72	541	
2:45	20	104	321	1144	60	251	585
3:00	31	324	24	306	55	630	
3:15	20	325	28	320	48	645	
3:30	20	324	26	296	46	620	
3:45	35	106	303	1276	66	215	598
4:00	38	314	21	315	59	629	
4:15	35	305	17	344	52	649	
4:30	48	317	24	304	72	621	
4:45	73	194	286	1222	109	292	557
5:00	81	330	47	328	128	658	
5:15	100	337	50	335	150	672	
5:30	160	323	68	307	228	630	
5:45	243	584	304	1294	333	839	652
6:00	174	311	110	352	284	663	
6:15	196	342	94	339	290	681	
6:30	229	306	103	316	332	622	
6:45	322	921	305	1264	446	1352	569
7:00	263	286	151	293	414	579	
7:15	262	294	145	267	407	561	
7:30	304	239	207	277	511	516	
7:45	339	1168	211	1030	570	1902	446
8:00	294	197	224	211	518	408	
8:15	231	162	199	222	430	384	
8:30	247	171	189	186	436	357	
8:45	253	1025	172	702	396	1780	361
9:00	214	167	176	169	390	336	
9:15	177	187	153	194	330	381	
9:30	185	163	164	212	349	375	
9:45	216	792	147	664	370	1439	303
10:00	208	117	185	147	393	264	
10:15	184	132	196	145	380	277	
10:30	215	112	184	143	399	255	
10:45	190	797	91	452	389	1561	228
11:00	212	103	189	107	401	210	
11:15	207	81	197	112	404	193	
11:30	241	70	219	92	460	162	
11:45	237	897	68	322	452	1717	144
TOTALS	6872	11390	5208	11456	12080	22846	
DAY TOTALS		18262		16664		34926	
SPLIT %	56.9	49.9	43.1	50.1			
HOUR	7:15	2:45	7:30	5:45	7:30	5:30	
VOLUME	1199	1294	861	1355	2029	2626	
P.H.F.	0.88	1.00	0.93	0.96	0.89	0.96	

SITE CODE : LYNWOOD

N-S STREET: LONG BEACH BLVD

E-W STREET: N/O LOS FLORES

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701058

DATE: 1/09/97

BEGIN	NB		SB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	66	200	48	226	114	426						
12:15	58	204	43	224	101	428						
12:30	72	246	46	184	118	430						
12:45	37	233	246	896	37	407	465	1749				
1:00	32	272	31	235	63	507						
1:15	37	294	28	236	65	530						
1:30	35	224	27	230	62	454						
1:45	29	133	214	1004	24	243	478	1969				
2:00	25	243	32	238	57	481						
2:15	31	252	25	241	56	493						
2:30	31	256	17	236	48	492						
2:45	21	108	284	1035	24	206	502	1968				
3:00	23	307	16	259	39	566						
3:15	19	318	23	282	42	600						
3:30	21	323	19	264	40	587						
3:45	21	84	308	1256	44	186	606	2359				
4:00	27	292	32	259	59	551						
4:15	29	346	17	284	46	630						
4:30	30	336	54	278	84	614						
4:45	58	144	305	1279	93	196	288	2388				
5:00	55	333	79	275	134	608						
5:15	49	345	130	312	179	657						
5:30	72	344	181	327	253	671						
5:45	107	283	346	1368	243	633	270	1184	350	916	616	2552
6:00	128	342	166	270	294	612						
6:15	112	322	203	254	315	576						
6:30	126	308	246	286	372	594						
6:45	228	594	246	1218	244	859	285	1095	472	1453	531	2313
7:00	207	266	211	238	418	504						
7:15	198	256	230	255	428	511						
7:30	221	235	276	246	497	481						
7:45	226	852	175	932	310	1027	198	937	536	1879	373	1869
8:00	209	192	239	193	448	385						
8:15	185	166	217	188	402	354						
8:30	189	173	210	150	399	323						
8:45	187	770	162	693	216	882	157	688	403	1652	319	1381
9:00	202	144	174	152	376	296						
9:15	187	152	161	157	348	309						
9:30	182	137	157	152	339	289						
9:45	194	765	118	551	197	689	120	581	391	1454	238	1132
10:00	180	105	168	106	348	211						
10:15	195	111	194	100	389	211						
10:30	195	111	177	113	372	224						
10:45	162	732	99	426	179	718	103	422	341	1450	202	848
11:00	200	93	173	66	373	159						
11:15	194	89	185	61	379	150						
11:30	216	94	188	64	404	158						
11:45	215	825	79	355	204	750	67	258	419	1575	146	613
TOTALS	5523	11013	6238	10128	11761	21141						
DAY TOTALS	16536		16366		32902							
SPLIT %	47.0	52.1	53.0	47.9								
HOUR	6:45	5:15	7:15	4:45	7:15	5:15						
VOLUME	854	1377	1055	1202	1909	2556						
P.H.F.	0.94	0.99	0.85	0.92	0.89	0.95						

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701061

N-S STREET: LONG BEACH BLVD

E-W STREET: N/O PALM

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	30	169	50	179	80	348
12:15	43	172	40	172	83	344
12:30	38	156	55	154	93	310
12:45	26	137	191	688	50	306
1:00	23	188	31	183	54	371
1:15	29	175	27	172	56	347
1:30	20	181	25	162	45	343
1:45	15	87	161	705	34	189
2:00	19	188	31	190	50	378
2:15	18	177	16	198	34	375
2:30	18	204	24	182	42	386
2:45	16	71	224	793	42	168
3:00	26	250	18	201	44	451
3:15	15	218	20	223	35	441
3:30	8	242	17	237	25	479
3:45	19	68	214	924	37	141
4:00	23	221	16	218	39	439
4:15	17	245	12	240	29	485
4:30	28	226	16	229	44	455
4:45	33	101	200	892	54	166
5:00	38	235	33	233	71	468
5:15	55	249	38	252	93	501
5:30	83	232	50	226	133	458
5:45	128	304	237	953	205	502
6:00	82	241	74	244	156	485
6:15	108	250	67	223	175	473
6:30	127	229	79	213	206	442
6:45	152	469	212	932	178	858
7:00	148	208	112	193	260	401
7:15	142	199	89	178	231	377
7:30	170	167	113	169	283	336
7:45	181	641	139	713	128	668
8:00	168	121	153	133	338	1112
8:15	168	126	162	148	321	254
8:30	181	115	153	117	330	274
8:45	156	673	114	476	1249	229
9:00	138	120	132	114	264	989
9:15	140	109	116	121	270	234
9:30	128	97	133	119	256	230
9:45	143	549	82	408	261	216
10:00	137	76	163	91	1037	173
10:15	128	66	170	445	250	853
10:30	150	70	143	79	300	155
10:45	130	545	61	273	84	154
11:00	152	77	172	648	80	1193
11:15	169	51	155	331	307	141
11:30	182	59	160	80	329	151
11:45	159	662	181	652	75	124
					340	338
TOTALS	4307	7989	3863	7917	8170	15906
DAY TOTALS		12296		11780		24076
SPLIT %	52.7	50.2	47.3	49.8		
HOUR	7:45	5:30	11:00	5:15	7:45	5:15
VOLUME	698	960	652	956	1323	1915
P.H.F.	0.96	0.96	0.90	0.95	0.98	0.96

SITE CODE : LYNWOOD
 I-S STREET: LONG BEACH BLVD
 I-W STREET: N/O SANBORN
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701059

DATE: 1/09/97

BEGIN	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	90	291	75	323	165	614		
12:15	79	290	65	319	144	609		
12:30	98	330	69	314	167	644		
12:45	52	319	365	1276	48	257	287	1243
1:00	60	387	44	328	100	576	652	2519
1:15	51	388	39	354	90	742		
1:30	45	315	26	325	71	640		
1:45	36	192	309	1399	42	151	357	1364
2:00	44	363	56	354	100	715		
2:15	40	359	28	352	68	711		
2:30	44	375	23	352	67	727		
2:45	28	156	444	1541	32	139	351	1409
3:00	40	479	28	346	68	825		
3:15	31	426	32	427	63	853		
3:30	24	473	39	422	63	895		
3:45	31	126	425	1803	54	153	426	1621
4:00	43	418	39	377	82	795		
4:15	30	446	34	378	64	824		
4:30	43	429	73	406	116	835		
4:45	72	188	436	1729	140	286	406	1567
5:00	95	455	112	408	207	863		
5:15	75	420	162	398	237	818		
5:30	91	409	225	410	316	819		
5:45	144	405	416	1700	332	831	447	1663
6:00	181	449	293	363	474	812		
6:15	183	431	280	376	463	807		
6:30	219	391	297	381	516	772		
6:45	304	887	344	1615	381	1251	369	1489
7:00	327	384	301	385	628	769		
7:15	272	365	312	355	584	720		
7:30	314	312	383	372	697	684		
7:45	339	1252	257	1318	389	1385	300	1412
8:00	314	265	358	310	672	575		
8:15	288	232	328	275	616	507		
8:30	313	236	299	227	612	463		
8:45	304	1219	228	961	281	1266	209	1021
9:00	327	209	275	199	602	408		
9:15	284	196	265	204	549	400		
9:30	250	204	261	198	511	402		
9:45	299	1160	164	773	276	1077	171	772
10:00	281	181	262	176	543	357		
10:15	277	158	282	152	559	310		
10:30	304	168	271	154	575	322		
10:45	248	1110	145	652	274	1089	148	630
11:00	275	144	280	100	555	244		
11:15	270	135	284	114	554	249		
11:30	309	126	278	83	587	209		
11:45	294	1148	101	506	300	1142	104	401
TOTALS	8162	15273	9027	14592	17189	29865		
DAY TOTALS		23435		23619		47054		
SPLIT %	47.5	51.1	52.5	48.9				
HOUR	7:30	2:45	7:30	5:00	7:30	3:00		
VOLUME	1255	1822	1458	1663	2713	3424		
P.H.F.	0.93	0.95	0.94	0.93	0.93	0.96		

SITE CODE : LYNWOOD

N-S STREET: LONG BEACH BLVD

E-W STREET: N/O SEMINOLE

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701056

DATE: 1/09/97

BEGIN	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	52	226	46	188	98	414		
12:15	53	232	51	208	104	440		
12:30	58	230	38	193	96	423		
12:45	30	193	209	897	23	158	198	787
1:00	30	217	32	235	62	452		
1:15	36	244	32	226	68	470		
1:30	25	194	28	197	53	391		
1:45	36	127	220	875	25	117	217	875
2:00	33	244	39	234	72	478		
2:15	32	236	30	226	62	462		
2:30	20	229	22	185	42	414		
2:45	17	102	244	953	22	113	272	917
3:00	18	254	11	248	29	502		
3:15	26	242	9	236	35	478		
3:30	17	260	19	285	36	545		
3:45	13	74	254	1010	18	57	304	1073
4:00	16	271	16	264	32	535		
4:15	28	336	16	257	44	593		
4:30	32	280	50	313	82	593		
4:45	54	130	345	1232	60	142	287	1121
5:00	39	328	56	274	95	602		
5:15	59	302	75	307	134	609		
5:30	73	316	146	268	219	584		
5:45	115	286	319	1265	149	426	257	1106
6:00	109	304	112	247	221	551		
6:15	129	282	133	282	262	564		
6:30	161	288	213	252	374	540		
6:45	204	603	272	1146	191	649	227	1008
7:00	186	232	153	235	339	467		
7:15	221	213	197	228	418	441		
7:30	248	211	236	197	484	408		
7:45	252	907	177	833	241	827	151	811
8:00	254	138	194	156	448	294		
8:15	203	129	177	152	380	281		
8:30	210	149	158	135	368	284		
8:45	198	865	122	538	169	698	120	563
9:00	201	136	133	109	334	245		
9:15	164	117	130	127	294	244		
9:30	180	113	145	113	325	226		
9:45	187	732	109	475	166	574	110	459
10:00	207	104	162	94	369	198		
10:15	202	108	171	104	373	212		
10:30	191	92	132	75	323	167		
10:45	207	807	80	384	165	630	64	337
11:00	197	71	186	67	383	138		
11:15	188	69	178	60	366	129		
11:30	198	70	166	72	364	142		
11:45	204	787	57	267	196	726	64	263
TOTALS	5613	9875	5117	9320	10730	19195		
DAY TOTALS		15488		14437		29925		
SPLIT %	52.3	51.4	47.7	48.6				
HOUR	7:15	4:45	7:15	4:30	7:15	4:30		
VOLUME	975	1291	868	1181	1843	2436		
P.H.F.	0.96	0.94	0.90	0.94	0.93	0.96		

SITE CODE : LYNWOOD

N-S STREET: LONG BEACH BLVD

E-W STREET: N/O WISCONSIN

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701055

DATE: 1/07/97

BEGIN	NB		SB		COMBINED		AM	PM
	AM	PM	AM	PM	AM	PM		
12:00	45	183	50	174	95	357		
12:15	39	205	44	181	83	386		
12:30	44	202	47	194	91	396		
12:45	24	152	187	777	29	170	192	741
1:00	24	187	32	218	53	322	379	1518
1:15	29	196	32	186	61	382		
1:30	23	178	25	197	48	375		
1:45	29	105	175	736	22	111	195	796
2:00	29	203	34	219	51	216	370	1532
2:15	23	203	38	206	63	422		
2:30	18	194	23	189	61	409		
2:45	16	86	218	818	22	117	243	857
3:00	15	236	9	243	38	203	461	1675
3:15	21	245	4	220	24	479		
3:30	15	241	12	236	25	465		
3:45	14	65	241	963	18	43	27	477
4:00	16	264	13	238	32	108	501	1922
4:15	18	284	10	258	29	502		
4:30	33	218	29	272	28	542		
4:45	55	122	264	1030	47	99	272	62
5:00	42	271	45	273	102	221	556	2090
5:15	50	247	60	284	87	544		
5:30	68	258	97	259	110	531		
5:45	101	261	271	1047	116	318	165	517
6:00	102	213	82	236	184	449		
6:15	91	225	93	262	184	487		
6:30	142	232	147	231	289	463		
6:45	179	514	215	885	140	462	319	976
7:00	148	189	126	231	274	433	1832	
7:15	175	170	151	228	326	420		
7:30	211	169	189	171	400	398		
7:45	218	752	134	662	183	649	340	1462
8:00	216	114	159	151	218	375		
8:15	167	124	153	138	320	265		
8:30	159	128	116	128	275	262		
8:45	147	689	88	454	151	579	275	256
9:00	172	105	108	111	528	1268	199	982
9:15	123	92	95	102	298	1048	207	
9:30	143	110	120	107	287	191		
9:45	157	595	99	406	130	453	213	
10:00	198	87	135	92	422	828		
10:15	190	71	154	81	333	168		
10:30	157	76	121	83	344	154		
10:45	174	719	71	305	141	551	278	
11:00	174	61	163	75	1270	151		
11:15	157	52	167	49	133	606		
11:30	182	56	137	52	337	110		
11:45	165	678	55	224	165	632	324	
TOTALS	4738	8307	4184	8702	8922	25931	17009	
DAY TOTALS		13045		12886				
SPLIT %	53.1	48.8	46.9	51.2				
< HOUR	7:15	5:00	7:30	4:30	7:15	4:45		
VOLUME	820	1047	684	1121	1502	2148		
P.H.F.	0.94	0.97	0.90	0.96	0.94	0.97		

SITE CODE : LYNWOOD
 N-S STREET: LYNWOOD ROAD
 E-W STREET: W/O FRANKLIN
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701062
 DATE: 1/09/97

BEGIN	EB		WB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	2	26	2	16	4	42						
12:15	7	25	1	24	8	49						
12:30	2	15	0	29	2	44						
12:45	1	12	30	96	6	20	52	187				
1:00	3	19	1	17	4	36						
1:15	1	20	0	14	1	34						
1:30	0	16	2	11	2	27						
1:45	0	4	23	78	2	9	43	140				
2:00	1	13	5	24	6	37						
2:15	0	12	1	20	1	32						
2:30	2	27	2	30	4	57						
2:45	2	5	53	105	1	9	3	14	73	199		
3:00	0	26	3	18	3	44						
3:15	0	21	3	23	3	44						
3:30	1	27	3	14	4	41						
3:45	0	1	38	112	2	11	18	73	2	12	56	185
4:00	1	31	0	20	1	51						
4:15	0	42	1	19	1	61						
4:30	0	29	11	16	11	45						
4:45	4	5	23	125	6	18	22	77	10	23	45	202
5:00	2	39	14	16	16	55						
5:15	4	38	6	10	10	48						
5:30	2	25	12	18	14	43						
5:45	9	17	26	128	29	61	18	62	38	78	44	190
00	9	30	30	3	39	33						
5	5	20	21	12	26	32						
0:30	6	14	16	13	22	27						
6:45	16	36	13	77	23	90	8	36	39	126	21	113
7:00	16	10	29	13	45	23						
7:15	12	13	33	14	45	27						
7:30	16	11	29	2	45	13						
7:45	10	54	7	41	25	116	4	33	35	170	11	74
8:00	9	5	35	3	44	8						
8:15	10	11	24	4	34	15						
8:30	16	8	19	5	35	13						
8:45	20	55	4	28	24	102	6	18	44	157	10	46
9:00	8	7	17	4	25	11						
9:15	15	2	11	13	26	15						
9:30	9	8	13	2	22	10						
9:45	15	47	3	20	15	56	1	20	30	103	4	40
10:00	3	2	17	3	20	5						
10:15	17	2	12	1	29	3						
10:30	20	10	16	2	36	12						
10:45	13	53	3	17	13	58	2	8	26	111	5	25
11:00	5	5	12	2	17	7						
11:15	20	2	13	1	33	3						
11:30	13	2	19	5	32	7						
11:45	18	56	1	10	20	64	4	12	38	120	5	22
TOTALS	345	837	598	586	943	1423						
DAY TOTALS		1182		1184		2366						
SPLIT %	36.6	58.8	63.4	41.2								
HOUR VOLUME	6:45	3:45	7:15	1:45	6:45	2:30						
P.H.F.	60	140	122	94	174	218						
	0.94	0.83	0.87	0.78	0.97	0.75						

SITE CODE : LYNWOOD
N-S STREET: LYNWOOD ROAD
E-W STREET: W/O LEWIS
CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701064

DATE: 1/09/97

TOTALS 266 301 360 447 626 748
DAY TOTALS 567 807 1774

L DAY TOTALS 567 807 1374

SPLIT % 42.5 40.2 57.5 59.8

1 HOUR 7:30 3:15 7:45 2:45 7:30 2:45

VOLUME **74** **41** **84** **66** **156**
P.H.E. **2.88** **2.25** **2.22** **2.15** **2.27**

P.H.F. 0.88 0.85 0.88 0.72

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: LYNWOOD ROAD

FILE: D9701063

E-W STREET: W/O MONROVIA

DATE: 1/09/97

CLIENT : CTY LYNWOOD

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	0	3	3	12	3	15
12:15	1	7	1	8	2	15
12:30	3	9	1	7	4	16
12:45	0	4	7	26	1	10
1:00	0	6	0	4	0	10
1:15	1	12	0	4	1	16
1:30	0	3	0	2	0	5
1:45	2	3	7	28	1	13
2:00	2	5	0	3	2	8
2:15	1	8	1	7	2	15
2:30	2	11	0	7	2	18
2:45	1	6	12	36	0	7
3:00	0	10	1	11	1	21
3:15	0	12	0	4	0	16
3:30	0	9	0	8	0	17
3:45	0	0	12	43	0	1
4:00	0	15	0	14	0	29
4:15	3	15	0	5	3	20
4:30	1	8	1	3	2	11
4:45	1	5	12	50	1	6
5:00	3	11	2	6	5	17
5:15	0	20	0	8	0	28
5:30	1	12	2	10	3	22
5:45	1	5	16	59	11	19
6:00	3	20	8	7	11	27
6:15	2	9	4	1	6	10
6:30	1	11	4	2	5	13
6:45	3	9	2	23	9	32
7:00	8	15	7	5	15	20
7:15	5	12	8	6	13	18
7:30	9	15	11	10	20	25
7:45	5	27	6	48	4	25
8:00	4	8	10	4	14	12
8:15	8	5	9	4	17	9
8:30	4	6	4	4	8	10
8:45	5	21	9	28	1	16
9:00	1	2	3	3	4	5
9:15	2	5	2	14	4	19
9:30	2	8	3	6	5	14
9:45	7	12	1	16	1	24
10:00	6	5	5	0	11	5
10:15	4	2	2	0	6	2
10:30	1	3	6	2	7	5
10:45	3	14	6	16	1	28
11:00	6	2	5	0	11	2
11:15	5	2	2	1	7	3
11:30	11	0	6	2	17	2
11:45	6	28	1	17	2	45
TOTALS	134	397	142	258	276	655
DAY TOTALS		531	400		931	
SPLIT %	48.6	60.6	51.4	39.4		
HOUR VOLUME	11:00	5:15	7:30	3:30	7:30	5:15
P.H.F.	28	68	34	37	60	101
	0.64	0.85	0.77	0.66	0.75	0.90

: HOUR	11:00	5:15	7:30	3:30	7:30	5:15
VOLUME	28	68	34	37	60	101
P.H.F.	0.64	0.85	0.77	0.66	0.75	0.90

SITE CODE : LYNWOOD
 N-S STREET: MARTIN LUTHER KING JR.
 E-W STREET: E/O BENWELL
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701033
 DATE: 1/07/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	9	135	11	109	20	244		
12:15	13	129	13	126	26	255		
12:30	16	123	7	91	23	214		
12:45	12	50	109	496	20	89	235	948
1:00	10	126	7	103	17	229		
1:15	6	140	6	132	12	272		
1:30	7	121	1	102	8	223		
1:45	7	30	133	520	9	46	236	960
2:00	7	114	2	117	9	231		
2:15	5	125	3	108	8	233		
2:30	6	168	5	129	11	297		
2:45	6	24	177	584	10	38	309	1070
3:00	3	166	5	145	8	311		
3:15	3	190	2	149	5	339		
3:30	2	178	3	136	5	314		
3:45	3	11	176	710	7	25	308	1272
4:00	11	208	11	132	22	340		
4:15	7	203	12	141	19	344		
4:30	3	175	10	142	13	317		
4:45	3	24	191	777	21	75	335	1336
5:00	11	213	8	124	19	337		
5:15	9	235	18	113	27	348		
5:30	9	210	28	133	37	343		
5:45	17	46	199	857	65	148	320	1348
6:00	16	189	41	115	57	304		
6:15	21	161	45	116	66	277		
6:30	32	128	75	98	107	226		
6:45	36	105	155	633	127	357	243	1050
7:00	50	146	111	106	161	252		
7:15	79	135	100	97	179	232		
7:30	85	109	130	86	215	195		
7:45	92	306	113	503	264	819	200	879
8:00	131	97	159	65	290	162		
8:15	116	84	124	74	240	158		
8:30	84	68	114	59	198	127		
8:45	59	390	70	319	165	893	116	563
9:00	92	61	86	42	178	103		
9:15	78	56	92	54	170	110		
9:30	89	39	105	53	194	92		
9:45	94	353	50	206	178	720	87	392
10:00	78	32	95	42	173	74		
10:15	83	31	105	34	188	65		
10:30	101	32	77	36	178	68		
10:45	81	343	20	115	154	693	49	256
11:00	101	25	89	22	190	47		
11:15	100	20	98	22	198	42		
11:30	104	34	96	21	200	55		
11:45	119	424	26	105	230	818	41	185
TOTALS	2106	5825	2615	4434	4721	10259		
DAY TOTALS		7931		7049		14980		
SPLIT %	44.6	56.8	55.4	43.2				
HOUR	7:30	5:00	7:30	2:45	7:30	4:45		
VOLUME	424	857	585	562	1009	1363		
P.H.F.	0.81	0.91	0.85	0.94	0.87	0.98		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701032

N-S STREET: MARTIN LUTHER KING JR.

E-W STREET: E/O BRENTON

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	18	80	23	106	41	186
12:15	7	97	18	117	25	214
12:30	11	110	22	96	33	206
12:45	9	45	36	99	45	144
1:00	5	93	16	117	21	210
1:15	4	92	10	117	14	209
1:30	5	83	8	98	13	181
1:45	7	21	360	48	101	433
2:00	9	110	9	119	18	229
2:15	2	98	10	99	12	197
2:30	8	124	7	90	15	214
2:45	5	24	474	4	30	111
3:00	3	125	5	113	8	238
3:15	1	121	6	131	7	252
3:30	4	132	9	105	13	237
3:45	4	12	119	497	6	26
4:00	5	115	4	111	9	226
4:15	4	138	7	143	11	281
4:30	12	115	8	150	20	265
4:45	15	36	116	484	7	26
5:00	6	131	11	143	17	274
5:15	17	120	4	141	21	261
5:30	20	134	10	129	30	263
5:45	27	70	138	523	17	42
6:00	20	138	20	152	40	290
6:15	24	138	22	114	46	252
6:30	45	119	25	153	70	272
6:45	30	119	128	523	36	103
7:00	42	94	37	135	79	229
7:15	68	78	46	116	114	194
7:30	84	74	68	124	152	198
7:45	102	296	72	318	106	257
8:00	86	54	93	114	179	168
8:15	75	46	84	80	159	126
8:30	67	75	112	79	179	154
8:45	67	295	56	231	152	441
9:00	67	53	137	68	204	121
9:15	64	31	114	72	178	103
9:30	61	46	130	64	191	110
9:45	52	244	35	165	129	510
10:00	55	31	115	42	170	73
10:15	69	36	90	61	159	97
10:30	65	28	82	65	147	93
10:45	84	273	17	112	82	369
11:00	94	20	87	31	181	51
11:15	53	23	86	24	139	47
11:30	62	22	104	39	166	61
11:45	92	301	23	88	92	369
TOTALS	1736		4148		2320	
DAY TOTALS		5884			7168	
SPLIT %	42.8		46.1		57.2	
					53.9	
HOUR	7:30		5:30		8:45	
VOLUME	347		548		587	
P.H.F.	0.85		0.99		0.88	
					0.97	
						0.90
						0.94

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701034

N-S STREET: MARTIN LURTHER KING JR.

E-W STREET: E/O BEECHWOOD

CLIENT : CTY LYNWOOD

DATE: 1/07/97

TOTALS 1852 2890 1879 4555 3731 7445
1852 2890 1879 4555 3731 7445

DAY TOTALS 4742 6434 11176
GRAND TOTALS (2,6 78.8 52.4 61.2

SPLIT % 49.6 38.8 50.4 61.2

HOUR **7:45** **4:15** **7:45** **4:30** **7:45** **4:15**

VOLUME 445 369 435 668 880

P.H.F. 0.86 0.87 0.87 0.93

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701031

N-S STREET: MARTIN LUTHER KING JR.

