



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 8, 2018
Time: After 8:30 A.M.*
Place: Los Angeles City Hall
Council Chambers
200 North Spring Street
Los Angeles, CA 90012

Public Hearing: Initial public hearing completed December 20, 2017. Limited public hearing to be held at the March 8, 2018 City Planning Commission meeting.

Appeal Status: Density Bonus off-menu waivers/modifications are not further appealable.

Expiration Date: March 19, 2018

Multiple Approval: No

Case No.: CPC-2016-2203-DB

CEQA No.: ENV-2016-2204-CE

Incidental Cases: N/A

Related Cases: N/A

Council No.: 5 – Koretz

Plan Area: Wilshire

Specific Plan: N/A

Certified NC: Mid City West

Zone: C2-1VL-O

Applicant: Kiwi Neman,
488 San Vicente LLC

Representative: Elizabeth Peterson,
Elizabeth Peterson Group

PROJECT

LOCATION: 488-498 South San Vicente Boulevard

PROPOSED PROJECT:

The proposed project involves the demolition of existing structures and the construction, use, and maintenance of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial space. The project will set aside five units (11 percent of the base density) for Very Low Income Households and will set aside an additional five units for Moderate Income Households. The project will provide 79 automobile parking spaces located within three subterranean parking levels. The project will observe a rear yard setback along the northern property line of zero feet at the ground floor and five feet, ten inches above the ground floor.

REQUESTED ACTION:

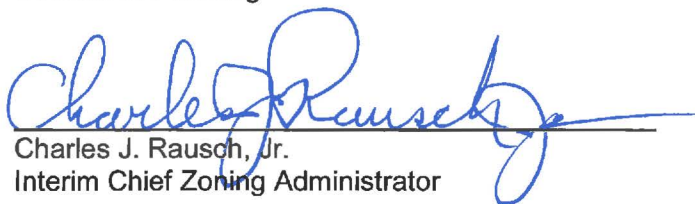
- 1) Pursuant to CEQA Guidelines, Section 15332, Article 19, an Exemption from CEQA Section 1, Class 32, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and
- 2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25(g)(3), a set aside of a minimum of 11 percent (five dwelling units) reserved for Very Low Income Households, to permit the construction of 54 residential dwelling units, utilizing AB 744 parking option of 0.5 parking spaces per bedroom, and requesting four off-menu waivers or modifications of the following development standards:
 - a. An off-menu request to allow a maximum Floor Area Ratio (FAR) of 4.1 to 1 in lieu of the otherwise permitted 1.5 to 1 FAR in the C2-1VL-O Zone pursuant to LAMC Section 12.21.1-A;
 - b. An off-menu request to allow a maximum height of 75 feet and seven stories in lieu of the otherwise permitted 45 feet and three stories in the C2-1VL-O Zone pursuant to LAMC Section 12.21.1-A;

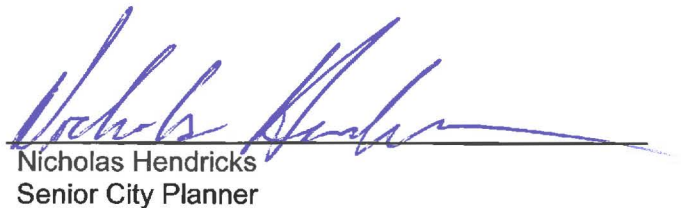
- c. An off-menu request to waive the transitional height requirements as otherwise required pursuant to LAMC Section 12.21.1-A,10; and
- d. An off-menu request to allow a rear yard setback of five feet, ten inches above the ground floor in lieu of the rear yard requirement pursuant to LAMC Sections 12.11-C,3 and 12.14-C,2.


RECOMMENDED ACTIONS:

- 1) **Determine** based on the whole of the administrative record, the Project is exempt from CEQA, pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and;
- 2) **Approve** a 35 percent density bonus with a set aside of 11 percent (five dwelling units) of the permitted base density for Very Low Income Households; and four off-menu waivers/modifications:
 - a. to allow a maximum Floor Area Ratio (FAR) of 4.1 to 1 in lieu the 1.5 to 1 otherwise permitted in the C2-1VL-O Zone;
 - b. to allow a maximum height of 75 feet and seven stories in lieu of the 45 feet and three stories otherwise permitted in the C2-1VL-O Zone;
 - c. to waive transitional height requirements as otherwise required pursuant to LAMC Section 12.21.1-A,10; and
 - d. to allow a rear yard setback of five feet, ten inches above the ground floor in lieu of the rear yard requirement pursuant to LAMC Sections 12.11-C,3 and 12.14-C,2.
- 3) **Adopt** the attached Conditions of Approval; and
- 4) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning


Charles J. Rausch, Jr.
Interim Chief Zoning Administrator


Nicholas Hendricks
Senior City Planner


Courtney Shum
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in

court, you may be limited to raising only those issues you or someone else raised at the public hearing agendaized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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PROJECT ANALYSIS

PROJECT SUMMARY

As proposed, the project involves the demolition of existing commercial structures and the new construction, use, and maintenance of a seven-story, 75-foot high, 59,403 square-foot, mixed-use development containing 54 residential dwelling units and approximately 5,651 square feet of ground floor commercial space in the Wilshire Community Plan. Of the proposed residential units, the project will set aside five units (11 percent of the base density) for Very Low Income Households and an additional five units for Moderate Income Households. Residences will be comprised of a mix of studio, one-bedroom, and two-bedroom units. The total Floor Area Ratio (FAR) of the proposed development is 4.1 to 1.

On the ground floor of the proposed seven-story development, the building will be lined with commercial retail space fronting San Vicente Boulevard and 5th Street, with a residential lobby, vehicular access, bicycle parking, and back-of-house functions (loading area, mechanical equipment, storage, and trash/recycling) behind, along 5th Street and the abutting alley. Levels 2 through 7 will contain the proposed dwelling units, along with common amenities dispersed throughout the second and seventh floors of the proposed building.

The project will add approximately 7,686 square-feet of open space where currently the site provides none, including 2,518 square feet of common open space contained within an indoor common area on the second floor and fitness room and outdoor common area on the seventh floor, as well as 5,168 square feet of private balcony/terrace space. The project includes 1,930 square feet of landscaped area and the planting of 29 new trees, shrubs, and ground cover dispersed throughout the outdoor open space areas and along the San Vicente Boulevard and 5th Street frontages.

A total of 79 automobile parking spaces and 82 bicycle parking spaces are proposed. Vehicular access to the project site will be provided via one two-way driveway on 5th Street. The project will include three subterranean parking levels containing a mix of single and tandem stalls. All commercial parking spaces will be located within the first subterranean parking level. There will be a security gate leading to the residential parking spaces on the second and third subterranean parking levels. Parking will not be visible from the street.

A summary of the proposed development program is provided below in Table 1.

Table 1. Proposed Development Program		
USE	FLOOR AREA (SF)	OPEN SPACE (SF)
Levels B2 and B3 - Residential Parking (56 spaces) - Mechanical Equipment and Storage	--	--
Level B1 - Commercial Parking (23 spaces) - Mechanical Equipment and Storage	--	--
Level 1 (Ground Floor) - Commercial/Retail - Residential Lobby - Bicycle Parking and Maintenance (82 spaces) - Loading - Mechanical Equipment and Storage - Trash/Recycling	8,610	--
Level 2 - Apartments (12 units)	10,747	1,213

- Private Balconies - Indoor Common Area		
Levels 3 through 6 (4 levels) - Apartments (37 units) - Private Balconies	34,379	4,124
Level 7 - Apartments (5 units) - Private Balconies - Outdoor Common Area - Fitness Room	5,667	2,349
TOTAL:	59,403	7,686

BACKGROUND

The project site is a relatively flat, rectangular-shaped property on the northeast corner of San Vicente Boulevard and 5th Street. The subject property is comprised of three lots totaling approximately 14,470 square feet (0.33 acre). The site has approximately 132 feet of frontage along the eastern side of San Vicente Boulevard (a designated Boulevard II under the Mobility Plan 2035) and 110 feet along the north side of 5th Street (a designated Standard Local Street). The site also abuts a 20-foot alley to the east. Currently, the site is occupied by single-story commercial structures containing neighborhood-serving commercial uses and medical offices. All existing uses are to be removed as part of the proposed development.

General Plan Land Use Designation and Zoning

The subject property is located within the Wilshire Community Plan. The adopted Community Plan designates the subject property for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The site is zoned C2-1VL-O and is thus consistent with the existing land use designation. The site is located within an "O" Oil Drilling Supplemental Use District where the drilling of oil wells or the production from the wells of oil, gases, or other hydrocarbon substances is permitted pursuant to LAMC Section 13.01. However, neither the existing or proposed use involves oil drilling or production. As such, the provisions of said code section do not apply to the case herein. The site is located within a City of Los Angeles Transit Priority Area; it is not located within any specific plan, community design overlay, or interim control ordinance.

Surrounding Properties

Surrounding properties are characterized by relatively level terrain and improved streets. Properties directly north of the subject site are zoned C2-1VL-O and developed with a one-story commercial buildings. Further north, across Drexel Avenue, is an approximately 11-story medical office building. Property to the south across 5th Street is zoned C2-1VL-O and developed with a surface parking lot for an adjacent commercial building. Properties east of the subject site across the 20-foot alley are zoned R1-1-O-RFA and developed with a grouping of single-family homes. Properties to the west across San Vicente Boulevard is zoned OS-1XL-O and developed with a landscaped center median. Further west are properties located within the City of Beverly Hills developed with a mix of commercial and multi-family residential land uses.

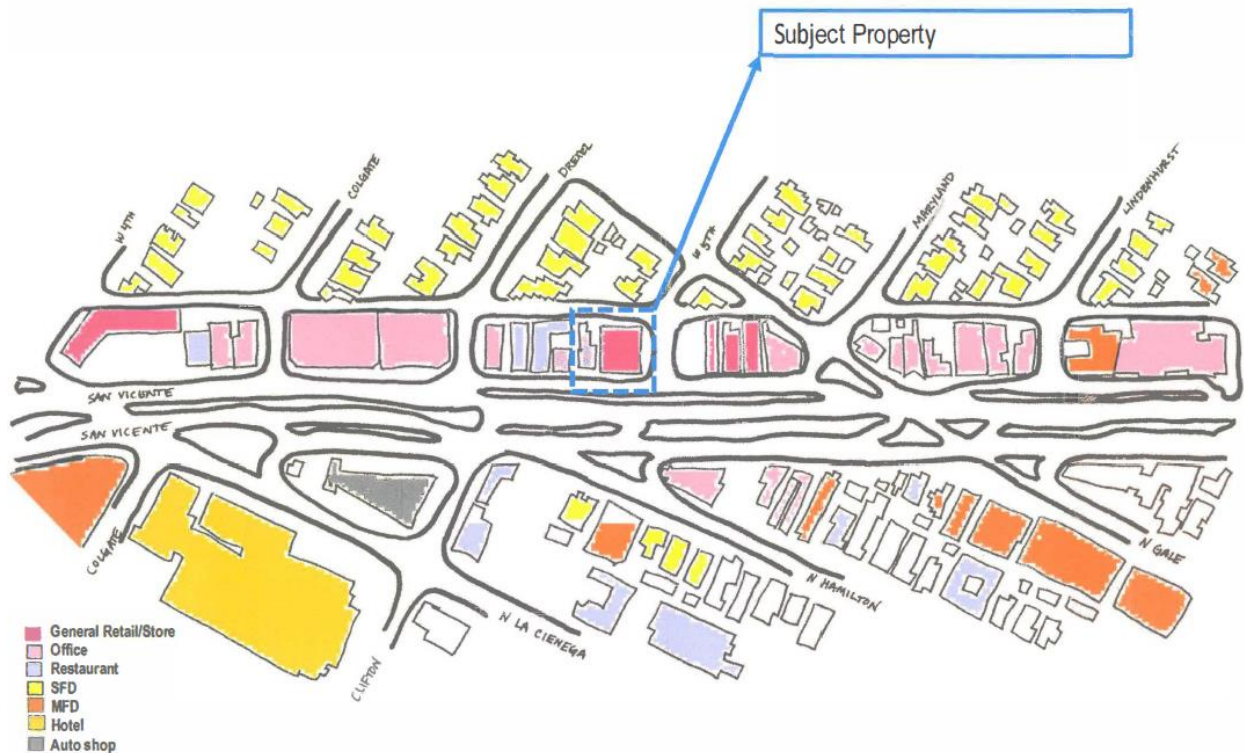


Figure 1. Surrounding Uses

Streets and Circulation

San Vicente Boulevard, adjoining the subject property to the west, is a designated Boulevard II, dedicated to a right-of-way width of 50 feet and improved with curb, gutter, and sidewalk at the project's street frontage.

5th Street, adjoining the subject property to the south, is a designated Standard Local Street, dedicated to a right-of-way width of 55 feet and improved with curb, gutter, and sidewalk at the project's street frontage.

An alley adjoins the subject property to the east and is dedicated to a width of 20 feet and improved with paved asphalt.

The following bus stops are located near the project site:

- Metro Local Lines – 30/330 (0.0 mile); 105 (0.1 mile); 20 (0.3 mile); 218 (0.3 mile); and 16/316 (0.3 mile)
- Metro Rapid Line – 705 (0.3 mile) and 720 (0.3 mile)

The nearest freeway access is to the Santa Monica Freeway via La Cienega Boulevard, approximately 2.5 miles south of the project site. The subject property is not located within 1,000 feet of any freeway.

Relevant Cases

Subject Property:

Ordinance No. 158,443 – On December 5, 1983, Ordinance No. 158,443 became effective, establishing the current C2-1VL-O zoning of the site.

Surrounding Properties:

The following relevant cases were identified to be within 500 feet of the project site or apply to area-wide planning initiatives:

CPC-2006-2502-ICO – On July 12, 2006, the City Planning Commission approved a proposed Interim Control Ordinance to temporarily prohibit the issuance of certain permits on any R1-zoned properties within the proposed Beverly Grove ICO Area.

Ordinance No. 178,124 – On January 21, 2007, Ordinance No. 178,124 became effective, imposing interim regulations on the issuance of building permits on any R1-zoned lot fronting on and within the area generally bounded by Colgate Avenue on the north, Fairfax Avenue on the east, Lindenhurst Avenue on the south, and San Vicente Boulevard on the west, unofficially referred to as “Beverly Grove” in the Wilshire Community Plan Area.

CPC-2013-190-RFA – On August 26, 2013, the City Planning Commission approved a proposed ordinance to establish the Beverly Grove Residential Floor Area District for the area of single-family zoned lots along Colgate Avenue, Drexel Avenue, West 5th Street, Lindenhurst Avenue, and Maryland Drive between San Vicente Boulevard and Fairfax Avenue.

Ordinance No. 182,754 – On October 28, 2013, the Beverly Grove Residential Floor Area District became effective under Ordinance No. 182,754, establishing tailored zoning regulations for single-family residential structures in the Beverly Grove neighborhood along Colgate Avenue, Drexel Avenue, 5th Street, Maryland Drive, and Lindenhurst Avenue between San Vicente Boulevard to the west and Fairfax Avenue to the east.

REQUESTED ACTIONS

The applicant has requested a maximum 35 percent Density Bonus to permit the construction of 54 residential dwelling units with four off-menu waivers/modifications to allow for increased floor area ratio and height, to waive transitional height requirements as otherwise required under LAMC Section 12.21.1-A, and to allow for a reduced rear yard setback above the ground floor of the proposed development. In exchange, the project will set aside a minimum of 11 percent of the base density (five dwelling units) for Very Low Income Households for a period of 55 years. The project will also utilize the Assembly Bill (AB) 744 parking option of providing 0.5 parking spaces per bedroom for a portion of the residential units.

Density Bonus

In exchange for setting aside 11 percent of its base density units for Very Low Income Households, LAMC Section 12.22-A,25 allows a maximum 35 percent density bonus in proposed residential units. The subject site’s C2 Zone permits a base density of 40 units by right. This density is calculated by dividing the sum of the site’s lot area (14,470 square feet) and half of the area of the site’s adjoining alley (1,314 square feet), totaling 15,784 square feet,

by 400, which equates to 40 base density units.¹ The 35 percent density bonus entitles the project to a total of 54 residential units, or 14 units beyond what would otherwise be permitted based on the underlying zoning of the site.

Automobile Parking

LAMC Section 12.22-A,25(d) and California Code Section 65915(p) allow for the reduction of required residential parking for a project providing affordable units. In this case, the applicant is utilizing Parking Option 1 (LAMC Section 12.22-A,25(d)(1) and California Government Code Section 65915(p)(1)), which allows for all units within the project to be calculated at one space for each bedroom. With 12 studio, 26 one-bedroom, and 16 two-bedroom units proposed, the project would be required to provide 70 residential parking spaces. Additionally, under AB 744, which amended sections of the State Density Bonus Law (California Government Code Section 65915(p)(2)), the site's location within one-half mile of a major transit stop permits a maximum required parking ratio of 0.5 spaces per bedroom.² The project has opted to utilize AB 744's further parking reductions for a portion of its two-bedroom units, which reduces the number of required residential parking spaces to 60. The project will provide a total of 60 residential parking spaces.

LAMC Section 12.21-A,4(c) requires that commercial parking be provided at a ratio of four spaces per 1,000 square feet of floor area. With 5,651 square feet of retail space proposed, the project would be required to provide 23 parking spaces. However, the project will additionally reduce its required commercial parking by approximately 17 percent through the use of the City's bicycle ordinance, which, under LAMC Section 12.21-A,4, permits such reduction in exchange for the installation of additional bicycle parking, bringing the total number of commercial parking spaces down to 19. A total of 19 commercial parking spaces will be provided as part of the proposed development.

By utilizing the applicable parking reductions for the residential and commercial uses, the project will be required a total of 79 automobile parking spaces and 79 spaces will be provided.

Off Menu Waivers/Modifications

Pursuant to LAMC Section 12.22-A,25(g)(3), the project is eligible to request a waiver or modification of any development standards not included in the Menu of Incentives enumerated in LAMC Section 12.22-A,25(f). The following off-menu modifications/waivers have been requested:

- **Floor Area Ratio** – The project site is zoned C2-1VL-O. The site's commercial zoning and location within Height District No. 1VL permit a maximum Floor Area Ratio (FAR) of 1.5 to 1, which would allow the project to be built with a maximum floor area of 21,705 square feet by right. Through the off-menu density bonus request, the applicant seeks permission to

¹ Assembly Bill 2501 clarifies that density calculations that result in a fractional number are to be rounded up to the next whole number. This applies to base density, number of bonus units, and number of affordable units required to be eligible for the density bonus.

² "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located within one-half mile of the Beverly Boulevard and La Cienega Boulevard intersection, where the Metro Local 14 and Metro Rapid 715 bus lines intersect. The Metro Local 14 line has an average service interval of 7.64 minutes eastbound and 7.25 minutes westbound, while the Metro Rapid 715 line has an average service interval of 14.49 minutes southbound and 13.55 minutes northbound. Thus, the Beverly Boulevard and La Cienega Boulevard intersection meets the headway requirements to qualify for a major transit stop.

increase the maximum allowable FAR to 4.1 to 1 to allow the project to be built within a maximum 59,403 square-foot building envelope.