E-W STREET: E/O ELIZABETH

CLIENT: CTY LYNWOOD

DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	18	56	12	112	30	168
12:15	22	53	16	152	38	205
12:30	17	40	20	114	37	154
12:45	19	76	63	212	34	139
1:00	12	92	12	110	24	202
1:15	12	92	16	112	28	204
1:30	10	101	14	111	24	212
1:45	15	49	95	380	21	97
2:00	11	94	29	127	40	221
2:15	11	119	16	116	27	235
2:30	10	116	11	131	21	247
2:45	12	44	158	487	22	110
3:00	4	157	12	161	16	318
3:15	5	138	8	207	13	345
3:30	7	119	9	200	16	319
3:45	4	20	172	586	13	58
4:00	2	177	12	163	14	340
4:15	8	135	13	183	21	318
4:30	7	140	17	179	24	319
4:45	14	31	182	634	40	99
5:00	10	188	24	151	34	339
5:15	16	182	30	177	46	359
5:30	32	170	46	154	78	324
5:45	29	87	175	715	111	269
0:00	29	164	71	144	100	308
.5	31	155	78	140	109	295
0:30	29	138	102	147	131	285
6:45	60	149	121	578	207	547
7:00	57	97	160	132	217	229
7:15	77	130	160	102	237	232
7:30	88	100	198	100	286	200
7:45	81	303	80	407	326	1066
8:00	106	76	209	82	315	158
8:15	81	76	194	101	275	177
8:30	68	66	145	86	213	152
8:45	66	321	63	281	200	1003
9:00	71	72	105	66	176	138
9:15	72	48	121	70	193	118
9:30	72	51	112	68	184	119
9:45	88	303	48	219	186	739
10:00	70	52	92	60	162	112
10:15	66	44	118	44	184	88
10:30	56	32	144	33	200	65
10:45	38	230	24	152	170	716
11:00	57	21	115	26	172	47
11:15	47	21	122	26	169	47
11:30	46	28	109	21	155	49
11:45	38	188	21	91	164	660
TOTALS	1801	4742	3702	5419	5503	10161
DAY TOTALS	6543		9121		15664	
SPLIT %	32.7	46.7	67.3	53.3		
HOUR	7:30	4:45	7:30	3:15	7:30	4:45
VOLUME	356	722	846	757	1202	1372
P.H.F.	0.84	0.96	0.86	0.91	0.92	0.96

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: MARTIN LUTHER KING JR.

FILE: D9701035

E-W STREET: E/O ELM

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	EB			WB			COMBINED		
	AM	PM		AM	PM		AM	PM	
12:00	22	103		12	78		34	181	
12:15	9	87		10	81		19	168	
12:30	11	100		8	76		19	176	
12:45	12	54	380	5	35	86	321	176	701
1:00	6	92		9	84		15	176	
1:15	8	110		5	86		13	196	
1:30	6	100		7	83		13	183	
1:45	4	24	401	2	23	75	328	174	729
2:00	5	66		1	104		6	170	
2:15	1	72		1	86		2	158	
2:30	5	75		4	75		9	150	
2:45	4	15	285	2	8	80	345	152	630
3:00	5	70		2	89		7	159	
3:15	5	94		2	98		7	192	
3:30	6	103		5	69		11	172	
3:45	10	26	364	3	12	76	332	173	696
4:00	6	113		7	77		13	190	
4:15	9	89		6	88		15	177	
4:30	9	117		8	88		17	205	
4:45	11	35	418	10	31	91	344	190	762
5:00	12	110		9	156		21	266	
5:15	24	86		13	160		37	246	
5:30	30	83		17	188		47	271	
5:45	50	116	364	21	60	205	709	290	1073
6:00	38	89		24	190		62	279	
6:15	31	86		31	106		62	192	
6:30	49	88		51	121		100	209	
6:45	63	181	60	47	153	105	522	165	845
7:00	52	83		68	136		120	219	
7:15	77	71		71	109		148	180	
7:30	91	66		82	92		173	158	
7:45	117	337	42	262	130	351	63	400	247
8:00	133	51		119	68		252	119	
8:15	129	58		117	80		246	138	
8:30	99	53		101	61		200	114	
8:45	87	448	39	201	92	429	32	241	179
9:00	72	35		69	47		141	82	
9:15	79	33		65	61		144	94	
9:30	64	42		76	56		140	98	
9:45	73	288	32	142	55	265	40	204	128
10:00	58	30		70	42		128	72	
10:15	59	17		69	56		128	73	
10:30	62	23		81	30		143	53	
10:45	65	244	15	85	63	283	25	153	128
11:00	77	18		52	23		129	41	
11:15	70	17		67	28		137	45	
11:30	74	13		64	44		138	57	
11:45	87	308	9	57	77	260	21	116	164
TOTALS	2076	3282		1910	4015		3986	7297	
DAY TOTALS		5358			5925			11283	
SPLIT %	52.1	45.0		47.9	55.0				
: HOUR	7:45	4:00		7:45	5:15		7:45	5:15	
VOLUME	478	418		467	743		945	1086	
P.H.F.	0.90	0.89		0.90	0.91		0.94	0.94	

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701037

N-S STREET: MARTIN LUTHER KING JR.

E-W STREET: E/O LOUISE

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	12	63	8	50	20	113
12:15	4	67	5	42	9	109
12:30	5	60	4	45	9	105
12:45	6	27	45	235	14	52
1:00	3	62	8	41	11	103
1:15	3	51	3	53	6	104
1:30	1	44	2	42	3	86
1:45	1	8	58	215	4	24
2:00	4	54	1	62	5	116
2:15	2	71	3	52	5	123
2:30	4	54	13	67	17	121
2:45	3	13	62	241	4	31
3:00	4	58	3	49	7	107
3:15	4	91	3	59	7	150
3:30	4	89	0	59	4	148
3:45	11	23	87	325	16	34
4:00	9	73	5	66	14	139
4:15	2	77	5	89	7	166
4:30	17	67	3	53	20	120
4:45	18	46	78	295	25	66
5:00	24	84	5	65	29	149
5:15	26	81	7	61	33	142
5:30	24	83	3	77	27	160
5:45	71	145	63	311	77	166
6:00	39	72	10	70	49	142
6:15	39	65	19	51	58	116
6:30	65	46	15	52	80	98
6:45	88	231	41	224	112	299
7:00	59	40	20	47	79	87
7:15	61	53	33	44	94	97
7:30	71	26	36	51	107	77
7:45	101	292	34	153	188	468
8:00	95	29	63	40	158	69
8:15	100	30	66	29	166	59
8:30	100	35	59	37	159	72
8:45	81	376	19	113	131	614
9:00	52	25	31	28	83	53
9:15	46	23	36	18	82	41
9:30	51	37	30	35	81	72
9:45	54	203	26	111	95	341
10:00	36	25	31	25	67	50
10:15	43	22	46	25	89	47
10:30	35	16	35	40	70	56
10:45	35	149	31	94	72	298
11:00	37	9	32	27	69	36
11:15	50	12	42	29	92	41
11:30	54	7	50	30	104	37
11:45	57	198	17	45	110	375
TOTALS	1711	2362	1057	2243	2768	4605
DAY TOTALS		4073		3300		7373
SPLIT %	61.8	51.3	38.2	48.7		
HOUR	7:45	3:15	7:45	4:00	7:45	4:45
VOLUME	396	340	275	281	671	602
P.H.F.	0.98	0.93	0.79	0.79	0.89	0.94

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: MARTIN LUTHER KING JR.

FILE: D9701036

E-W STREET: E/O POPE

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	11	72	11	54	22	126		
12:15	8	63	6	58	14	121		
12:30	8	62	4	51	12	113		
12:45	7	34	53	250	12	60	123	483
1:00	5	63	5	44	10	107		
1:15	6	67	5	69	11	136		
1:30	2	54	1	46	3	100		
1:45	1	14	62	246	3	27	105	448
2:00	6	61	4	73	10	134		
2:15	3	65	3	55	6	120		
2:30	4	71	9	58	13	129		
2:45	3	16	59	256	5	34	128	511
3:00	3	70	1	51	4	121		
3:15	3	97	2	66	5	163		
3:30	3	89	4	67	7	156		
3:45	11	20	85	341	18	34	150	590
4:00	5	85	5	73	10	158		
4:15	10	91	7	89	17	180		
4:30	11	73	5	70	16	143		
4:45	14	40	94	343	21	64	161	642
5:00	20	97	4	72	24	169		
5:15	26	103	13	76	39	179		
5:30	27	88	6	87	33	175		
5:45	54	127	72	360	60	156	140	663
6:00	51	87	14	82	65	169		
6:15	5	27	21	46	48	125		
6:30	62	65	29	51	91	116		
6:45	62	202	56	287	94	298	112	522
7:00	55	50	28	54	83	104		
7:15	61	53	37	47	98	100		
7:30	74	42	48	53	122	95		
7:45	106	296	37	182	201	504	81	380
8:00	97	30	88	32	185	62		
8:15	111	38	68	33	179	71		
8:30	87	44	94	39	181	83		
8:45	89	384	26	138	147	692	52	268
9:00	48	30	34	27	82	57		
9:15	43	32	45	26	88	58		
9:30	48	32	44	22	92	54		
9:45	58	197	29	123	102	364	50	219
10:00	39	27	35	26	74	53		
10:15	37	22	54	22	91	44		
10:30	43	19	43	36	86	55		
10:45	39	158	20	88	80	331	45	197
11:00	40	13	29	26	69	39		
11:15	57	13	55	21	112	34		
11:30	54	12	56	28	110	40		
11:45	67	218	15	53	127	418	36	149
TOTALS	1706	2667	1276	2405	2982	5072		
DAY TOTALS		4373		3681		8054		
SPLIT %	57.2	52.6	42.8	47.4				
HOUR	7:45	4:45	7:45	5:15	7:45	4:45		
VOLUME	401	382	345	313	746	684		
P.H.F.	0.90	0.93	0.91	0.90	0.93	0.96		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: MARTIN LUTHER KING JR.

FILE: D9701030

E-W STREET: E/O SAN ANSELMO

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	5	66	13	106	18	172
12:15	7	58	14	86	21	144
12:30	4	58	9	102	13	160
12:45	10	26	52	234	17	69
1:00	2	56	5	96	7	152
1:15	1	63	6	95	7	158
1:30	2	49	5	89	7	138
1:45	4	9	51	219	8	29
2:00	3	43	5	102	8	145
2:15	2	39	6	97	8	136
2:30	3	49	7	89	10	138
2:45	2	10	94	225	8	34
3:00	4	75	12	107	16	182
3:15	1	68	5	115	6	183
3:30	1	104	4	131	5	235
3:45	7	13	128	375	16	43
4:00	0	87	9	115	9	202
4:15	5	105	10	121	15	226
4:30	3	85	8	130	11	215
4:45	5	13	143	420	30	65
5:00	7	115	25	107	32	222
5:15	11	92	24	106	35	198
5:30	13	116	50	108	63	224
5:45	22	53	93	416	80	210
6:00	22	100	61	132	83	232
6:15	5	21	63	104	84	200
6:30	27	86	89	81	116	167
6:45	41	111	43	325	136	419
7:00	69	74	130	100	199	174
7:15	75	41	152	68	227	109
7:30	82	39	198	61	280	100
7:45	94	320	49	203	287	993
8:00	76	40	176	60	252	100
8:15	79	32	114	52	193	84
8:30	69	25	119	50	188	75
8:45	51	275	26	123	144	777
9:00	66	25	100	47	166	72
9:15	62	17	79	41	141	58
9:30	51	15	90	35	141	50
9:45	56	235	9	66	126	574
10:00	46	14	64	31	110	45
10:15	51	9	83	26	134	35
10:30	39	20	76	33	115	53
10:45	58	194	13	56	146	505
11:00	58	22	86	22	144	44
11:15	49	10	82	11	131	21
11:30	65	4	97	26	162	30
11:45	69	241	7	43	143	580
TOTALS	1500	2705	2798	3812	4298	6517
DAY TOTALS		4205		6610		10815
SPLIT %	34.9	41.5	65.1	58.5		
HOUR	7:30	4:45	7:15	4:00	7:15	4:15
VOLUME	331	466	719	490	1046	930
P.H.F.	0.88	0.81	0.91	0.94	0.91	0.87

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701066

N-S STREET: NORTON AVENUE

E-W STREET: W/O BARLOW

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB		WB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	3	10	4	18	7	28						
12:15	3	15	4	18	7	33						
12:30	2	17	4	20	6	37						
12:45	2	10	13	55	2	24	32	130				
1:00	0	29	1	11	1	40						
1:15	1	12	2	24	3	36						
1:30	0	14	1	16	1	30						
1:45	0	1	13	68	1	6	32	138				
2:00	1	19	2	17	3	36						
2:15	2	23	4	29	6	52						
2:30	0	29	0	18	0	47						
2:45	1	4	22	93	0	10	45	180				
3:00	0	27	0	28	0	55						
3:15	0	27	0	31	0	58						
3:30	1	26	2	41	3	67						
3:45	4	5	27	107	1	8	45	225				
4:00	1	34	0	31	1	65						
4:15	0	14	2	22	2	36						
4:30	1	24	3	30	4	54						
4:45	6	8	41	113	5	10	31	114	11	18	72	227
5:00	2	35	7	29	9	64						
5:15	6	29	2	31	8	60						
5:30	12	30	4	25	16	55						
5:45	15	35	32	126	7	20	21	106	22	55	53	232
6:00	7	25	10	23	17	48						
6:15	8	25	12	22	20	47						
6:30	17	17	11	21	28	38						
6:45	12	44	22	89	21	54	20	86	33	98	42	175
7:00	16	22	25	16	41	38						
7:15	16	14	20	23	36	37						
7:30	29	17	21	15	50	32						
7:45	22	83	17	70	25	91	20	74	47	174	37	144
8:00	32	9	37	16	69	25						
8:15	14	14	25	13	39	27						
8:30	14	12	21	12	35	24						
8:45	14	74	6	41	12	95	11	52	26	169	17	93
9:00	18	16	17	8	35	24						
9:15	15	10	14	12	29	22						
9:30	8	7	8	12	16	19						
9:45	14	55	5	38	10	49	7	39	24	104	12	77
10:00	6	10	16	9	22	19						
10:15	14	2	10	10	24	12						
10:30	11	5	9	12	20	17						
10:45	9	40	8	25	13	48	9	40	22	88	17	65
11:00	11	3	13	4	24	7						
11:15	12	2	18	10	30	12						
11:30	9	5	12	2	21	7						
11:45	14	46	4	14	15	58	2	18	29	104	6	32
TOTALS	405	839	453	879	858	1718						
DAY TOTALS	1244	1332	2576									
SPLIT %	47.2	48.8	52.8	51.2								
HOUR	7:15	4:45	7:30	2:45	7:30	4:45						
VOLUME	99	135	108	123	205	251						
P.H.F.	0.77	0.82	0.73	0.75	0.74	0.87						

SITE CODE : LYNWOOD

N-S STREET: NORTON AVENUE

E-W STREET: W/O CALIFORNIA

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701068

DATE: 1/09/97

BEGIN	EB		WB		COMBINED				
	AM	PM	AM	PM	AM	PM			
12:00	0	22	1	28	1	50			
12:15	4	25	0	24	4	49			
12:30	3	22	2	34	5	56			
12:45	2	9	21	90	3	13	56	211	
1:00	1	33	1	25	2	58			
1:15	2	26	0	27	2	53			
1:30	0	16	2	18	2	34			
1:45	2	5	22	97	3	9	51	196	
2:00	1	18	1	34	2	52			
2:15	0	21	0	34	0	55			
2:30	0	22	2	48	2	70			
2:45	3	4	28	89	5	9	134	311	
3:00	0	48	1	48	1	96			
3:15	1	51	1	42	2	93			
3:30	0	29	0	53	0	82			
3:45	1	2	37	165	1	4	78	349	
4:00	2	39	1	33	3	72			
4:15	4	40	4	38	8	78			
4:30	1	45	1	38	2	83			
4:45	1	8	37	161	6	19	73	306	
5:00	4	35	2	55	6	90			
5:15	3	37	7	45	10	82			
5:30	8	47	4	28	12	75			
5:45	15	30	48	167	29	57	94	341	
6:00	12	37	6	42	18	79			
6:15	11	26	11	28	22	54			
6:30	13	24	13	31	26	55			
6:45	13	49	29	116	40	106	60	248	
7:00	9	27	21	17	30	44			
7:15	31	22	20	25	51	47			
7:30	25	25	49	17	74	42			
7:45	47	112	17	91	101	148	303	42	175
8:00	69	13	132	30	201	43			
8:15	26	12	46	17	72	29			
8:30	14	15	43	17	57	32			
8:45	15	124	21	243	17	367	38	142	
9:00	15	12	16	15	31	27			
9:15	17	12	24	25	41	37			
9:30	22	9	12	16	34	25			
9:45	16	70	6	39	22	144	22	111	
10:00	16	5	19	11	35	16			
10:15	17	12	20	4	37	16			
10:30	10	6	18	8	28	14			
10:45	17	60	10	33	22	139	12	58	
11:00	18	7	14	7	32	14			
11:15	30	5	27	5	57	10			
11:30	17	3	14	4	31	7			
11:45	18	83	3	18	33	171	8	39	
TOTALS	556	1127	785	1360	1341	2487			
DAY TOTALS	1683		2145		3828				
SPLIT %	41.5	45.3	58.5	54.7					
HOUR	7:15	5:15	7:30	2:45	7:30	2:45			
VOLUME	172	169	328	249	495	405			
P.H.F.	0.62	0.88	0.62	0.59	0.62	0.76			

SITE CODE : LYNWOOD

I-S STREET: NORTON AVENUE

I-W STREET: W/O CENTURY M.L.K.

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701069

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	2	13	3	30	5	43
12:15	1	25	4	25	5	50
12:30	1	19	4	25	5	44
12:45	1	5	23	80	4	186
1:00	0	20	1	23	1	43
1:15	2	21	2	21	4	42
1:30	0	14	4	34	4	48
1:45	0	2	22	77	3	12
2:00	1	17	4	36	5	53
2:15	1	21	0	27	1	48
2:30	0	16	2	48	2	64
2:45	0	2	42	96	1	9
3:00	1	50	1	36	2	86
3:15	0	50	1	64	1	114
3:30	0	24	1	56	1	80
3:45	1	2	41	165	3	7
4:00	0	42	0	41	0	83
4:15	4	29	2	51	6	80
4:30	0	32	1	33	1	65
4:45	3	7	29	132	7	14
5:00	2	30	2	41	4	71
5:15	3	42	1	39	4	81
5:30	7	37	3	49	10	86
5:45	11	23	28	137	17	35
6:00	10	30	8	34	18	64
6:15	8	33	6	33	14	66
6:30	14	14	16	43	30	57
6:45	17	49	28	105	32	94
7:00	15	18	18	41	33	59
7:15	20	20	31	29	51	49
7:30	15	15	36	35	51	50
7:45	29	79	19	72	112	247
8:00	41	14	77	16	118	30
8:15	31	13	45	20	76	33
8:30	14	3	29	13	43	16
8:45	13	99	12	42	38	275
9:00	21	11	13	10	34	21
9:15	11	12	17	11	28	23
9:30	7	9	13	11	20	20
9:45	18	57	5	37	32	114
10:00	16	6	19	11	35	17
10:15	17	5	24	8	41	13
10:30	16	9	17	9	33	18
10:45	17	66	4	24	44	153
11:00	17	1	19	8	36	9
11:15	23	5	18	2	41	7
11:30	14	7	13	5	27	12
11:45	15	69	3	16	37	141
TOTALS	460	983	661	1330	1121	2313
DAY TOTALS		1443		1991		3434
SPLIT %	41.0	42.5	59.0	57.5		
HOUR	7:30	2:45	7:30	2:45	7:30	2:45
VOLUME	116	166	241	211	357	377
P.H.F.	0.71	0.83	0.73	0.82	0.76	0.83

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: NORTON AVENUE

FILE: D9701065

E-W STREET: W/O DRURY

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB		WB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	0	6	2	20	2	26		
12:15	2	11	1	17	3	28		
12:30	1	16	2	11	3	27		
12:45	2	5	3	36	0	5	18	66
1:00	0	11	3	16	3	27		
1:15	0	6	0	17	0	23		
1:30	2	11	1	10	3	21		
1:45	0	2	9	37	1	5	19	62
2:00	0	2	1	13	1	15		
2:15	0	20	2	18	2	38		
2:30	0	10	0	26	0	36		
2:45	1	1	19	51	0	3	23	80
3:00	1	23	0	25	1	48		
3:15	0	22	0	24	0	46		
3:30	1	11	2	26	3	37		
3:45	0	2	36	92	1	3	26	101
4:00	1	21	0	16	1	37		
4:15	2	15	0	16	2	31		
4:30	3	16	1	15	4	31		
4:45	1	7	20	72	7	8	16	63
5:00	2	15	5	10	7	25		
5:15	7	14	1	13	8	27		
5:30	4	14	5	14	9	28		
5:45	3	16	15	58	8	19	20	57
6:00	2	10	8	14	10	24		
6:15	3	7	6	12	9	19		
6:30	5	8	16	12	21	20		
6:45	10	20	11	36	18	48	4	42
7:00	11	5	24	10	35	15		
7:15	8	7	17	8	25	15		
7:30	10	10	15	9	25	19		
7:45	10	39	5	74	9	36	28	113
8:00	15	7	13	8	28	15		
8:15	11	7	20	7	31	14		
8:30	21	10	22	15	43	25		
8:45	9	56	9	33	8	63	6	36
9:00	8	5	7	9	15	14		
9:15	8	3	13	4	21	7		
9:30	8	4	16	8	24	12		
9:45	2	26	3	15	8	44	2	23
10:00	13	3	15	5	28	8		
10:15	6	0	10	3	16	3		
10:30	9	5	3	5	12	10		
10:45	8	36	3	11	15	43	4	17
11:00	8	1	10	3	18	4		
11:15	9	3	14	5	23	8		
11:30	5	2	19	1	24	3		
11:45	3	25	0	6	14	57	1	10
TOTALS	235	474	372	593	607	1067		
DAY TOTALS		709		965		1674		
SPLIT %	38.7	44.4	61.3	55.6				
HOUR	7:45	3:00	6:30	3:00	7:45	3:00		
VOLUME	57	92	75	101	130	193		
P.H.F.	0.68	0.64	0.78	0.97	0.76	0.78		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: NORTON AVENUE

FILE: D9701067

E-W STREET: W/O LONG BEACH

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	EB		WB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	2	14	4	18	6	32
12:15	4	26	1	25	5	51
12:30	2	18	1	27	3	45
12:45	3 11	17 75	2 8	22 92	5 19	39 167
1:00	2	26	1	27	3	53
1:15	2	17	0	27	2	44
1:30	0	11	0	18	0	29
1:45	1 5	24 78	0 1	28 100	1 6	52 178
2:00	0	19	1	20	1	39
2:15	1	26	3	29	4	55
2:30	1	18	2	19	3	37
2:45	1 3	24 87	0 6	31 99	1 9	55 186
3:00	1	34	1	35	2	69
3:15	0	38	2	32	2	70
3:30	2	28	0	45	2	73
3:45	1 4	34 134	2 5	22 134	3 9	56 268
4:00	0	27	2	32	2	59
4:15	2	33	3	32	5	65
4:30	2	39	3	38	5	77
4:45	0 4	44 143	2 10	36 138	2 14	80 281
5:00	3	29	5	38	8	67
5:15	3	35	1	45	4	80
5:30	8	41	4	26	12	67
5:45	5 19	45 150	8 18	32 141	13 37	77 291
6:00	6	32	15	27	21	59
6:15	5	22	12	23	17	45
6:30	11	21	12	23	23	44
6:45	12 34	27 102	23 62	24 97	35 96	51 199
7:00	9	31	20	12	29	43
7:15	13	20	13	16	26	36
7:30	13	20	29	18	42	38
7:45	19 54	19 90	34 96	22 68	53 150	41 158
8:00	34	14	46	16	80	30
8:15	16	7	29	16	45	23
8:30	11	10	20	13	31	23
8:45	11 72	14 45	11 106	16 61	22 178	30 106
9:00	9	16	15	10	24	26
9:15	17	10	9	6	26	16
9:30	11	11	16	6	27	17
9:45	9 46	8 45	11 51	7 29	20 97	15 74
10:00	9	9	14	10	23	19
10:15	12	8	24	12	36	20
10:30	5	6	14	7	19	13
10:45	9 35	8 31	14 66	4 33	23 101	12 64
11:00	17	4	15	3	32	7
11:15	16	6	22	7	38	13
11:30	12	4	15	2	27	6
11:45	12 57	5 19	23 75	8 20	35 132	13 39
TOTALS	344	999	504	1012	848	2011
DAY TOTALS		1343		1516		2859
SPLIT %	40.6	49.7	59.4	50.3		
HOUR	7:30	5:15	7:30	4:30	7:30	4:30
VOLUME	82	153	138	157	220	304
P.H.F.	0.60	0.85	0.75	0.87	0.69	0.95

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: SANTA FE AVENUE

FILE: D9701071

E-W STREET: N/O LOS FLORES

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	1	9	0	20	1	29
12:15	0	6	2	12	2	18
12:30	1	16	0	11	1	27
12:45	0	2	8	39	1	57
1:00	0	9	0	8	0	17
1:15	0	9	0	9	0	18
1:30	1	6	0	6	1	12
1:45	0	1	9	33	1	34
2:00	0	5	0	10	0	15
2:15	0	10	1	10	1	20
2:30	0	10	0	10	0	20
2:45	1	1	15	40	1	48
3:00	0	21	0	21	0	42
3:15	0	23	0	11	0	34
3:30	1	6	2	9	3	15
3:45	0	1	20	70	0	42
4:00	0	10	0	18	0	28
4:15	4	17	0	12	4	29
4:30	1	11	2	12	3	23
4:45	1	6	11	49	2	9
5:00	1	7	2	12	3	19
5:15	3	7	11	17	14	24
5:30	0	8	3	13	3	21
5:45	6	10	5	21	11	31
6:00	4	11	6	11	10	22
6:15	6	13	10	8	16	21
6:30	11	7	0	13	11	20
6:45	5	26	6	37	10	47
7:00	15	4	7	11	22	15
7:15	10	11	11	7	21	18
7:30	5	8	13	8	18	16
7:45	6	36	6	45	20	81
8:00	17	3	11	4	28	7
8:15	17	3	11	7	28	10
8:30	18	2	11	7	29	9
8:45	7	59	3	11	11	96
9:00	4	1	4	8	8	9
9:15	6	4	8	4	14	8
9:30	7	3	5	7	12	10
9:45	5	22	6	14	16	50
10:00	9	4	5	4	14	8
10:15	2	3	7	4	9	7
10:30	7	1	7	1	14	2
10:45	7	25	2	10	18	55
11:00	4	0	4	2	8	2
11:15	9	1	12	1	21	2
11:30	7	1	8	0	15	1
11:45	8	28	0	2	22	66