- **Height** – Height District No. 1VL permits a maximum height of 45 feet and three stories for mixed-use developments on commercially zoned lots. The project requests an off-menu modification to increase the maximum allowable height of the building to 75 feet and seven stories.
- **Transitional Height** – Pursuant to LAMC Section 12.21.1-A,10, commercially zoned lots are required to observe transitional heights when located within certain distances of RW1 or more restrictive zones, as follows:

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 199 feet	61 feet

The project site is located across an alley from R1-zoned lots and across San Vicente Boulevard from a parcel zoned OS, which are both more restrictive zones than RW1. As such, the project would be required to maintain building heights of 25 feet for any portion of the building located within 49 feet of the R1 and OS zones, 33 feet for portions of the building 50 to 99 feet from the R1 and OS zones, and 61 feet for portions of the building 100 to 199 feet from the R1 and OS zones. The applicant seeks a waiver of these transitional height requirements under LAMC Section 12.21.1-A,10 to allow for a maximum 75-foot high building, though building heights range from approximately 25 feet to 75 feet throughout the building due to its tiered design.

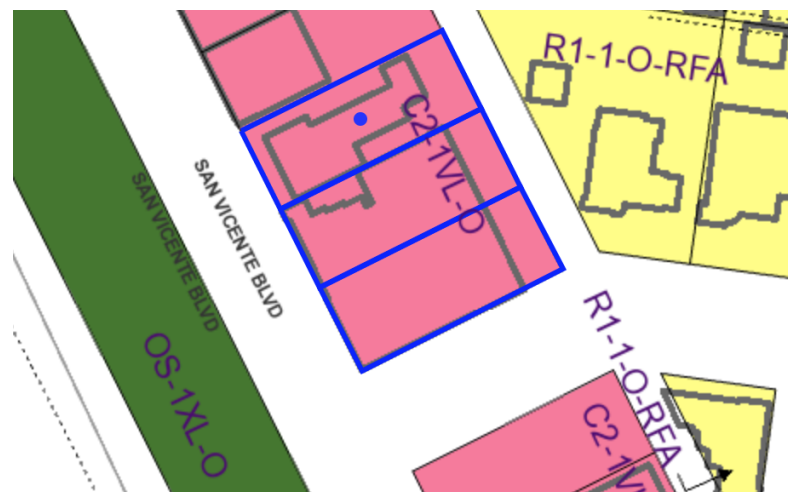


Figure 2. Proximity to R1 and OS Zones

- **Rear Yard** – Pursuant to LAMC Section 12.22-A,18, the project, as a mixed-use development, may observe zero-foot setbacks at the ground floor and zero-foot setbacks along any street or alley above the ground floor. Any yards above the ground floor *not* fronting a public street or alley must adhere to the yard requirements of the underlying zone. As such, the project would be required to provide a minimum 18-foot rear yard setback along the northern property line to comply with the yard requirements of the C2 Zone. The applicant seeks an off-menu modification to allow a rear yard setback of five feet, ten inches above the ground floor in lieu of the rear yard requirements of the C2 Zone pursuant to LAMC Sections 12.11-C,3 and 12.14-C,2.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer at Los Angeles City Hall in Room 1020 on Wednesday, December 20, 2017 (see Public Hearing and Communications, Page P-1).

PROFESSIONAL VOLUNTEER PROGRAM

The Department of City Planning's Urban Design Studio – Professional Volunteer Program (PVP) reviewed the proposed project on October 18, 2016. PVP's comments and suggestions focused on the project's originally proposed residential lobby, parking and alley access, and open space areas. The following is a summary of PVP's comments along with the applicant's responses.

Residential Lobby

PVP stated that the narrow corridor leading to the residential lobby does not complement the pedestrian experience, and is not identifiable as the primary building entry. They questioned whether the lobby could be expanded and shifted closer to the street to create a more prominent entry. In response to PVP's comments, the project was revised to include a wider corridor leading to the residential lobby and elevators. This was accomplished by slightly reducing the size of the ground floor commercial space. The applicant also explained that it made more sense to have the residential lobby along 5th Street in order to allow San Vicente to maintain a prominent commercial frontage and encourage more retail activity along the boulevard.

Parking and Alley Access

As originally designed, the project featured an automated parking system to be accessed off of the alley. PVP expressed concerns that the driveway entrance from the alley would be too narrow and that it would be difficult to maneuver cars into the auto lift spaces. In addition, PVP noted that automated parking typically does not work well for retail because there is usually a higher turnover of cars than residential uses that could cause queuing along the alley. In response to PVP's comments and neighbor concerns, the project eliminated the automated parking system, instead opting for a ramped parking configuration leading to three levels of subterranean parking. In addition, the driveway has been moved to 5th Street to minimize traffic and queuing within the alley.

Private Open Space Areas/Terracing

PVP appreciated the proposed terracing along the eastern façade along the alley as an alternative to transitional height, but they were concerned that some of the smaller balconies would not be functional and would result in wasted space. To address the non-usable space within the balconies, the project has been designed with wide planters on the edges of the balcony to eliminate sharp, non-functional corners.

The applicant submitted revised plans for the project as currently proposed, which include the above-described changes.

ISSUES AND CONSIDERATIONS

The following section includes a discussion of issues and considerations related to the project. These discussion points were identified at the public hearing held on December 20, 2017, in public correspondence, and/or in discussions with the applicant.

Height

As stated at the public hearing and in written correspondence, members of the public oppose the proposed height of the building. Their concerns are that it will result in shade and shadow impacts and compromise the privacy of the single-family homes to the east.

In September 2013, Governor Brown signed into law Senate Bill 743 (SB 743), which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit, including limiting the extent to which aesthetics are defined as impacts under CEQA – that is, for projects located within a transit priority area, aesthetic impacts shall not be considered a significant impact on the environment. As such, since the project site is located within a City of Los Angeles Transit Priority Area, shade and shadow and any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact pursuant to CEQA. Nonetheless, the applicant prepared and submitted a shade and shadow study for informational purposes, which concluded that the project would not result in significant shade and shadow impacts (as established by the City's CEQA Threshold Guide) during the vernal equinox, summer solstice, autumnal equinox, and winter solstice.³

Though the project seeks a waiver of transitional height requirements, the development features a terraced design along the eastern façade to concentrate the bulk of the building along San Vicente Boulevard and provide additional massing relief along the alley adjacent to single-family homes. The terracing allows the project to provide private balconies for a portion of the alley-facing units, which has raised concerns for some nearby residents who feel that their privacy will be compromised. Through discussions with the property owner of the immediately adjoining single-family residence, the project was revised so that the balconies along the alley will be lined with 42-inch permanent planters and minimum 16-inch tall plantings intended for privacy screening, an effort intended to address privacy concerns for those residing closest to the proposed project. As shown in the diagram on the following page, the landscaped planters will obstruct views into the homes closest to the project site.

³ Pursuant to the 2006 L.A. CEQA Thresholds Guide, a project impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).

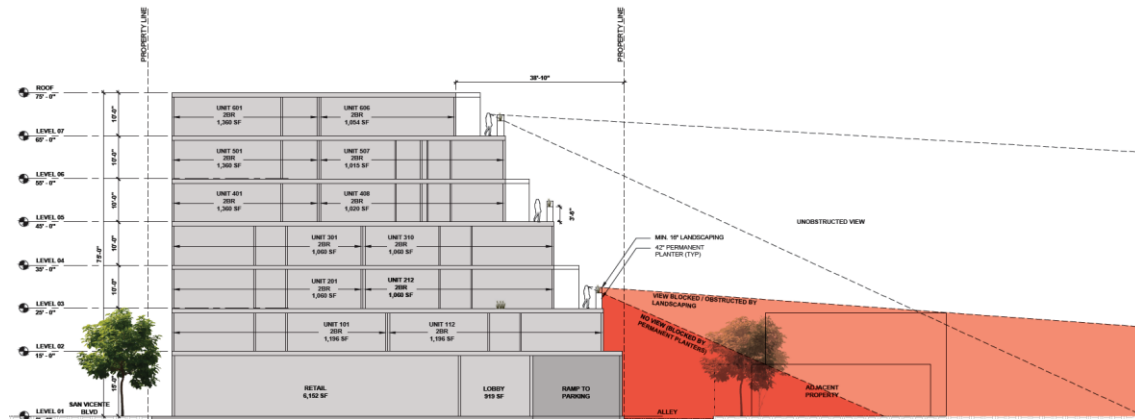


Figure 3. Line of Sight from Alley Facing Balconies

Neighborhood Compatibility

Comments were received stating that the scale of the proposed development would not fit the context of the neighborhood, and that the project ignores protections for single-family uses by seeking a waiver of transitional height requirements. The project site is located in the Wilshire Community Plan, along San Vicente Boulevard, where building heights range from one to 11 stories, up to approximately 150 feet tall. Although the height of the proposed building would be taller than the immediately abutting uses, it would not constitute a substantial degradation of the visual character and quality of the surrounding neighborhood, as the building would fit within the range of other buildings along and around the San Vicente corridor. Developments with similar heights within 1,000 feet of the project site include the Cedar Sinai Mark Goodson Building at 444 South San Vicente Boulevard (11 stories, approximately 150 feet high), the SLS hotel at 464 South La Cienega Boulevard (seven stories, approximately 75 feet high), the 8500 Burton Way mixed-use development (eight stories, approximately 87 feet high), and the Villa Fiorita condominium building at 151 North Hamilton Drive (five stories, approximately 55 feet high).

As noted by public commenters, the project site is relatively unique in its proximity to single-family uses. Individuals opposed to the scale of the project stated that it ignores single-family protections by seeking to waive transitional height requirements. As previously mentioned, though the project has requested a waiver of transitional height requirements, it is still observing stepbacks along the elevation closest to single-family uses, just not to the extent normally required by the zoning code. The shaded area in the section drawing on the next page shows the area of the building which does not adhere to transitional height requirements for the 75-foot building under LAMC Section 12.21.1-A,10. This area allows the building to gain an additional approximately 3,808 square feet of floor area to facilitate the provision of affordable housing on the site. To further address neighborhood concerns about privacy, the applicant stated at the public hearing their intention to restrict use of the rooftop patio after 10:00 PM.

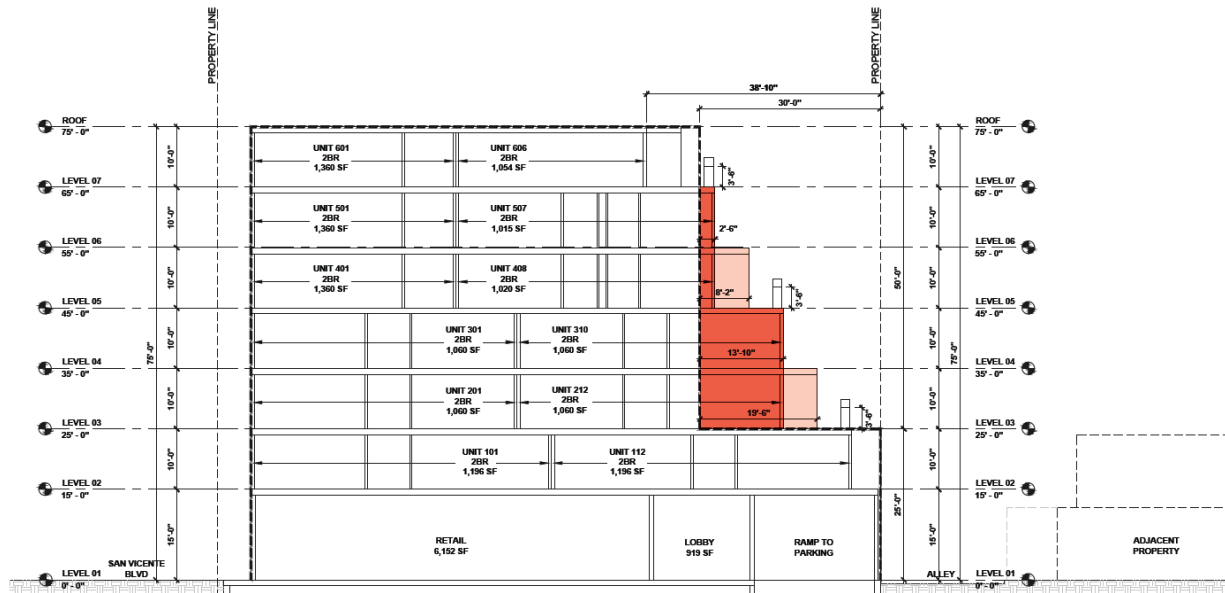


Figure 4. Transitional Height Diagram

The proposed mixed-use building would be consistent with the surrounding neighborhood. Its development would not introduce a use that is inconsistent with the existing character of the immediate surrounding neighborhood. Higher density development is typical of major commercial corridors such as San Vicente Boulevard, and approval of the requested incentives would allow for a development that would address the growing housing needs of the City of Los Angeles. Design considerations have been made to be sensitive to the single-family neighborhood immediately east of the site, including architectural features and landscaping that soften transitions in scale and ensure continued access to light and privacy of adjacent residents. As proposed, the project would not only provide new housing for a mix of incomes, but would offer new retail space targeted for existing and future residents of the project and surrounding area. The redevelopment of the project site from an underutilized commercial building into a 54-unit mixed-use development with 10 affordable units and 5,651 square feet of commercial space all along San Vicente Boulevard will assist in the transformation of the area into a more vibrant neighborhood in close proximity to transit.

Conflicts with State Density Bonus Legislation

Public commenters stated that the density bonus off-menu requests violate State law and the City's zoning code, and that the project should seek a zone change or other legislative entitlement to develop a building of the proposed scale. Members of the public have taken issue with the fact that the project is requesting for waivers and modifications of development standards outside the menu of incentives recognized within Senate Bill 1818 (SB 1818) and Los Angeles Municipal Code Section 12.22-A,25.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City of Los Angeles created an ordinance that included a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). In addition, pursuant to Government Code Section 65915(e)(1), the State Density Bonus Law states that a project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically

precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law], creating the avenue for developments to seek deviations from development standards outside the menu of concessions or incentives. The process for seeking off-menu waivers and modifications has been codified under LAMC Section 12.22-A,25(g)(3), and such request(s) shall be granted unless the decision-making body finds that:

1. *The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; or*
2. *The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

As detailed in Finding Nos. 1 and 2 for the request herein, neither was found to be the case. Thus, there would be no violation of state or local laws in approving the requested density bonus and off-menu requests for waivers and modifications of development standards.

Enforcement of Affordable Units

Members of the public stated that City enforcement has been lax in ensuring that affordable units are maintained as such. As part of the proposed project, the development will voluntarily reserve five on-site units for Moderate Income Households. An additional five on-site units will be designated for Very Low Income Households, subject to the requirements of the Housing and Community Investment Department (HCIDLA). The project would be required to a record a land use covenant obligating the property owner to designate these as affordable units for a 55-year term. HCIDLA prepares the covenant and requires that affordable units be dispersed within a project and cannot be grouped together; reflect the same percentage of types and sizes as the non-affordable units (i.e., if 30 percent of market-rate units are 2-bedroom, 30 percent of the affordable units must be 2-bedroom); and offer the same amenities as non-affordable units, with the exception of floor coverings and quality of appliances. HCIDLA relies on annual income and rent schedules determined by the California Department of Housing and Community Development and the Federal Department of Housing and Urban Development to establish the maximum income and rent levels for potential occupants of affordable housing. HCIDLA is also charged with certifying the incomes of all eligible households who will occupy an affordable housing unit. Income verifications are conducted annually to ensure that a tenant remains eligible to occupy an income-restricted unit.

Traffic and Parking

Individuals at the public hearing and in written communications expressed concern that the proposed development would worsen traffic along San Vicente Boulevard, an already-congested thoroughfare, and in the surrounding residential neighborhood. In a letter dated November 6, 2017, the Los Angeles Department of Transportation (LADOT) concurred with the transportation analysis prepared by Gibson Transportation Consulting, dated May 31, 2017, which determined that the proposed development is not anticipated to result in any significant traffic impacts at the two studied intersections: Orlando Avenue and 3rd Street and Orlando Avenue / Gale Street and San Vicente Boulevard.

Street parking is also an area of concern for individuals residing near the project site. Members of the public were concerned that the project would put a strain on the already limited supply of street parking in the area. As stated previously, by utilizing density bonus parking requirements and reductions authorized through State law and the Los Angeles Municipal Code, the project will be required a total of 79 parking spaces and 79 spaces will be provided. The minimum parking required for the project will be provided entirely on-site. In addition, the project is providing 82 bicycle parking spaces, is located within a City of Los Angeles Transit Priority Area, and is ideally situated near multiple Metro Rapid and Local bus stops, which encourages alternative modes of transportation and potentially reduces the demand for automobile parking.

In response to neighbor concerns about parking and traffic circulation, and at the request of the Mid City West Community Council, the applicant stated at the public hearing that they were amenable to working with the Los Angeles Department of Transportation to implement an all-way stop at Orlando Avenue and 5th Street, that they would support any neighbor efforts to seek a preferential parking district through the City, while limiting residents of the proposed development from obtaining street parking permits, and that they would provide a parking manager/attendant on-site 24-hours, daily.

Existing Infrastructure

Individuals voiced concern that the project would place a burden on existing and aging infrastructure. At the public hearing, the applicant's representative clarified that the project would be required to comply with all building code requirements related to public utilities and infrastructure. The project would provide all modern infrastructural supports and be connected to existing sewage and utility lines. The site is currently developed with commercial structures in a highly urbanized area already served by existing public utilities. The site is adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, and the Southern California (SoCal) Gas Company. In addition, the California Green Building Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting, to name a few. As a result of these requirements, it can be anticipated that the project will not create an adverse impact on existing public utilities or infrastructure through the construction of the proposed mixed-use development.

Commercial Tenants

Members of the public expressed concern over the type of commercial tenants that will occupy the ground floor of the proposed development. According to the applicant, the commercial tenant(s) of the building have not yet been determined, but the intent is to provide a neighborhood-serving use that nearby residents can walk to and frequent. Furthermore, any use would be one permitted by the C2 zoning of the site.

Additional Project Features

The project will provide five units (that is, 11 percent of the base density units) for Very Low Income Households in order to qualify for the requested 35 percent density bonus and development waivers and modifications. The applicant has also volunteered to reserve an additional five units for Moderate Income earners as part of the proposed development.

As shown on the attached plans, the applicant will provide the installation of 1,223 square feet of solar panels, equating to 16.2 percent of the project's total roof area. Additionally, the project

is providing 20 percent of the parking as wired for future installation of EV Chargers and five percent with EV Chargers installed.

CONCLUSION

The proposed mixed-use building would be consistent with the surrounding neighborhood. Higher density development is typical of major commercial corridors such as San Vicente Boulevard, and approval of the requested waivers and modifications would allow for a development that would address the growing housing needs of the City of Los Angeles. Design considerations have been made to be sensitive to the single-family neighborhood immediately east of the site, including architectural features and landscaping that soften transitions in scale and ensure continued access to light and privacy of adjacent residents. As proposed, the project would not only provide new housing for a mix of incomes, but would offer new retail space targeted for existing and future residents of the project and surrounding area. The redevelopment of the project site from an underutilized commercial building into a 54-unit mixed-use development with 10 affordable units and 5,651 square feet of commercial space along San Vicente Boulevard will assist in the transformation of the area into a more vibrant neighborhood in close proximity to transit.

Based on the public hearing, information submitted to the record, and surrounding uses and zones, staff recommends that the City Planning Commission approve the requested off-menu waivers and modifications for the proposed mixed-use development project. Additionally, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project was environmentally assessed under Environmental Case No. ENV-2016-2204-CE for the above referenced project.

CONDITIONS OF APPROVAL

Pursuant to Section 12.22-A,25 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

A. Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, stamped "Exhibit A," dated February 19, 2018 and attached to the subject case file.
2. **Residential Density.** The project shall be limited to a maximum density of 54 dwelling units.
3. **Affordable Units.**
 - a. A minimum of five (5) dwelling units, that is 11 percent of the base dwelling units permitted in the C2-1VL-O Zone, shall be reserved as Very Low Income units, as defined by the State Density Bonus Law 65915 (C)(2).
 - b. Changes in Restricted Units. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 11 percent of the site's base density units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
5. **Waivers/Modifications of Development Standards.**
 - a. **Floor Area Ratio (FAR).** A maximum Floor Area Ratio (FAR) of 4.1 to 1 may be permitted in lieu of the 1.5 to 1 otherwise permitted by the C2-1VL-O Zone.
 - b. **Height and Stories.** The project may have a maximum height of 75 feet and seven stories in lieu of the 45 feet and three stories otherwise permitted by the C2-1VL-O Zone. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1.
 - c. **Transitional Height.** The transitional height requirements otherwise required pursuant to LAMC Section 12.21.1-A,10 shall be waived.
 - d. **Rear Yard.** The project shall be permitted to observe a minimum five-foot, ten-inch rear yard set back above the ground floor along the northern property line in lieu of the rear yard requirements pursuant to LAMC Sections 12.11-C,3 and 12.14-C,2.

6. Parking.

- a. Minimum residential automobile parking requirements shall be provided consistent with LAMC Section 12.22-A,25(d) and California Government Code Section 65915(p). The project may utilize a combination of Parking Option 1 (LAMC Section 12.22-A,25(d)(1) and California Government Code Section 65915(p)(1)) to provide one on-site parking space for each studio and one-bedroom unit and two on-site parking spaces for each two-bedroom unit, and parking reductions authorized under California Government Code Section 65915(p)(2) to provide residential parking at a ratio of 0.5 parking spaces per bedroom.
- b. Tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22-A,25(d).
- c. Adjustment of Parking. In the event that the composition of residential changes (i.e. the number of bedrooms), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
- d. Bicycle Parking. Bicycle parking shall be provided consistent with LAMC 12.21-A,16.

B. Administrative Conditions

7. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
8. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
9. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
10. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
11. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

12. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
13. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
14. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
15. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant

of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

Density Bonus/Affordable Housing Incentives Compliance Findings

1. Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915, the Director shall approve a density bonus and requested incentive(s) unless the director finds that the incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested Off-Menu waivers and modifications do not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The off-menu requests for an increase in Floor Area Ratio, increase in height and stories, waiver of transitional height requirements, and reduction in the required rear yard setback are not expressed in the Menu of Incentives per LAMC Section 12.22-A,25(f) and, as such, are subject to LAMC Section 12.22-A,25(g)(3). Granting of the off-menu requests would result in a building design or construction efficiencies that provide for affordable housing costs. The off-menu requests allow the developer to expand the building envelope so that additional affordable units can be constructed and the overall space dedicated to residential uses is increased. The increased building envelope also ensures that all dwelling units are of a habitable size, while providing a variety of unit types. These incentives support the applicant's decision to set aside five dwelling units for Very Low Income households for 55 years as well as provide an additional five units for Moderate Income households.

2. Pursuant to Section 12.22 A.25(g)(3) of the LAMC, the decision-maker shall approve a density bonus and requested waiver or modification of any development standard unless the decision-maker, based upon substantial evidence, finds that the incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historic-Cultural Monuments. It is also not located on a substandard street in a Hillside area or Very High Fire Hazard Severity Zone. Finally, the project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA)

Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorical Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety.

Environmental Findings

3. **Environmental Finding.** Pursuant to State CEQA Guidelines and City of Los Angeles CEQA Guidelines, a Categorical Exemption (ENV-2016-2204-CE) was prepared for the proposed project. Pursuant to Section 21084 of the California Public Resources Code, the above-referenced project has been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. On January 3, 2018, staff issued Categorical Exemption, Class 32 for the proposed project.

A project qualifies for a Class 32 Categorical Exemption under State CEQA Guidelines Section 15322 if it is developed on an infill development project and meets the following criteria:

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

The project site is located within the Wilshire Community Plan and designated for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The site is zoned C2-1VL-O and is thus consistent with the existing land use designation. The site is located within an "O" Oil Drilling Supplemental Use District where the drilling of oil wells or the production from the wells of oil, gases, or other hydrocarbon substances is permitted pursuant to LAMC Section 13.01. However, neither the existing or proposed use involves oil drilling or production. As such, the provisions of said Code section do not apply to the proposed project and requested entitlement. The site is located within a City of Los Angeles Transit Priority Area; it is not located within any specific plan, community design overlay, or interim control ordinance.

The project proposes the construction, use, and maintenance of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial retail space. One of the stated residential goals of the Wilshire Community Plan is to "Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community." Objective 1-1 states, "Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010." Further, policies have been established to "Provide for adequate Multiple Family residential development" (Policy 1-1.3) and "Provide for housing along mixed-use boulevards where appropriate" (Policy 1-1.4). The project will meet the residential goals, objectives, and policies of the Community Plan by developing an underutilized site along San Vicente Boulevard with new mixed-income housing. The project will not displace any existing residents from the site. Furthermore, as a mixed-use development, the project will meet the Community Plan goal and policy of encouraging strong and competitive commercial sectors by providing additional

opportunities for new commercial development and services along an established commercial boulevard.

The project is also consistent with the existing C2 zoning of the project site. The C2 Zone allows retail and residential uses as proposed. In accordance with State Density Bonus laws and LAMC Section 12.22-A,25(g)(3), the applicant requests a waiver of development standards to allow for deviations relating to floor area, height, and setbacks in exchange for providing a minimum amount of affordable housing as part of the proposed development. With approval of the waiver of development standards, the project will be consistent with the applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within the city limits of Los Angeles. The project site is approximately 14,470 square feet in size (approximately 0.33 acre). In addition, the project will be located on a site previously developed with commercial uses and is surrounded by other urban uses, including single- and multi-family residential and commercial developments. Property directly north of the subject site are zoned C2-1VL-O and developed with a one-story commercial buildings. Further north, across Drexel Avenue, is an approximately 11-story medical office building. Property to the south across 5th Street is zoned C2-1VL-O and developed with a surface parking lot for an adjacent commercial building. Properties east of the subject site across the 20-foot alley are zoned R1-1-O-RFA and developed with a grouping of single-family homes.

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

The project site is located in a dense urban environment that is fully developed with a wide range of urban uses, structures, and pavement. The site itself is currently developed with single-story commercial structures. Existing development covers the majority of the lot. Furthermore, although shrubs and trees are located on the project site; these shrubs and trees would not afford habitat for sensitive species, and there are no protected species as defined under Los Angeles Municipal Ordinance 177,404 and as detailed in the Tree Report prepared by Harmony Gardens dated March 3, 2017 on the project site. Therefore, the proposed project site has no value as habitat for endangered, rare or threatened species.

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

The project site is currently developed with single-story commercial structures containing neighborhood-serving commercial uses and medical offices. The project involves the construction of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial space. All construction-related impacts would be temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic. In a letter dated November 6, 2017, the Los Angeles Department of Transportation (LADOT) concurred with the transportation analysis prepared by Gibson Transportation Consulting, dated May 31, 2017, which determined that the proposed development is not anticipated to result in any significant traffic impacts

at the two studied intersections: Orlando Avenue and 3rd Street and Orlando Avenue / Gale Street and San Vicente Boulevard. Therefore, the project will not cause a significant or substantial increase in traffic and traffic impacts will be less-than-significant and no mitigation is required.

Noise. As discussed in the Noise and Vibration Impact Report prepared by CAJA Environmental Services, LLC, potential construction and operational noise impacts were found to be less than significant or have no impact. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities. Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays. All such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As a result of the project being required to comply with the above ordinances and regulations, it can be found that the project would not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Air Quality. As discussed in the Air Quality and Greenhouse Gases Impact Report prepared by CAJA Environmental Services, LLC, potential air quality impacts were found to be less than significant. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will result in the construction of 54 residential units and 5,651 square feet of commercial space and is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Water Quality. The project is not adjacent to any water sources and construction of the project will not create any impact to water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Best Management Practices (BMP) would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Los Angeles provides water, sewer, and solid waste collection services to the existing residential buildings and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers.

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department (Wilshire Division), the Los Angeles Fire Department (South Bureau), Los Angeles Unified School District, Los Angeles Public Library, and other public services. The proposed project would not require the expansion of public services (fire, police, schools, parks, and libraries) or existing water, wastewater or stormwater drainage facilities; and the City would have sufficient water supplies and landfill capacity for the proposed project. Therefore, the site can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project:

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

The project qualifies for a Class 32 Categorical Exemption. Because the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats. The requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed project involves the construction, use, and maintenance of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial space. The project will set aside five units (11 percent of the base density) for Very Low Income Households and will set aside an additional five units for Moderate Income Households. The project will provide 79 automobile parking spaces located within three subterranean parking levels. Under LAMC Section 12.22-A,25, the requested entitlement for a Density Bonus allows for the applicant to request certain deviations from the code (in this case, deviations relating to density, parking, floor area, height, and setbacks) in exchange for providing a minimum amount of affordable housing as part of the proposed development, subject to certain findings.

The development of the project site with 54 dwelling units is consistent with the zone and land use designation of the site, as designated by the Wilshire Community Plan, and as permitted by the City's Density Bonus Ordinance (LAMC Section 12.22-A,25). A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and Los Angeles Municipal Code. Any such project would be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, building code and regulated construction methods, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will mitigate environmental impacts for an individual project and not create a cumulative impact.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The project proposes the construction of a seven story, approximately 59,403 square-foot building in a full developed urban setting. The project will be required to adhere to any and all building code requirements intended to reduce environmental impacts to less than significant levels. Thus, the project will not result in activity that will have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. As such, this exception does not apply to the proposed project.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The project site is not located within a Methane Zone or Methane Buffer Zone, nor is it located in a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. There are no oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation.

Western Environmental Engineers Co. performed a Phase I Environmental Site Assessment (ESA) in general conformance with the scope and limitations of ASTM E 1527-13 for the subject property. Based on the findings of the Phase I ESA, evidence of recognized environmental conditions in connection with the subject property have not been identified.

- (f) **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

Development of the project would involve the demolition of an existing commercial buildings and construction of a new mixed-use development containing 54 residential dwelling units and 5,651 square feet of commercial space. The existing building is not historic, there are no nationally or locally designated historic

buildings on the project site, and the project is not located in a historic district. As such, the project will have no impact to historic resources.

CONCLUSION

Therefore, based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Categorical Exemption and the Categorical Exemption reflects the Lead Agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

4. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside the 500-year flood plain.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was held by the Hearing Officer at Los Angeles City Hall, located at 200 North Spring Street in Room 1020 on Wednesday, December 20, 2017 for Case No. CPC-2016-2203-DB. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decision maker on the case.

1. Attendees

The public hearing was attended by the applicant, applicant's representative, project architect, and approximately 20 members of the public, including nearby residents, as well as representatives of the Mid City West Community Council and Beverly Wilshire Homes Association.

2. Oral Testimony

- a. Ms. Elizabeth Peterson and Mr. Nick Leathers of Elizabeth Peterson Group, the applicant's representatives, gave an overview of the project, requested entitlements, and community outreach that was completed for the project. They stated the following:
 - The proposed development will help fulfill the City's goal of creating more housing, especially affordable housing, and provide a high quality, mixed-use and mixed-income development.
 - The project will be reserving 25 percent of its base density units for affordable housing, making it eligible for the Department of City Planning's Priority Housing Program.
 - Studies were prepared analyzing the project's traffic, air quality, greenhouse gas emissions, noise, and shade and shadow impacts; it was determined that the project would not significantly impact the environment in any of these categories.
 - The project is providing three levels of subterranean parking – no parking will be visible from the street.
 - The site is ideally situated near transit.
 - The project will include several sustainability features, including bicycle parking, solar panels, and EV charging stations.
 - There are several developments of a similar scale and size nearby, including the mixed-use development at 8500 Burton Way and a new proposed 145-unit mixed-use development at 333 La Cienega Boulevard.
 - The project has been designed to front San Vicente Boulevard, with the bulk of the building concentrated along this façade and large glass windows on the ground floor to create a transparent retail frontage. The east façade steps back to provide massing relief for the nearby single-family homes. Balconies along the eastern façade will include privacy screening.
 - The project team's outreach efforts have taken place over an approximately two-year period; they have engaged the Mid City West Community Council, Beverly Wilshire Homes Association, as well as nearby residents.
 - In response to neighborhood concerns, the applicant is volunteering to provide a 24-hour parking manager on-site, limit the hours of the rooftop deck, and work with LADOT to install a four-way stop at Orlando Avenue and 5th Street.
- b. Ten members of the public, which included nearby residents and a representatives of the Beverly Wilshire Homes Association expressed the following concerns about the proposed project and its impacts on the surrounding neighborhood:

- The proposed height of the building is too tall. The project will result in shade and shadow impacts and compromise the privacy of the single-family homes to the east.
 - The scale of the proposed development will not fit the context of the neighborhood.
 - The project ignores protections for single-family uses by seeking a waiver of transitional height requirements.
 - The off-menu requests violate State law and the City's zoning code. The project should seek a zone change or other legislative entitlement to develop a building of the proposed scale.
 - City enforcement has been lax in ensuring that affordable units are maintained as such.
 - The proposed development will worsen traffic along San Vicente Boulevard, an already-congested thoroughfare, and in the surrounding residential neighborhood.
 - The project will put a strain on the already limited supply of street parking in the area.
 - The project will place a burden on existing and aging infrastructure.
- c. Two members of the public spoke in favor of the project. These included the property owner of the single-family home directly across the alley from the project site at 6707 West 5th Street, and a representative of the Mid City West Community Council.
- The property owner of 6707 West 5th Street expressed his support for the project, stating that the applicant's team worked with him to address his concerns about the proposed development. He appreciates that the massing has been concentrated along San Vicente Boulevard, that the mixed-use building will help create a more walkable neighborhood, and that the project will provide increased housing for the City.
 - The representative of the Mid City West Community Council submitted a letter of support for the project, on the condition that the applicant would:
 - Preserve all parking spaces for the exclusive use of the proposed project;
 - Work with LADOT to implement an all-way stop on Orlando Avenue and 5th Street;
 - Support neighbors in any permit parking changes sought with the City;
 - Provide a parking manager/attendant on the site;
 - Not allow residents of the proposed development to obtain street parking permits;
 - Close the rooftop at 10:00 P.M., nightly;
 - Reserve the affordable housing units via covenant for 55 years; and
 - Build privacy measures into the balconies.

The applicant has agreed to incorporate these programming and design elements into the proposed development.

At the close of the public hearing, the Hearing Office announced the proposed City Planning Commission meeting date of March 8, 2018 and encouraged all interested parties to sign in to receive future notification and determinations on the proposed project.

Following the December 20, 2017 public hearing, it was determined that additional off-menu waivers/modifications were needed to permit the number of building stories and rear yard setback proposed for the project. The project design has not changed from what was presented at the December 20th hearing; the additional requests for waivers/modifications are to address elements of the building design that were already part of the project design at the time of the initial public hearing. A Notice of Public Hearing was mailed to owners and occupants within 500

feet of the subject property, as well as interested parties, on February 7, 2018, notifying members of the public of the March 8, 2018 City Planning Commission meeting. The notice listed the original requests, as well as the additional waivers/modifications for additional stories and setback reductions. The City Planning Commission will conduct a limited public hearing on the requests prior to making a determination on the case.

3. Written Testimony

- a. Planning staff received 23 letters opposing the project from nearby residents, members of the public, and the Beverly Wilshire Homes Association. Their comments echo those raised at the public hearing, and include concerns about height, neighborhood compatibility, conflicts with density bonus legislation, the enforceability of affordable units, traffic, parking, burdens on existing infrastructure, and future commercial tenants. In addition, staff received a petition signed by 55 individuals against the project.
- b. Planning staff received two letters of support for the proposed project. The letters of support included correspondence from the neighbor at 6707 West 5th Street living adjacent to the project site and the Mid City West Community Council.

4. Response to Comments

The concerns expressed at the public hearing and in written testimony have been responded to in the Issues and Considerations section of the staff report (see Pages A-8 through A-13).

EXHIBIT A

PLANS

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 1 of 32

VICINITY MAP



488 SAN VICENTE

488 SAN VICENTE BOULEVARD
LOS ANGELES, CA 90048

ISSUE FOR:
PLANNING COMMISSION
FEBRUARY 19, 2018



R&A ARCHITECTURE AND DESIGN
4200 SEPULVEDA BLVD, STE 104,
CULVER CITY, CA 90230
P. 310.730.6698
ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021
OWNER

488 SAN VICENTE

488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

SHEET INDEX

SHEET INDEX		CITY SUBMITTAL 02/19/18
SHEET #	SHEET NAME	
GENERAL		
A00.00	COVER SHEET	X
A05.01	SITE SURVEY	X
A05.03	EXISTING SITE PLAN	X
A05.04	SITE PLAN	X
LANDSCAPE		
L-1	GROUND FLOOR PLANTING PLAN	X
L-2	LEVEL 02 PLANTING PLAN	X
L-3	LEVEL 03 PLANTING PLAN	X
L-4	LEVEL 04 PLANTING PLAN	X
L-5	LEVEL 05 PLANTING PLAN	X
L-6	LEVEL 06 PLANTING PLAN	X
L-7	LEVEL 07 PLANTING PLAN	X
ARCHITECTURAL		
A20.00	LEVEL P3	
A20.01	LEVEL P2	X
A20.02	LEVEL P1	X
A20.10	LEVEL 01	X
A20.20	LEVEL 02	X
A20.30	LEVEL 03	X
A20.40	LEVEL 04	X
A20.50	LEVEL 05	X
A20.60	LEVEL 06	X
A20.70	LEVEL 07	X
A20.80	ROOF	X
A30.00	3D VIEWS	X
A30.01	EXTERIOR ELEVATIONS	X
A30.02	EXTERIOR ELEVATIONS	X
A30.03	EXTERIOR ELEVATIONS	X
A30.04	EXTERIOR ELEVATIONS	X
A40.01	BUILDING SECTIONS	X

PROJECT SUMMARY

THE PROPOSED PROJECT INVOLVES THE DEMOLITION OF 7,438 SF OF EXISTING COMMERCIAL SPACE AND THE CONSTRUCTION OF A NEW 7-STORY MIXED-USE PROJECT. THE PROPOSED PROJECT INCLUDES THREE LEVELS OF SUBTERRANEAN PARKING THAT PROVIDE 79 TOTAL STALLS, 5,651 SF OF GROUND FLOOR COMMERCIAL SPACE, AND 54 RESIDENTIAL UNITS ON LEVELS 02-06. TEN OF THE UNITS (25% OF BASE UNIT COUNT) WILL BE MADE AVAILABLE FOR AFFORDABLE HOUSING. THE PROJECT ALSO PROVIDES 7,686 SF OF OPEN SPACE INCLUDING COMMON AND PRIVATE OUTDOOR SPACE.