TOTALS 217 361 231 439 448 800

DAY TOTALS 578 670 1248

SPLIT % 48.4 45.1 51.6 54.9

HOUR 8:00 3:00 7:15 3:45 7:45 3:00

VOLUME 59 70 49 64 105 133

P.H.F. 0.82 0.76 0.88 0.73 0.91 0.79

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701070

N-S STREET: SANTA FE AVENUE

E-W STREET: N/O 109TH

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	NB		SB		COMBINED							
	AM	PM	AM	PM	AM	PM						
12:00	2	13	0	14	2	27						
12:15	2	10	0	15	2	25						
12:30	0	16	1	10	1	26						
12:45	0	4	11	50	1	6	18	96				
1:00	0	12	0	12	0	24						
1:15	0	14	1	8	1	22						
1:30	0	5	0	11	0	16						
1:45	0	0	12	43	1	2	20	82				
2:00	0	14	0	11	0	25						
2:15	0	12	2	18	2	30						
2:30	0	20	1	11	1	31						
2:45	2	2	19	65	0	5	37	123				
3:00	0	22	1	17	1	39						
3:15	0	29	0	12	0	41						
3:30	0	19	1	17	1	36						
3:45	0	0	28	98	0	2	49	165				
4:00	2	17	3	24	5	41						
4:15	4	20	0	14	4	34						
4:30	1	18	4	19	5	37						
4:45	4	11	20	75	2	9	19	151				
5:00	2	16	3	13	5	29						
5:15	0	17	3	12	3	29						
5:30	3	9	4	15	7	24						
5:45	9	14	9	51	4	14	20	29	111			
6:00	11	15	5	11	16	26						
6:15	7	18	11	21	18	39						
6:30	5	10	10	12	15	22						
6:45	10	33	12	55	10	36	7	51	20	69	19	106
7:00	12	10	5	17	17	27						
7:15	14	11	12	7	26	18						
7:30	14	9	6	4	20	13						
7:45	17	57	7	37	13	36	7	35	30	93	14	72
8:00	21	8	12	10	33	18						
8:15	19	4	8	11	27	15						
8:30	13	5	17	6	30	11						
8:45	6	59	3	20	6	43	5	32	12	102	8	52
9:00	5	4	9	7	14	11						
9:15	18	3	5	3	23	6						
9:30	10	4	15	7	25	11						
9:45	13	46	2	13	13	42	6	23	26	88	8	36
10:00	19	2	7	4	26	6						
10:15	15	2	13	5	28	7						
10:30	7	2	14	4	21	6						
10:45	12	53	1	7	17	92	5	24				
11:00	13	1	11	0	24	1						
11:15	13	2	9	1	22	3						
11:30	14	2	16	1	30	3						
11:45	9	49	0	5	9	45	2	9	18	94	2	9
TOTALS	328	519	273	508	601	1027						
DAY TOTALS	847	781			1628							
SPLIT %	54.6	50.5	45.4	49.5								
HOUR	7:30	3:00	7:45	3:45	7:45	3:15						
VOLUME	71	98	50	78	120	167						
P.H.F.	0.85	0.84	0.74	0.81	0.91	0.85						

SITE CODE : LYNWOOD
 N-S STREET: STATE STREET
 E-W STREET: N/O BANNING
 CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
 FILE: D9701076
 DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	12	78	10	63	22	141
12:15	11	65	8	71	19	136
12:30	15	67	7	66	22	133
12:45	9	47	82	292	17	148
1:00	4	55	3	81	7	136
1:15	3	81	2	76	5	157
1:30	4	70	5	86	9	156
1:45	10	21	55	261	12	33
2:00	5	85	7	71	12	156
2:15	9	73	2	83	11	156
2:30	9	79	2	58	11	137
2:45	4	27	105	342	9	43
3:00	2	114	4	105	6	219
3:15	1	99	0	112	1	211
3:30	2	109	3	90	5	199
3:45	3	8	156	478	9	21
4:00	2	180	2	122	4	302
4:15	3	122	3	96	6	218
4:30	8	126	5	104	13	230
4:45	12	25	119	547	38	61
5:00	10	152	19	100	29	252
5:15	19	123	11	95	30	218
5:30	22	135	34	81	56	216
5:45	34	85	107	517	107	222
00	52	107	60	77	112	184
5	29	104	29	73	58	177
30	51	81	63	65	114	146
6:45	39	171	61	353	144	428
7:00	52	62	107	50	159	112
7:15	59	44	67	51	126	95
7:30	56	39	70	47	126	86
7:45	71	238	45	190	179	590
8:00	80	27	94	36	174	63
8:15	87	35	75	22	162	57
8:30	48	23	65	28	113	51
8:45	60	275	28	113	120	569
9:00	60	25	46	19	106	44
9:15	48	37	50	21	98	58
9:30	63	24	29	30	92	54
9:45	40	211	16	102	86	382
10:00	47	17	40	23	87	40
10:15	51	20	63	16	114	36
10:30	70	14	60	14	130	28
10:45	49	217	23	74	97	428
11:00	57	23	58	18	115	41
11:15	65	8	55	13	120	21
11:30	60	12	53	17	113	29
11:45	66	248	9	52	150	498
TOTALS	1573	3321	1782	2971	3355	6292
DAY TOTALS		4894		4753		9647
SPLIT %	46.9	52.8	53.1	47.2		
HOUR	7:30	3:45	7:00	3:15	7:30	3:45
VOLUME	294	584	352	443	641	1025
P.H.F.	0.84	0.81	0.81	0.91	0.90	0.85

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: STATE STREET

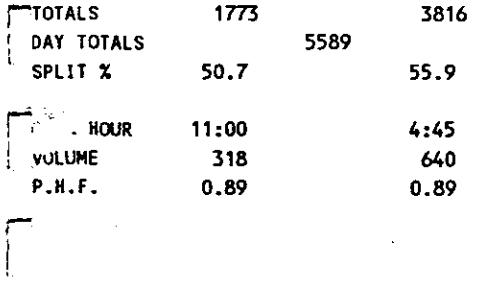
FILE: D9701074

E-W STREET: N/O BEECHWOOD

CLIENT : CTY LYNWOOD

DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	13	83	7	56	20	139
12:15	11	91	5	67	16	158
12:30	12	98	6	68	18	166
12:45	7	43	101	373	4	22
1:00	3	67	3	86	6	153
1:15	2	88	3	68	5	156
1:30	4	92	4	79	8	171
1:45	7	16	88	335	3	13
2:00	4	72	6	59	10	131
2:15	7	84	4	87	11	171
2:30	4	98	5	77	9	175
2:45	4	19	122	376	3	18
3:00	2	143	4	124	6	267
3:15	2	120	2	120	4	240
3:30	3	134	3	103	6	237
3:45	5	12	141	538	1	10
4:00	5	172	2	106	7	278
4:15	2	159	4	82	6	241
4:30	13	132	7	108	20	240
4:45	10	30	152	615	16	29
5:00	10	179	10	97	20	276
5:15	16	159	19	114	35	273
5:30	24	150	37	97	61	247
5:45	36	86	124	612	89	155
00	34	108	73	87	107	195
.5	34	111	31	79	65	190
o:30	50	79	64	68	114	147
6:45	43	161	99	397	94	262
7:00	59	68	91	38	150	106
7:15	76	59	61	56	137	115
7:30	64	37	64	67	128	104
7:45	75	274	41	205	107	323
8:00	84	35	102	38	186	73
8:15	75	34	67	25	142	59
8:30	78	21	63	37	141	58
8:45	77	314	35	125	53	285
9:00	52	23	53	21	105	44
9:15	55	31	42	38	97	69
9:30	62	35	28	28	90	63
9:45	63	232	20	109	52	175
10:00	56	18	44	23	100	41
10:15	70	15	54	18	124	33
10:30	74	18	51	25	125	43
10:45	68	268	18	69	47	196
11:00	89	25	57	15	146	40
11:15	75	17	60	13	135	30
11:30	76	8	51	12	127	20
11:45	78	318	12	62	69	237
TOTALS	1773	3816	1725	3015	3498	6831
DAY TOTALS		5589		4740		10329
SPLIT %	50.7	55.9	49.3	44.1		
HOUR	11:00	4:45	7:30	3:00	7:45	4:45
VOLUME	318	640	340	441	651	1043
P.H.F.	0.89	0.89	0.79	0.89	0.88	0.94



SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: STATE STREET

FILE: D9701077

E-W STREET: N/O CARLIN

DATE: 1/09/97

CLIENT : CTY LYNWOOD

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	9	84	13	80	22	164
12:15	14	87	17	99	31	186
12:30	8	102	11	80	19	182
12:45	10	41	75	348	15	87
1:00	9	84	3	82	12	166
1:15	3	90	2	79	5	169
1:30	10	70	7	75	17	145
1:45	12	34	69	313	13	47
2:00	6	96	7	75	13	171
2:15	14	92	0	106	14	198
2:30	3	101	8	109	11	210
2:45	5	28	119	408	8	46
3:00	1	150	3	124	4	274
3:15	3	134	2	164	5	298
3:30	3	138	4	131	7	269
3:45	4	11	165	587	9	25
4:00	2	182	1	138	3	320
4:15	4	148	6	127	10	275
4:30	13	132	8	136	21	268
4:45	11	30	127	589	39	73
5:00	14	168	19	114	33	282
5:15	17	140	15	106	32	246
5:30	25	132	46	122	71	254
5:45	51	107	103	543	133	269
6:00	55	114	53	95	108	209
6:15	46	97	30	81	76	178
6:30	58	79	77	85	135	164
6:45	67	226	73	363	178	497
7:00	74	85	104	65	178	150
7:15	91	55	60	65	151	120
7:30	96	51	77	60	173	111
7:45	133	394	50	241	254	756
8:00	135	43	103	50	238	93
8:15	141	39	100	28	241	67
8:30	97	42	88	37	185	79
8:45	80	453	32	156	155	819
9:00	71	33	72	29	143	62
9:15	69	31	62	27	131	58
9:30	62	35	52	28	114	63
9:45	70	272	17	116	134	522
10:00	69	16	66	16	135	32
10:15	59	25	71	23	130	48
10:30	66	26	51	22	117	48
10:45	74	268	21	88	139	521
11:00	82	30	68	24	150	54
11:15	83	20	56	18	139	38
11:30	84	14	69	17	153	31
11:45	89	338	13	77	172	614

TOTALS 2202 3829 2074 3596 4276 7425
 DAY TOTALS 6031 5670 11701

SPLIT % 51.5 51.6 48.5 48.4

HOUR	7:45	3:30	7:45	3:15	7:45	3:15
VOLUME	506	633	412	576	918	1195
P.H.F.	0.90	0.87	0.85	0.88	0.90	0.93

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701072

N-S STREET: STATE STREET

E-W STREET: W/O MICHIGAN

CLIENT : CTY LYNWOOD

DATE: 1/09/97

BEGIN	NB		SB		COMBINED		TOTALS
	AM	PM	AM	PM	AM	PM	
12:00	21	74	12	77	33	151	
12:15	14	89	29	97	43	186	
12:30	21	91	13	99	34	190	
12:45	12	68	105	359	6	60	83 356 188 715
1:00	8	100	8	102	16	202	
1:15	9	90	7	80	16	170	
1:30	7	76	10	87	17	163	
1:45	5	29	92	358	7	32	92 361 12 61 184 719
2:00	8	99	8	94	16	193	
2:15	7	111	6	89	13	200	
2:30	11	128	11	84	22	212	
2:45	6	32	127	465	4	29	82 349 10 61 209 814
3:00	10	145	7	131	17	276	
3:15	10	126	2	87	12	213	
3:30	10	149	8	111	18	260	
3:45	11	41	143	563	4	21	105 434 15 62 248 997
4:00	5	138	8	104	13	242	
4:15	8	148	9	120	17	268	
4:30	8	143	17	118	25	261	
4:45	16	37	152	581	31	65	92 434 47 102 244 1015
5:00	14	155	16	133	30	288	
5:15	16	181	34	127	50	308	
5:30	33	146	50	113	83	259	
5:45	44	107	155	637	73	173	122 495 117 280 277 1132
6:00	41	158	51	119	92	277	
6:15	46	152	51	99	97	251	
6:30	59	131	87	102	146	233	
6:45	92	238	136	577	91	280	102 422 183 518 238 999
7:00	103	116	95	94	198	210	
7:15	124	95	85	101	209	196	
7:30	92	92	120	72	212	164	
7:45	83	402	71	374	153	453	59 326 236 855 130 700
8:00	110	74	82	63	192	137	
8:15	72	73	68	63	140	136	
8:30	80	62	72	82	152	144	
8:45	79	341	50	259	74	296	40 248 153 637 90 507
9:00	65	59	44	47	109	106	
9:15	71	53	56	71	127	124	
9:30	72	50	56	52	128	102	
9:45	74	282	46	208	58	214	61 231 132 496 107 439
10:00	81	37	62	39	143	76	
10:15	67	27	56	38	123	65	
10:30	73	38	53	28	126	66	
10:45	78	299	32	134	65	236	29 134 143 535 61 268
11:00	86	30	58	17	144	47	
11:15	90	27	75	13	165	40	
11:30	94	27	104	31	198	58	
11:45	96	366	19	103	77	314	17 78 173 680 36 181
TOTALS	2242	4618	2173	3868	4415	8486	
DAY TOTALS		6860		6041		12901	
SPLIT %	50.8	54.4	49.2	45.6			
HOUR VOLUME	6:45	5:15	7:00	5:00	7:00	5:00	
P.H.F.	411	640	453	495	855	1132	
	0.83	0.88	0.74	0.93	0.91	0.92	

SITE CODE : LYNWOOD

N-S STREET: STATE STREET

E-W STREET: N/O VIRGINIA

CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

FILE: D9701075

DATE: 1/07/97

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	12	60	5	88	17	148
12:15	12	62	10	60	22	122
12:30	15	65	8	64	23	129
12:45	15	54	82	269	22	84
1:00	9	64	7	80	16	144
1:15	6	66	8	72	14	138
1:30	9	62	7	82	16	144
1:45	8	32	69	261	11	57
2:00	4	85	8	77	12	162
2:15	9	89	3	79	12	168
2:30	3	409	5	73	8	182
2:45	4	20	105	388	4	36
3:00	4	115	5	96	9	211
3:15	4	99	3	109	7	208
3:30	6	98	3	119	9	217
3:45	4	18	158	470	6	31
4:00	5	167	7	100	12	267
4:15	3	157	6	98	9	255
4:30	5	126	9	93	14	219
4:45	15	28	98	548	38	73
5:00	9	131	16	106	25	237
5:15	24	140	14	96	38	236
5:30	23	140	35	91	58	231
5:45	34	90	135	546	95	216
6:00	45	104	53	102	98	206
6:15	33	91	49	76	82	167
6:30	38	111	69	77	107	188
6:45	42	158	67	373	154	441
7:00	57	74	87	60	144	134
7:15	69	67	68	63	137	130
7:30	44	49	71	59	115	108
7:45	58	228	60	250	160	556
8:00	82	43	94	41	176	84
8:15	50	56	66	35	116	91
8:30	62	41	59	28	121	69
8:45	54	248	38	178	111	524
9:00	49	28	51	31	100	59
9:15	45	31	36	29	81	60
9:30	51	25	51	34	102	59
9:45	52	197	33	117	99	382
10:00	55	17	57	21	112	38
10:15	57	21	61	22	118	43
10:30	51	21	42	19	93	40
10:45	62	225	20	79	103	426
11:00	55	21	53	8	108	29
11:15	65	13	49	17	114	30
11:30	67	12	48	7	115	19
11:45	72	259	10	56	131	468

TOTALS 1557 3535 1737 3051 3294 6586

DAY TOTALS 5092 4788 9880

SPLIT % 47.3 53.7 52.7 46.3

HOUR 11:00 3:45 6:45 2:45 7:15 3:45

VOLUME 259 608 338 436 588 992

P.H.F. 0.90 0.91 0.75 0.92 0.84 0.93

SITE CODE : LYNWOOD
-S STREET: WRIGHT ROAD
-W STREET: N/O BEECHWOOD
CLIENT : CTY LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1
FILE: 09701078

DATE: 1/09/97

EGIN	NB		SB		COMBINED			
	AM	PM	AM	PM	AM	PM		
12:00	3	24	0	18	3	42		
2:15	3	24	2	15	5	39		
2:30	1	16	3	17	4	33		
12:45	1	8	25	89	2	14	38	152
1:00	2	16	1	8	3	24		
1:15	0	16	0	8	0	24		
1:30	1	33	0	18	1	51		
1:45	1	4	27	92	2	7	39	138
2:00	2	26	0	23	2	49		
2:15	1	31	0	12	1	43		
2:30	0	40	1	15	1	55		
2:45	1	4	33	130	0	5	47	194
3:00	0	30	1	11	1	41		
3:15	0	28	1	14	1	42		
3:30	0	39	0	13	0	52		
3:45	2	2	45	142	1	5	57	192
4:00	5	24	0	17	5	41		
4:15	3	54	1	22	4	76		
4:30	6	32	4	11	10	43		
4:45	7	21	29	139	1	6	8	27
5:00	7	21	4	14	11	35		
5:15	7	18	2	11	9	29		
5:30	8	29	4	8	12	37		
5:45	16	38	20	88	2	37	18	50
6:00	25	37	3	9	28	46		
6:15	7	14	4	7	11	21		
6:30	9	13	6	9	15	22		
6:45	14	55	26	90	9	22	14	39
7:00	13	18	7	10	20	28		
7:15	23	15	7	8	30	23		
7:30	18	8	13	10	31	18		
7:45	17	71	13	54	13	40	10	38
8:00	17	13	15	6	32	19		
8:15	32	4	22	7	54	11		
8:30	28	13	20	4	48	17		
8:45	23	100	13	43	10	67	7	24
9:00	24	7	10	1	34	8		
9:15	17	13	10	5	27	18		
9:30	19	15	9	7	28	22		
9:45	16	76	3	38	13	42	4	17
10:00	20	1	9	2	29	3		
10:15	17	3	3	2	20	5		
10:30	30	4	19	5	49	9		
10:45	20	87	6	44	0	9	33	131
11:00	23	5	8	3	31	8		
11:15	26	9	14	0	40	9		
11:30	26	1	13	4	39	5		
11:45	47	122	1	47	1	8	59	169
TOTALS	588	935	293	455	881	1390		
DAY TOTALS		1523		748		2271		
SPLIT %	66.7	67.3	33.3	32.7				
HOUR	11:00	3:30	7:45	1:30	8:15	3:30		
VOLUME	122	162	70	65	169	226		
P.H.F.	0.65	0.75	0.80	0.71	0.78	0.74		

SITE CODE : LYNWOOD

24 HOUR MACHINE COUNTS-BY TRAFFIC COUNTS

PAGE: 1

N-S STREET: WRIGHT ROAD

FILE: D9701079

E-W STREET: N/O CORTLAND

DATE: 1/09/97

CLIENT : CTY LYNWOOD

BEGIN	NB		SB		COMBINED	
	AM	PM	AM	PM	AM	PM
12:00	3	31	8	29	11	60
12:15	4	27	4	19	8	46
12:30	1	25	5	18	6	43
12:45	1	9	20	103	5	30
1:00	0	27	3	26	3	53
1:15	1	17	3	33	4	50
1:30	1	25	4	21	5	46
1:45	0	2	19	88	1	13
2:00	0	20	0	29	0	49
2:15	1	17	1	33	2	50
2:30	1	21	1	27	2	48
2:45	0	2	23	81	2	6
3:00	0	38	3	22	3	60
3:15	2	29	2	42	4	71
3:30	3	38	1	20	4	58
3:45	0	5	24	129	1	12
4:00	2	31	1	29	3	60
4:15	2	35	2	46	4	81
4:30	5	25	0	40	5	65
4:45	8	17	30	121	9	21
5:00	3	26	1	30	4	56
5:15	5	28	3	25	8	53
5:30	16	22	1	29	17	51
5:45	19	43	32	108	23	52
6:00	24	27	1	31	25	58
6:15	15	28	9	14	24	42
6:30	10	15	9	16	19	31
6:45	20	69	21	91	30	98
7:00	23	19	15	16	38	35
7:15	31	15	16	19	47	34
7:30	45	12	13	20	58	32
7:45	38	137	16	62	58	201
8:00	48	11	17	22	65	33
8:15	60	10	30	20	90	30
8:30	56	14	27	22	83	36
8:45	23	187	13	48	48	286
9:00	31	12	14	11	45	23
9:15	18	8	17	9	35	17
9:30	14	5	15	8	29	13
9:45	19	82	6	31	39	148
10:00	22	6	14	5	36	11
10:15	13	8	19	15	32	23
10:30	30	6	12	8	42	14
10:45	21	86	8	28	42	152
11:00	20	9	20	10	40	19
11:15	22	6	12	6	34	12
11:30	23	2	28	6	51	8
11:45	29	94	1	18	64	189
TOTALS	733	908	475	1022	1208	1930
DAY TOTALS	1641		1497		3138	
SPLIT %	60.7	47.0	39.3	53.0		
HOUR	7:45	3:00	8:00	3:45	7:45	3:45
VOLUME	202	129	99	150	296	265
P.H.F.	0.84	0.85	0.82	0.82	0.82	0.82

CITY OF LYNWOOD

GENERAL PLAN

APPENDIX B

BUS ROUTES

JUNE 2002



September 25, 2001
CONTACT:
Rick Jager/Marc Littman
MTA MEDIA RELATIONS
(213) 922-2707/922-2700
www.mta.net/press/pressroom
e-mail: mediarelations@mta.net

FOR IMMEDIATE RELEASE

Versión en español

MTA to Add More Buses to Heavily Used Lines to Offer More Service and Ease Overcrowding Effective October 1

MTA will add an additional 88 peak-hour buses on heavily traveled bus lines throughout Los Angeles County to comply with a federal appeals court decision that calls for more bus service.

EDITORS NOTE: Click [here](#) for complete list of morning and afternoon peak hour service additions to MTA bus lines.

The MTA Board of Directors in early September agreed to add the additional buses while at the same time asking the U.S. Ninth Circuit Court of Appeals for a rehearing to further clarify how the consent decree, an agreement designed to improve bus service, is to be interpreted.

MTA over the last two years has already added 160 buses into service and the remaining 88 buses will bring the total of buses added to 248, the total buses ordered by the court. MTA bus lines to receive the additional buses were selected based on the volume of passengers who use the lines as well as those lines with a recent history of excessive crowding.

As part of the deployment of the additional 88 buses into service, MTA will promote 145 part-time bus operators into full-time operators and will hire an additional 30 mechanics and 18 service attendants to support the extra service.

Total costs of the additional bus service are estimated at \$11.4 million in FY 2002. The added costs will be off-set by operating efficiencies, overhead cost reductions, lower fuel costs and spare part cost savings.

MTA currently has a record amount of bus service on the road and will have completed the process of purchasing over 2,000 new state-of-the-art compressed natural gas (CNG) buses by 2004. MTA has already taken delivery of more than 1,300 new CNG buses and has initiated new types of bus service including the popular Metro Rapid buses that speed travel time.

The deployment of new buses and the introduction of Metro Rapid bus service as well as other factors have contributed to the lowest rate of customer complaints received by MTA in one month.

In July 2001, customer complaints declined from a ratio of 6.37 complaints per 100,000 daily boardings experienced in July 1997 to a ratio of 3.15 complaints per 100,000 daily boardings, a new record and perhaps the strongest indicator yet that the Metro System continues to improve.

A total of 46 bus lines will receive added service in at least one peak hour time period.

Those lines include: 2, 4, 14/37, 16/316, 18, 26/51, 27/28/328, 33/333, 38/71, 40, 53, 55, 60, 66, 68, 81, 83/84/85, 90/91, 105, 108, 110, 115/315, 130, 152, 163, 164/165, 166, 167, 169, 175, 183, 204/354, 205, 206, 207/357, 212, 217, 230, 234, 236, 243, 444, 484, 561, 620, & 720.

A total of 20 bus lines will receive added service in both the morning and afternoon peak periods. Those lines include: 45, 53, 66, 68, 81, 90, 108, 110, 152, 163, 165, 166, 200, 212, 234, 251, 260, 268, 434, & 720.

For specific MTA route and schedule information visit our web site at www.mta.net or call 1-800-C-O-M-M-U-T-E.

MTA-128

[Return to Home]

MTA Ridership

Bus Lines	August 2001	August 2000	August 1999
Average Weekday Boardings	1,226,446	1,149,395	1,103,096
Average Saturday Boardings	843,176	812,779	765,643
Average Sunday and Holiday Boardings	600,302	551,172	688,831
Total Calendar Month Boardings	33,982,170	31,891,889	30,774,839
Total Fiscal Year-to-Date Boardings	66,377,921	63,700,880	59,477,639

[View Graph - Trends in Bus Lines Average Weekday Boardings](#)

Red Line	August 2001	August 2000	August 1999
Average Weekday Boardings	140,750	118,125	61,475
Average Saturday Boardings	77,825	58,175	29,275
Average Sunday and Holiday Boardings	60,350	55,200	26,225
Total Calendar Month Boardings	3,789,950	3,170,375	1,600,675
Total Fiscal Year-to-Date Boardings	7,600,275	6,200,275	3,120,925

[View Graph - Trends in Metro Red Line Average Weekday Boardings](#)

Blue Line	August 2001	August 2000	August 1999
Average Weekday Boardings	69,400	66,100	54,050
Average Saturday Boardings	46,625	54,950	37,400
Average Sunday and Holiday Boardings	36,650	42,200	30,150
Total Calendar Month Boardings	1,929,300	1,908,900	1,489,450
Total Fiscal Year-to-Date Boardings	3,707,775	3,561,400	2,999,125

[View Graph - Trends in Metro Blue Line Average Weekday Boardings](#)

Green Line	August 2001	August 2000	August 1999
Average Weekday Boardings	28,900	30,475	23,125
Average Saturday Boardings	18,325	14,075	11,700
Average Sunday and Holiday Boardings	11,000	11,100	9,750
Total Calendar Month Boardings	782,000	801,625	604,300
Total Fiscal Year-to-Date Boardings	1,551,500	1,476,025	1,209,050

[View Graph - Trends in Metro Green Line Average Weekday Boardings](#)

For any questions, please send e-mail to: TransitAnalysis@mta.net

[Back](#)

MetroTripPlanner

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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.35

Estimated Travel Time: 1 Hour 4 Minutes

① Go to NW corner of Imperial Hwy & Long Beach Bl

- a. Take Metro Bus 121 West (LAX TERMINAL) at 12:49 p.m.
- b. Pay \$1.35
- c. Get off at LAX TRANSIT CENTER DOCK 12 at 1:53 p.m.