APPLICABLE CODES

- 2016 CALIFORNIA BUILDING CODE
- 2016 CALIFORNIA PLUMBING CODE
- 2016 CALIFORNIA MECHANICAL CODE
- 2016 CALIFORNIA ELECTRICAL CODE
- 2016 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2016 CALIFORNIA FIRE CODE

PROJECT TEAM

OWNER:
THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021

ARCHITECT:
R&A ARCHITECTURE AND DESIGN
4200 SEPULVEDA BOULEVARD, SUITE 104
CULVER CITY, CA 90230

STRUCTURAL ENGINEER:
TBD

MECHANICAL ENGINEER:
TBD

ELECTRICAL ENGINEER:
TBD

PLUMBING ENGINEER:
TBD

CIVIL ENGINEER:
TBD

LANDSCAPE ARCHITECT:
Yael Lir Landscape Architects
1010 SYCAMORE AVENUE, SUITE 313
SOUTH PASADENA, CA 91030

ZONING CODE INFO

SITE DATA	
ADDRESS	488 - 496 San Vicente
APN	5510-005-033 -034
CURRENT ZONING	C2-1VL-O
PROPOSED ZONING	C2-1VL-O
GP LAND USE	General Commercial
GP PLAN NOTES	Yes
HILLSIDE AREA	No
SPECIFIC PLAN AREA	None
COO	None
PN	135B173 239, 252, 272
TRACT	TR 7555
MAP REFERENCE	M 8 88-79/84 (shs 4-9)
BLOCK	26
LOT	3, 4, 5
MAP SHEET	135B173
COMM. PLAN AREA	Wishnie
AREA PLANNING COMMISSION	Central
NEIGHBORHOOD COUNCIL	Mid City West
COUNCIL DISTRICT	CD 5 - Paul Koretz
LADBS DISTRICT OFFICE	Los Angeles Metro

LOT AREA			
AREA	ACRES	NOTES	
LOT AREA (GROSS)	14,470 SF	0.33	
BUILDABLE AREA (NET)	14,470 SF	0.33	LAMC 12.03
AREA FOR DENSITY CALCULATION	15,784 SF	0.36	Includes 1/2 of adj. alley

- ### OFF-MENU INCENTIVES
- FAR of 4.1:1 in lieu of 1.5:1 FAR in C2 zone
 - 7 stories in lieu of 3 stories in C2-1VL zone
 - Waiver of transitional height requirements
 - Rear yard setback reduction to 5'-10"

OPEN SPACE PROVIDED		
LEVEL	PRIVATE	COMMON
LEVEL 02	808 SF	405 SF
LEVEL 03	725 SF	725 SF
LEVEL 04	971 SF	971 SF
LEVEL 05	1,522 SF	1,522 SF
LEVEL 06	906 SF	906 SF
LEVEL 07	236 SF	2,113 SF
TOTAL	5,168 SF	2,518 SF

ALLOWABLE FAR			
	FAR	AREA	NOTES
BASE	1.5	21,705 SF	
DENSITY BONUS	2.025	29,302 SF	35% Density Bonus
TOTAL REQUESTED FAR	4.1	59,403 SF	Off-Menu Incentive

ALLOWABLE DENSITY		
	UNITS	NOTES
BASE	40	15,784 SF / 400 SF/DU = 39.5 (round up)
DENSITY BONUS	14	40 Units x 1.35 = 54
TOTAL	54	

SETBACKS			
	REQUIRED	PROPOSED	NOTES
FRONT	0'-0"	0'-0"	
SIDE (Commercial Portion, Lev 01)	0'-0"	0'-0"	
SIDE * (Residential Portion, Lev 02-07)	0'-0"	0'-0"	
REAR (Commercial Portion, Lev 01)	0'-0"	0'-0"	
REAR (Residential Portion, Lev 02-07)	18'-0"	5'-10"	Off-Menu Incentive

* per LAMC 12.22.A.18.C.3, no side setback required for the residential portion of a mixed-use building when side yard is located along a street or alley

ALLOWABLE HEIGHT			
	STORIES	HEIGHT	NOTES
BASE	3	45'-0"	
DENSITY BONUS	1	11'-0"	
ALLOWABLE HEIGHT	4	56'-0"	
PROPOSED HEIGHT	7	75'-0"	Off-Menu Incentive

OPEN SPACE REQUIREMENT			
UNITS W/ < 3 HABITABLE ROOMS	UNITS	AREA/UNIT	OPEN SPACE REQUIRED
UNITS W/ < 3 HABITABLE ROOMS	12	100 SF	1,200 SF
UNITS W/ 3 HABITABLE ROOMS	26	125 SF	3,250 SF
UNITS W/ > 3 HABITABLE ROOMS	16	175 SF	2,800 SF
TOTAL REQUIRED	54		7,250 SF

OPEN SPACE PROVIDED		
LEVEL	PRIVATE	COMMON
LEVEL 02	808 SF	405 SF
LEVEL 03	725 SF	725 SF
LEVEL 04	971 SF	971 SF
LEVEL 05	1,522 SF	1,522 SF
LEVEL 06	906 SF	906 SF
LEVEL 07	236 SF	2,113 SF
TOTAL	5,168 SF	2,518 SF

PARKING REQUIRED				
	SF / UNITS	RATE	STALLS	NOTES
RETAIL	5,651 SF	4 / 1,000 SF	19	Bicycle Reduction (4 Stalls)
RES - STUDIO	12	1 / DU	12	SB1818 Option 01
RES - 1BR	26	1 / DU	26	SB1818 Option 01
RES - 2BR	16	5 / Bedroom	22	AB744*
TOTAL			79**	

* AB744 requires 5 stalls per bedroom
** 20% of total stalls pre-wired for EV charging, 5% provided with EV charging stations

BICYCLE PARKING REQUIRED				
	SF / UNITS	RATE	REQUIRED	PROVIDED
RES - LONG TERM	54	1 / DU	54	54
RES - SHORT TERM	54	1 / 10 DU	6	6
COM - LONG TERM	5,651 SF	1 / 2,000 SF	3	3
COM - SHORT TERM	5,651 SF	1 / 2,000 SF	3	3
ADDITIONAL			16	16*
TOTAL			82	82

* Additional bicycle parking to reduce overall parking requirement

UNIT COUNT			
	UNITS	AREA	AVG UNIT SIZE
STUDIO	12	6,493 SF	541 SF
ONE BEDROOM	26	20,884 SF	803 SF
TWO BEDROOM	16	17,147 SF	1,072 SF
TOTAL	54	44,524 SF	825 SF

FLOOR AREA SUMMARY		
LEVEL	NON-FAR	FAR
LEVEL 07	2,910 SF	5,667 SF
LEVEL 06	1,467 SF	7,287 SF
LEVEL 05	2,083 SF	7,963 SF
LEVEL 04	1,529 SF	9,177 SF
LEVEL 03	1,433 SF	9,952 SF
LEVEL 02	1,806 SF	10,747 SF
LEVEL 01	3,990 SF	8,610 SF
LEVEL P1	13,348 SF	0 SF
LEVEL P2	13,349 SF	0 SF
LEVEL P3	13,349 SF	0 SF
TOTAL	55,264 SF	59,403 SF

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE:

COVER SHEET

A00.00

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 2 of 32



R&A ARCHITECTURE AND DESIGN
4200 SEPULVEDA BLVD, STE 104
CULVER CITY, CA 90230
P. 310.730.6698
ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021
OWNER

488 SAN VICENTE

488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

SITE ADDRESS:

488-498 SAN VICENTE BLVD.
LOS ANGELES, CA 90048.

LEGAL DESCRIPTION:

LOTS 3, 4 AND 5 IN BLOCK 26 OF TRACT NO. 7555, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 88 PAGES 79 THROUGH 84 INCLUSIVE OF MAPS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

NOTES:

NO TITLE REPORT HAS BEEN PROVIDED.
NO EASEMENT HAS BEEN PLOTTED.

NOTE:

THIS SURVEY AND MAP ARE THE PROPERTY OF TALA ASSOCIATES, INC. AND MAY NOT BE MODIFIED, ALTERED OR CHANGED IN ANY FASHION WITHOUT PRIOR WRITTEN APPROVAL BY TALA ASSOCIATES, INC. AND THE CLIENT FOR WHOM THE SURVEY WAS PREPARED. THIS PROVISIO EXTENDS TO THE RESULTING PLOT OF SAID MAP AND THE COMPUTER DISK OR E-MAIL THAT MAP BE PROVIDED TO THE CLIENT. ANY VIOLATION OF THIS PROVISIO WILL VOID ANY PROFESSIONAL OBLIGATION OR WARRANTY, EITHER EXPRESSED OR IMPLIED BY TALA ASSOCIATES, INC. AS TO SUCH CHANGED MATERIAL.

NOTE:

THIS SURVEY IS INTENDED FOR DESIGN PURPOSES ONLY AND NOT FOR CONSTRUCTION. BOUNDARY STAKING MUST BE CONDUCTED PRIOR TO ANY CONSTRUCTION IN ORDER TO JUSTIFY THE PROPER LEGAL SET BACKS, IF ANY, OF THE NEWLY PLANNED CONSTRUCTION. "EYE-BALLING" OR GUESSING THE BOUNDARY LOCATIONS HAS NO JUSTIFICATION AND IF PERFORMED CANCEL THE VALIDITY AND ACCURACY OF THIS SURVEY.

BENCHMARK: 13-27855
WIRE SPIK N CURB 5TH ST;
8' E OF BC RET E OF SAN
VICENTE BLVD E END CB
ELEV. 145.29

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

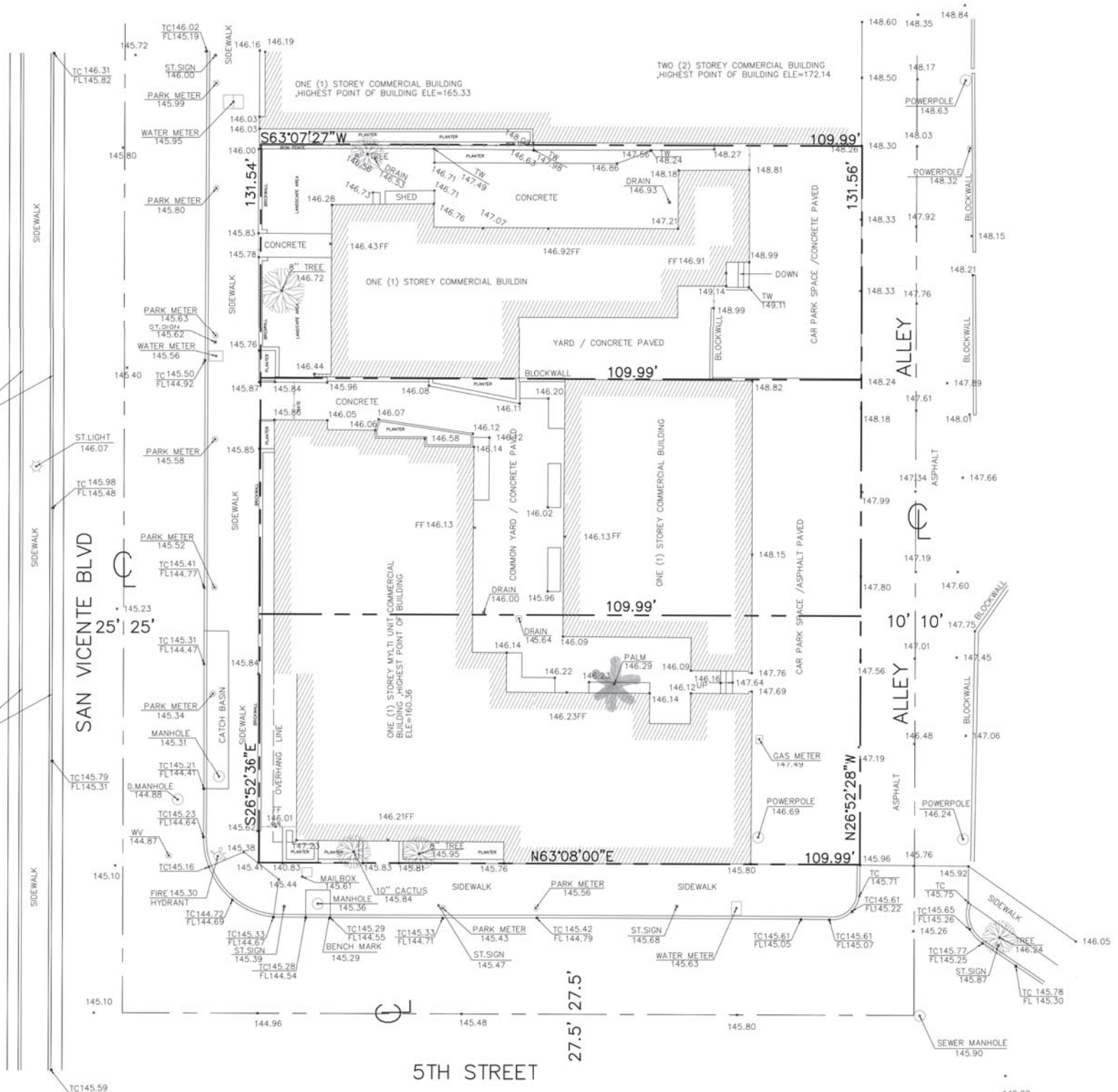
License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: NTS



SITE SURVEY (FOR REFERENCE)

A05.01



NO PARKMETER OR VISIBLE UTILITIES ARE SHOWN ON SIDE WALK EAST OF SAN VICENTE BLVD.

NO PARKMETER OR VISIBLE UTILITIES ARE SHOWN ON SIDE WALK EAST OF SAN VICENTE BLVD.

TOPOGRAPHY SURVEY		DATE: 05-16-15	REVISIONS
<p>TALA ASSOCIATES 1916 COLBY AVENUE LOS ANGELES, CA 90025 (424) 832-3455</p>		SCALE: AS SHOWN	
DESIGNED: KK	DRAWN: SK	CHECKED: RDR	
SHEET: 1 OF 1	JOB NO: 3246		
REYNALDO T. DE RAMA	R.C.E. 29108	EXP. 3-31-17	

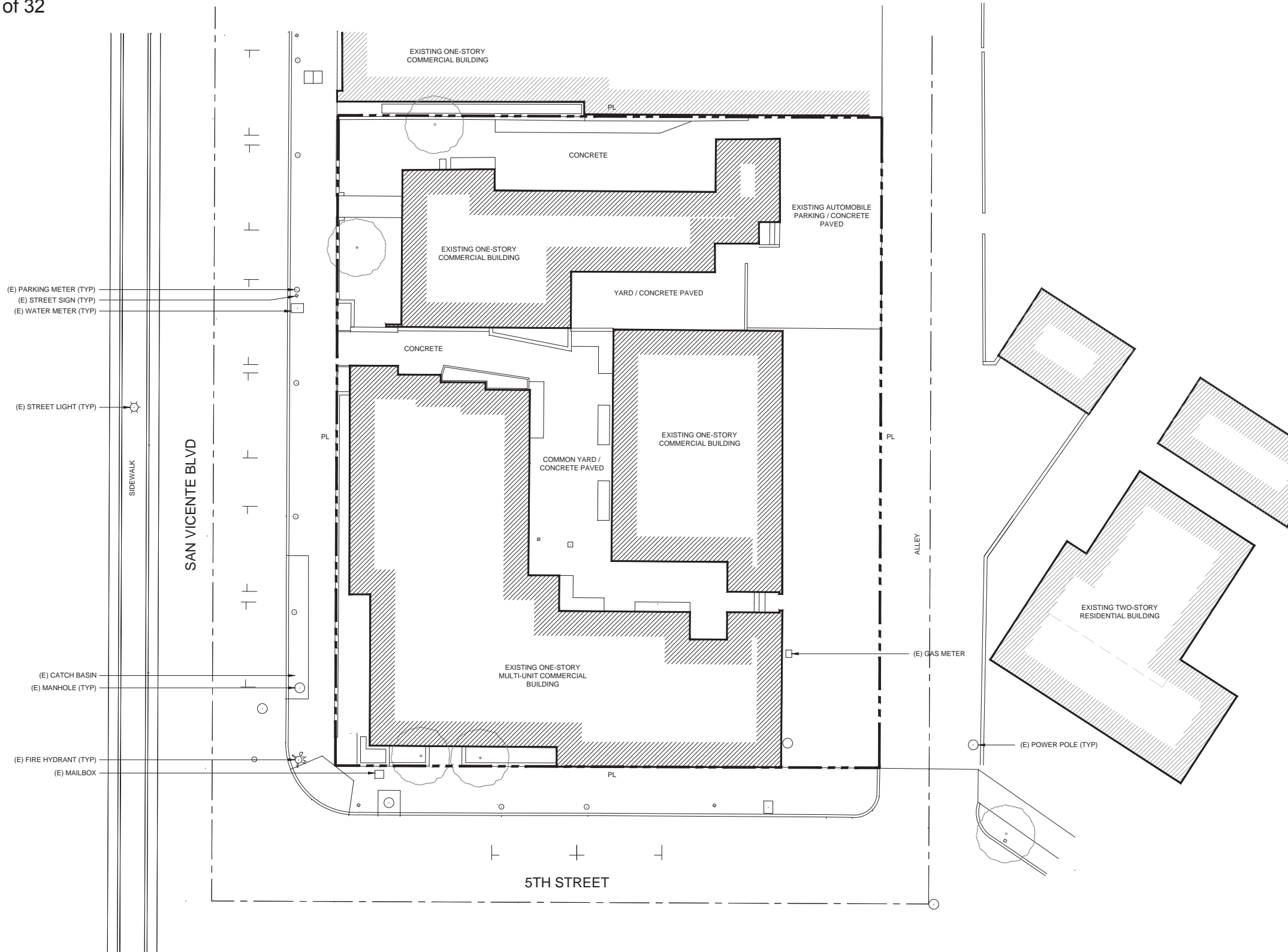
SITE SURVEY (FOR REFERENCE)
SCALE: NTS

1

EXHIBIT A

Case No. CPC-2016-2203-DB

Page 3 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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 CULVER CITY, CA 90230
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R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
 NOT FOR
 CONSTRUCTION**

Printed Name - Discipline
 CA# A-License Number

License Name: R&A
 Profession Name: Architectural Corp.
 License Number: 000377

SCALE: 3/32" = 1'-0"



EXISTING SITE PLAN

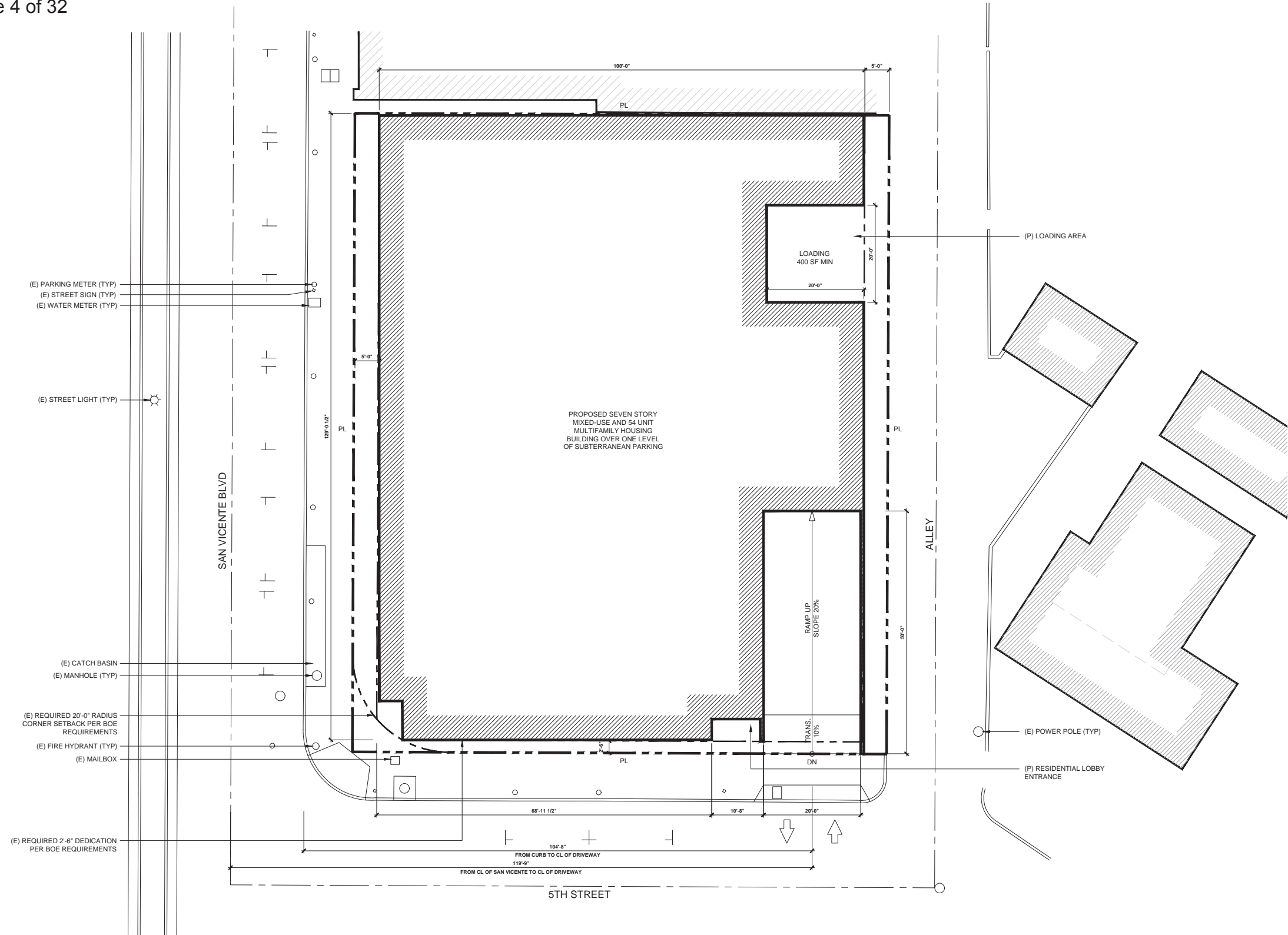
A05.03

EXISTING SITE PLAN
 SCALE: 3/32" = 1'-0" **1**

EXHIBIT A

Case No. CPC-2016-2203-DB

Page 4 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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Seal

**PRELIMINARY
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Printed Name - Discipline
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License Name: R&A
 Profession Name: Architectural Corp.
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SCALE: 3/32" = 1'-0"



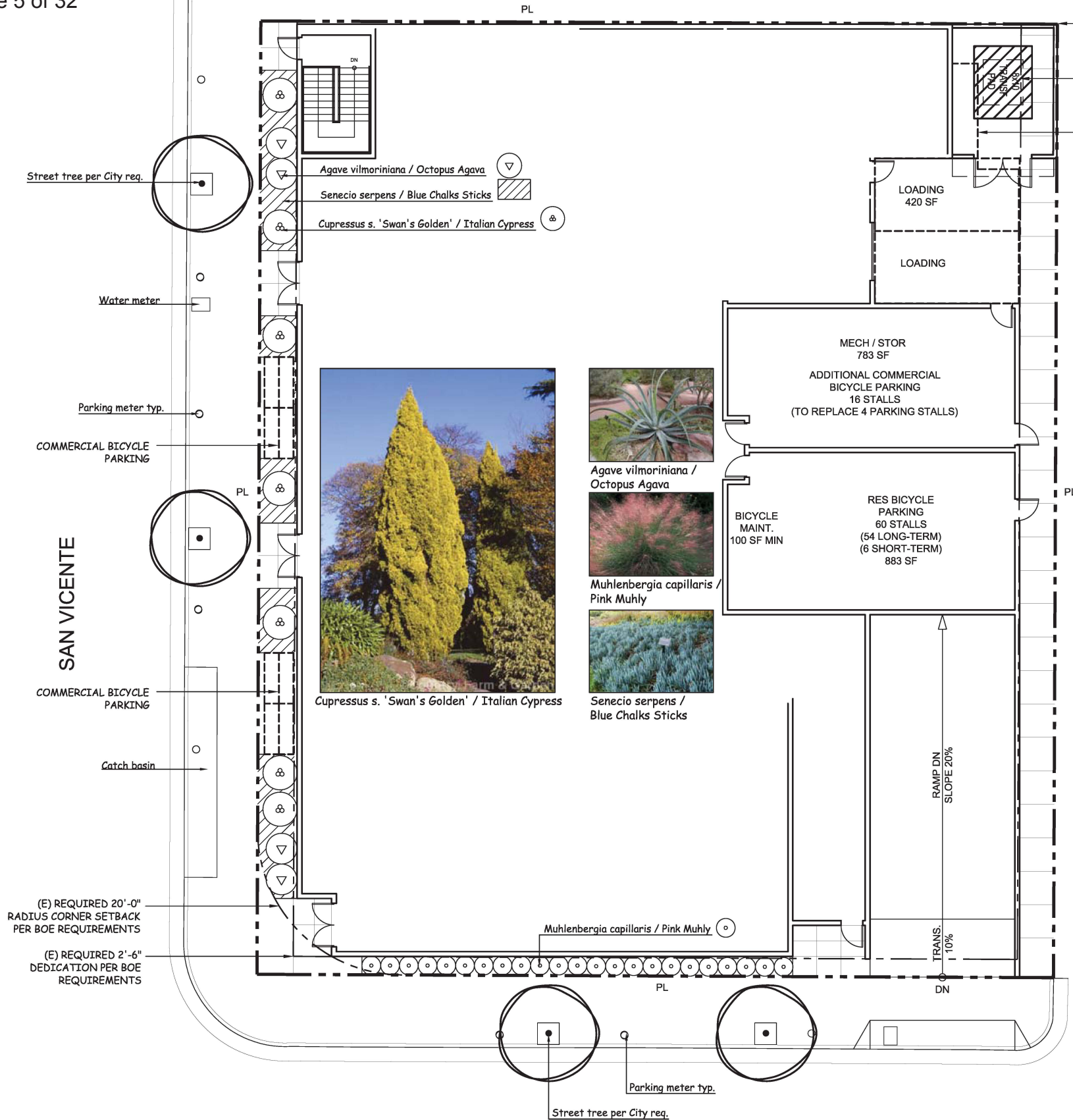
SITE PLAN

A05.04

SITE PLAN
 SCALE: 3/32" = 1'-0"

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 5 of 32



0'-0" SIDE SETBACK
REQUIRED WITH
GROUND FLOOR
COMMERCIAL

LINE OF EQUIPMENT
ACCESS OPENING FOR
TRANSFORMER ROOM
BELOW

LINE OF BUILDING
ABOVE

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* Cupressus s. 'Swan's Golden'	Italian Cypress	24"box	7	10'
○	Street tree	Per city req.	-	4	-

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
▽	* Agave vilmoriniana	Octopus Agava	5-gal	4	4'
○	* Muhlenbergia capillaris	Pink Muhly	5-gal	23	3'
▨	Senecio serpens	Blue Chalks Sticks	1-gal	18"oc	12"

* Points claimed

All trees to be planted with commercial root barriers.

NOTE:
All groundcover areas where plants are 4' or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:
Waterproofing and drains in planters by others.

Total square footage of site	14,470.00 sf
Total square footage of Structure	12,850.00 sf
Landscape area Site minus structure	1,620.00 sf

REQUIRED OPEN SPACE:

2-BR Units (12) x 175 SF per unit =	2,100 SF
1-BR Units (26) x 125 SF per unit =	3,250 SF
Studio Units (9) x 100 SF per unit =	900 SF
TOTAL REQUIRED =	6,250 SF

OPEN SPACE PROVIDED:

Outdoor Common Area =	1,460 SF
Fitness Area* =	413SF *
Private Open Space =	4,930SF
TOTAL PROVIDED =	6,803 SF
TOTAL LANDSCAPE AREA REQ=	1,562 SF
LANDSCAPE AREA PROVIDED=	1,930 SF

PLANTING NOTES

- DRAWING IS DIAGRAMMATIC; CONTRACTOR TO VERIFY ALL LOCATIONS AND CONDITIONS ON SITE. COUNT ALL PLANT MATERIAL BEFORE BIDDING.
- CONTRACTOR TO INSPECT ALL EXISTING CONDITIONS ON SITE AND LOCATE ALL EXISTING UTILITIES BEFORE CONSTRUCTION BEGINS.
- CONTRACTOR TO REPAIR AT HIS OWN EXPENSE ALL PROPERTY DAMAGE WHICH OCCURS DURING PROJECT INSTALLATION.
- NOTE ADDITIONAL REMARKS ON SPECIFIC PLANTS IN PLANT LIST.
- ALL EXISTING PLANT MATERIAL TO BE REMOVED EXCEPT WHERE NOTED ON PLAN.
- CONTRACTOR TO GUARANTEE ALL PLANT MATERIAL FOR 90 DAYS FROM THE DATE OF ACCEPTANCE BY OWNER. PALM TO BE GUARANTEED FOR THE PERIOD OF 1 YEAR.
- FINISH GRADE TO BE 2" BELOW ALL WALKS, CURBS, AND PAVING.
- ALL PLANTED AREAS SHALL RECEIVE THE FOLLOWING AMENDMENTS PER 1,000 SQ. FT. OF SURFACE AREA. ROTO-TILL AMENDMENTS TO A DEPTH OF 6"
 - *150 LBS. GRO-POWER
 - *3 CU YDS NITROGENIZED, MINERALIZED FIR BARK
 - *ADD 8 LBS OF GRO-POWER CONTROLLED RELEASE 12-8-8 PER CU YD OF MIX.
- PLANT HOLE TO BE TWICE AS WIDE AND DEEP AS THE PLANT ROOT BALL. BACKFILL AND COMPACT TO 80 % SOIL OF SITE AND 20 % FIR BARK, AS DEFINED IN #8. PROVIDE GRO-POWER PLANT TABLETS AT THE FOLLOWING RATES:

5 GAL	6-9
24" box	14-16

PLACE RECOMMENDED TABLETS BETWEEN THE BOTTOM AND THE TOP OF THE ROOT BALL BUT NO HIGHER THAN 1/3 OF THE WAY UP TO THE TOP OF THE ROOT BALL. SPACE TABLETS EQUALLY AROUND THE PERIMETER OF THE ROOT BALL APPROXIMATELY 2" FROM THE ROOT TIPS. PALM TREES ARE NOT TO RECEIVE TABLETS.
- ALL PROPOSED SHRUBS AND GROUND COVER AREAS ARE TO BE TREATED WITH A PRE-EMERGENT WEED KILLER (EPTAM / RONSTAR). APPLY PER MANUFACTURER'S SPECIFICATIONS: A) IMMEDIATELY AFTER PLANTING, B) AT THE BEGINNING OF THE MAINTENANCE PERIOD, AND C) AT THE END OF THE MAINTENANCE PERIOD.
- CONTRACTOR TO INSTALL AND MAINTAIN LANDSCAPE PLANTING IN ACCORDANCE WITH THE GOVERNING AGENCY'S GUIDELINES AND SPECIFICATIONS UNLESS NOTED OTHERWISE IN THESE NOTES OR ON THE PLANS.
- SOIL SAMPLES TAKEN FROM VARIOUS LOCATIONS IN THE PLANTING AREAS WILL BE SENT TO A SOIL LAB FOR PROFESSIONAL ANALYSIS AND RECOMMENDATIONS FOR SOIL IMPROVEMENT. CONTRACTOR TO FOLLOW SOIL TESTING RECOMMENDATIONS.

REVISIONS	DATE
1.	9.20.17
2.	12.06.17
3.	
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GROUND LEVEL PLANTING PLAN



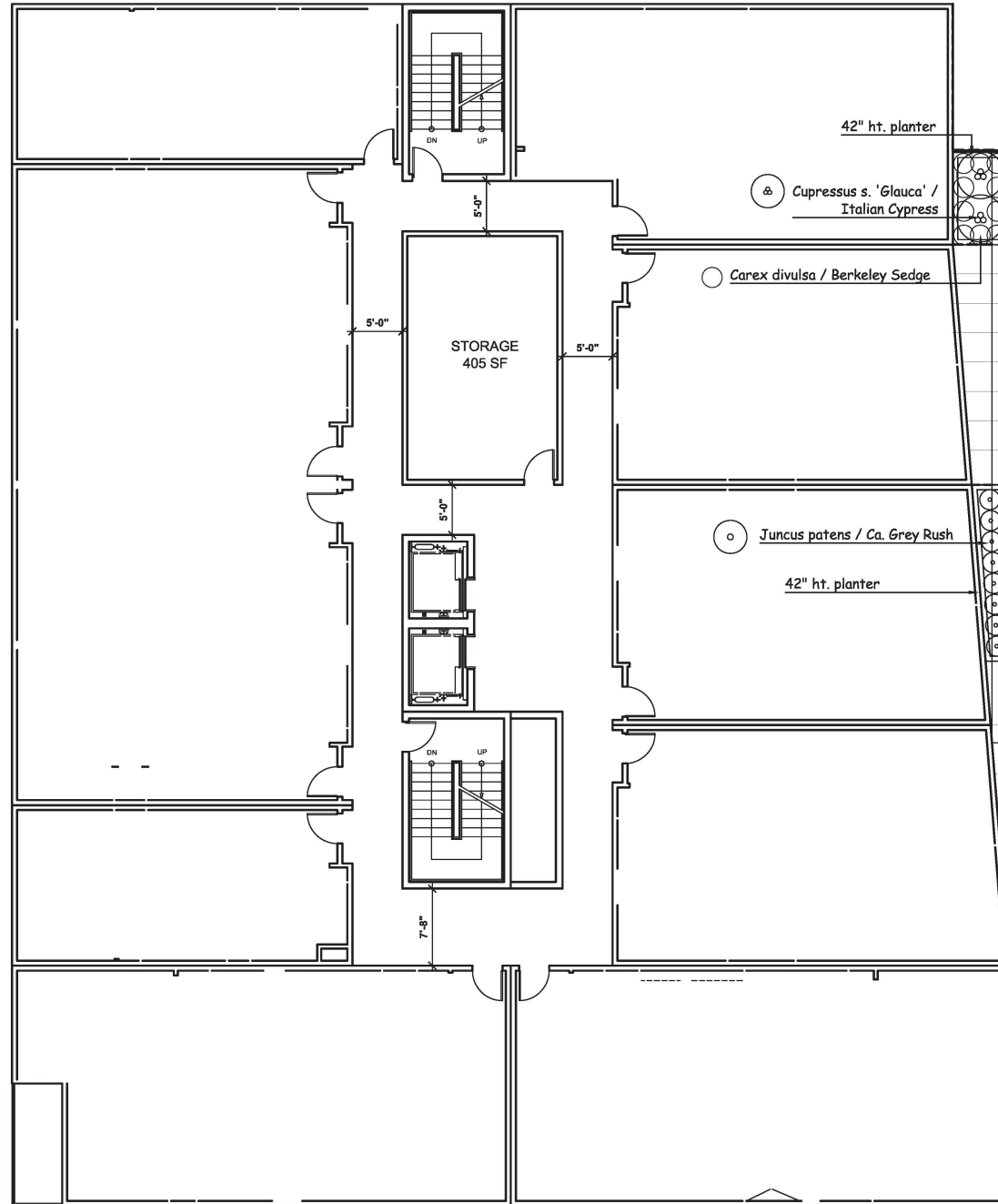
DATE: FEB. 22, 2018
SCALE: 1/8"=1'-0"
JOB NUMBER: 184816
DRAWN BY:

5TH STREET



EXHIBIT A

Case No. CPC-2016-2203-DB
Page 6 of 32



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* Cupressus s. 'Glauca'	Italian Cypress	24"box	2	10'

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
○	* Carex divulsa	Berkeley Sedge	5-gal	10	12"
⊙	* Juncus patens	Ca. Grey Rush	5-gal	8	18"

* Points claimed

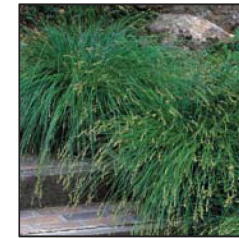
All trees to be planted with commercial root barriers.

NOTE:
All groundcover areas where plants are 4' or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:
Waterproofing and drains in planters by others.



Cupressus s. 'Glauca' / Italian Cypress



Carex divulsa / Berkeley Sedge



Chondropetalum tectorum / Cape Rush

REVISIONS	DATE
1.	9.20.17
2.	12.06.17
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FIRST FLOOR PLANTING PLAN

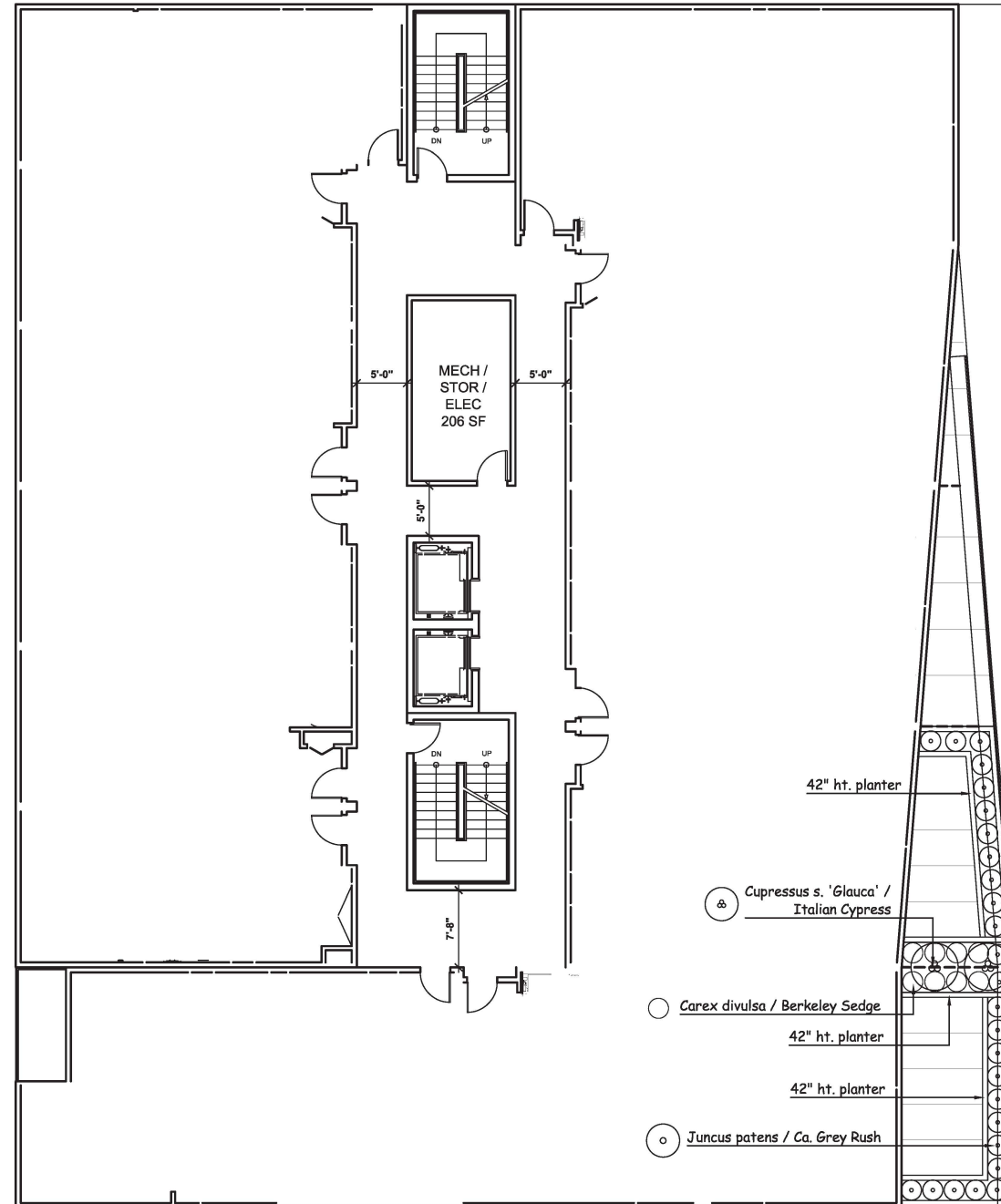


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JOB NUMBER: 184816
DRAWN BY:



EXHIBIT A

Case No. CPC-2016-2203-DB
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TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊗	*Cupressus s. 'Glauca'	Italian Cypress	24"box	2	10'

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
○	*Carex divulsa	Berkeley Sedge	5-gal	8	12"
◦	*Juncus patens	Ca. Grey Rush	5-gal	26	18"

*Points claimed

All trees to be planted with commercial root barriers.