Ending at LAX AIRPORT, LOS ANGELES



[Reset Map](#)

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

Estimated Travel Time: 1 Hour 7 Minutes

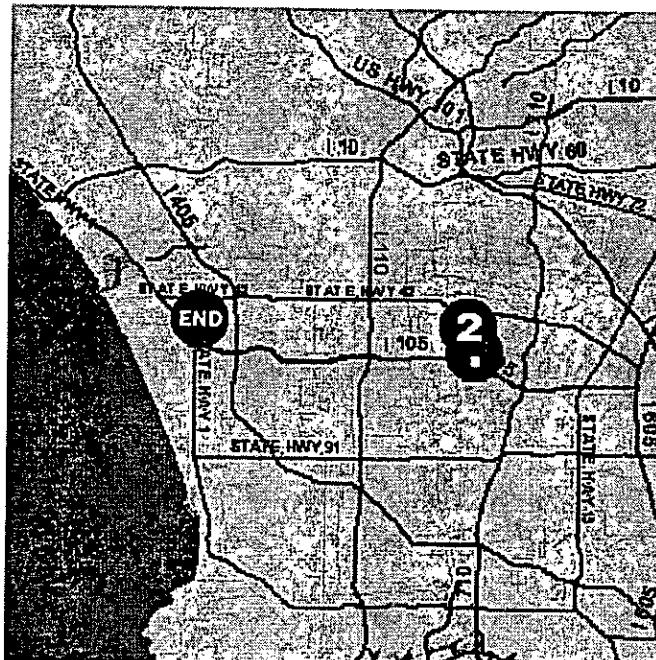
① Go to NE corner of Long Beach Bl & Imperial Hwy

- a. Take Metro Bus 60 North (DOWNTOWN LA 5TH-BEAUDRY) at 12:42 p.m.
- b. Pay \$1.35 plus .25 transfer
- c. Get off at LONG BEACH and TWEEDY at 12:46 p.m.

② Go to NE corner of Tweedy & Long Beach

- a. Take Metro Bus 117 West (LAX TERMINAL) at 12:56 p.m.
- b. Use transfer
- c. Get off at LAX TRANSIT CENTER DOCK 14 at 1:49 p.m.

Ending at LAX AIRPORT, LOS ANGELES



[Reset Map](#)

The Metro Trip Planner was developed by the MTA Internet Team and [MapVision Technologies, Inc.](#)

MetroTripPlanner

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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

Estimated Travel Time: 1 Hour 30 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 North (DOWNTOWN LA PATSAOURAS GATEWAY CTR) at 12:16 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at 7TH ST and HILL ST at 1:02 p.m.

② Go to Olive Between 7th & 6th St

- Take Metro Bus 96 North (BURBANK STATION METROLINK) at 1:10 p.m.
- Use transfer
- Get off at CRYSTAL SPRINGS and L A ZOO ENT at 1:46 p.m.

Ending at LOS ANGELES ZOO, LOS ANGELES

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

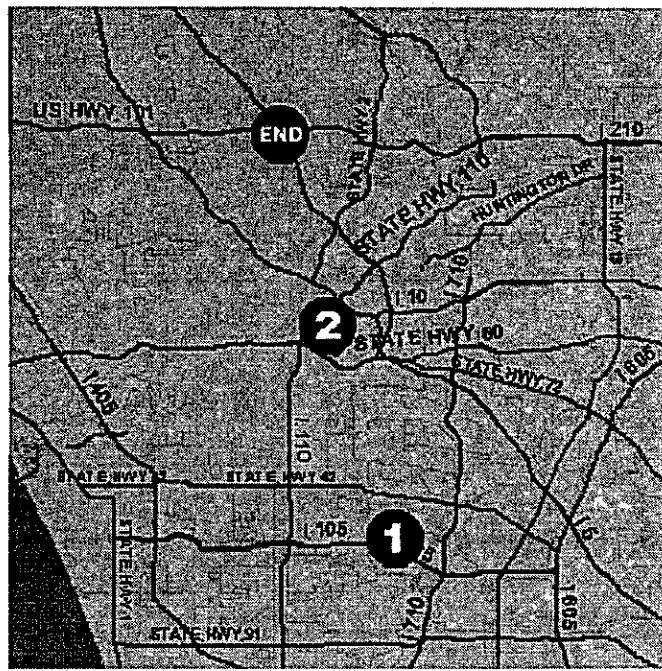
Estimated Travel Time: 1 Hour 38 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 North (DOWNTOWN LA 5TH-BEAUDRY) at 12:08 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at 7TH ST and HILL ST at 12:56 p.m.

② Go to Olive Between 7th & 6th St

- Take Metro Bus 96 North (BURBANK STATION METROLINK) at 1:10 p.m.
- Use transfer
- Get off at CRYSTAL SPRINGS and L A ZOO ENT at 1:46 p.m.



Ending at LOS ANGELES ZOO, LOS ANGELES


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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

Estimated Travel Time: 58 Minutes

① Go to SW corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 South (LONG BEACH TRANS. MALL) at 12:47 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at LONG BEACH BL and WILLOW ST at 1:20 p.m.

② Go to SE corner of Willow St & Long Beach Bl

- Take Long Beach 101 East (CARSON ST-NORWALK BL) at 1:23 p.m.
- Use transfer
- Get off at CLARK and CARSON at 1:45 p.m.

③ Ending at LONG BEACH, LB CITY COLLEGE, LONG BEACH

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.70

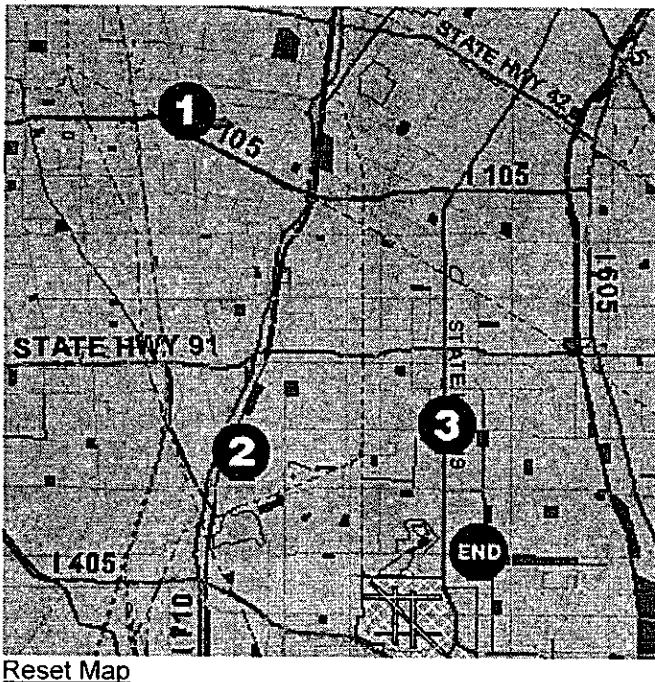
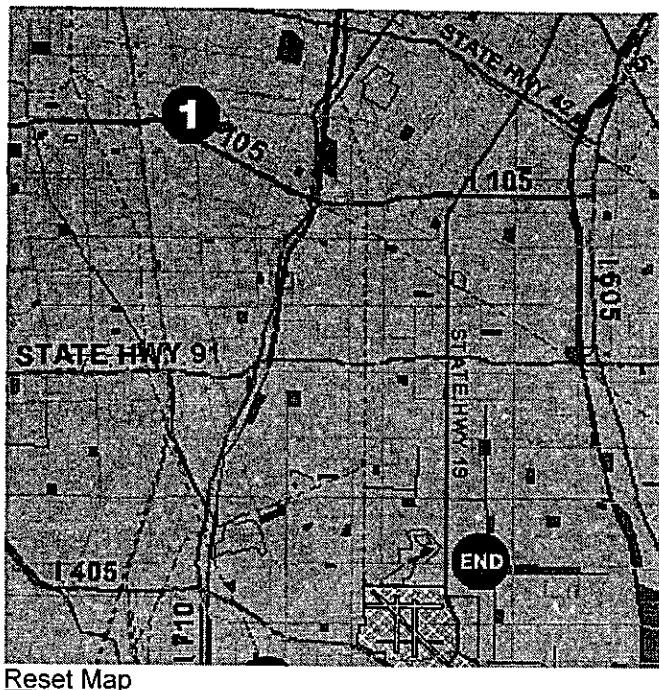
Estimated Travel Time: 56 Minutes

① Go to SW corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 South (LONG BEACH TRANS. MALL) at 12:47 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at LONG BEACH and MARKET at 1:09 p.m.

② Go to SE corner of Market & Long Beach

- Take Long Beach 192 East (SOUTH ST-CERRITOS) at 1:12 p.m.
- Use transfer plus .10 transfer



- c. Get off at SOUTH and LAKEWOOD at 1:28 p.m.

③ Go to SW corner of Lakewood Blvd & South St

- a. Take Long Beach 112 South (DOWNTOWN VIA CLARK) at 1:35 p.m.
- b. Use transfer
- c. Get off at CLARK AV and LB CITY COLLEGE at 1:43 p.m.

④ Ending at LONG BEACH, LB CITY COLLEGE, LONG BEACH

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MetroTripPlanner[HELP](#) | [NEW TRIP](#) | [MTA HOME](#)**OPTION 1**

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

Estimated Travel Time: 53 Minutes

① Go to SE corner of Imperial Hwy & Long Beach Bl

- Take Metro Bus 121 East (NORWALK) at 1:17 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at IMPERIAL and CURTIS AND KING at 1:43 p.m.

② Go to SE corner of Imperial & Curtis And King

- Take Norwalk Hustle Bus 2 East (HOXIE/GREENLINE STA VIA CIVIC CENTER) at 1:49 p.m.
- Use transfer
- Get off at 183RD ST and LOS CERRITOS CTR at 2:10 p.m.

③ Ending at CERRITOS MALL, CERRITOS

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

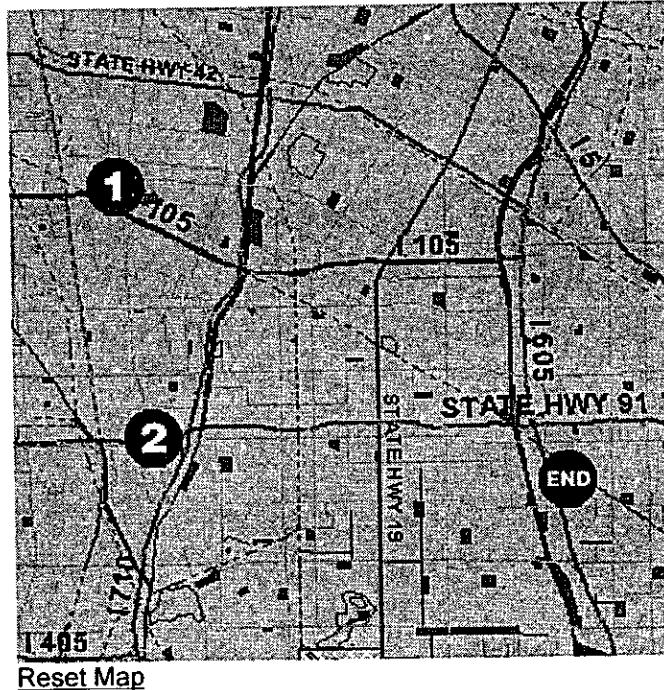
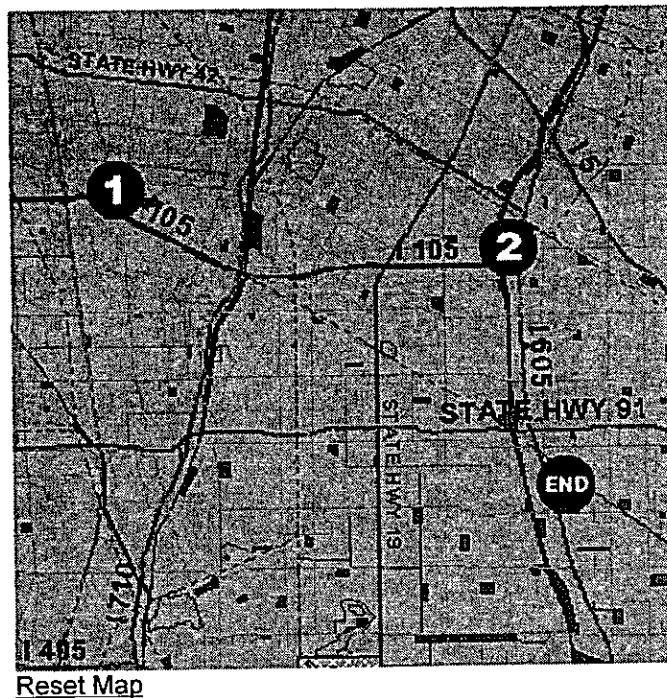
Estimated Travel Time: 1 Hour 7 Minutes

① Go to SW corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 South (LONG BEACH TRANS. MALL) at 12:47 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at LONG BEACH BL and ARTESIA BL at 1:06 p.m.

② Go to SE corner of Artesia Bl & Long Beach Bl

- Take Metro Bus 130 East (FULLERTON) at 1:23 p.m.
- Use transfer
- Get off at 183RD ST and ENTRANCE TO SEARS at 1:54



③ Ending at CERRITOS MALL, CERRITOS

MetroTripPlanner

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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

Estimated Travel Time: 1 Hour

① Go to NE corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 North (DOWNTOWN LA PATSAOURAS GATEWAY CTR) at 1:07 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at CESAR CHAVEZ AV and FIGUEROA at 2:01 p.m.

② Go to NW corner of Sunset Bl & Figueroa St

- Take Metro Bus 2 West (WESTWOOD) at 2:04 p.m.
- Use transfer
- Get off at SUNSET and INNES at 2:07 p.m.

Ending at DODGER STADIUM, LOS ANGELES

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

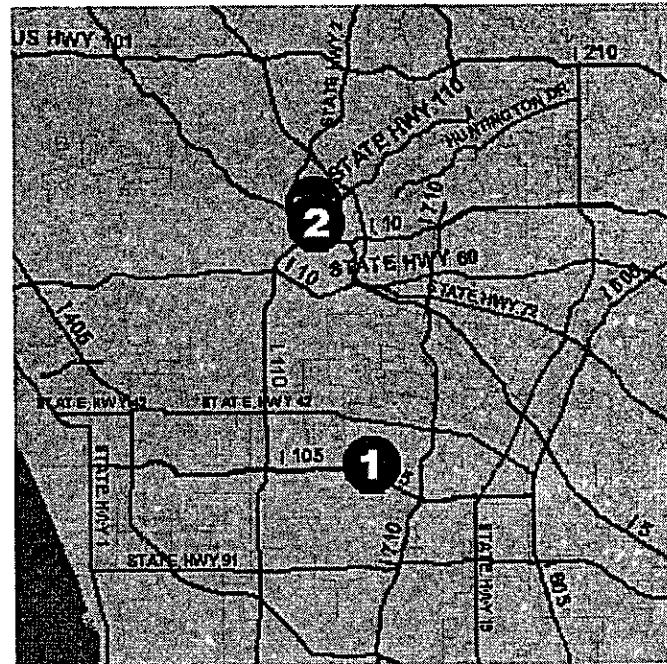
Estimated Travel Time: 1 Hour 6 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

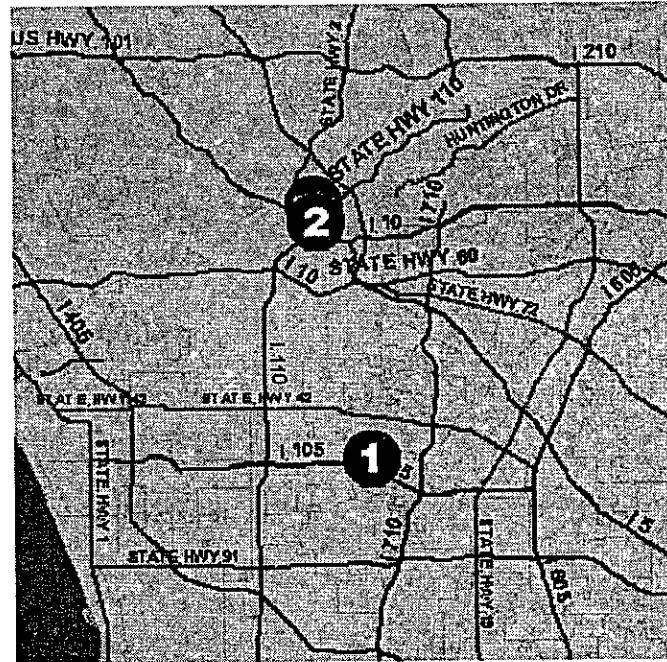
- Take Metro Bus 60 North (DOWNTOWN LA PATSAOURAS GATEWAY CTR) at 1:07 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at CESAR CHAVEZ AV and FIGUEROA at 2:01 p.m.

② Go to NW corner of Sunset Bl & Figueroa St

- Take Metro Bus 4 West (SANTA MONICA) at 2:10 p.m.
- Use transfer
- Get off at SUNSET and INNES at 2:13 p.m.



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Ending at DODGER STADIUM, LOS ANGELES

Metro TripPlanner

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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$2.60

Estimated Travel Time: 1 Hour 56 Minutes

① Go to SE corner of Imperial Hwy & Long Beach Bl

- Take Metro Bus 121 East (NORWALK) at 12:17 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at IMPERIAL and PIONEER at 12:51 p.m.

② Go to SW corner of Pioneer Bl & Imperial Hwy

- Take Metro Bus 460 South (DISNEYLAND) at 1:11 p.m.
- Use transfer plus 1.00
- Get off at DISNEYLAND PROMENADE and DISNEYLAND at 2:13 p.m.

③ Ending at DISNEYLAND, ANAHEIM

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$2.60

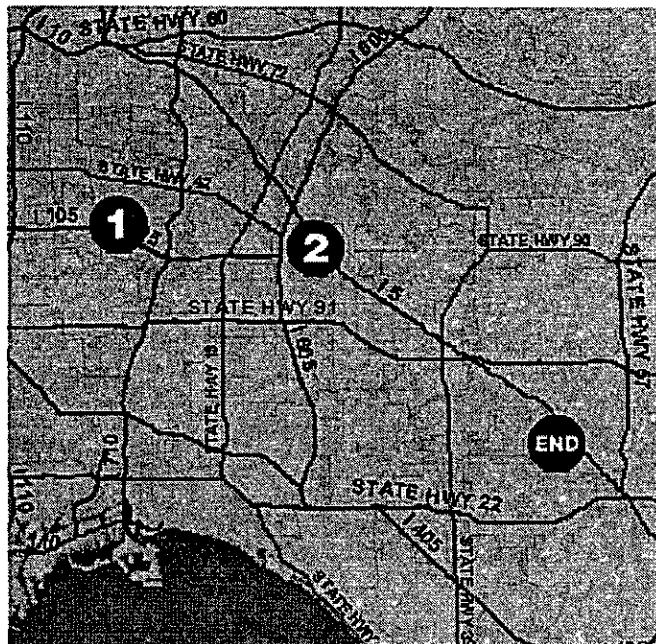
Estimated Travel Time: 1 Hour 55 Minutes

① Go to SE corner of Imperial Hwy & Long Beach Bl

- Take Metro Bus 121 East (NORWALK) at 11:44 a.m.
- Pay \$1.35 plus .25 transfer
- Get off at IMPERIAL and PIONEER at 12:18 p.m.

② Go to SW corner of Pioneer Bl & Imperial Hwy

- Take Metro Bus 460 South (DISNEYLAND) at 12:41 p.m.
- Use transfer plus 1.00
- Get off at DISNEYLAND PROMENADE and DISNEYLAND



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at 1:39 p.m.

③ Ending at DISNEYLAND, ANAHEIM

MetroTripPlanner

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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

Estimated Travel Time: 1 Hour 58 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 North (DOWNTOWN LA 5TH-BEAUDRY) at 12:08 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at 7TH ST and MAIN ST at 12:55 p.m.

② Go to SE corner of Spring St & 8th St

- Take Metro Bus 094 North (SYLMAR OLIVE VIEW) at 12:59 p.m.
- Use transfer
- Get off at HOLLYWOOD WY and THORNTON AV at 2:06 p.m.

Ending at BURBANK AIRPORT, BURBANK

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$1.60

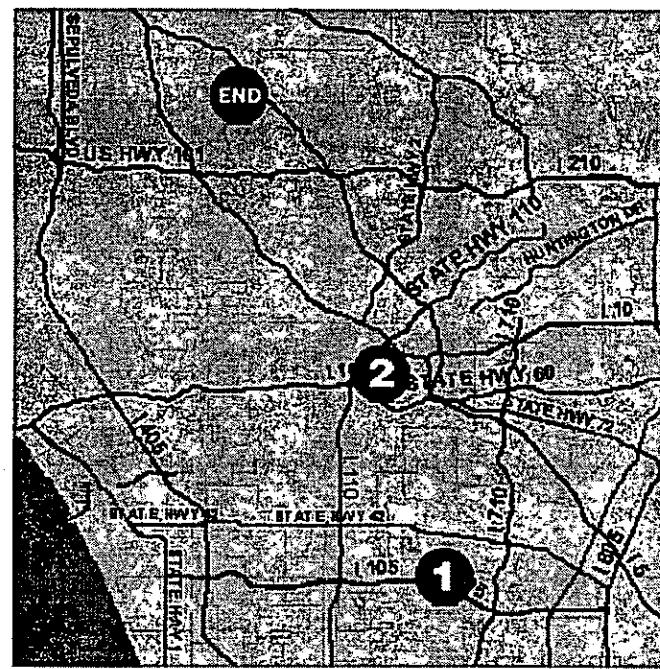
Estimated Travel Time: 2 Hours 5 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

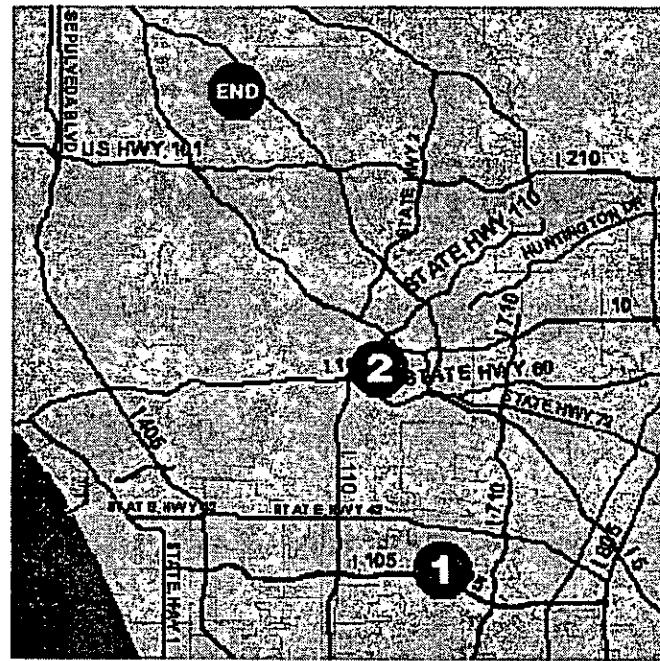
- Take Metro Bus 60 North (DOWNTOWN LA PATSAOURAS GATEWAY CTR) at 12:16 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at 7TH ST and MAIN ST at 1:01 p.m.

② Go to SE corner of Spring St & 8th St

- Take Metro Bus 094 North (SYLMAR OLIVE VIEW) at 1:13 p.m.
- Use transfer



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- c. Get off at HOLLYWOOD WY and
THORNTON AV at 2:21 p.m.

 **Ending at BURBANK AIRPORT,
BURBANK**

The Metro Trip Planner was developed by the MTA Internet Team and MapVision Technologies, Inc.

Metro Trip Planner

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OPTION 1

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$5.10

Estimated Travel Time: 1 Hour 53 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

- Take Metro Bus 60 North (DOWNTOWN LA PATSAOURAS GATEWAY CTR) at 12:16 p.m.
- Pay \$1.35 plus .25 transfer
- Get off at PATSAOURAS PLAZA RDWY and BUS BAY 4 at 1:16 p.m.

② Go to Union Station Upper Terminal

- Take Metrolink San Bernardino Metrolink North (SAN BERNARDINO) at 1:25 p.m.
- Use transfer plus 3.50
- Get off at SPT CO TRACKS and FAIRPLEX PLATFORM at 2:09 p.m.

Ending at POMONA FAIR GROUNDS, LA VERNE

OPTION 2

Starting at E IMPERIAL HWY / LONG BEACH BLVD 90262, LYNWOOD

TOTAL COST: \$5.10

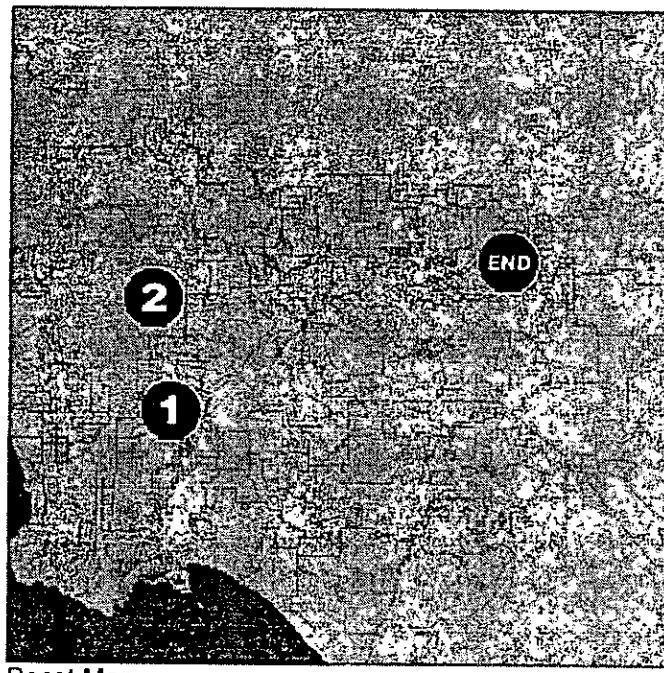
Estimated Travel Time: 1 Hour 46 Minutes

① Go to NE corner of Long Beach Bl & Imperial Hwy

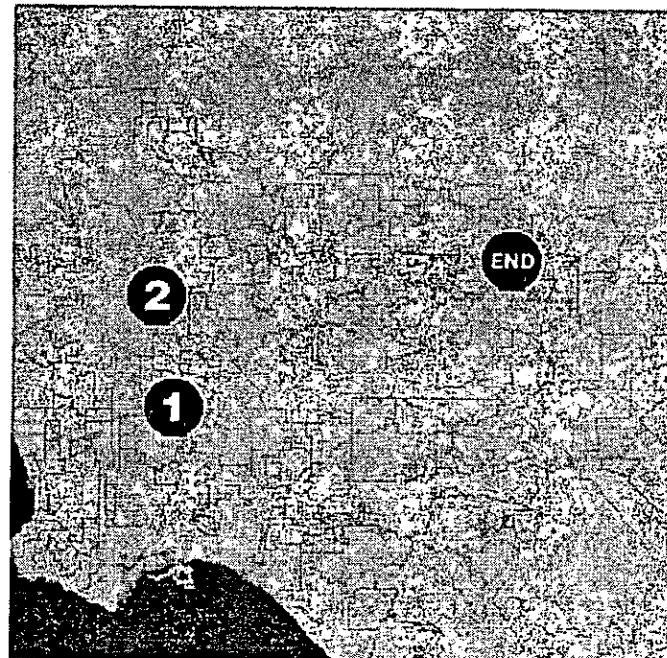
- Take Metro Bus 60 North (DOWNTOWN LA PATSAOURAS GATEWAY CTR) at 11:25 a.m.
- Pay \$1.35 plus .25 transfer
- Get off at PATSAOURAS PLAZA RDWY and BUS BAY 4 at 12:25 p.m.

② Go to Union Station Upper Terminal

- Take Metrolink San Bernardino Metrolink North (SAN



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- BERNARDINO) at 12:28 p.m.
- b. Use transfer plus 3.50
 - c. Get off at SPT CO TRACKS and FAIRPLEX PLATFORM at 1:11 p.m.

**Ending at POMONA FAIR GROUNDS,
LA VERNE**

The Metro Trip Planner was developed by the MTA Internet Team and MapVision Technologies, Inc.

**LINE 60
NORTHBOUN**

MONDAY THROUGH FRIDAY SCHEDULE

Saturday schedule will be operated on Martin Luther King, Jr. Day. Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

 All service on this timetable
is accessible to the disabled

SOUTHBOUND

For Late Night and Early Morning Services. See Late Night Service Schedule on Opposite side of Timetable.

For Late Night and Early Morning Service See Late Night Service Schedule on Opposite side of Timetable

Note: All buses shown terminating at Figueroa & 5th continue service to Beaudry & 5th and arrive approximately two minutes to five minutes after time shown.

Note: All buses shown originating at Flower & 5th begin service at Beaudry & 5th two to five minutes before time shown.

LINE 60
NORTHBOUND

SATURDAY SCHEDULE

Saturday schedule will be operated on Martin Luther King, Jr. Day.

6/3/01

SOUTHBOUND

LONG BEACH		LYNNWOOD		SOUTH GATE		HUNTINGTON PARK		DOWNTOWN LOS ANGELES		DOWNTOWN LOS ANGELES		HUNTINGTON PARK		SOUTH GATE		LYNNWOOD		LONG BEACH	
1st & Long Beach	Long Beach & Willow	Long Beach & Artesia	Long Beach/ I-105 Station	Long Beach & Santa Ana	Pacific & Slauson	7th & Central	8th & Central (Note)	Patsouras	Transit Plaza/ Union Station	Patsouras	Transit Plaza/ Union Station (Note)	Flower & 5th	7th & Central	Pacific & Slauson	Long Beach & Santa Ana	Long Beach/ I-105 Station	Long Beach & Artesia	Long Beach & Willow	1st & Long Beach
405A	414A	425A	433A	444A	451A	504A	511A	518A	423A	433A	441A	454A	501A	512A	521A	532A	539A		
•••	•••	440	448	459	506	519	526	533	447	457	505	518	525	536	545	556	605	616	623
435	444	455	503	514	521	534	541	548	507	517	525	538	545	556	565	613	622	•••	
•••	•••	510	518	529	536	549	556	563	523	533	541	555	562	571	580	615	622	•••	
•••	•••	523	531	542	549	582	599	616	537	546	556	561	571	580	589	618	629	638	656
516	525	536	544	555	602	615	622	629	552	602	611	628	633	644	653	683	693	706	
•••	•••	•••	550	601	608	624	631	•••	603	613	624	640	648	659	710	722	731		
•••	•••	546	555	607	615	632	639	646	616	626	637	653	701	712	•••	•••	•••	•••	
•••	•••	552	601	613	621	638	645	656	628	638	649	675	713	724	733	•••	•••	•••	
537	546	558	607	619	627	644	651	700	639	648	659	715	723	734	745	757	766		
•••	•••	•••	613	625	633	650	657	•••	•••	659	709	725	733	744	755	763	783	793	
•••	•••	610	619	631	639	656	673	712	658	678	719	735	743	754	803	813	823	833	
600	609	621	630	642	650	707	714	723	718	728	739	755	803	814	•••	•••	•••	•••	
•••	•••	•••	635	647	655	712	719	•••	•••	741	752	805	813	826	836	846	856	866	
•••	•••	630	639	651	700	716	723	733	740	751	802	815	823	836	848	850	869		
•••	•••	635	644	656	705	721	728	•••	•••	801	812	825	833	846	•••	•••	•••	•••	
616	627	640	649	701	710	726	733	744	800	811	822	835	843	856	906	•••	•••	•••	
•••	•••	654	706	715	731	738	745	754	820	821	832	845	853	866	918	930	938	946	
•••	•••	650	711	720	736	743	754	763	831	842	855	863	871	884	916	•••	•••	•••	
•••	•••	655	704	716	725	741	748	757	841	852	865	875	883	895	915	928	940	•••	
636	647	700	709	721	730	746	753	764	840	851	862	875	887	894	904	954	1007	1018	
•••	•••	715	727	736	751	758	771	788	•••	•••	901	912	925	937	952	•••	•••	•••	
652	703	716	728	740	749	803	810	821	910	921	932	945	957	1012	1024	1037	1048		
•••	•••	734	746	755	800	816	824	833	•••	•••	942	955	1007	1022	•••	•••	•••	•••	
•••	•••	729	741	753	802	816	823	831	•••	•••	952	965	1005	1017	1032	1042	•••	•••	
712	723	736	748	800	809	823	830	841	939	950	1001	1014	1026	1041	1053	1106	1117		
•••	•••	755	807	816	830	837	847	856	•••	•••	1008	1019	1032	1044	1058	1109	•••	•••	
733	744	757	809	821	830	844	851	862	1006	1017	1028	1041	1053	1108	1120	1133	1144		
•••	•••	816	828	837	851	858	867	876	•••	•••	1026	1037	1050	1102	1117	•••	•••	•••	
752	805	818	830	843	852	866	874	883	1032	1043	1054	1067	1079	1111	1126	1136	1146	1159	1210P
•••	•••	836	850	861	915	922	931	940	•••	•••	1051	1102	1115	1127	1142	•••	•••	•••	
816	829	842	854	868	919	933	940	951	1054	1105	1116	1131	1145	1201P	1215	1228P	1239		
•••	•••	903	917	926	942	949	956	963	•••	•••	1113	1124	1139	1153	1209	•••	•••	•••	
843	856	869	921	935	946	1000	1007	1018	1116	1127	1138	1153	1207P	1223	1237	1250	101		
•••	•••	930	944	955	965	1009	1016	1025	•••	•••	1134	1145	1159	1214	1230	•••	•••	•••	
907	920	933	946	1001	1013	1027	1034	1049	1135	1146	1157	1206P	1220	1236	1250	•••	•••	•••	
•••	•••	955	1010	1022	1036	1043	1051	1060	•••	•••	1152	1203P	1218	1226	1242	1256	109	120	
932	945	958	1011	1025	1032	1059	1114	1114	1153	1204P	1215	1230	1244	1254	1260	1274	1284	138	
•••	•••	1019	1034	1045	1050	1100	1107	1107	•••	•••	1210	1221	1236	1250	1260	1271	1281	1291	
956	1009	1022	1035	1050	1102	1116	1123	1138	1211P	1222	1233	1248	1261	1272	1282	1292	1302	1312	
•••	•••	1043	1058	1110	1124	1131	1131	1131	•••	•••	1228	1239	1254	1265	1274	1285	1295	1305	
•••	•••	1038	1051	1118	1132	1139	1139	1139	•••	•••	1232	1244	1251	1261	1271	1281	1291	1301	
1020	1033	1046	1059	1114	1126	1140	1147	1202P	1229	1239	1250	1267	1276	1286	1296	1306	1316	1326	
•••	•••	1107	1122	1134	1148	1155	1155	1155	•••	•••	1244	1256	1266	1276	1286	1296	1306	1316	
1044	1057	1110	1123	1150	1204P	1211	1226	1247	1257	1267	1278	1288	1298	1308	1318	1328	1338	1348	
•••	•••	1131	1146	1158	1213	1220	1220	1220	•••	•••	1302	1314	1324	1334	1344	1354	1364	1374	
1105	1118	1133	1147	1202P	1214	1231	1238	1249	105	115	126	134	143	152	162	172	182	192	
•••	•••	1155	1210	1222	1239	1246	1246	1246	•••	•••	1250	1262	1270	1280	1290	1300	1310	1320	
1129	1143	1157	1211	1226	1238	1255	1262	1273	1283	1293	1299	1309	1319	1329	1339	1349	1359	1369	
•••	•••	1219	1234	1246	1303	1310	1310	1310	•••	•••	1323	1333	1344	1354	1364	1374	1384	1394	
1152	1206P	1220	1234	1249	1302	1311	1318	1318	141	151	161	171	181	191	201	211	221	231	
•••	•••	1241	1256	1318	1321	1321	1321	1321	•••	•••	1356	1365	1375	1385	1395	1405	1415	1425	
1214P	1228	1242	1256	1311	1326	1341	1348	1348	204	205	209	220	237	252	310	323	336	345	
•••	•••	104	119	134	151	151	158	158	•••	•••	214	226	243	258	316	•••	•••	•••	
1238	1252	126	152	159	206	206	206	206	•••	•••	220	232	249	264	304	322	335	344	
•••	•••	145	200	215	230	237	237	237	244	250	302	319	334	352	369	382	391	354	403
124	138	153	208	223	238	253	300	312	253	303	314	331	346	404	414	424	434	447	439
•••	•••	216	231	246	301	308	308	308	308	308	320	327	337	404	410	422	432	445	447
148	202	217	232	247	302	317	324	324	336	311	321	332	349	404	422	435	448	457	457
•••	•••	240	255	310	325	325	332	332	326	326	338	355	410	428	428	438	448	457	
•••	•••	233	248	303	318	333	340	340	332</										

**SUNDAY AND HOLIDAY SCHEDULE
NORTHBOUND**

Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

SOUTHBOUND

LONG BEACH				LYNWOOD		SOUTH GATE		HUNTINGTON PARK		DOWNTOWN LOS ANGELES				DOWNTOWN LOS ANGELES				HUNTINGTON PARK		SOUTH GATE		LYNWOOD		LONG BEACH	
1st & Long Beach	Long Beach & Willow	Long Beach & Artesia	Long Beach/ I-105 Station	Long Beach & Santa Ana	Pacific & Slauson	7th & Central	5th (Note)	Patsaouras	Figueroa Plaza/ Union Station	7th & Central	5th (Note)	Patsaouras	Transit Flower Plaza/ Union Station	7th & Central	Pacific & Slauson	Long Beach & Santa Ana	Long Beach/ I-105 Station	Long Beach & Artesia	Long Beach/ I-105 Station	Long Beach & Willow	Long Beach & Artesia	1st & Long Beach			
405A	413A	424A	431A	442A	449A	502A	509A	513A	510A	515A	526A	539A	548A	559A	608A	619A	625A	443	451	502	520	545	559	625A	
523	531	542	549	600	609	625	632	639	628	635	646	659	709	720	729	740	746	549	557	608	615	626	632	746	
610	619	630	640	652	702	718	725	732	721	730	741	754	804	816	825	837	845	630	639	650	700	713	739	845	
651	700	711	721	734	744	800	807	814	800	809	820	834	844	857	907	919	928	708	717	728	738	751	793	928	
722	731	742	752	805	815	831	838	845	820	829	840	854	904	917	928	946	958	734	743	754	804	817	838	958	
746	755	806	816	829	839	855	902	909	852	901	912	926	936	949	1000	1013	1015	800	818	841	851	867	884	1015	
810	819	830	840	853	903	919	926	933	897	917	926	937	951	1001	1014	1025	1037	820	829	841	852	865	887	1046	
850	902	916	926	940	947	1000	1005	1005	929	938	949	1003	1015	1026	1038	1049	1051	800	818	841	852	865	887	1046	
919	929	942	955	1009	1021	1035	1042	1049	1005	1014	1025	1039	1051	1104	1115	1127	1139	1000	1018	1031	1042	1055	1077	1127	
951	1004	1019	1031	1045	1052	1100	1105	1105	1105	1114	1125	1139	1151	1204P	1215	1228P	1237	1000	1018	1031	1042	1055	1077	1127	
1000	1013	1028	1041	1055	1102	1117	1126	1137	1105	1117	1126	1137	1151	1203P	1216	1227	1239	1045	1057	1072	1085	1098	1111	1239	
1020	1033	1048	1101	1115	1122	1122	1122	1122	1117	1138	1149	1203P	1215	1228	1239	1251	104	1030	1043	1058	1111	1125	1251		
1040	1053	1108	1121	1135	1142	1142	1142	1142	1141	1150	1201P	1215P	1227	1240	1251	104	1113	1126	1137	1151	1161	1173	1185		
1040	1053	1108	1121	1135	1142	1142	1142	1142	1141	1150	1201P	1215P	1227	1240	1251	104	1025	1037	1050	1103	1118	1130	1142		
1100	1113	1128	1141	1155	1202P	1202P	1202P	1202P	1202P	1216P	1225	1237	1251	105	1118	1130	1142	1153	1160	1172	1184	1196	1208P	1220P	
1110	1123	1138	1151	1205P	1212	1222	1222	1222	1236	1248	102	116	130	143	145	154	156	1110	1123	1138	1151	1163	1175	1187	
1120	1133	1148	1201P	1215	1222	1222	1222	1222	1238	1247	1259	1113	127	141	154	156	158	1120	1133	1148	1161	1173	1185	1197	
116	118	119	121	123	125	125	125	125	1258	1268	1278	1288	1298	1308	1318	1328	1338	116	118	121	123	125	127	128	
1140	1152	1208P	1221	1235	1242	1242	1242	1242	117	117	129	143	157	211	224	236	248	1150	1201P	1217	1231	1245	1259	1271	
1159	1211	1227	1241	1256	1265	103	103	103	118	127	139	153	207	221	234	246	258	1159	1211	1227	1241	1256	1270	1282	
1145	1158	1210P	1221	1237	1251	105	113	120	138	147	159	213	227	241	254	266	316	1145	1158	1210P	1221	1237	1251	1263	
1220	1231	1247	101	116	123	123	123	123	157	209	223	237	251	304	318	332	346	1220	1231	1247	101	116	123	124	
1230	1241	1257	111	126	133	140	140	140	158	207	219	233	247	301	314	328	342	1230	1241	1257	111	126	133	140	
1240	1251	107	121	121	136	143	143	143	217	229	243	257	311	324	338	352	366	1240	1251	107	121	121	136	143	
1225P	1238P	1250	101	117	131	146	153	200	218	227	239	253	305	318	331	344	353	1225P	1238P	1250	101	117	131	146	
110	121	137	151	206	213	220	220	220	238	247	259	313	325	338	351	364	377	110	121	137	151	206	213	220	
119	132	146	201	216	223	223	223	223	257	309	323	335	348	401	414	427	440	119	132	146	201	216	223	223	
103	116	129	142	156	211	226	233	240	258	307	319	333	345	358	411	424	433	103	116	129	142	156	211	226	
139	152	206	221	236	243	243	243	243	317	329	343	355	408	421	434	447	460	139	152	206	221	236	243	243	
149	202	216	231	231	246	253	300	300	318	327	339	353	405	418	431	444	457	149	202	216	231	231	246	253	
159	212	226	241	256	303	303	303	303	336	348	403	416	431	443	456	469	482	159	212	226	241	256	303	303	
145	158	211	224	238	252	307	314	321	337	346	358	413	426	441	453	466	479	492	145	158	211	224	238	252	307
223	236	250	303	318	325	325	325	325	356	408	423	436	451	503	516	530	543	223	236	250	303	318	325	325	
235	248	302	315	330	337	344	344	344	406	418	433	446	501	513	526	538	550	235	248	302	315	330	337	344	
222	235	300	314	327	342	349	356	356	407	416	428	443	456	511	523	535	547	222	235	300	314	327	342	356	
259	312	326	339	354	401	401	401	401	426	438	453	506	521	533	545	557	570	259	312	326	339	354	401	401	
311	324	338	351	406	413	420	420	420	426	435	447	502	515	530	542	554	567	311	324	338	351	406	413	420	
300	312	324	337	351	403	418	425	432	435	444	456	511	524	539	551	564	576	300	312	324	337	351	403	418	
336	348	400	413	427	439	454	501	508	511	523	538	551	606	618	630	642	654	336	348	400	413	427	439	501	
413	426	440	451	506	513	513	513	513	511	520	532	547	600	612	623	635	647	413	426	440	451	506	513	513	
426	439	452	503	517	524	531	531	531	529	541	556	609	624	636	649	661	673	426	439	452	503	517	524	531	
414	426	438	451	504	515	529	536	543	529	538	550	605	618	633	645	658	707	414	426	438	451	504	515	529	
450	502	515	528	539	553	600	600	600	550	600	610	623	645	700	712	725	734	450	502	515	528	539	553	600	
502	514	527	540	551	605	612	619	600	610	620	633	645	655	710	722	734	746	502	514	527	540	551	605	612	
526	539	552	603	617	624	624	624	624	620	630	643	655	710	722	734	746	758	526	539	552	603	617	624	624	
538	550	562	616	627	641	641	648	648	640	650	660	672	684	705	717	729	741	538	550	562	616	627	641	648	
605	617	629	641	654	705	719	726	733	704	714	723	736	747	800	810	822	834	605	617	629	641	654	705	719	
636	647	659	710	723	734	748	755	802	726	735	74														

LINE 60
NORTHBOUND

DAILY SATURDAY AND SUNDAY SCHEDULE

& All service on this timetable is accessible to the disabled.

Late Night Service

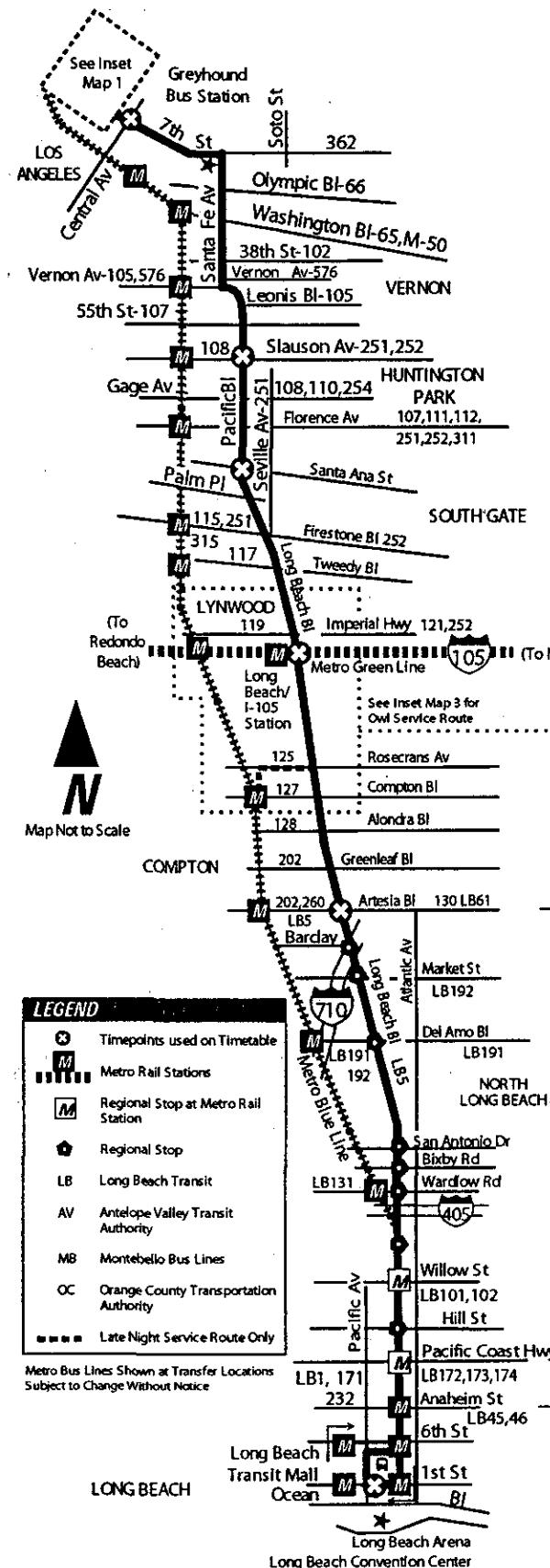
LONG BEACH				LYNWOOD	SOUTH GATE	HUNTINGTON PARK	DOWNTOWN LOS ANGELES		
1st & Long Beach Bl	Long Beach Bl & Willow	Long Beach Bl & Artesia	Martin Luther King/Compton Transit Center	Long Beach/ I-105 Station	Long Beach Bl & Santa Ana	Pacific & Slauson	7th & Central	Figueroa & 5th	Patsaouras Transit Plaza/ Union Station
818P	828P	840P	851P	903P	912P	925P	934P	939P
848	858	910	921	933	942	955	1004	1009
918	928	940	951	1003	1012	1025	1034	1039
948	958	1010	1021	1033	1042	1055	1104	1109
1022	1032	1044	1053	1105	1112	1125	1134	1138
1117	1127	1138	1146	1157	1203A	1216A	1225A	1228A
1216A	1226A	1237A	1249A	1257A	108A	114	127	136	138
116	126	137	149	157	208	214	227	236	238
216	226	237	249	257	308	314	327	336	338
316	326	337	349	357	408	414	427	436	438

SOUTHBOUND

DOWNTOWN LOS ANGELES			HUNTINGTON PARK	SOUTH GATE	LYNWOOD	COMPTON	LONG BEACH			
Patsaouras Transit Plaza/ Union Station	Flower & 5th	7th & Central	Pacific & Slauson	Long Beach Bl & Santa Ana	Long Beach/ I-105 Station	Martin Luther King/ Compton Transit Center Arr	Long Beach Bl & Artesia	Long Beach Bl & Willow	1st & Long Beach Bl	
740P	747P	759P	812P	823P	836P	845P	857P	906P
753	800	812	825	836	849	858
808	815	827	840	851	904	913	925	934
829	835	847	900	910	923	932	943	952
*853	905	917	930	939	952	1001	1012	1021
929	935	947	1000	1009	1022	1031	1042	1051
*953	1005	1017	1030	1039	1052	1101	1112	1121
1029	1035	1047	1100	1109	1122	1131	1142	1151
*1053	1105	1117	1130	1139	1152	1201A	1212A	1221A
1131	1135	1147	1159	1207A	1218A	1226	1237	1245
*1155	1205A	1217A	1230A	1237	1248	1257A	# 104A	115	126	134
*1255A	105	117	130	137	148	157	# 204	215	226	234
*155	205	217	230	237	248	257	# 304	315	326	334
*255	305	317	330	337	348	357	# 404	415	426	434
*355	405	417	430	437	448	457	508	519	527

* — Waits at 7th & Broadway for transfer connections.

— Waits at Martin Luther King/ Compton Transit Center for Southbound Line 55 due on the :04



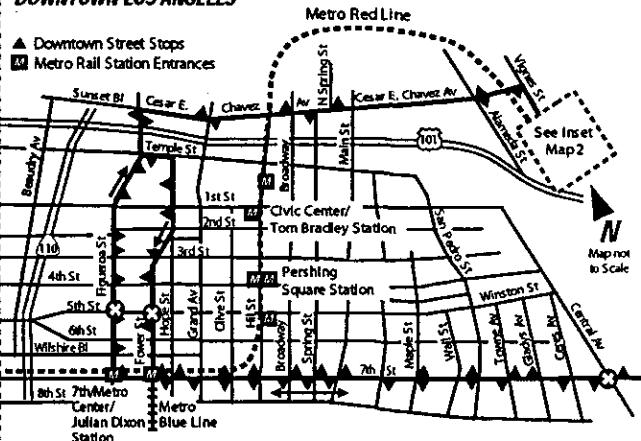
LEGEND

- | | |
|--|--|
| | Timepoints used on Timetable |
| | Metro Rail Stations |
| | Regional Stop at Metro Rail Station |
| | Regional Stop |
| | Long Beach Transit |
| | Antelope Valley Transit Authority |
| | Montebello Bus Lines |
| | Orange County Transportation Authority |
| | Late Night Service Route Only |

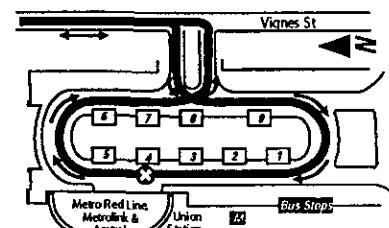
**Metro Bus Lines Shown at Transfer Locations
Subject to Change Without Notice**

Inset Map 1
DOWNTOWN LOS ANGELES

- ▲ Downtown Street Stops
■ Metro Rail Station Entrances



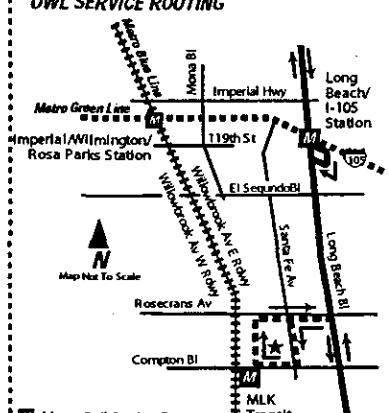
**Inset Map 2
PATSAOURAS TRANSIT PLAZA**



- 1 - Metro Bus 434,439;
 - 2 - OCTA 701, 5C 794, SM 10
 - 3 - LADOT Metrolink Shuttles
 - 4 - LADOT Das D
Commuter Express 430, 534
 - 5 - Metro Bus 40,42,340,422
 - 6 - Metro Bus 33, 55, 333
 - 7 - Metro Bus 444,445,446
447
 - 8 - Unused
 - 9 - LADOT Lincoln Heights
Chinatown DASH, Torrance 1
LACAU\$ C County Hospital
Shuttle

Regional Stop Area

Line 60 will only make designated stops in Regional Stop Area and all stops in Downtown Long Beach from Anaheim Station south to the Long Beach Transit Mall except from 12:00 am to 5:00 am when all stops will be observed.