NOTE:
All groundcover areas where plants are 4' or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:
Waterproofing and drains in planters by others.



Cupressus s. 'Glauca' / Italian Cypress



Carex divulsa / Berkeley Sedge



Chondropetalum tectorum / Cape Rush

REVISIONS	DATE
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SECOND FLOOR PLANTING PLAN



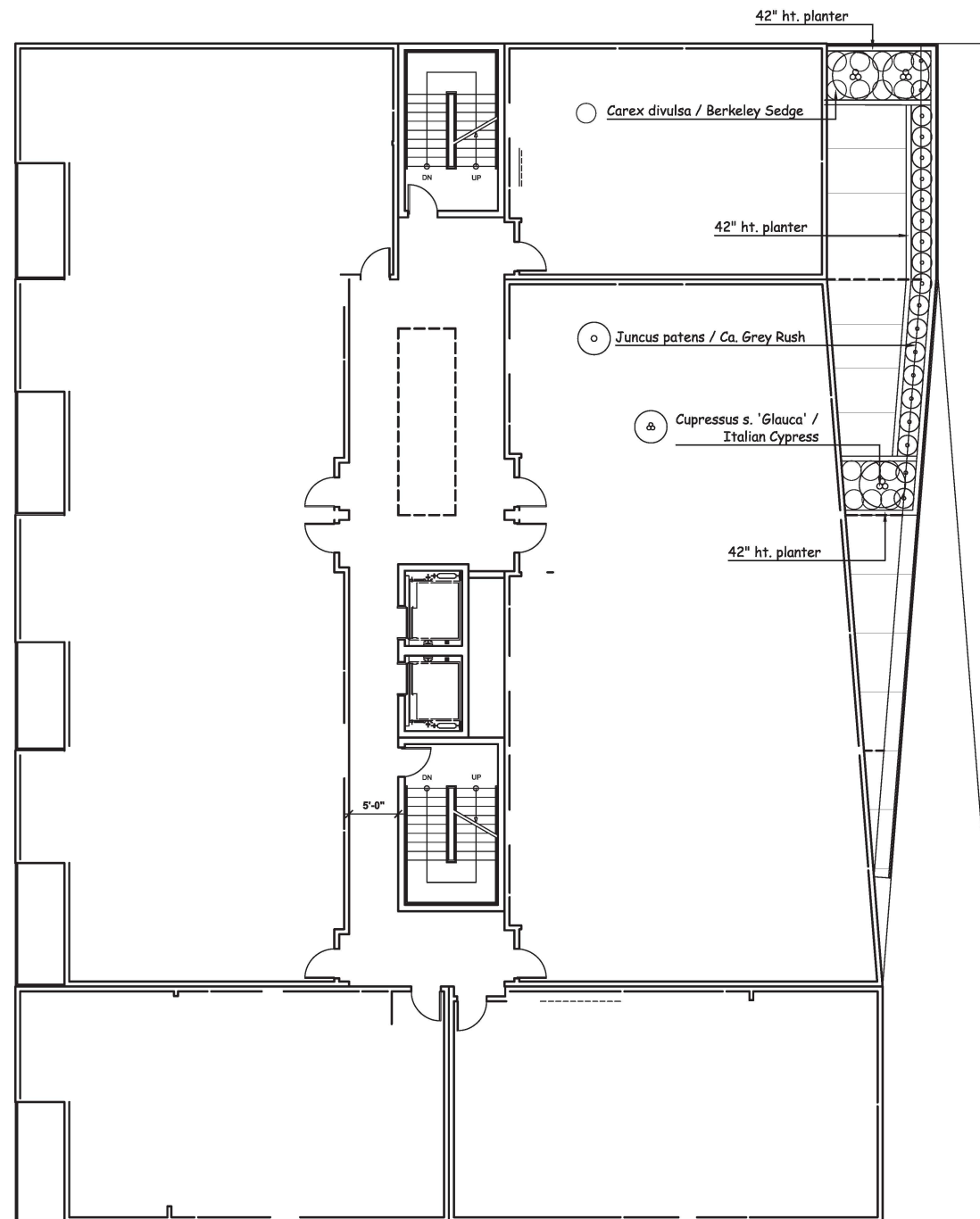
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JOB NUMBER: 184816
DRAWN BY:



EXHIBIT A

Case No. CPC-2016-2203-DB

Page 8 of 32



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* Cupressus s. 'Glauca'	Italian Cypress	24"box	3	10'

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
○	* Carex divulsa	Berkeley Sedge	5-gal	14	12"
⊙	* Juncus patens	Ca. Grey Rush	5-gal	20	18"

* Points claimed

All trees to be planted with commercial root barriers.

NOTE:

All groundcover areas where plants are 4" or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:

Waterproofing and drains in planters by others.



Cupressus s. 'Glauca' / Italian Cypress



Carex divulsa / Berkeley Sedge



Chondropetalum tectorum / Cape Rush

REVISIONS	DATE
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THIRD FLOOR PLANTING PLAN

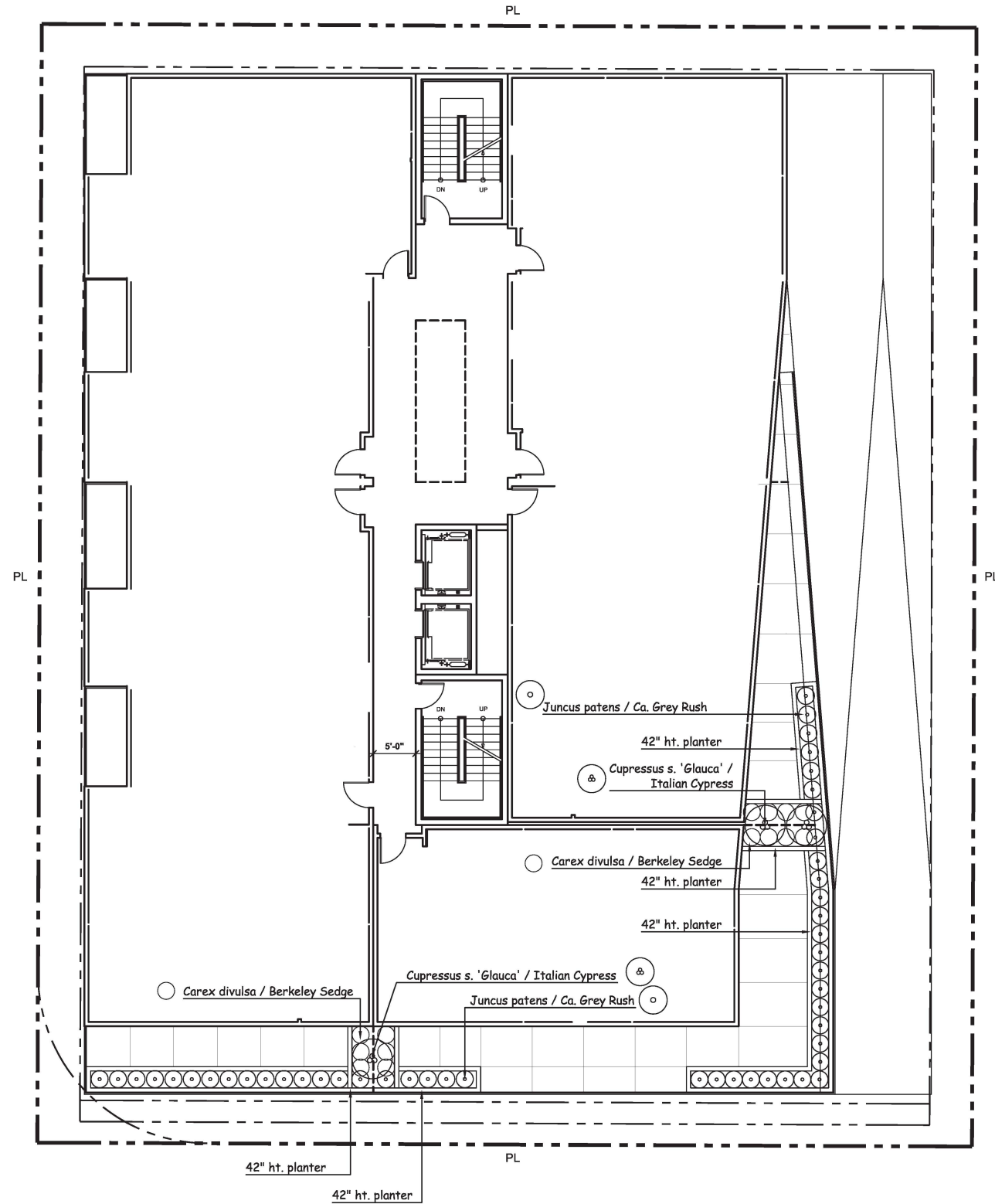


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 JOB NUMBER: 184816
 DRAWN BY:



EXHIBIT A

Case No. CPC-2016-2203-DB
Page 9 of 32



TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* Cupressus s. 'Glauca'	Italian Cypress	24"box	3	10'

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
○	* Carex divulsa	Berkeley Sedge	5-gal	14	12"
⊙	* Juncus patens	Ca. Grey Rush	5-gal	48	18"

* Points claimed All trees to be planted with commercial root barriers.
NOTE:
All groundcover areas where plants are 4' or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.
NOTE:
Waterproofing and drains in planters by others.



Cupressus s. 'Glauca' / Italian Cypress



Carex divulsa / Berkeley Sedge



Chondropetalum tectorum / Cape Rush

REVISIONS	DATE
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FOURTH FLOOR PLANTING PLAN



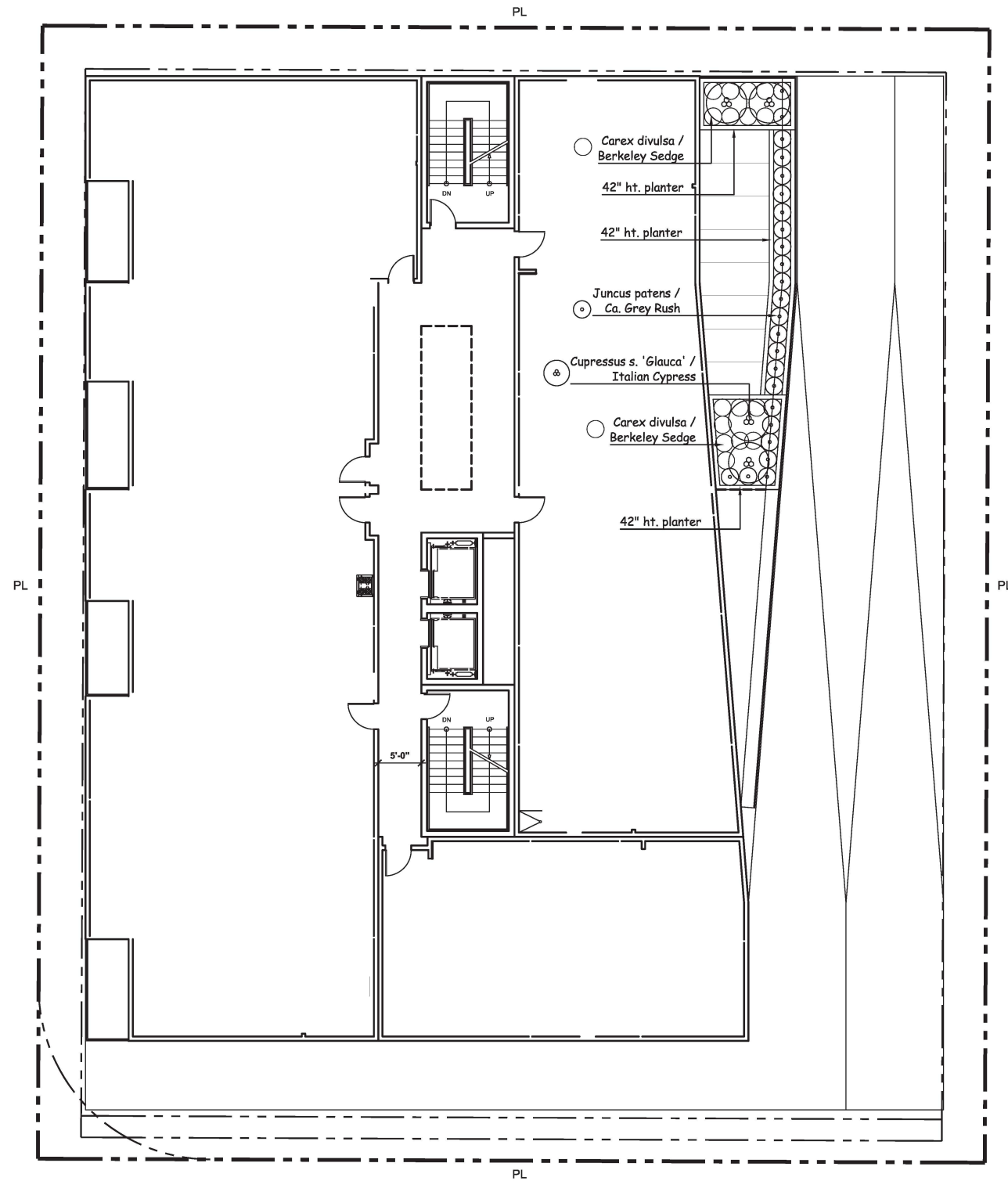
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JOB NUMBER: 184816
DRAWN BY:



EXHIBIT A

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TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* Cupressus s. 'Glauca'	Italian Cypress	24"box	4	10'

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
○	* Carex divulsa	Berkeley Sedge	5-gal	16	12"
⊙	* Juncus patens	Ca. Grey Rush	5-gal	24	18"

* Points claimed

All trees to be planted with commercial root barriers.

NOTE:

All groundcover areas where plants are 4' or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:

Waterproofing and drains in planters by others.



Cupressus s. 'Glauca' / Italian Cypress



Carex divulsa / Berkeley Sedge



Chondropetalum tectorum / Cape Rush

REVISIONS	DATE
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FIFTH FLOOR
 PLANTING PLAN



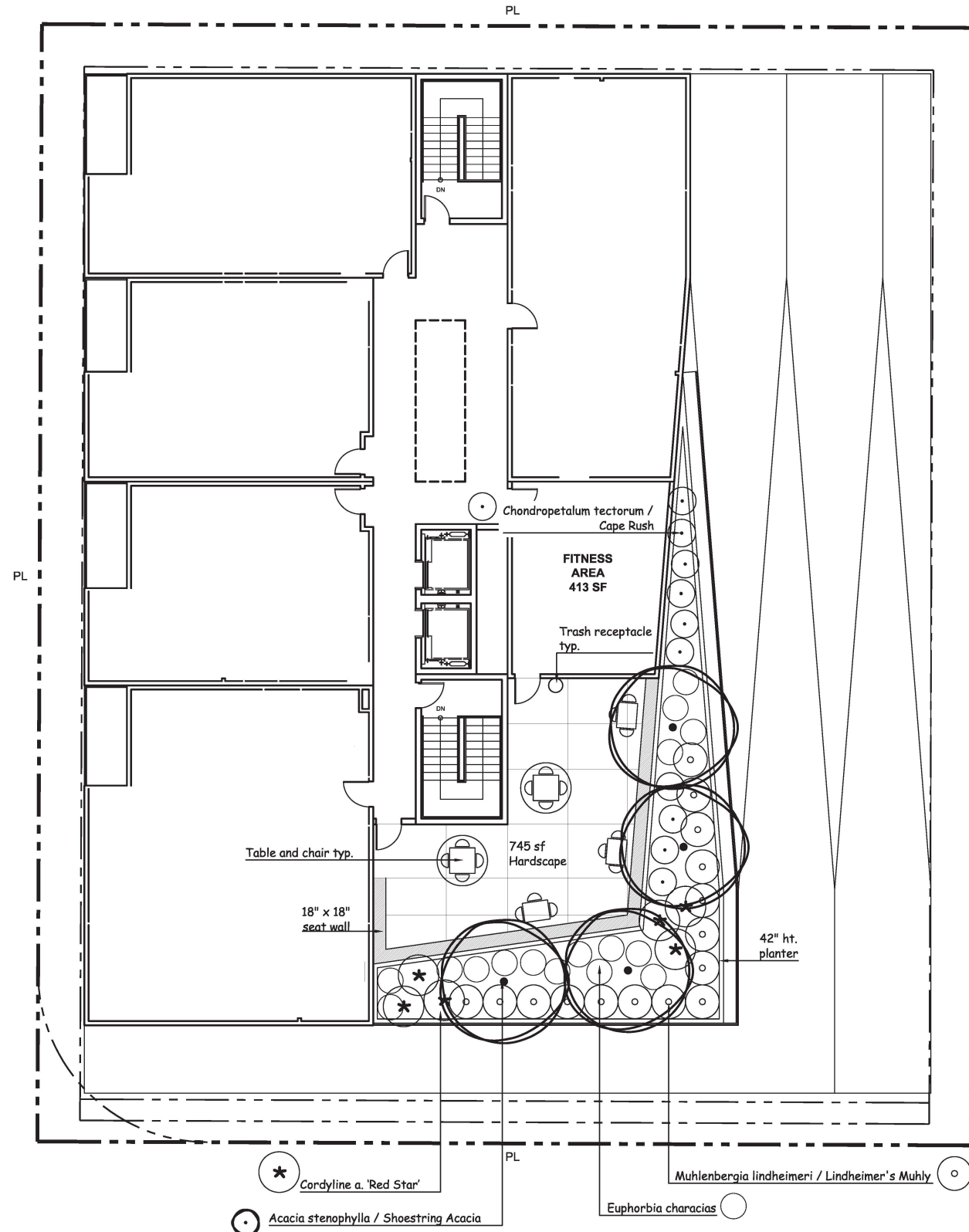
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 JOB NUMBER: 184816
 DRAWN BY:



EXHIBIT A

Case No. CPC-2016-2203-DB

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TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* <i>Acacia stenophylla</i>	Shoestring Acacia	24"box	4	25'

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	HT. AT MATURITY
⊙	* <i>Chondropetalum tectorum</i>	Cape Rush	5-gal	9	24"
⊛	* <i>Cordyline a. 'Red Star'</i>		5-gal	6	5'
⊙	* <i>Euphorbia characias</i>		5-gal	10	30"
⊙	* <i>Muhlenbergia lindheimeri</i>	Lindheimer's Muhly	5-gal	16	3'

*Points claimed

All trees to be planted with commercial root barriers.