Board Line 60 on Willowbrook Ave East
Roadway in front of Transit Center connection
with southbound Line 55

**LINES 111-
112-311**

MONDAY THROUGH FRIDAY SCHEDULE

Saturday schedule will be operated on Martin Luther King, Jr. Day. Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

EASTBOUND

All some configurations
are accessible to the justified

ROUTE	LAX	CITY BUS CENTER	MARSHALL	HOTEL PARK	FLORENCE & CUMBERLAND	FLORENCE & BROADWAY	FLORENCE & CENTRAL	HUNTINGTON PARK	FLORENCE & PACIFIC	BELZ	FLORENCE & OREGON	LINWOOD	MORTON & SAN MIGUEL	BELL GARDENS	FLORENCE & GLENFIELD	SANTA FE SPRINGS	DOWNEY	TELEGRAPH & CABLEMENTS	SANTA FE & NEWARK	WHITTIER	WHITEHORN MAIL	
111	426A	430A	436A	440A	443A	447A	452A	500A	505A	508A	515A	523A	535A	549A	554A	557A	564A	567A	580A	584A	588A	600A
111	455A	451	453	501	506	509	514	520	528	532	538	549	553	556	557	564	567	584	587	594	598A	600A
111	452A	511	513	526	529	534	541	541	549	554	558	554	557	560	564	567	574	577	584	587	594	600A
111	512	511	538	541	541	545	548	557	560	564	567	564	567	570	574	577	584	587	594	598A	600A	600A
111	520	524	540	545	545	548	557	560	562	566	570	574	578	582	586	590	594	598A	600A	600A	600A	600A
111	523	526	543	546	552	557	560	600	605	612	620	626	630	634	638	642	646	650	654	658	662	655
111	525	549	553	559	564	567	571	613	617	620	626	632	636	641	645	649	653	657	661	665	670	674
111	551	557	600	611	614	619	626	626	631	636	641	645	650	655	660	664	668	672	676	680	684	688
111	561	601	604	608	612	617	620	626	632	636	641	645	650	655	660	664	668	672	676	680	684	688
111	600	613	620	624	630	635	638	641	645	650	654	658	662	666	670	674	678	682	686	690	694	698
111	625	629	636	641	644	647	650	655	660	664	668	672	676	680	684	688	692	696	700	704	708	712
111	637	644	648	654	659	664	668	672	676	680	684	688	692	696	700	704	708	712	716	720	724	728
111	635	648	656	670	670	711	714	719	726	727	727	728	729	732	734	736	738	742	746	750	754	758
111	701	708	712	716	723	728	731	734	738	742	746	750	754	758	762	766	770	774	778	782	786	790
111	658	712	720	724	730	735	739	743	747	751	755	759	763	767	771	775	779	783	787	791	795	799
111	724	728	736	741	744	751	759	763	767	771	775	780	784	788	792	796	800	804	808	812	816	820
111	725	732	736	742	747	750	755	762	766	770	774	778	782	786	790	794	798	802	806	810	814	818
111	726	736	740	746	753	756	763	769	773	777	781	785	791	795	800	804	808	812	816	820	824	828
111	723	745	751	756	759	763	767	771	775	779	783	787	791	795	799	803	807	811	815	819	823	827
111	751	758	762	766	769	773	777	781	785	789	793	797	801	805	809	813	817	821	825	829	833	837
111	762	766	774	779	783	787	791	795	799	803	807	811	815	819	823	827	831	835	839	843	847	851
311	749	803	811	815	821	826	829	834	841	845	850	856	860	866	871	875	880	884	888	892	896	900
111	816	820	826	833	836	843	843	847	850	850	850	850	850	850	850	850	850	850	850	850	850	850
111	817	823	827	831	835	839	843	847	851	855	859	863	867	871	875	879	883	887	891	895	899	903
111	828	833	841	845	849	853	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916
111	836	840	846	850	853	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920
111	831	845	853	857	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928
111	837	841	845	849	853	857	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921
111	838	842	846	850	854	858	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922
111	839	843	847	851	855	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923
111	840	844	848	852	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924
111	841	845	849	853	857	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925
111	842	846	850	854	858	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926
111	843	847	851	855	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927
111	844	848	852	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928
111	845	849	853	857	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929
111	846	850	854	858	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930
111	847	851	855	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931
111	848	852	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928	932
111	849	853	857	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929	933
111	850	854	858	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930	934
111	851	855	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935
111	852	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928	932	936
111	853	857	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929	933	937
111	854	858	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930	934	938
111	855	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935	939
111	856	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928	932	936	940
111	857	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929	933	937	941
111	858	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930	934	938	942
111	859	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935	939	943
111	860	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928	932	936	940	944
111	861	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929	933	937	941	945
111	862	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930	934	938	942	946
111	863	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935	939	943	947
111	864	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928	932	936	940	944	948
111	865	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929	933	937	941	945	949
111	866	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930	934	938	942	946	950
111	867	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935	939	943	947	951
111	868	872	876	880	884	888	892	896	900	904	908	912	916	920	924	928	932	936	940	944	948	952
111	869	873	877	881	885	889	893	897	901	905	909	913	917	921	925	929	933	937	941	945	949	953
111	870	874	878	882	886	890	894	898	902	906	910	914	918	922	926	930	934	938	942	946	950	954
111	871	875	879	883	887	891	895	899	903	907	911	915	919	923	927	931	935	939	943	947	951	955
111																						

8. — Trip continues as Line 251 from Pacific & Florence to Daly & Broadway. See Line 251 timetable for details.

— All Trips shown originating at Florence and Pacific begin service at Florence and Malibar one minute before time shown.

LIMITED STOP SERVICE - LINE 313 MONDAY THROUGH FRIDAY ONLY AT TIMES SHOWN

LINER STOP SERVICE - LINE 313 MONDAY THROUGH FRIDAY ONLY AT TIMES SHOWN
Line 313 Limited service operates on Florence between Crawford and Garfield. Please refer to map. Line 313 services all Limited stops as indicated, in addition to all local stops east of Florence and Garfield and west of Florence and Crawford. Line 313 operates between the LAX City Bus Center and Whitemead Mall.

Passengers traveling on Line 211 with a destination of any Line 111 or 112 Local stop may be required to use a combination of Limited (311) and Local (111 or 112) service to complete their trip. Passengers should ride Line 211 to the Limited Local stop closest to their final destination and transfer to Line 111 or 112 to complete their trip.

**LINES 111-
112-311**

MONDAY THROUGH FRIDAY SCHEDULE

Saturday schedule will be operated on Martin Luther King, Jr. Day. Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND

ROUTE	WHITTIER	WHITEWOOD MALL	SANTA FE SPRINGS	TELEGRAPH & CLEMENTINA	FLORENCE & LAKESIDE	BELL GARDENS & GRIFFITH	LAWNSIDE	MORTON & SAN MIGUEL	BELL	HUNTINGTON PARK	FLORENCE & OLS	FLORENCE STATION	FLORENCE	FLORENCE & CENTRAL	FLORENCE & BROADWAY	FLORENCE & WESTERN	FLOREWOOD	FREE PARK	FLORENCE & CRANSHAW	LA BREA & MANCHESTER	LAX	
111	3464	357A	4044	408A	411A	415A	421A	425A	428A	429A	430A	432A	434A	436A	438A	439A	440A
111	433A	448	456	500	505	510	515	520	528	530	538	542	547	552	558	560	562
111	450	518	527	529	540	545	551	555	561	563	567	571	575	581	583	587	591
111	512	523	531	535	540	544	554	560	564	569	574	578	582	586	590	594	598
111	521	532	540	548	552	557	562	568	578	582	588	592	597	602	608	612	619
111	513A	521A	524A	525	536	547	555	559	564	569	575	580	586	591	596	598	604
111	528	547	550	555	561	562	566	571	576	582	587	592	597	602	608	612	619
111	530	547	550	555	561	562	566	571	576	582	587	592	597	602	608	612	619
111	532	547	550	555	561	562	566	571	576	582	587	592	597	602	608	612	619
111	528A	544A	550	554	561	562	565	571	576	582	587	592	597	602	608	612	619
111	550	561	562	563	568	571	576	582	587	592	597	602	608	612	608	612	619
111	601	609	612	618	613A	625	626	634	638	642	646	652	655	663	670	675	681
111	622	626	633	640	647	651	654	663	670	673	678	682	686	690	694	698	702
111	628	635	642	649	656	663	670	678	685	692	698	705	711	717	723	728	734
111	655	706	715	719	724	729	735	740	745	753	760	765	770	775	781	786	791
111	658	706	715	721	725	730	734	741	748	753	760	765	770	775	781	786	791
111	706	714	721	727	731	736	742	746	752	757	764	770	775	781	786	791	796
111	729	738	745	750	756	762	768	774	780	786	792	798	804	810	816	821	826
111	738	745	750	756	762	768	774	780	786	792	798	804	810	816	821	826	831
111	741	752	760	768	774	780	786	792	798	804	810	816	821	826	832	838	844
111	752	760	768	774	780	786	792	798	804	810	816	821	826	832	838	844	850
111	805	806	814	818	824	828	834	840	846	852	858	864	870	876	882	888	894
111	805	814	821	828	835	842	849	856	863	870	876	882	888	894	898	904	910
111	810	822	832	841	849	856	863	870	876	882	888	894	898	904	910	916	922
111	818	806	809	815	824	833	837	842	846	852	858	864	870	876	882	888	894
111	817	828	838	842	846	852	858	864	870	876	882	888	894	898	904	910	916
111	828	837	840	846	852	858	864	870	876	882	888	894	898	904	910	916	922
111	831	833	834	840	846	852	858	864	870	876	882	888	894	898	904	910	916
111	835	843	846	852	858	864	870	876	882	888	894	898	904	910	916	922	928
111	846	853	858	864	870	876	882	888	894	898	904	910	916	922	928	934	940
111	857	865	868	874	880	886	892	898	904	910	916	922	928	934	940	946	952
111	893	905	915	921	927	933	937	943	949	955	958	964	970	976	982	988	994
111	905	915	921	927	933	937	943	949	955	961	967	973	979	985	991	997	1003
111	919	927	930	936	947	953	958	964	970	976	982	988	994	998	1004	1010	1016
111	927	931	934	941	947	953	958	964	970	976	982	988	994	998	1004	1010	1016
111	952	1000	1003	1009	1020	1021	1025	1035	1041	1047	1054	1060	1066	1072	1078	1084	1090
111	1018	1030	1041	1050	1061	1071	1082	1093	1104	1115	1126	1137	1148	1159	1170	1181	1192
111	1020	1025	1031	1042	1053	1063	1073	1084	1095	1105	1116	1127	1138	1149	1160	1171	1182
111	1042	1047	1053	1064	1074	1084	1095	1106	1114	1124	1135	1146	1157	1168	1179	1180	1191
111	1047	1055	1058	1064	1071	1081	1091	1102	1112	1123	1134	1145	1156	1167	1178	1189	1197
111	1055	1064	1071	1078	1085	1092	1102	1112	1123	1134	1145	1156	1167	1178	1189	1197	1205
111	1064	1071	1078	1085	1092	1102	1112	1123	1134	1145	1156	1167	1178	1189	1197	1205	1213
111	1071	1078	1085	1092	1102	1112	1123	1134	1145	1156	1167	1178	1189	1197	1205	1213	1221
111	1085	1092	1098	1104	1111	1118	1125	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228
111	1092	1098	1104	1111	1118	1125	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239
111	1104	1111	1118	1125	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257
111	1111	1118	1125	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266
111	1118	1125	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275
111	1125	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284
111	1136	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293
111	1144	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302
111	1151	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311
111	1162	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320
111	1173	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329
111	1184	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338
111	1195	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347
111	1206	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356
111	1217	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356	1365
111	1228	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356	1365	1374
111	1239	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356	1365	1374	1383
111	1248	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356	1365	1374	1383	1392
111	1257	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356	1365	1374	1383	1392	1401
111	1266	1275	1284	1293	1302	1311	1320	1329	1338	1347	1356	1365	1				

* — Trip originates as Line 251 southbound from Daly & Broadway to Pacific & Florence. See Line 251 timetable for details.

SATURDAY SCHEDULE

Line 311 does not operate on Saturdays.

Line 111- 112 Saturday service will be operated on Martin Luther King, Jr. Day

EASTBOUND

ROUTE	LAX	City Bus Center	INGLEWOOD	La Brea & Manchester	HYDE PARK	Florence & Crenshaw	Florence & Western	Florence & Broadway	FLORENCE	Florence & Central	Florence Station	HUNTINGTON PARK	Florence & Pacific	BELL	Florence & Otis	LYNWOOD	Norton & San Miguel	BELL GARDENS	Florence & Garfield	Florence & Paramount	DOWNEY	Florence & Lakewood	Florence & Norwalk	SANTA FE SPRINGS	Telegraph & Carmenita	WHITIER	Whittwood Mall
111	•••	438A	442A	449A	453A	456A	500A	507A	•••	515A	•••	600	604A	606A	613A	•••	618A	628A	•••	•••	•••	•••	•••	•••	•••	•••	
	504A	517A	523	527	534	538	541	545	552	552	552	610	613	619	626	636A	636A	640A	640A	640A	640A	640A	640A	640A	640A	640A	
112	•••	553	557	605	610	613	619	626	626	626	626	626	626	626	626	626	626	626	626	626	626	626	626	626	626	626	626
111	550	603	609	613	621	626	629	634	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642	642
111	•••	629	633	641	646	649	654	654	702	702	702	702	702	702	702	702	702	702	702	702	702	702	702	702	702	702	702
111	•••	649	653	701	706	709	714	722	722	722	722	722	722	722	722	722	722	722	722	722	722	722	722	722	722	722	722
112	•••	703	709	713	721	726	729	734	742	742	742	742	742	742	742	742	742	742	742	742	742	742	742	742	742	742	742
111	•••	727	731	739	744	747	753	801	801	801	801	801	801	801	801	801	801	801	801	801	801	801	801	801	801	801	801
111	•••	743	747	755	800	803	809	818	826	826	826	826	826	826	826	826	826	826	826	826	826	826	826	826	826	826	826
111	740	753	759	803	811	816	819	825	834	834	834	834	834	834	834	834	834	834	834	834	834	834	834	834	834	834	834
112	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••
111	•••	815	819	827	832	835	841	850	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858	858
111	•••	830	834	842	847	850	856	895	905	905	905	905	905	905	905	905	905	905	905	905	905	905	905	905	905	905	905
111	825	838	845	849	857	902	905	911	920	920	920	920	920	920	920	920	920	920	920	920	920	920	920	920	920	920	920
111	•••	900	904	912	917	920	926	935	944	944	944	944	944	944	944	944	944	944	944	944	944	944	944	944	944	944	944
112	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••
111	•••	915	919	927	932	935	941	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950	950
111	909	922	929	933	941	946	949	955	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	1004	
111	•••	942	946	954	959	1002	1008	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	1017	
111	•••	953	957	1005	1010	1013	1019	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	1028	
111	943	956	1003	1007	1015	1020	1023	1029	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	1038	
112	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••
111	•••	1013	1017	1025	1030	1033	1043	1049	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	1048	
111	•••	1023	1027	1035	1040	1043	1049	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	
111	•••	1032	1036	1044	1049	1052	1058	1107	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	1117	
111	•••	1041	1045	1053	1058	1101	1107	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	
111	1030	1043	1050	1054	1102	1107	1110	1116	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	1125	
112	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••
111	•••	1105	1110	1119	1124	1127	1133	1143	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	1153	
111	•••	1114	1119	1128	1133	1136	1143	1153	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P	1203P		
111	1100	1113	1122	1127	1136	1141	1144	1151	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P	1201P		
111	•••	1131	1136	1145	1150	1153	1159	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P	1208P		
111	•••	1139	1144	1153	158	201	209	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220	220
111	•••	1222	1227	1236	1241	1244	1251	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	1258	
111	•••	1230	1235	1244	1249	1252	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	1259	
111	•••	1239	1244	1253	1258	101	109	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120
112	•••	1227P	1240P	1249	1254	103	108	111	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119	119
111	•••	1259	134	353	358	401	408	411	418	428	428	428	428	428	428	428	428	428	428	428	428	428	428	428	428	428	428
111	•••	229	234	243	253	258	301	308	318	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328
111	•••	239	244	253	258	303	308	311	318	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328	328
111	226	240	249	254	303	308	311	318	328	331	331	331	331	331	331	331	331	331	331	331	331	331	331	331	331	331	331
111	•••	259	304	313	318	323	328	331	338	341	341	341	341	341	341	341	341	341	341	341	341	341	341	341	341	341	341
111	•••	309	314	324	333	338	341	348	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358
111	306	320	329	334	343	348	351	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	358
112	•••	339	344	353	358	401	408	411	418	422	422	422	422	422	42												

WESTBOUND

SATURDAY SCHEDULE

Line 311 does not operate on Saturdays.

Line 111-112 Saturday service will be operated on Martin Luther King, Jr. Day

ROUTE	WHITTIER	Whittwood Mall	SANTA FE SPRINGS	Telegraph & Clementina	Florence & Norwalk	DOWNEY	Florence & Lakewood	Florence & Paramount	BELL GARDENS	Florence & Garfield	LYNNWOOD	Norton & San Miguel	BELL	HUNTINGTON PARK	Florence & Otis	HUNTINGTON PARK	Florence & Rugby	Florence Station	FLORENCE	Florence & Central	Florence & Broadway	Florence & Western	HYDE PARK	Florence & Crenshaw	INGLEWOOD	La Brea & Manchester	LAX	City Bus Center																																																																																																																																																																							
111								351A			359A	405A	409A	411A	415A	421A	425A	431A	441A																																																																																																																																																																																
111								449			457	503	507	510	514	520	524	530	540																																																																																																																																																																																
111								521			531	538	542	545	549	555	559																																																																																																																																																																																		
111								541			551	558	602	605	609	615	619	625	635	639																																																																																																																																																																															
111								601			611	618	622	625	629	635	639																																																																																																																																																																																		
111						607A	614A	616A	621		631	638	642	645	649	655	659	705	716																																																																																																																																																																																
111								639			649	657	701	705	710	717	721																																																																																																																																																																																		
112									655A		707	715																																																																																																																																																																																							
111								657			707	715	719	723	728	735	739	745	756																																																																																																																																																																																
111	642A	654A	659	706	708	713		723	731	735	739	744																																																																																																																																																																																							
111								729		739	747	751	755	800	807	811	816	823	827	833	844																																																																																																																																																																														
111						731	738	740	745		755	803	807	811	816	823	827	833	844																																																																																																																																																																																
111								801		811	819	823	827	832	839	843																																																																																																																																																																																			
112									800		812	820																																																																																																																																																																																							
111	746	758	803	810	812	817		827	835	839	843	848	855																																																																																																																																																																																						
111								833		843	851	855	859	904	911	915	921	932																																																																																																																																																																																	
111						835	842	844	849		859	907	911	915	920	927	931																																																																																																																																																																																		
112									903		915	923																																																																																																																																																																																							
111	834	846	851	858	900	905		915	923		927	931	936	943	947	952	959	1003									1004																																																																																																																																																																								
111								921		931	939	943	947																																																																																																																																																																																						
111						922	929	931	937		947	955	959	1003	1008	1015	1019																																																																																																																																																																																		
111								950		1000	1010	1014	1019	1024	1031	1035	1041	1052																																																																																																																																																																																	
112									1004		1016	1026																																																																																																																																																																																							
111	929	943	948	955	957	1004		1016	1026		1026	1030	1035	1040	1047	1051												1126																																																																																																																																																																							
111						1017	1024	1026	1033		1045	1057	1101	1107	1112	1119	1123																																																																																																																																																																																		
111						1031	1038	1040	1047		1059	1111	1115	1121	1126	1133	1137																																																																																																																																																																																		
112									1056		1108	1120																																																																																																																																																																																							
111	1022	1036	1041	1048	1050	1057		109	1121		1125	1131	1136	1143	1147	1151	1155	1206P																																																																																																																																																																																	
111								1107		1116	1128	1140	1144	1150	1155	1202P	1206P																																																																																																																																																																																		
111						1108	1125	1134	1146		1153	1159	1204P	1211	1215																																																																																																																																																																																				
111						1118	1125	1127	1134		1146	1158	1208P	1213	1220	1224	1232P	1243																																																																																																																																																																																	
112									1151		1203P	1215																																																																																																																																																																																							
111	1117	1131	1136	1143	1145	1152		1204	1216	1220	1226	1231	1238	1242																																																																																																																																																																																					
111								1201P		1213	1225	1229	1235	1240	1247	1251																																																																																																																																																																																			
111						1154	1201P	1203P	1210		1222	1234	1238	1244	1249	1256	100																																																																																																																																																																																		
111								1219		1231	1243	1247	1253	1258	105	109	117	128																																																																																																																																																																																	
111						1212P	1219	1221	1228		1240	1252	1256	102	107	114	118																																																																																																																																																																																		
111									1236		1248	100	104	110	115	122	126																																																																																																																																																																																		
111									1238		1257	109	113	119	124	131	135																																																																																																																																																																																		
112									1250P		102	114																																																																																																																																																																																							
111									1253		105	117	121	127	132	139	143	147	151	155	160	164	168	172	176	180	184	188	192	196	202																																																																																																																																																																				
111									1262		102	114	126	130	136	141	145	150	156	160	166	170	174	178	182	186	190	194	198	202																																																																																																																																																																					
111									1274		1282	1294	1298	1304	1309	1314	1319	1324	1329	1334	1339	1344	1349	1354	1359	1364	1369	1374	1379	1384																																																																																																																																																																					
111									1286		1294	1302	1308	1314	1319	1324	1329	1334	1339	1344	1349	1354	1359	1364	1369	1374	1379	1384	1389	1394	1399																																																																																																																																																																				
111									1303		1312	1319	1324	1330	1336	1342	1348	1354	1360	1366	1372	1378	1384	1390	1396	1402	1408	1414	1420	1426	1432																																																																																																																																																																				
112									1309		1316	1323	1329	1335	1342	1348	1354	1360	1366	1372	1378	1384	1390	1396	1402	1408	1414	1420	1426	1432	1438	1444	1450	1456	1462																																																																																																																																																																
111									1323		1332	1339	1345	1352	1359	1366	1372	1379	1386	1393	1399	1406	1413	1420	1427	1434	1441	1448	1455	1462	1469	1476	1483	1490	1497	1504	1511	1518																																																																																																																																																													
111									1339		1346	1353	1360	1367	1374	1381	1388	1395	1402	1409	1416	1423	1430	1437	1444	1451	1458	1465	1472	1479	1486	1493	1500	1507	1514	1521	1528	1535	1542	1549	1556	1563	1570	1577	1584	1591	1598	1605	1612	1619	1626	1633	1640	1647	1654	1661	1668	1675	1682	1689	1696	1703	1710	1717	1724	1731	1738	1745	1752	1759	1766	1773	1780	1787	1794	1801	1808	1815	1822	1829	1836	1843	1850	1857	1864	1871	1878	1885	1892	1899	1906	1913	1920	1927	1934	1941	1948	1955	1962	1969	1976	1983	1990	1997	2004	2011	2018	2025	2032	2039	2046	2053	2060	2067	2074	2081	2088	2095	2102	2109	2116	2123	2130	2137	2144	2151	2158	2165	2172	2179	2186	2193	2198	2205	2212	2219	2226	2233	2240	2247	2254	2261	2268	2275	2282	2289	2296	2303	2310	2317	2324	2331	2338	2345	2352	2359	2366	2373	2380	2387	2394	2401	2408	2415	2422	2429	2436	2443	2450	2457	2464	2471	2478	2485	2492	2499	2506	2513	2520	2527	2534	2541	2548	2555	2562	2569	2576	2583	2590	2597	2604	2611	2618	2625	2632

SUNDAY AND HOLIDAY SCHEDULE

Line 311 does not operate on Sundays.

Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

EASTBOUND

ROUTE	LAX	City Bus Center	INGLEWOOD	La Brea & Manchester	HYDE PARK	Florence & Crenshaw	Florence & Western	Florence & Broadway	FLORENCE	Florence & Central	Florence Station	HUNTINGTON PARK	Florence & Pacific	BELL	Florence & Otis	LYNWOOD	Norton & San Miguel	BELL GARDENS	Florence & Garfield	Florence & Paramount	DOWNEY	Florence & Lakewood	Florence & Norwalk	SANTA FE SPRINGS	Telegraph &	Carmenita	WHITTIER	Whittwood Mall			
111	•••	•••	412A	416A	422A	426A	429A	434A	441A	•••	449A	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••				
111	•••	•••	509A	521A	507	511	514	519	526	•••	534	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••				
111	•••	•••	509A	521A	527	531	541	544	549	556	•••	564	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••				
111	•••	•••	555	559	606	611	614	619	626	•••	634	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••				
111	•••	•••	607	619	625	629	636	641	644	649	656	•••	674	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••			
112	•••	•••	633	637	644	649	652	657	674	715A	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••			
111	•••	•••	655	659	706	711	714	719	726	734	•••	738	•••	740	•••	746	•••	748	•••	750	•••	752	•••	754	•••	756	•••	758			
111	•••	•••	705	717	725	729	736	741	744	749	756	•••	764	•••	772	•••	780	•••	788	•••	790	•••	792	•••	794	•••	796	•••	798		
112	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••		
111	•••	•••	751	755	802	807	810	815	822	830	834	836	842	•••	848	•••	855	857	863	870	876	882	•••	888	•••	894	•••	898	•••	902	
112	•••	•••	751	804	812	816	823	828	831	836	843	•••	851	•••	855	857	863	870	876	882	888	894	898	•••	904	•••	910	•••	916		
111	•••	•••	831	835	842	847	850	855	862	870	878	•••	886	•••	894	•••	902	•••	910	•••	914	•••	922	•••	928	•••	936	•••	944		
111	•••	•••	841	854	902	906	914	919	922	928	935	•••	943	•••	947	•••	949	•••	955	•••	959	•••	967	•••	975	•••	983	•••	991		
112	•••	•••	917	921	929	934	937	943	950	958	965	•••	972	•••	978	•••	985	•••	992	•••	998	•••	1004	•••	1010	•••	1016	•••	1022		
111	•••	•••	932	936	944	949	952	958	965	972	980	•••	988	•••	995	•••	1002	•••	1013	•••	1020	•••	1028	•••	1035	•••	1044	•••	1052		
111	•••	•••	926	939	947	951	959	1004	1007	1013	1020	•••	1028	•••	1035	•••	1047	•••	1051	•••	1054	•••	1063	•••	1071	•••	1079	•••	1087		
112	•••	•••	1015	1019	1027	1032	1035	1042	1050	1056	1064	•••	1072	•••	1080	•••	1088	•••	1096	•••	1104	•••	1112	•••	1120	•••	1128	•••	1136		
111	•••	•••	1007	1020	1026	1032	1040	1046	1049	1056	1064	•••	1072	•••	1080	•••	1088	•••	1096	•••	1104	•••	1112	•••	1120	•••	1128	•••	1136		
111	•••	•••	1040	1045	1053	1059	1102	1109	1117	1125	1133	•••	1141	•••	1149	•••	1157	•••	1165	•••	1173	•••	1181	•••	1189	•••	1197	•••	1205		
112	•••	•••	1052	1057	1105	1111	1114	1121	1129	1137	1145	•••	1153	•••	1161	•••	1169	•••	1177	•••	1185	•••	1193	•••	1201	•••	1209	•••	1217		
111	•••	•••	1104	1109	1117	1123	1126	1133	1141	1148	1156	•••	1164	•••	1172	•••	1180	•••	1188	•••	1196	•••	1204	•••	1212	•••	1220	•••	1228		
111	•••	•••	1054	1107	1115	1120	1128	1134	1141	1148	1155	•••	1163	•••	1171	•••	1179	•••	1187	•••	1195	•••	1203	•••	1211	•••	1219	•••	1227	•••	1235
111	•••	•••	1126	1131	1139	1145	1152	1159	1166	1173	1180	•••	1188	•••	1195	•••	1203	•••	1211	•••	1219	•••	1227	•••	1235	•••	1243	•••	1251		
111	•••	•••	1136	1141	1149	1155	1162	1169	1176	1183	1190	•••	1198	•••	1205	•••	1213	•••	1221	•••	1229	•••	1237	•••	1245	•••	1253	•••	1261		
111	•••	•••	1146	1151	1159	1205P	1209P	1215	1223	1231	1239	•••	1247	•••	1251	•••	1259	•••	1267	•••	1275	•••	1283	•••	1291	•••	1299	•••	1307		
111	•••	•••	1155	1159	1209P	1215	1218	1225	1233	1241	1249	•••	1257	•••	1265	•••	1273	•••	1281	•••	1289	•••	1297	•••	1305	•••	1313	•••	1321		
111	•••	•••	1144	1157	1205P	1210P	1219	1225	1228	1235	1244	•••	1252	•••	1260	•••	1268	•••	1276	•••	1284	•••	1292	•••	1300	•••	1308	•••	1316		
112	•••	•••	1216	1221	1230	1235	1238	1245	1252	1259	1266	•••	1274	•••	1281	•••	1289	•••	1297	•••	1305	•••	1313	•••	1321	•••	1329	•••	1337		
111	•••	•••	1226	1231	1240	1245	1248	1255	1262	1269	1276	•••	1284	•••	1291	•••	1298	•••	1306	•••	1314	•••	1322	•••	1330	•••	1338	•••	1346		
111	•••	•••	1236	1241	1250	1255	1258	1265	1272	1279	1286	•••	1294	•••	1301	•••	1308	•••	1315	•••	1322	•••	1330	•••	1338	•••	1346	•••	1354		
111	•••	•••	1246	1251	100	105	108	115	124	132	140	•••	148	•••	155	•••	162	•••	170	•••	178	•••	186	•••	194	•••	202	•••	210		
111	•••	•••	1236P	1249P	1256	101	110	115	118	125	134	•••	142	•••	150	•••	158	•••	166	•••	174	•••	182	•••	190	•••	198	•••	206		
112	•••	•••	106	111	120	125	128	135	142	149	156	•••	164	•••	171	•••	178	•••	185	•••	192	•••	199	•••	206	•••	213	•••	220		
111	•••	•••	116	121	130	135	138	145	152	159	166	•••	174	•••	181	•••	188	•••	195	•••	202	•••	209	•••	216	•••	223	•••	230		
111	•••	•••	128	131	140	145	148	155	162	169	176	•••	184	•••	191	•••	198	•••	205	•••	212	•••	219	•••	226	•••	233	•••	240		
111	•••	•••	126	139	146	151	160	169	178	187	196	•••	204	•••	211	•••	219	•••	226	•••	234	•••	241	•••	249	•••	256	•••	263		
112	•••	•••	146	151	200	205	208	215	224	231	238	•••	245	•••	252	•••	260	•••	267	•••	274	•••	281	•••	288	•••	295	•••	302		
111	•••	•••	156	201	210	215	218	225	232	239	246	•••	253	•••	260	•••	267	•••	274	•••	281	•••	288	•••	295	•••	302	•••	309		
111	•••	•••	206	211	220	225	228	235	242	249	256	•••	263	•••	270	•••	277	•••	284	•••	291	•••	298	•••	305	•••	312	•••	319		
111	•••	•••	216	221	230	235	238	245	252	259	266	•••	273	•••	280	•••	287	•••	294	•••	301	•••	308	•••	315	•••	322	•••	329		
111	•••	•••	226	231	240	245	248	255	262	269	276	•••	283	•••	290	•••	297	•••	304	•••	311	•••	318	•••	325	•••	332	•••	339		
111	•••	•••	218	230	237	242	251	256	260	265	271	•••	278	•••	285	•••	292	•••	299	•••	306										

SUNDAY AND HOLIDAY SCHEDULE

Line 311 does not operate on Sundays.

Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND

ROUTE	WHITTIER Whittwood Mall	SANTA FE SPRINGS Telegraph & Carmenita	Florence & Norwalk	DOWNEY Florence & Lakewood	Florence & Paramount	BELL GARDENS Florence & Garfield	LYNNWOOD Norton & San Miguel	BELL Florence & Otis	HUNTINGTON PARK Florence & Rugby	Florence Station	FLORENCE Florence & Central	Florence & Broadway	Florence & Western	HYDE PARK Florence & Crenshaw	INGLEWOOD La Brea & Manchester	LAX City Bus Center
111	•••	•••	•••	•••	•••	350A	•••	358A	404A	408A	411A	415A	421A	425A	429A	437A
111	•••	•••	•••	•••	•••	455	•••	505	512	516	519	523	528	532	538	548
111	•••	•••	•••	•••	•••	555	•••	605	612	616	619	623	628	632	638	648
111	•••	•••	•••	•••	•••	628	•••	638	645	649	652	656	701	705	711	721
111	•••	•••	•••	•••	•••	658	•••	708	715	719	722	726	733	737	•••	•••
112	•••	•••	•••	•••	•••	724A	735	743	•••	•••	•••	•••	•••	•••	•••	•••
111	657A	709A	714A	721A	723A	728	738	745	749	752	756	803	807	813	823	
111	•••	•••	741	748	750	755	805	813	817	821	825	832	836	•••	•••	•••
112	•••	•••	743	755	800	808	810	816	814	826	835	•••	•••	•••	•••	•••
111	•••	•••	822	830	832	838	849	859	903	908	912	919	923	•••	•••	•••
111	•••	•••	841	849	851	857	909	919	923	928	932	939	943	•••	•••	•••
112	•••	•••	907	920	930	937	920	930	•••	•••	•••	•••	•••	•••	•••	•••
111	843	855	900	908	910	916	928	938	942	947	951	958	1002	1008	1018	
111	•••	915	923	925	931	943	953	957	1002	1007	1014	1018	•••	•••	•••	•••
111	•••	944	952	954	1000	1008	1012	1022	1026	1031	1036	1043	1047	•••	•••	•••
112	•••	939	952	957	1005	1007	1013	1025	1035	1039	1044	1049	1056	1100	1108	1118
111	•••	1021	1029	1031	1037	1049	1059	1103	1108	1113	1120	1124	•••	•••	•••	•••
111	•••	1042	1050	1052	1058	1108	1110	1120	1124	1129	1134	1141	1145	•••	•••	•••
112	•••	1032	1047	1052	1100	1102	1108	1120	1130	1134	1139	1144	1151	1155	1203P	1213P
111	•••	1112	1120	1122	1128	1138	1140	1144	1149	1154	1201P	1205P	•••	•••	•••	•••
111	•••	1132	1140	1142	1148	1159	1210P	1214	1219	1224	1231	1235	•••	•••	•••	•••
112	•••	1122	1137	1142	1150	1152	1158	1210P	1220	1224	1229	1234	1241	1245	1253	103
111	•••	1202P	1210P	1212P	1218	1228	1230	1230	1240	1244	1249	1254	101	105	•••	•••
111	•••	1222	1230	1232	1238	1250	1250	1250	1250	1254	1259	104	111	115	•••	•••
111	1212P	1227P	1232	1240	1242	1248	100	110	114	119	124	131	135	143	153	
111	•••	1252	100	102	108	110	110	120	124	129	134	141	145	•••	•••	•••
111	•••	112	120	122	128	140	150	154	159	204	212	216	•••	•••	•••	•••
111	102	117	122	130	132	138	150	200	204	209	214	222	226	234	244	
111	•••	141	149	151	157	157	159	210	214	219	224	232	236	•••	•••	•••
112	•••	157	210	221	225	230	235	235	243	247	•••	•••	•••	•••	•••	•••
111	•••	207	219	230	234	239	244	244	252	256	•••	•••	•••	•••	•••	•••
111	201	209	211	219	221	227	239	250	254	302	308	•••	•••	•••	•••	•••
111	151	206	211	219	221	237	249	300	304	314	322	328	336	346	356	
112	•••	241	254	305	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••	•••
111	231	239	241	247	259	310	314	319	324	332	338	346	356	•••	•••	•••
111	•••	257	309	320	324	329	334	339	344	352	348	358	406	416	•••	•••
111	251	306	311	319	321	327	329	340	344	349	354	402	406	415	424	434
111	321	329	331	337	349	400	404	409	414	422	426	•••	•••	•••	•••	•••
112	•••	337	350	401	411	415	420	425	433	437	445	457	501	509	519	
111	349	401	413	423	427	432	437	445	449	457	457	465	513	513	513	545
111	345	353	355	401	413	425	435	439	444	449	457	457	465	525	533	543
111	337	352	357	407	413	413	425	435	444	449	457	457	465	501	509	519
111	•••	425	513	525	525	535	535	539	544	549	557	601	612	612	612	612
111	421	429	431	437	449	449	459	503	508	513	521	525	533	541	549	549
112	•••	444	457	507	507	507	507	507	507	507	507	507	507	507	507	507
111	449	501	511	515	515	523	523	527	537	545	549	557	607	607	607	607
111	425	440	445	453	455	501	513	513	523	527	532	537	545	549	557	565
111	457	505	507	513	513	525	525	537	547	551	556	601	608	612	612	612
111	522	530	532	538	538	550	550	600	604	609	614	621	625	625	625	625
112	518	530	535	543	545	551	551	603	613	617	622	627	634	638	645	655
111	549	557	559	605	605	616	626	630	640	644	649	654	660	667	671	671
111	618	626	628	634	634	645	645	655	659	704	709	715	719	724	730	734
111	723	740	746	748	752	802	810	814	818	822	828	832	839	851	851	851
111	812	818	820	823	823	832	840	844	848	852	858	902	902	902	902	902
112	811	819	823	827	827	839	852	860	864	870	876	882	882	882	882	882
111	818	830	835	841	843	846	846	855	863	871	877	883	883	883	883	883

LATE NIGHT SCHEDULE OPERATES SAME AS BOXED AREA ON SATURDAY SCHEDULE ABOVE

Legend

- Timepoints used on Timetable
- Limited Stops
- Limited Stops and timepoints used on Timetable
- Metro Rail Station Entrance
- Culver City Bus
- Norwalk Transit
- Santa Monica Municipal Bus Lines
- Torrance Transit
- Route of Lines 111 and 311
- Route of Late-night Line 111 to Line 251
- Route of Line 112

Metro Bus Lines Shown at Transfer Location
Subject to Change Without Notice

SANTA FE SPRINGS



362 Norwalk Bl
Pioneer Bl N1
Orr and Day Rd
Studebaker Rd 270,460
Paramount Bl 266
Garfield Av - 110,262
Old River School Rd
DOWNEY

BELL GARDENS

Eastern Av - 258,259

277 Los Angeles River

Wilcox Av - 105

Atlantic Bl - 260

BELL CUDAHY SOUTH GATE

(To Daly and Broadway as

Line 251 Late Nights only)

HUNTINGTON PARK

State St

Seville Av

Rita Av

Pacific Bl - 60,107,251,252

Ruby Av

Malabar St

Santa Fe Av - 254

Alameda St

Holmes Av - 56,110

Metro Blue Line

Compton Av - 55,110

Central Av - 53

Avalon Bl - 51

San Pedro St - 48

Broadway - 45,345

Figueroa St - 81

Vermont Av - 204,354,305

Normandie Av - 205

Western Av - 207,357

Van Ness Av - 209

Crenshaw Bl - 40,210,310,340

West Bl

Centinela Av 212

Market St

Eucalyptus Av 215

La Brea Av 212

Arbor Vista St

Manchester St

Speth St

Vicksburg Av

Sepulveda Bl

LAX City Bus Center

Metro Bus Lines

42,111,117,120,220,225,222,

211,315,493,561,625

CA,SM3,18

Florence Station
Metro Bus Lines
56,110,112,311



N

Map Not to Scale

INGLEWOOD

Daniel Freeman

Memorial Hospital

Prairie Av

Hillcrest Bl

Century Bl

La Brea Av

40,442

340

215

Inglewood Av

La Cienega Bl

Aviation Bl

Airport Bl

Vicksburg Av

Sepulveda Bl

LINE 117

MONDAY THROUGH FRIDAY SCHEDULE

Saturday schedule will be operated on Martin Luther King, Jr. Day.
 Sunday schedule will be operated on New Year's Day, Memorial Day,
 Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

EASTBOUND



All service on this timetable
 is accessible to the disabled.

LAX	INGLEWOOD				WATTS	SOUTH GATE		DOWNEY
City Bus Center	Century & Hawthorne	Century & Crenshaw	Century & Vermont	Century & Avalon	103rd St/ Kenneth Hahn Station	Tweedy & Long Beach	Tweedy & Atlantic	Rancho Los Amigos Medical Center
522A	533A	539A	547A	553	528A	536A	542A	549A
547	601	608	616	622	600	608	615	622
607	621	628	636	642	629	638	646	653
625	639	646	655	702	649	658	706	713
643	657	704	713	720	727	736	744	751
659	713	720	729	736	743	752	800	807
715	729	736	745	752	759	808	816	823
731	745	752	801	808	815	824	832	839
749	803	810	819	826	833	842	850	857
809	823	830	839	846	853	902	910	917
829	843	850	859	906	913	922	931	938
849	903	910	919	926	933	942	951	958
908	923	930	938	945	952	1001	1010	1017
928	943	950	958	1005	1012	1021	1030	1037
948	1003	1010	1018	1025	1032	1041	1050	1057
1008	1023	1030	1038	1045	1052	1101	1110	1117
1028	1043	1050	1058	1105	1112	1121	1130	1137
1048	1103	1110	1118	1125	1132	1141	1150	1157
1108	1123	1130	1138	1145	1152	1201P	1210P	1217P
1127	1143	1150	1157	1205P	1212P	1221	1230	1237
1147	1203P	1210P	1218P	1225	1232	1241	1250	1257
1207P	1223	1230	1238	1245	1252	101	110	117
1227	1243	1250	1258	105	112	121	130	137
1247	103	110	118	125	132	141	151	158
107	123	130	138	145	152	201	211	218
123	140	148	156	203	210	219	229	236
141	158	206	215	222	229	238	248	255
159	216	224	233	240	247	256	306	313
217	234	242	251	258	305	314	324	331
235	252	300	309	316	323	332	342	349
251	309	318	327	335	342	351	401	408
309	327	336	346	354	401	410	420	427
327	345	354	404	412	419	428	438	445
345	403	412	422	430	437	446	456	503
403	421	430	440	448	455	504	% 514	•••
421	439	448	458	506	513	522	532	539
437	455	504	514	522	529	538	% 548	•••
452	510	519	529	536	543	552	602	609
508	526	535	544	551	557	606	616	623
527	544	551	600	607	613	622	% 632	•••
544	601	608	617	624	630	639	% 649	•••
605	622	629	638	645	651	700	710	717
625	642	649	657	704	710	719	% 729	•••
645	701	708	716	722	727	736	745	752
715	730	737	745	751	756	805	814	821
745	800	807	815	821	826	835	841	848
820	835	841	847	853	858	905	912	919
900	914	920	926	932	937	943	950	957
940	954	1000	1006	1012	1017	1023	1030	1037
1020	1034	1040	1046	1052	1057	1103	1110	1117
1100	1114	1120	1126	1132	1137	1143	1150	1157
1140	1153	1159	1205A	1211A	1216A	1222A	1227A	1234A
1220A	1233A	1239A	1245	1251	1256	102	% 107	•••
1254	107	113	119	125	130	136	% 141	•••

LINE 117**MONDAY THROUGH FRIDAY SCHEDULE**

6/3/01

Saturday schedule will be operated on Martin Luther King, Jr. Day.
 Sunday schedule will be operated on New Year's Day, Memorial Day,
 Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND

All service on this timetable
 is accessible to the disabled.

DOWNEY	SOUTH GATE		WATTS		INGLEWOOD		LAX		
	Rancho Los Amigos Medical Center	Tweedy & Atlantic	Tweedy & Long Beach	103rd St/ Kenneth Hahn Station	Century & Avalon	Century & Vermont	Century & Crenshaw	Century & Hawthorne	City Bus Center
412A		421A	427A	435A	441A	447A	453A	459A	509A
•••	# 449		455	503	509	515	521	527	537
453	502		508	516	522	529	534	541	551
•••	# 519		526	534	540	547	555	602	615
523	532		539	547	553	600	608	615	628
•••	# 543		551	559	605	612	620	627	640
546	555		603	611	617	624	632	639	652
•••	# 608		616	624	630	637	645	652	705
613	622		630	638	644	651	659	706	719
•••	# 636		644	652	658	705	713	720	733
639	648		657	706	712	720	728	735	748
•••	# 702		711	720	727	735	743	750	803
709	718		727	736	743	751	759	806	819
726	735		744	753	800	808	816	823	836
743	752		801	810	817	825	833	840	853
801	810		819	828	835	843	851	858	911
819	828		837	846	853	901	909	916	929
838	847		856	905	912	920	928	935	948
858	907		916	925	932	940	948	955	1008
918	927		936	945	952	1000	1008	1015	1028
938	947		956	1005	1012	1020	1028	1035	1048
958	1007		1016	1025	1032	1040	1048	1055	1108
1018	1027		1036	1045	1052	1100	1108	1115	1128
1038	1047		1056	1105	1112	1120	1128	1135	1148
1058	1107		1116	1125	1132	1140	1148	1155	1208P
1118	1127		1136	1145	1152	1159	1208P	1215P	1228
1138	1147		1156	1205P	1212P	1220P	1228	1235	1248
1157	1206P		1215P	1224	1231	1239	1248	1255	109
1218P	1227		1236	1245	1252	1259	108	115	129
1238	1247		1256	105	112	119	128	135	149
1258	107		116	125	132	139	148	155	209
117	126		136	145	152	159	208	215	229
137	146		156	205	212	219	228	235	249
157	206		216	225	232	239	248	255	309
216	225		235	245	252	259	308	316	330
235	244		254	304	311	318	327	335	349
253	302		312	322	329	336	345	353	407
311	320		330	340	347	354	403	411	425
328	337		347	357	404	411	420	428	442
345	354		404	414	421	428	437	445	459
402	411		421	431	438	445	454	502	516
420	429		439	449	456	503	512	519	533
440	449		459	509	516	523	532	539	553
500	509		519	527	534	541	550	557	611
530	539		549	557	604	611	620	627	641
600	609		618	626	633	640	649	656	710
630	639		647	655	702	709	718	725	738
700	709		717	725	732	739	747	753	805
730	739		747	755	801	808	815	821	833
800	809		817	825	831	838	845	851	903
830	839		847	855	901	908	915	920	931
910	919		924	932	937	943	950	955	1006
950	959		1004	1012	1017	1023	1030	1035	1046
1030	1039		1044	1052	1057	1103	1110	1115	1126
1110	1119		1124	1132	1137	1143	1150	1155	1206A
1150	1159		1204A	1210A	1215A	1221A	1227A	1232A	1243
1230A	1239A		1244	1250	1255	101	107	112	123

SATURDAY SCHEDULE

 Saturday schedule will be operated on
 Martin Luther King, Jr. Day.

EASTBOUND

LAX	INGLEWOOD					WATTS	SOUTH GATE		DOWNEY
	City Bus Center	Century & Hawthorne	Century & Crenshaw	Century & Vermont	Century & Avalon		103rd St/ Kenneth Hahn Station	Tweedy & Long Beach	
535A	546A	551A	557A	603A	608A	615A	621A	628A	
555	607	612	618	624	629	636	642	649	
615	627	632	638	644	649	656	702	709	
635	647	652	658	704	709	716	722	729	
655	707	712	718	724	729	736	742	749	
715	727	732	738	744	749	756	803	810	
735	747	753	800	806	812	819	826	833	
755	807	814	821	827	833	840	847	854	
815	827	834	841	847	853	900	907	914	
835	847	854	901	907	913	920	927	934	
855	907	914	921	927	933	941	950	957	
915	928	935	942	948	954	1002	1011	1018	
935	948	955	1002	1008	1014	1022	1031	1038	
955	1008	1015	1022	1028	1034	1042	1051	1058	
1015	1028	1035	1042	1049	1055	1103	1112	1119	
1035	1049	1057	1104	1111	1117	1125	1134	1141	
1055	1109	1117	1124	1131	1137	1145	1154	1201P	
1115	1129	1137	1144	1151	1157	1205P	1214P	1221	
1135	1149	1157	1204P	1211P	1217P	1225	1234	1241	
1155	1209P	1217P	1224	1231	1237	1245	1255	102	
1215P	1229	1237	1244	1251	1257	105	115	122	
1230	1244	1252	100	108	114	122	132	139	
1245	1259	107	115	123	129	137	147	154	
100	115	123	131	139	145	153	203	210	
115	130	138	146	154	200	208	218	225	
130	145	153	201	209	215	223	233	240	
145	200	208	216	224	230	238	248	255	
200	215	223	231	239	245	253	303	310	
215	230	238	246	254	300	308	318	325	
230	245	253	301	309	315	323	333	340	
245	300	308	316	324	330	338	348	355	
300	315	323	331	339	345	353	403	410	
315	330	338	346	354	400	408	418	425	
330	345	353	401	409	415	423	433	440	
345	400	408	416	424	430	438	448	455	
359	414	422	430	438	445	453	503	510	
415	429	437	445	452	459	507	517	524	
430	444	452	500	507	514	522	% 531	•••	
445	459	507	515	522	529	537	544	551	
500	514	522	530	537	544	552	559	606	
515	529	537	545	552	559	607	% 614	•••	
530	544	552	600	607	614	622	629	636	
545	559	607	615	622	629	637	% 644	•••	
600	614	622	630	637	644	652	659	706	
615	629	637	645	652	659	707	714	721	
630	644	652	700	707	713	720	% 727	•••	
645	659	706	714	721	726	733	740	747	
715	729	736	744	751	756	803	810	817	
745	759	806	814	821	826	833	840	847	
820	833	839	845	851	856	903	910	917	
900	914	920	926	932	937	943	950	957	
940	954	1000	1006	1012	1017	1023	1030	1037	
1020	1034	1040	1046	1052	1057	1103	1110	1117	
1100	1114	1120	1126	1132	1137	1143	1150	1157	
1140	1153	1159	1205A	1211A	1216A	1222A	1227A	1234A	
1220A	1233A	1239A	1245	1251	1256	102	% 107	•••	
100	113	119	125	131	136	142	% 147	•••	

SATURDAY SCHEDULE

 Saturday schedule will be operated on
 Martin Luther King, Jr. Day.

WESTBOUND

DOWNEY	SOUTH GATE		WATTS		INGLEWOOD		LAX		
	Rancho Los Amigos Medical Center	Tweedy & Atlantic	Tweedy & Long Beach	103rd St/ Kenneth Hahn Station	Century & Avalon	Century & Vermont	Century & Crenshaw	Century & Hawthorne	City Bus Center
422A		431A	436A	442A	447A	453A	459A	505A	517A
• • •	# 459	505	512	517	523	529	535	547	547
520	529	535	542	547	553	559	605	617	
• • •	# 549	555	602	607	613	619	625	637	
600	609	615	622	627	633	639	645	658	
• • •	# 629	635	642	647	653	659	705	718	
635	644	650	657	703	709	715	721	734	
650	659	705	712	718	724	730	736	749	
705	714	720	727	733	739	745	751	804	
720	729	735	742	748	754	800	806	819	
740	749	755	802	808	814	820	826	839	
755	804	810	817	823	830	838	844	857	
815	824	831	838	844	851	859	905	918	
835	844	851	858	904	911	919	925	938	
855	904	911	918	924	931	939	945	958	
915	924	931	938	944	951	959	1005	1018	
935	944	951	958	1004	1011	1019	1025	1038	
955	1004	1011	1018	1024	1031	1039	1045	1058	
1015	1024	1031	1038	1044	1050	1059	1106	1119	
1035	1044	1052	1100	1107	1113	1122	1129	1142	
1055	1104	1112	1120	1127	1133	1142	1149	1202P	
1110	1119	1127	1135	1142	1148	1157	1204P	1217	
1125	1134	1142	1150	1157	1203P	1212P	1219	1232	
1140	1149	1157	1205P	1212P	1218	1227	1234	1247	
1155	1204P	1212P	1220	1227	1233	1242	1249	102	
1210P	1219	1227	1235	1242	1248	1257	104	117	
1225	1234	1242	1250	1257	103	112	119	132	
1240	1249	1257	105	112	118	127	134	147	
1255	104	112	120	127	133	142	149	202	
110	119	127	135	142	148	157	204	217	
125	134	142	150	157	203	212	219	232	
140	149	157	205	212	218	227	234	247	
155	204	212	220	227	233	242	249	302	
210	219	227	235	242	248	257	304	317	
225	234	242	250	257	303	312	319	332	
240	249	257	305	312	318	327	334	347	
255	304	312	320	327	333	342	349	402	
310	319	327	335	342	348	357	404	417	
325	334	342	350	357	403	412	419	432	
340	349	357	405	412	418	427	434	447	
355	404	412	420	427	433	442	449	502	
410	419	427	435	442	448	457	504	517	
425	434	442	450	456	502	510	517	529	
440	449	458	506	512	519	527	534	546	
455	504	513	521	527	534	542	549	601	
510	519	528	536	542	549	557	604	616	
525	534	543	551	557	604	612	619	631	
540	549	558	606	612	619	627	634	646	
605	614	623	631	637	644	652	659	711	
630	639	648	656	702	709	717	724	736	
700	709	717	725	731	738	746	753	805	
730	739	747	754	800	807	814	820	832	
800	809	817	824	830	837	844	850	902	
830	839	846	854	859	905	912	918	929	
910	919	924	932	937	943	950	955	1006	
950	959	1004	1012	1017	1023	1030	1035	1046	
1030	1039	1044	1052	1057	1103	1110	1115	1126	
1110	1119	1124	1132	1137	1143	1150	1155	1206A	
1150	1159	1204A	1210A	1215A	1221A	1227A	1232A	1243	
1230A	1239A	1244	1250	1255	101	107	112	123	

SUNDAY AND HOLIDAY SCHEDULE

 Sunday schedule will be operated on New Year's Day,
 Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day.