NOTE:

All groundcover areas where plants are 4' or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:

Waterproofing and drains in planters by others.



Acacia stenophylla / Shoestring Acacia



Cordyline a. 'Red Star'



Euphorbia characias



Chondropetalum tectorum / Cape Rush



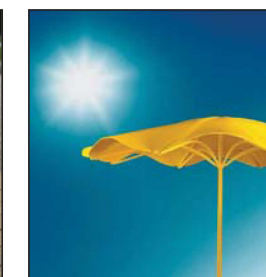
Muhlenbergia lindheimeri / Lindheimer's Muhly



Table



Chair



Umbrella



Parc Vue Litter Receptical

REVISIONS	DATE
1.	9.20.17
2.	12.06.17
3.	
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EIGHTH FLOOR PLANTING PLAN



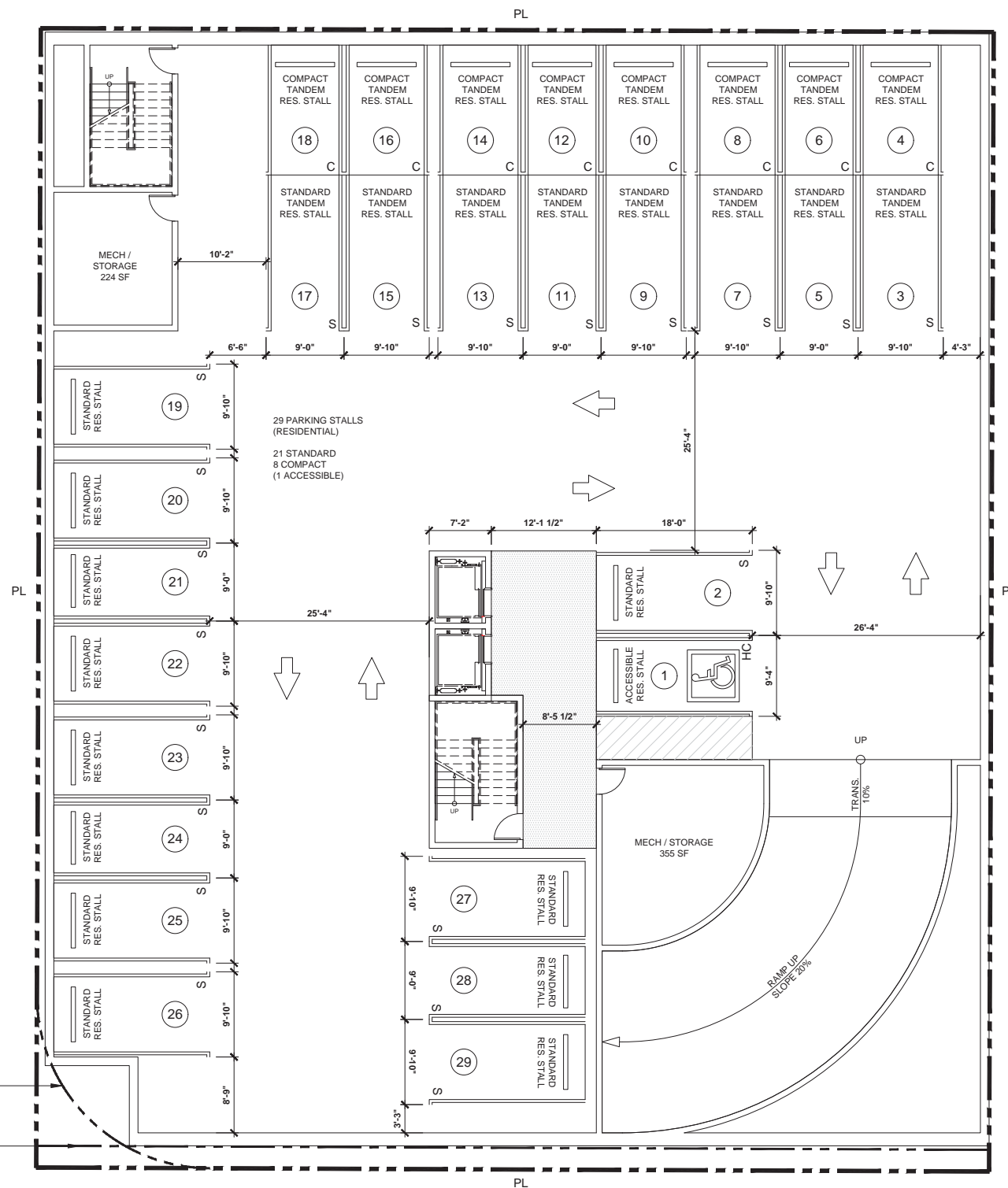
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JOB NUMBER: 184816
DRAWN BY:



EXHIBIT A

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(E) REQUIRED 20'-0" RADIUS CORNER SETBACK PER BOE REQUIREMENTS

(E) REQUIRED 2'-6" DEDICATION PER BOE REQUIREMENTS

LEVEL P3
SCALE: 1/8" = 1'-0"

GENERAL NOTES

SHEET NOTES

LEGEND



R&A ARCHITECTURE AND DESIGN
4200 SEPULVEDA BLVD, STE 104,
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P. 310.730.6698 ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021 OWNER

488 SAN VICENTE
488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

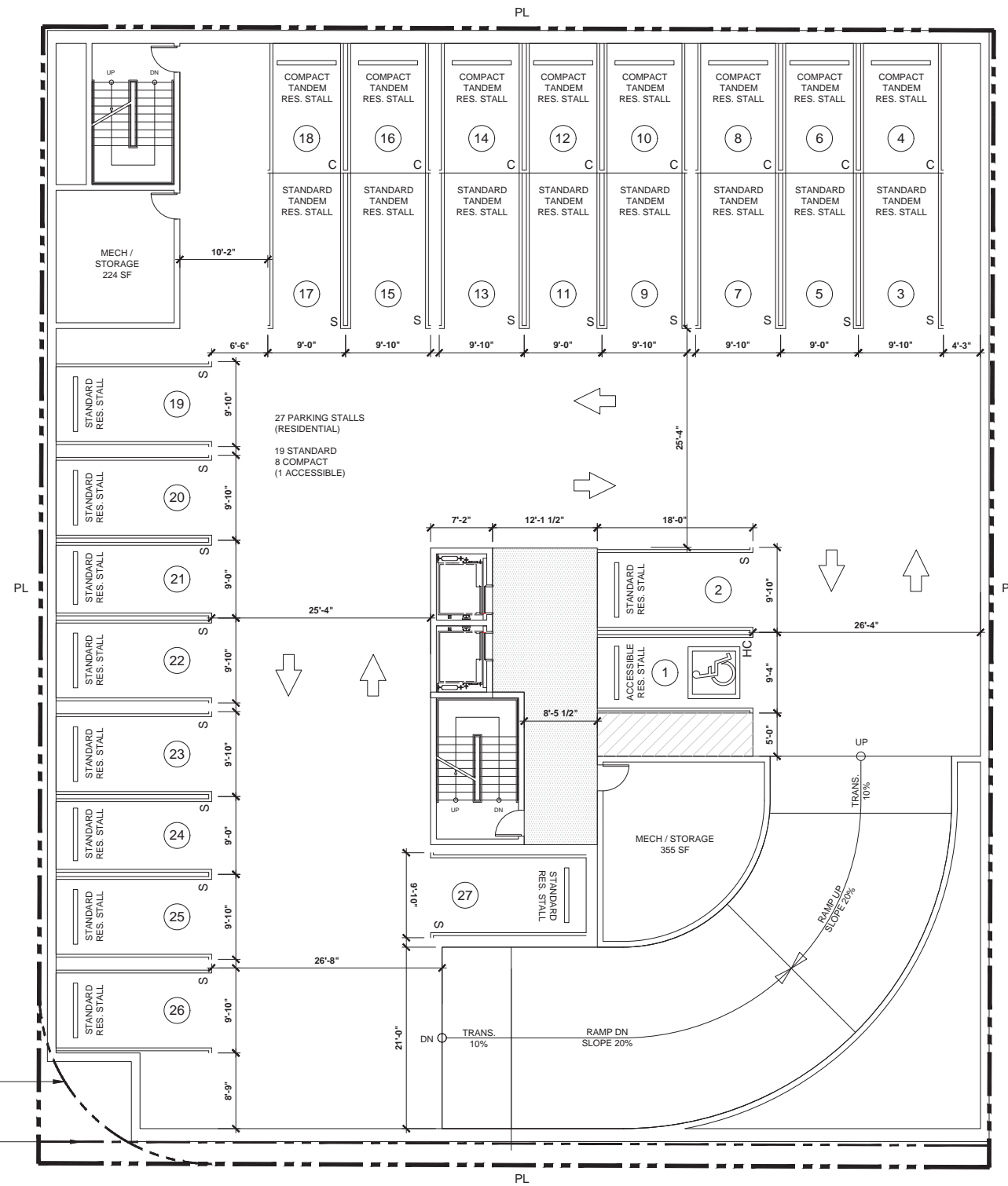
NORTH

LEVEL P3

A20.00

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 13 of 32



(E) REQUIRED 20'-0" RADIUS CORNER
SETBACK PER BOE REQUIREMENTS

(E) REQUIRED 2'-6" DEDICATION
PER BOE REQUIREMENTS

GENERAL NOTES

SHEET NOTES

LEGEND



R&A ARCHITECTURE AND DESIGN
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R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

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Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"



LEVEL P2

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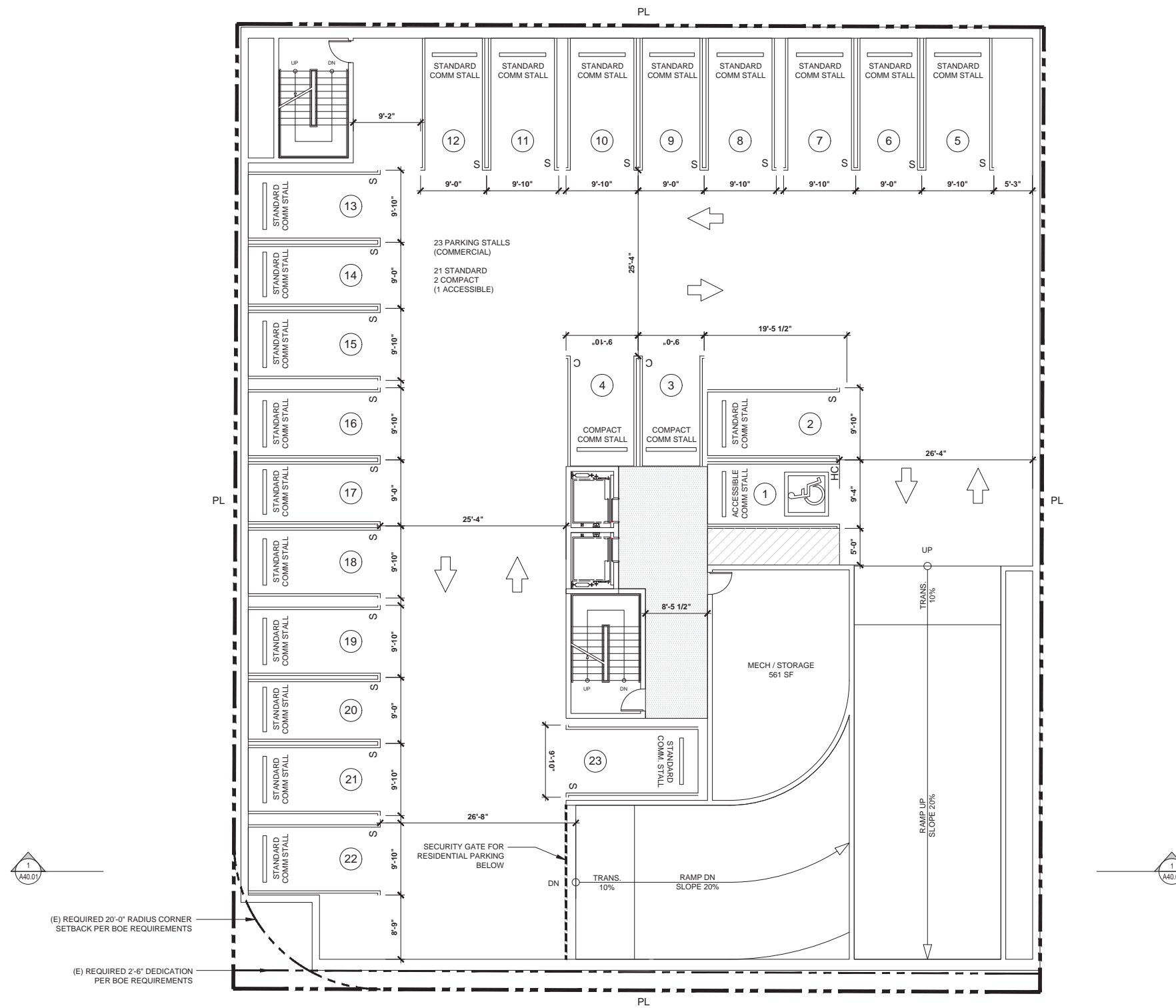
LEVEL P2
SCALE: 1/8" = 1'-0"

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EXHIBIT A

Case No. CPC-2016-2203-DB

Page 14 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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LOS ANGELES, CA 90021
OWNER

488 SAN VICENTE

488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
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MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

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License Name: R&A
Profession Name: Architectural Corp.
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SCALE: 1/8" = 1'-0"

NORTH



LEVEL P1

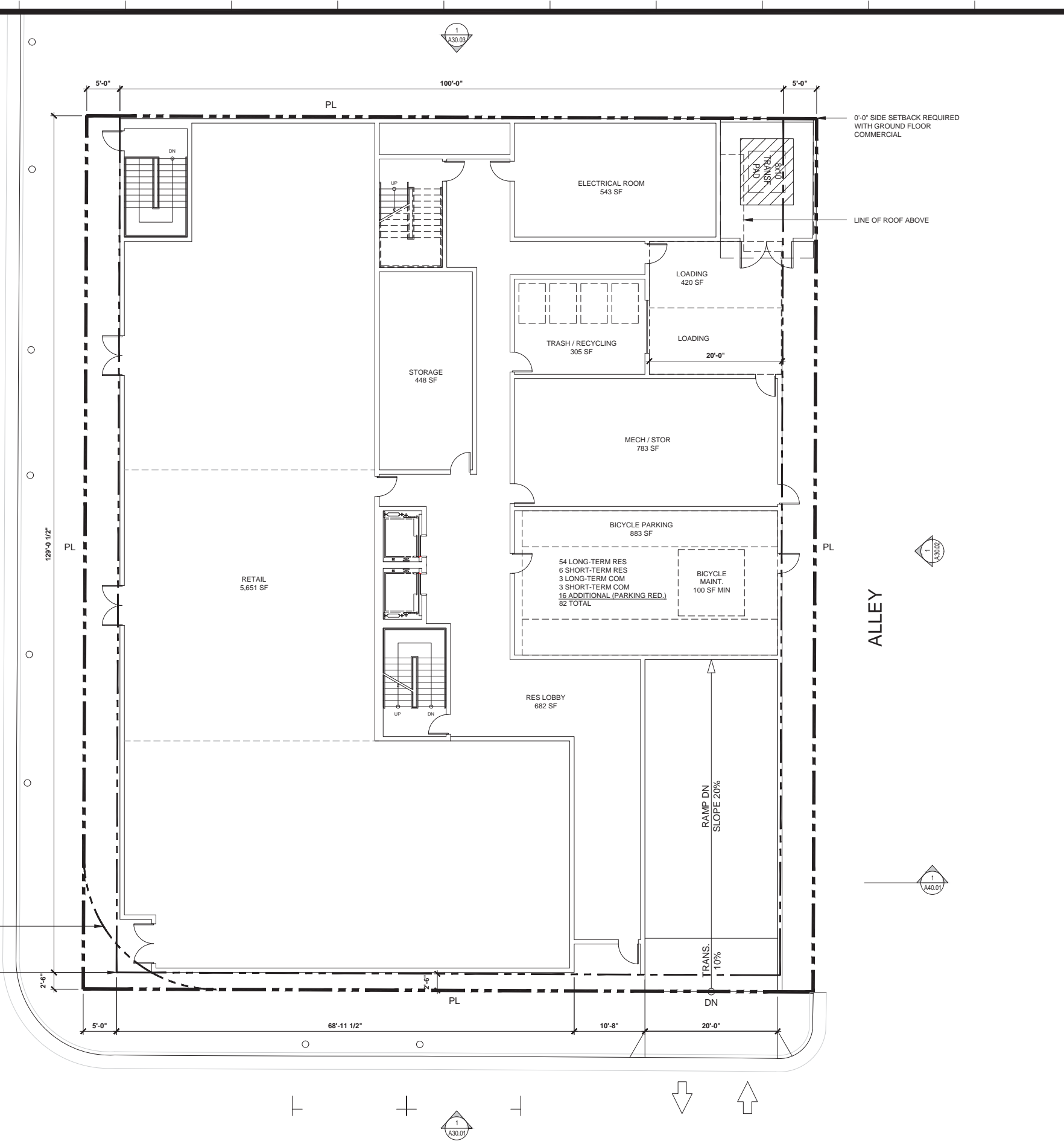
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LEVEL P1
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 15 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

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License Number: 000377

SCALE: 1/8" = 1'-0"



LEVEL 01

A20.10

LEVEL 01
SCALE: 1/8" = 1'-0"