EASTBOUND

LAX	INGLEWOOD				WATTS	SOUTH GATE		DOWNEY
City Bus Center	Century & Hawthorne	Century & Crenshaw	Century & Vermont	Century & Avalon	103rd St/ Kenneth Hahn Station	Tweedy & Long Beach	Tweedy & Atlantic	Rancho Los Amigos Medical Center
535A	546A	551A	557A	603A	608A	615A	621A	628A
605	616	621	627	633	638	645	651	658
635	646	651	657	703	708	715	721	728
705	717	723	729	735	740	747	754	801
735	747	753	759	805	810	817	824	831
755	807	813	819	825	830	837	844	851
815	827	833	839	845	851	859	906	913
835	848	854	901	907	913	921	928	935
855	908	914	921	927	933	941	948	955
915	928	934	941	947	953	1001	1008	1015
935	948	954	1001	1007	1013	1021	1028	1035
955	1008	1014	1021	1027	1033	1041	1048	1055
1015	1028	1034	1041	1047	1053	1101	1108	1115
1035	1048	1055	1102	1108	1114	1122	1129	1136
1055	1110	1117	1125	1132	1138	1146	1153	1159
1115	1130	1137	1145	1152	1158	1206P	1213P	1220P
1135	1150	1157	1205P	1212P	1218P	1226	1233	1240
1150	1205P	1212P	1220	1227	1233	1241	1248	1255
1205P	1221	1229	1237	1244	1250	1258	106	113
1225	1241	1249	1257	104	110	118	126	133
1245	101	109	117	124	130	138	146	153
105	121	129	137	144	150	158	206	213
125	141	149	157	204	210	218	226	233
145	201	209	217	224	230	238	247	254
205	221	229	237	244	250	258	307	314
225	241	249	257	304	310	318	327	334
245	300	307	315	322	328	336	345	352
305	319	326	334	340	346	354	403	410
325	339	346	354	400	406	414	423	430
345	359	406	414	420	426	434	443	450
405	419	426	434	440	446	454	503	510
425	439	446	454	500	506	514	523	530
445	459	506	514	520	526	534	543	550
505	519	526	534	540	546	554	603	610
525	539	546	554	600	606	614	623	630
545	559	606	614	620	625	633	642	649
605	619	626	633	639	644	652	701	708
625	638	645	652	658	703	711	720	727
645	658	705	712	718	723	730	739	746
715	728	735	742	748	753	800	809	816
745	758	805	812	818	823	830	838	845
820	833	839	845	851	856	903	910	917
900	914	920	926	932	937	943	950	957
940	954	1000	1006	1012	1017	1023	1030	1037
1020	1034	1040	1046	1052	1057	1103	1110	1117
1100	1114	1120	1126	1132	1137	1143	1150	1157
1140	1153	1159	1205A	1211A	1216A	1222A	1227A	1234A
1220A	1233A	1239A	1245	1251	1256	102	% 107	***
100	113	119	125	131	136	142	% 147	***

\$ — Originates at Century & Broadway two minutes before time shown.

% — Terminates at Imperial & Atlantic two minutes after time shown.

Passengers with destinations on the former route of Line 117 on Garfield, Main, Paramount, Consuelo or Dahlia, should transfer to Shuttle Line 631 at Rancho Los Amigos Medical Center.

LATE NIGHT SERVICE

Between 1:00am and 5:00am, Line 40 operates on a portion of Line 117 in order to serve the LAX City Bus Center. Line 40 operates from the LAX City Bus Center along Century Blvd. until reaching Aviation Blvd. See Line 40 timetable for more specific information.

SUNDAY AND HOLIDAY SCHEDULE

 Sunday schedule will be operated on New Year's Day,
 Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day.

WESTBOUND

DOWNEY		SOUTH GATE		WATTS		INGLEWOOD		LAX
Rancho Los Amigos Medical Center	Tweedy & Atlantic	Tweedy & Long Beach	103rd St/ Kenneth Hahn Station	Century & Avalon	Century & Vermont	Century & Crenshaw	Century & Hawthorne	City Bus Center
421A	430A	435A	441A	446A	452A	458A	503A	514A
• • •	# 459	505	511	516	522	528	533	544
521	530	536	542	547	553	559	604	615
• • •	# 600	606	612	617	623	629	634	645
616	625	631	637	642	648	654	659	710
636	645	651	657	702	708	714	719	730
656	705	711	717	723	729	736	741	752
715	724	730	737	743	749	756	801	812
735	744	750	757	803	809	816	821	832
755	804	810	817	823	829	836	841	852
815	824	831	838	844	850	858	903	914
835	844	851	858	904	910	918	923	934
855	904	911	918	924	930	938	943	954
915	924	931	938	944	950	958	1003	1014
935	944	951	958	1004	1010	1018	1023	1034
955	1004	1011	1018	1024	1030	1038	1043	1054
1015	1024	1031	1038	1044	1050	1058	1103	1114
1035	1044	1051	1058	1104	1110	1118	1123	1134
1055	1104	1111	1118	1124	1130	1138	1143	1154
1115	1124	1131	1138	1144	1150	1158	1203P	1214P
1135	1144	1152	1159	1206P	1212P	1220P	1225	1236
1150	1159	1207P	1215P	1221	1227	1235	1240	1252
1205P	1214P	1222	1230	1236	1242	1251	1257	109
1220	1229	1237	1245	1251	1258	107	113	125
1235	1244	1252	100	106	113	122	128	140
1250	1259	107	115	121	128	137	143	155
105	114	122	130	136	143	152	158	210
125	134	142	150	156	203	212	218	230
145	154	202	210	216	223	232	238	250
205	214	222	230	236	243	252	258	310
225	234	242	250	256	303	312	318	330
245	254	302	310	316	323	332	338	350
305	314	322	330	336	343	352	358	410
325	334	343	351	357	404	413	419	431
345	354	403	411	417	424	433	439	451
405	414	423	431	437	444	453	459	511
425	434	443	451	457	504	512	518	530
445	454	503	511	517	524	532	538	550
505	514	523	531	537	544	552	558	610
525	534	543	551	557	604	612	618	630
545	554	603	611	617	624	632	638	650
605	614	623	630	636	643	651	657	709
630	639	645	652	658	705	712	718	729
700	709	715	722	728	735	742	748	759
730	739	745	752	758	805	812	818	829
800	809	815	822	828	835	842	848	859
830	839	844	852	857	903	910	916	927
910	919	924	932	937	943	950	955	1006
950	959	1004	1012	1017	1023	1030	1035	1046
1030	1039	1044	1052	1057	1103	1110	1115	1126
1110	1119	1124	1132	1137	1143	1150	1155	1206A
1150	1159	1204A	1210A	1215A	1221A	1227A	1232A	1243
1230A	1239A	1244	1250	1255	101	107	112	123

— Originates at Imperial & Atlantic two minutes before time shown.

LATE NIGHT SERVICE

Between 1:00am and 5:00am, Line 40 operates on a portion of Line 117 in order to serve the LAX City Bus Center. Line 40 operates from the LAX City Bus Center along Century Blvd. until reaching Aviation Blvd. See Line 40 timetable for more specific information.

LINE 119**MONDAY THROUGH FRIDAY SCHEDULE**

6/25/00

All service on this timetable is accessible to the disabled.

NO SERVICE OPERATED ON SATURDAY, SUNDAY AND THE FOLLOWING HOLIDAYS:
 NEW YEAR'S DAY, MARTIN LUTHER KING, JR. DAY, MEMORIAL DAY, INDEPENDENCE DAY,
 LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.

EASTBOUND

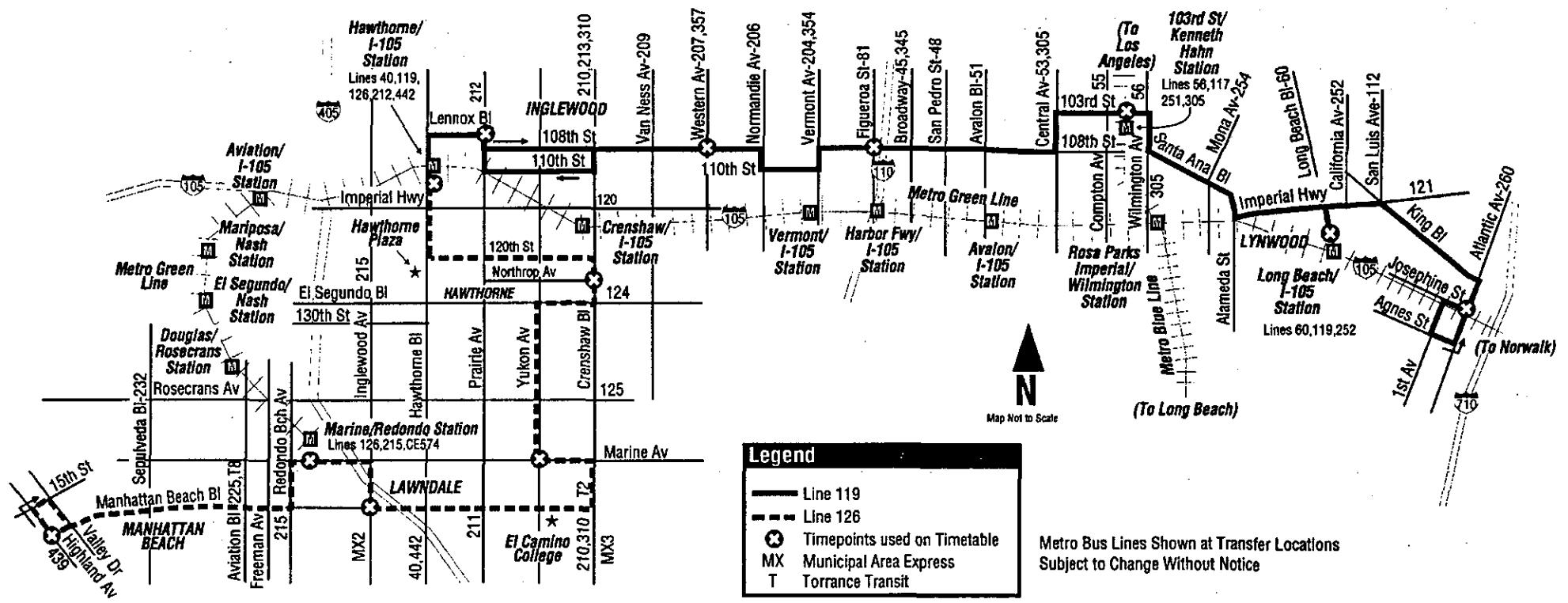
HAWTHORNE	INGLEWOOD				103rd St./	LYNWOOD
Hawthorne/ I-105 Station	Lennox & Prairie	108th & Western	108th & Figueroa	Kenneth Hahn Station	Long Beach/ I-105 Station	Josephine & Atlantic
522A	525A	532A	540A	550A	601A	611A
622	625	632	640	* 650	701	711
722	725	732	740	750	801	814
818	822	829	837	* 849	901	914
918	923	930	938	* 950	1002	1015
1018	1023	1030	1038	* 1050	1102	1115
1118	1123	1130	1138	* 1150	1202P	1212P
1218P	1223P	1230P	1238P	* 1250P	102	112
118	123	131	139	* 151	203	212
218	223	231	239	* 250	303	312
318	323	331	339	350	403	412
418	423	431	439	* 450	503	512
518	523	531	539	550	603	612
618	623	631	639	* 650	702	711
729	732	740	745	* 754	804	813

WESTBOUND

LYNWOOD		103rd St./		INGLEWOOD	HAWTHORNE	
Josephine & Atlantic	Long Beach/ I-105 Station	Kenneth Hahn Station	108th & Figueroa	108th & Western	Lennox & Prairie	Hawthorne/ I-105 Station
620A	635A	648A	658A	705A	713A	717A
720	735	748	758	805	813	817
823	838	@ 848	858	905	913	917
923	938	@ 948	958	1005	1013	1020
1026	1040	1051	1101	1108	1116	1123
1123	1137	@ 1148	1201P	1208P	1216P	1223P
1223P	1237P	@ 1248P	101	108	116	123
123	137	@ 148	201	208	216	223
221	235	@ 248	301	308	317	324
321	335	348	401	408	417	424
421	435	@ 448	501	508	517	524
523	536	548	601	608	617	624
625	637	@ 648	658	705	714	719
737	745	@ 755	805	811	818	823

* — Connects with northbound Line 56 at 103rd St. and Graham Ave. at the time shown.

@ — Connects with northbound Line 56 at 103rd St. and Graham Ave. one minute after time shown.



MONDAY SCHEDULE

Via line 120

All service on this timetable
is accessible to the disabled

EASTBOUND

Saturday schedule will be operated on Martin Luther King, Jr. Day. Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

DAY

MONDAY THROUGH FRIDAY SCHEDULE

Via Line 121

All service on this table
is accessible to the disabled.

Via Line 120 5

LAX	HAWTHORNE		WOOD		LYNNWOOD		DONMEEY		NORWALK				
	City	Aviation/ Bus Center	Imperial 1-105 Station	Imperial & Hawthorne Station	Imperial 1-105 & Crenshaw Station	Harbor & Vermont Station	Imperial/ 1-105 & Station	Imperial 1-105 & Station	Rosa Parks Station	Imperial & Long Beach Station	Imperial Old River Atlantic School	Imperial & Imperial Lakewood Station	Imperial 1-105 & Santa Fe Springs Trans Center
500A	509A	514A	520A	525A	530A	535A	540A	545A	527A	534A	538A	543A	551A
530	539	544	550	555	560	564	569	574	534	541	548	553	562A
550	559	564	561	615	625	631	636	641	562	569	634	642	652
610	620	626	632	638	644	649	655	661	645	650	665	673	714
625	635	641	647	653	659	665	671	677	650	657	670	678	739
640	650	656	657	663	671	679	714	716	725	735	743	754	754
700	718	724	722	729	739	744	758	764	740	745	750	758	809
720	730	738	744	752	759	764	771	778	785	792	803	812	835
740	750	758	764	772	780	787	794	801	785	792	803	812	856
800	810	818	824	832	839	844	851	858	845	850	855	864	886
820	830	838	844	852	859	864	871	878	867	872	878	887	916
840	850	858	865	872	879	886	893	899	886	893	900	907	938
850	855	863	869	877	884	891	898	905	895	902	909	917	955
875	895	903	909	917	924	929	936	944	932	939	947	955	993
900	915	925	935	939	947	953	959	966	956	963	968	974	1024
910	915	925	935	939	947	953	959	966	956	963	968	974	1024
915	925	935	939	947	953	959	966	974	964	971	978	984	1024
925	935	945	955	963	971	979	986	994	986	993	1000	1007	1064
935	945	955	963	971	979	986	994	1002	992	1008	1015	1022	1124
945	955	963	971	979	986	994	1002	1010	1002	1018	1025	1032	1124
955	963	971	979	986	994	1002	1010	1018	1008	1025	1032	1040	1124
963	971	979	986	994	1002	1010	1018	1025	1015	1025	1032	1040	1124
971	979	986	994	1002	1010	1018	1025	1032	1025	1032	1040	1048	1124
986	994	1002	1010	1018	1025	1032	1040	1048	1032	1040	1048	1056	1124
994	1002	1010	1018	1025	1032	1040	1048	1056	1040	1048	1056	1064	1124
1002	1010	1018	1025	1032	1040	1048	1056	1064	1048	1056	1064	1072	1124
1010	1018	1025	1032	1040	1048	1056	1064	1072	1056	1064	1072	1080	1124
1018	1025	1032	1040	1048	1056	1064	1072	1080	1064	1072	1080	1088	1124
1025	1032	1040	1048	1056	1064	1072	1080	1088	1064	1072	1080	1088	1124
1032	1040	1048	1056	1064	1072	1080	1088	1096	1064	1072	1080	1088	1124
1040	1048	1056	1064	1072	1080	1088	1096	1104	1064	1072	1080	1088	1124
1048	1056	1064	1072	1080	1088	1096	1104	1112	1064	1072	1080	1088	1124
1056	1064	1072	1080	1088	1096	1104	1112	1120	1064	1072	1080	1088	1124
1064	1072	1080	1088	1096	1104	1112	1120	1128	1064	1072	1080	1088	1124
1072	1080	1088	1096	1104	1112	1120	1128	1136	1064	1072	1080	1088	1124
1080	1088	1096	1104	1112	1120	1128	1136	1144	1064	1072	1080	1088	1124
1088	1096	1104	1112	1120	1128	1136	1144	1152	1064	1072	1080	1088	1124
1096	1104	1112	1120	1128	1136	1144	1152	1160	1064	1072	1080	1088	1124
1104	1112	1120	1128	1136	1144	1152	1160	1168	1064	1072	1080	1088	1124
1112	1120	1128	1136	1144	1152	1160	1168	1176	1064	1072	1080	1088	1124
1120	1128	1136	1144	1152	1160	1168	1176	1184	1064	1072	1080	1088	1124
1128	1136	1144	1152	1160	1168	1176	1184	1192	1064	1072	1080	1088	1124
1136	1144	1152	1160	1168	1176	1184	1192	1196	1064	1072	1080	1088	1124
1144	1152	1160	1168	1176	1184	1192	1196	1200	1064	1072	1080	1088	1124
1152	1160	1168	1176	1184	1192	1196	1200	1204	1064	1072	1080	1088	1124
1160	1168	1176	1184	1192	1196	1200	1204	1208	1064	1072	1080	1088	1124
1168	1176	1184	1192	1196	1200	1204	1208	1212	1064	1072	1080	1088	1124
1176	1184	1192	1196	1200	1204	1208	1212	1216	1064	1072	1080	1088	1124
1184	1192	1196	1200	1204	1208	1212	1216	1220	1064	1072	1080	1088	1124
1192	1196	1200	1204	1208	1212	1216	1220	1224	1064	1072	1080	1088	1124
1196	1200	1204	1208	1212	1216	1220	1224	1228	1064	1072	1080	1088	1124
1200	1204	1208	1212	1216	1220	1224	1228	1232	1064	1072	1080	1088	1124
1204	1208	1212	1216	1220	1224	1228	1232	1236	1064	1072	1080	1088	1124
1208	1212	1216	1220	1224	1228	1232	1236	1240	1064	1072	1080	1088	1124
1212	1216	1220	1224	1228	1232	1236	1240	1244	1064	1072	1080	1088	1124
1216	1220	1224	1228	1232	1236	1240	1244	1248	1064	1072	1080	1088	1124
1220	1224	1228	1232	1236	1240	1244	1248	1252	1064	1072	1080	1088	1124
1224	1228	1232	1236	1240	1244	1248	1252	1256	1064	1072	1080	1088	1124
1228	1232	1236	1240	1244	1248	1252	1256	1260	1064	1072	1080	1088	1124
1232	1236	1240	1244	1248	1252	1256	1260	1264	1064	1072	1080	1088	1124
1236	1240	1244	1248	1252	1256	1260	1264	1268	1064	1072	1080	1088	1124
1240	1244	1248	1252	1256	1260	1264	1268	1272	1064	1072	1080	1088	1124
1244	1248	1252	1256	1260	1264	1268	1272	1276	1064	1072	1080	1088	1124
1248	1252	1256	1260	1264	1268	1272	1276	1280	1064	1072	1080	1088	1124
1252	1256	1260	1264	1268	1272	1276	1280	1284	1064	1072	1080	1088	1124
1256	1260	1264	1268	1272	1276	1280	1284	1288	1064	1072	1080	1088	1124
1260	1264	1268	1272	1276	1280	1284	1288	1292	1064	1072	1080	1088	1124
1264	1268	1272	1276	1280	1284	1288	1292	1296	1064	1072	1080	1088	1124
1268	1272	1276	1280	1284	1288	1292	1296	1300	1064	1072	1080	1088	1124
1272	1276	1280	1284	1288	1292	1296	1300	1304	1064	1072	1080	1088	1124
1276	1280	1284	1288	1292	1296	1300	1304	1308	1064	1072	1080	1088	1124
1280	1284	1288	1292	1296	1300	1304	1308	1312	1064	1072	1080	1088	1124
1284	1288	1292	1296	1300	1304	1308	1312	1316	1064	1072	1080	1088	1124
1288	1292	1296	1300	1304	1308	1312	1316	1320	1064	1072	1080	1088	1124
1292	1296	1300	1304	1308	1312	1316	1320	1324	1064	1072	1080	1088	1124
1296	1300	1304	1308	1312	1316	1320	1324	1328	1064	1072	1080	1088	1124
1300	1304	1308	1312	1316	1320	1324	1328	1332	1064	1072	1080	1088	1124
1304	1308	1312	1316	1320	1324	1328	1332	1336	1064	1072	1080	1088	1124
1308	1312	1316	1320	1324	1328	1332	1336	1340	1064	1072	1080	1088	1124
1312	1316	1320	1324	1328	1332	1336	1340	1344	1064	1072	1080	1088	1124
1316	1320	1324	1328	1332	1336	1340	1344	1348	1064	1072	1080	1088	1124
1320	1324	1328	1332	1336	1340	1344	1348	1352	1064	1072	1080	1088	1124
1324	1328	1332	1336	1340	1344	1348	1352	1356	1064	1072	1080	1088	1124
1328	1332	1336	1340	1344	1348	1352	1356	1360	1064	1072	1080	1088	1124
1332	1336	1340	1344	1348	1352	1356	1360	1364	1064	1072	1080	1088	1124
1336	1340	1344	1348	1352	1356	1360	1364	1368	1064	1072	1080	1088	1124
1340	1344	1348	1352	1356	1360	1364	1368	1372	1064	1072	1080	1088	1124
1344	1348	1352	1356	1360	1364	1368	1372	1376	1064	1072	1080	1088	1124
1348	1352	1356	1360	1364	1368	1372	1376	1380	1064	1072	1080	1088	1124
1352	1356	1360	1364	1368	1372	1376	1380	1384	1064	1072	1080	1088	1124
1356	1360	1364	1368	1372	1376	1380	1384	1388	1064	1072	1080	1088	112

MONDAY THROUGH FRIDAY SCHEDULE

Wia Line 121

200

MURKIN'S SERVICE

HAIR NIGHT SERVICE

Between midnight and 5:00am, Line 40 operates on the section of Interstate Highway between Hawthorne Blvd. and Aviation Blvd., then continues on Aviation Blvd. to serve the LAX City Bus Center. See line 40 timetable for more specific information.

WESTBOUND

Via line 120

VIA LINE 120	HAWTHORNE	INGLESIDE	WOOD	LAX
	Imperial	Airport	City	Bus
	&	&	Center	
Hawthorne Station				
541A	533A	601A		
614	630	631		
613	639	700		
705	722	723		
722	734	735		
732	739	810		
812	819	830		
827	845	905		
847	854	905		
912	919	930		
944	951	1002		
1014	1021	1032		
1039	1046	1057		
1109	1127	1137		
1136	1143	1154		
1205P	1212P	1223P		
1225	1232	1253		
1235	1242	1253		
1245	1252	1253		
1255	1262	1263		
1265	1272	1273		
1275	1282	1283		
1285	1292	1293		
1295	1302	1303		
1305	1312	1313		
1315	1322	1323		
1325	1332	1333		
1335	1342	1343		
1345	1352	1353		
1355	1362	1363		
1365	1372	1373		
1375	1382	1383		
1385	1392	1393		
1395	1402	1403		
1405	1412	1413		
1415	1422	1423		
1425	1432	1433		
1435	1442	1443		
1445	1452	1453		
1455	1462	1463		
1465	1472	1473		
1475	1482	1483		
1485	1492	1493		
1495	1502	1503		
1505	1512	1513		
1515	1522	1523		
1525	1532	1533		
1535	1542	1543		
1545	1552	1553		
1555	1562	1563		
1565	1572	1573		
1575	1582	1583		
1585	1592	1593		
1595	1602	1603		
1605	1612	1613		
1615	1622	1623		
1625	1632	1633		
1635	1642	1643		
1645	1652	1653		
1655	1662	1663		
1665	1672	1673		
1675	1682	1683		
1685	1692	1693		
1695	1702	1703		
1705	1712	1713		
1715	1722	1723		
1725	1732	1733		
1735	1742	1743		
1745	1752	1753		
1755	1762	1763		
1765	1772	1773		
1775	1782	1783		
1785	1792	1793		
1795	1802	1803		
1805	1812	1813		
1815	1822	1823		
1825	1832	1833		
1835	1842	1843		
1845	1852	1853		
1855	1862	1863		
1865	1872	1873		
1875	1882	1883		
1885	1892	1893		
1895	1902	1903		
1905	1912	1913		
1915	1922	1923		
1925	1932	1933		
1935	1942	1943		
1945	1952	1953		
1955	1962	1963		
1965	1972	1973		
1975	1982	1983		
1985	1992	1993		
1995	2002	2003		
2005	2012	2013		
2015	2022	2023		
2025	2032	2033		
2035	2042	2043		
2045	2052	2053		
2055	2062	2063		
2065	2072	2073		
2075	2082	2083		
2085	2092	2093		
2095	2102	2103		
2105	2112	2113		
2115	2122	2123		
2125	2132	2133		
2135	2142	2143		
2145	2152	2153		
2155	2162	2163		
2165	2172	2173		
2175	2182	2183		
2185	2192	2193		
2195	2202	2203		
2205	2212	2213		
2215	2222	2223		
2225	2232	2233		
2235	2242	2243		
2245	2252	2253		
2255	2262	2263		
2265	2272	2273		
2275	2282	2283		
2285	2292	2293		
2295	2302	2303		
2305	2312	2313		
2315	2322	2323		
2325	2332	2333		
2335	2342	2343		
2345	2352	2353		
2355	2362	2363		
2365	2372	2373		
2375	2382	2383		
2385	2392	2393		
2395	2402	2403		
2405	2412	2413		
2415	2422	2423		
2425	2432	2433		
2435	2442	2443		
2445	2452	2453		
2455	2462	2463		
2465	2472	2473		
2475	2482	2483		
2485	2492	2493		
2495	2502	2503		
2505	2512	2513		
2515	2522	2523		
2525	2532	2533		
2535	2542	2543		
2545	2552	2553		
2555	2562	2563		
2565	2572	2573		
2575	2582	2583		
2585	2592	2593		
2595	2602	2603		
2605	2612	2613		
2615	2622	2623		
2625	2632	2633		
2635	2642	2643		
2645	2652	2653		
2655	2662	2663		
2665	2672	2673		
2675	2682	2683		
2685	2692	2693		
2695	2702	2703		
2705	2712	2713		
2715	2722	2723		
2725	2732	2733		
2735	2742	2743		
2745	2752	2753		
2755	2762	2763		
2765	2772	2773		
2775	2782	2783		
2785	2792	2793		
2795	2802	2803		
2805	2812	2813		
2815	2822	2823		
2825	2832	2833		
2835	2842	2843		
2845	2852	2853		
2855	2862	2863		
2865	2872	2873		
2875	2882	2883		
2885	2892	2893		
2895	2902	2903		
2905	2912	2913		
2915	2922	2923		
2925	2932	2933		
2935	2942	2943		
2945	2952	2953		
2955	2962	2963		
2965	2972	2973		
2975	2982	2983		
2985	2992	2993		
2995	3002	3003		
3005	3012	3013		
3015	3022	3023		
3025	3032	3033		
3035	3042	3043		
3045	3052	3053		
3055	3062	3063		
3065	3072	3073		
3075	3082	3083		
3085	3092	3093		
3095	3102	3103		
3105	3112	3113		
3115	3122	3123		
3125	3132	3133		
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