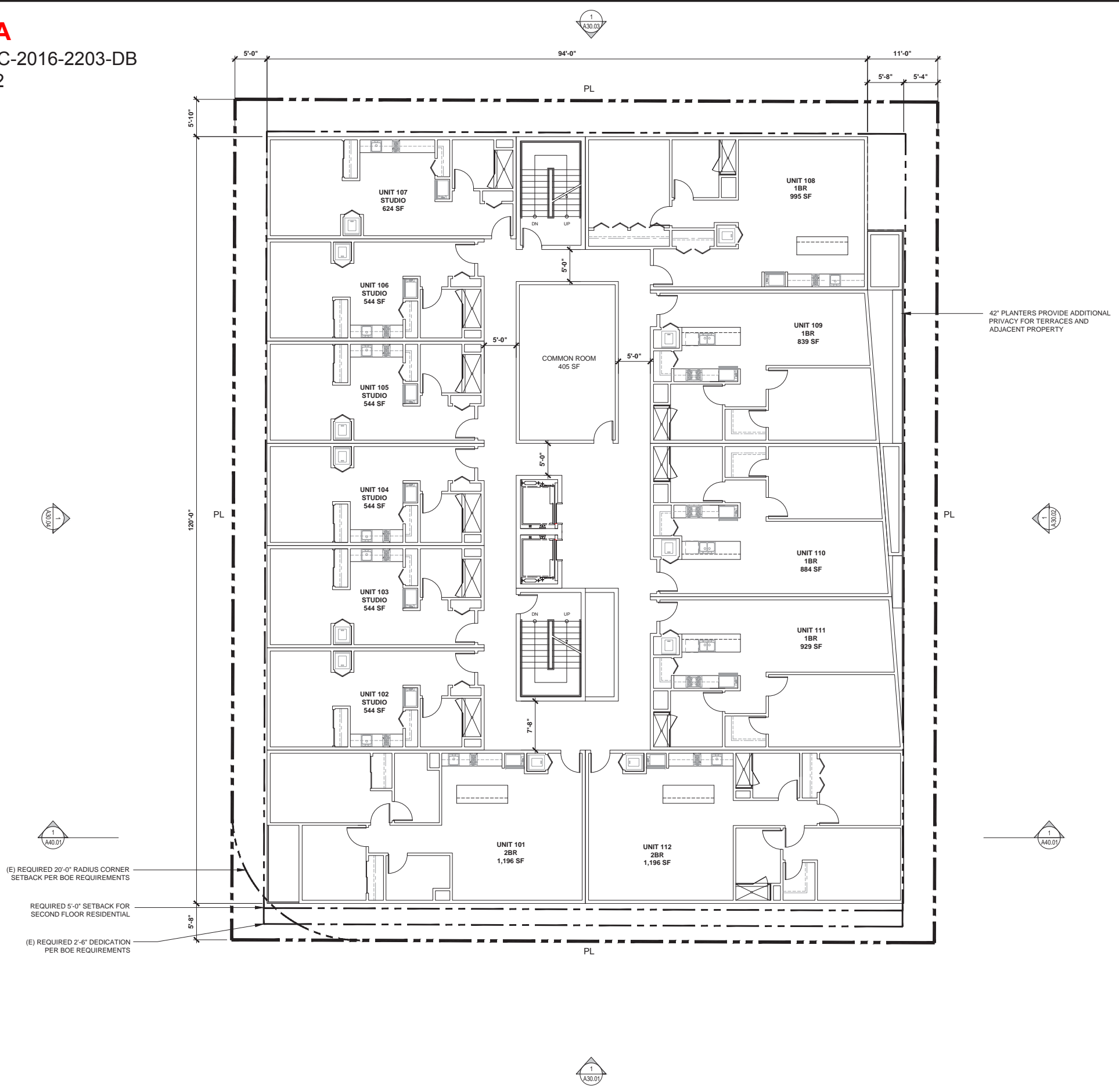
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(E) REQUIRED 20'-0" RADIUS CORNER
SETBACK PER BOE REQUIREMENTS

(E) REQUIRED 2'-6" DEDICATION
PER BOE REQUIREMENTS

EXHIBIT A

Case No. CPC-2016-2203-DB
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GENERAL NOTES

SHEET NOTES

LEGEND

- (E) REQUIRED 20'-0" RADIUS CORNER SETBACK PER BOE REQUIREMENTS
- REQUIRED 5'-0" SETBACK FOR SECOND FLOOR RESIDENTIAL
- (E) REQUIRED 2'-6" DEDICATION PER BOE REQUIREMENTS

42" PLANTERS PROVIDE ADDITIONAL PRIVACY FOR TERRACES AND ADJACENT PROPERTY



R&A ARCHITECTURE AND DESIGN
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THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021 OWNER

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R & A PROJECT NO: 184

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License Number: 000377

SCALE: 1/8" = 1'-0"



LEVEL 02

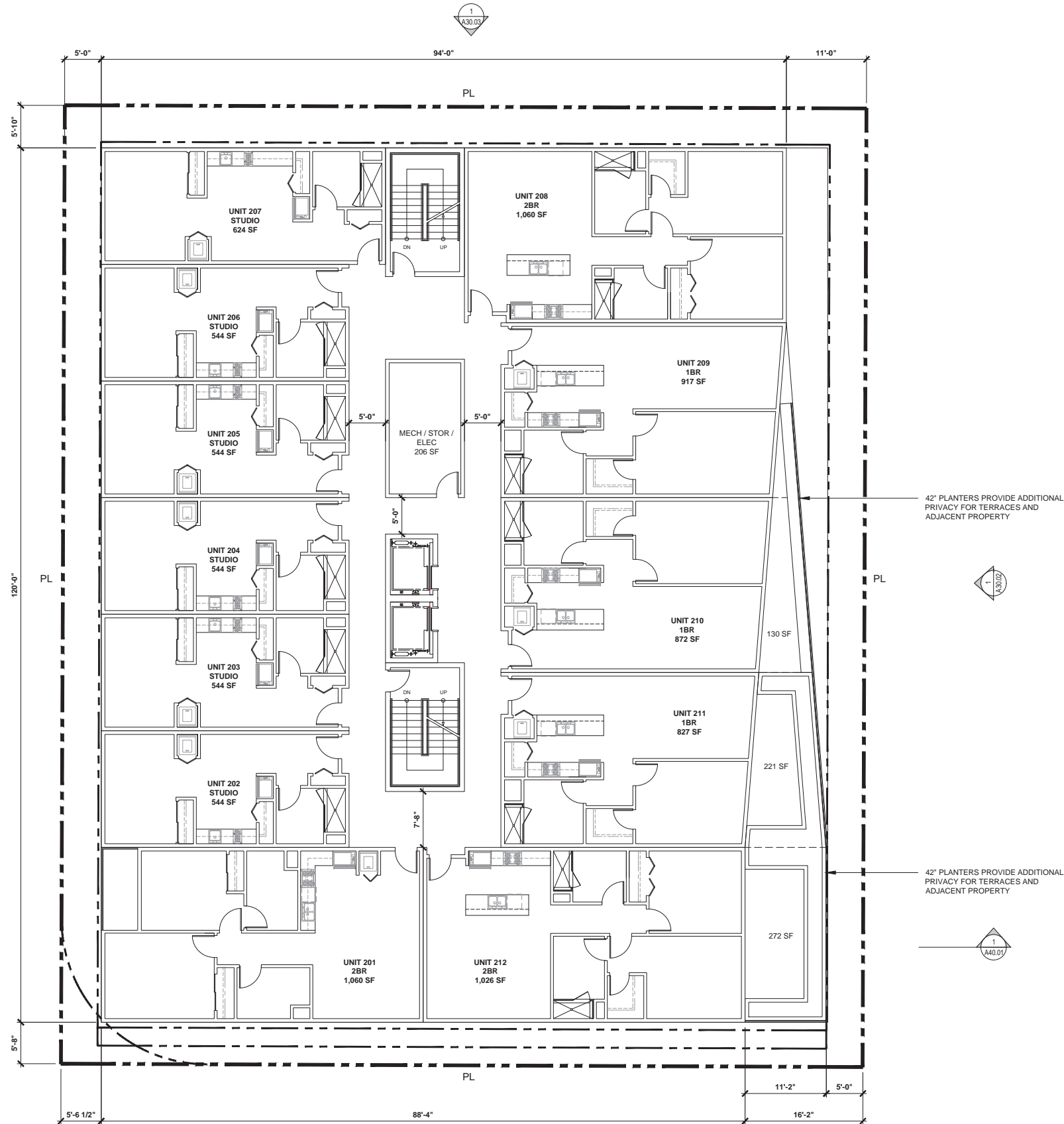
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LEVEL 02
SCALE: 1/8" = 1'-0"

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EXHIBIT A

Case No. CPC-2016-2203-DB
Page 17 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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R & A PROJECT NO: 184

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MCWCC	05/16/17
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MCWCC	07/14/17
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License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



LEVEL 03

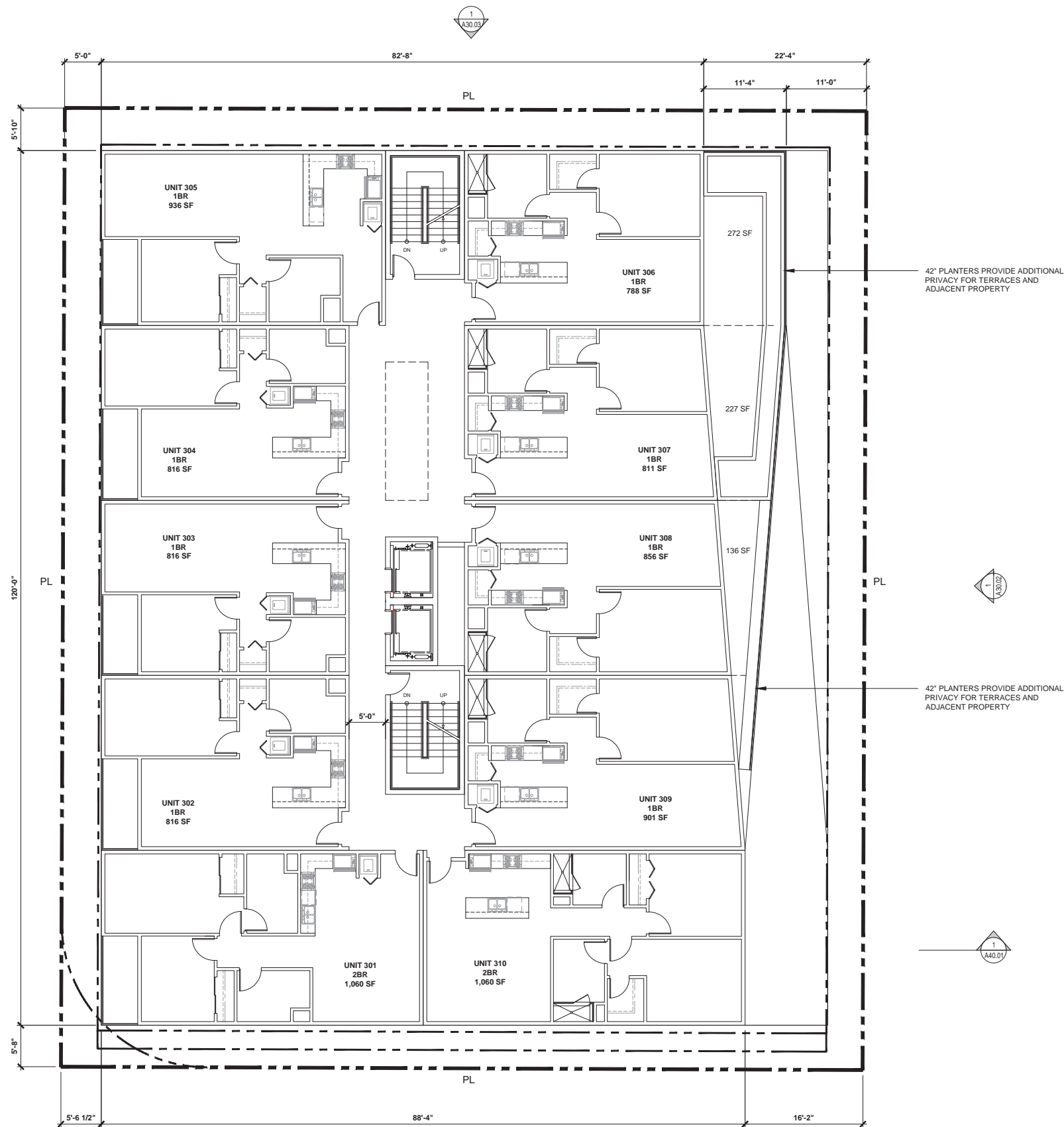
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LEVEL 03
SCALE: 1/8" = 1'-0"

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EXHIBIT A

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Page 18 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

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License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



LEVEL 04

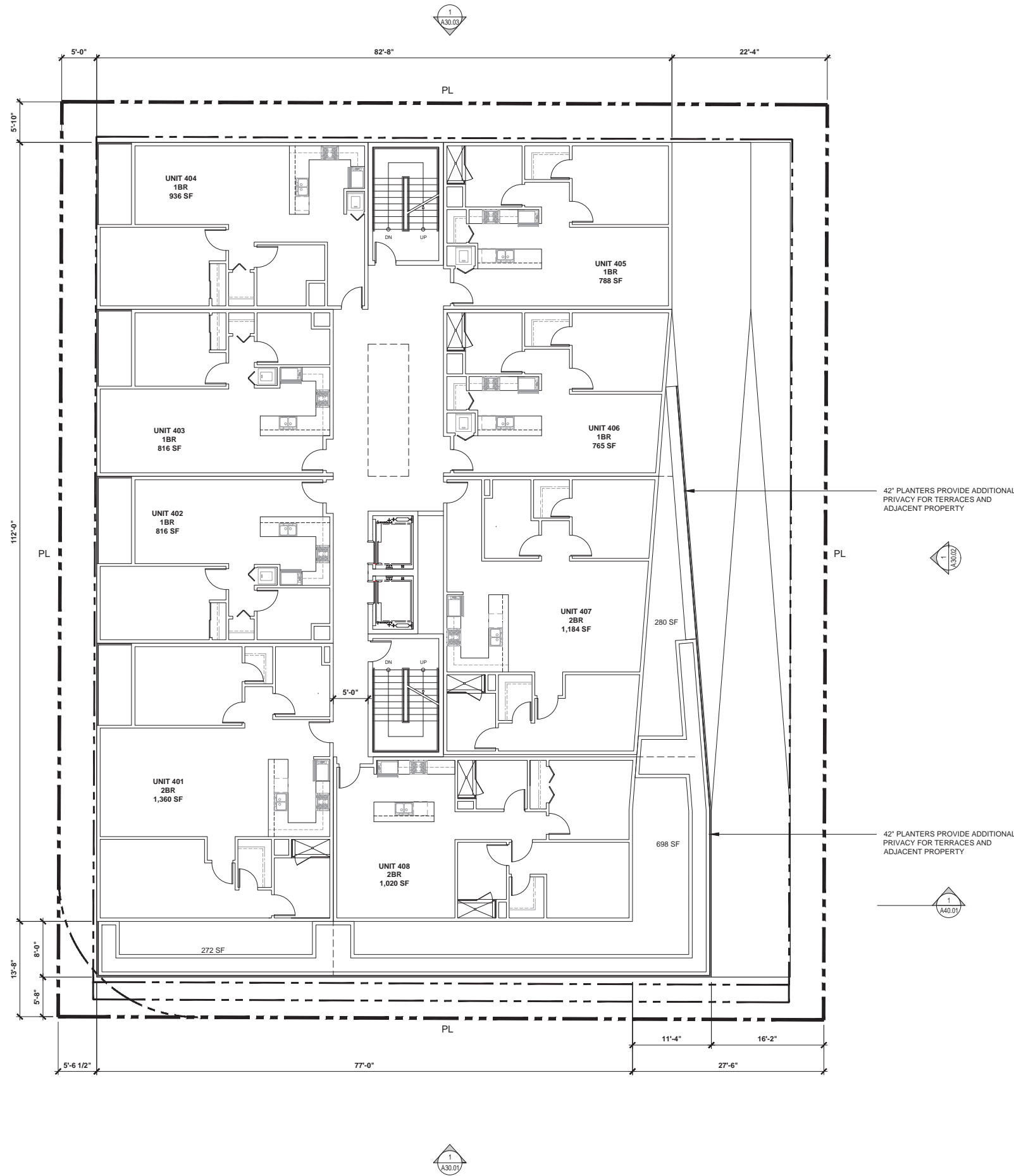
A20.40

LEVEL 04
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 19 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



R&A ARCHITECTURE AND DESIGN
4200 SEPULVEDA BLVD, STE 104,
CULVER CITY, CA 90230
P. 310.730.6698 ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021 OWNER

488 SAN VICENTE
488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"



LEVEL 05

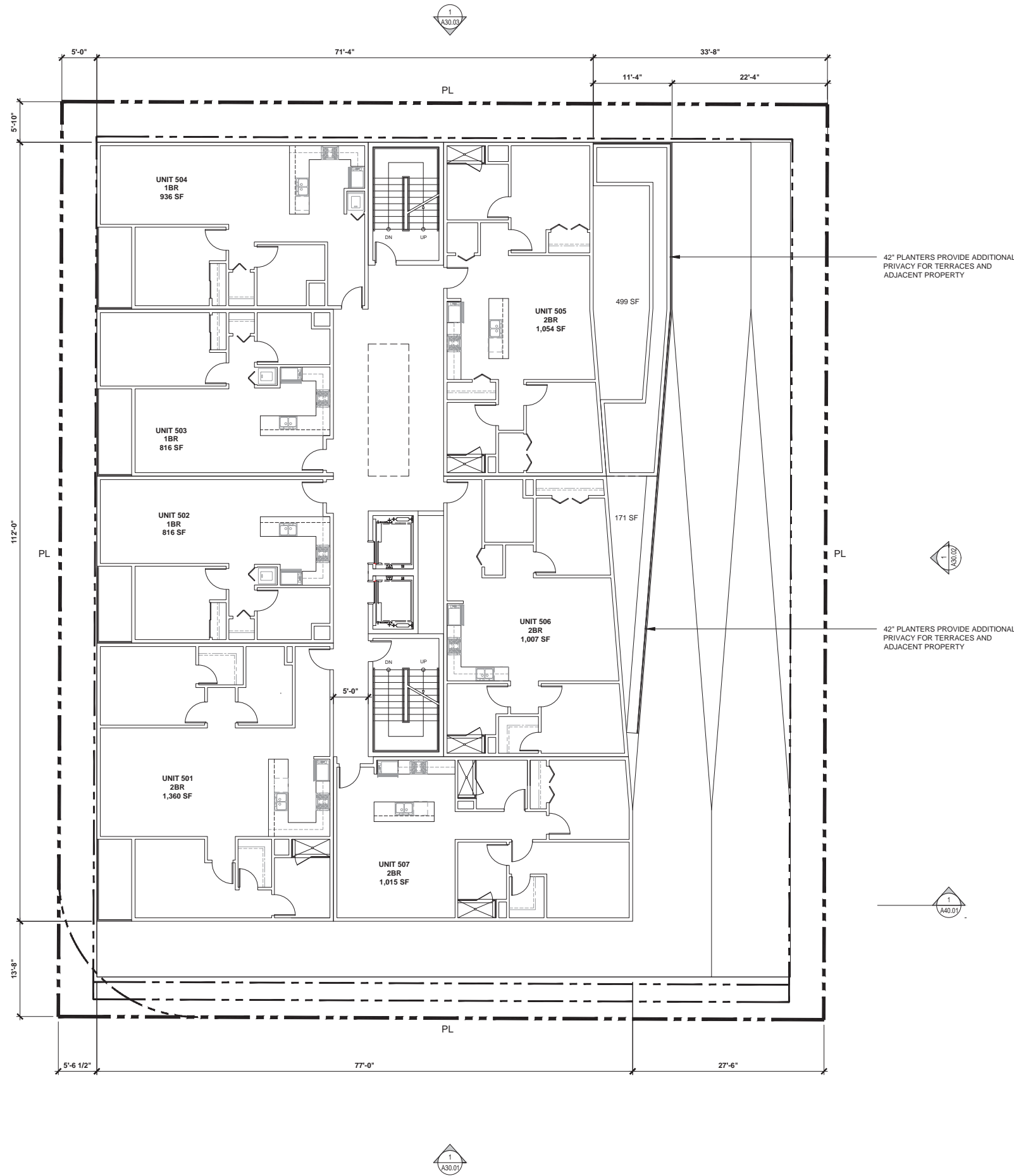
A20.50

LEVEL 05
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 20 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021 OWNER

488 SAN VICENTE
488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
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PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



LEVEL 06

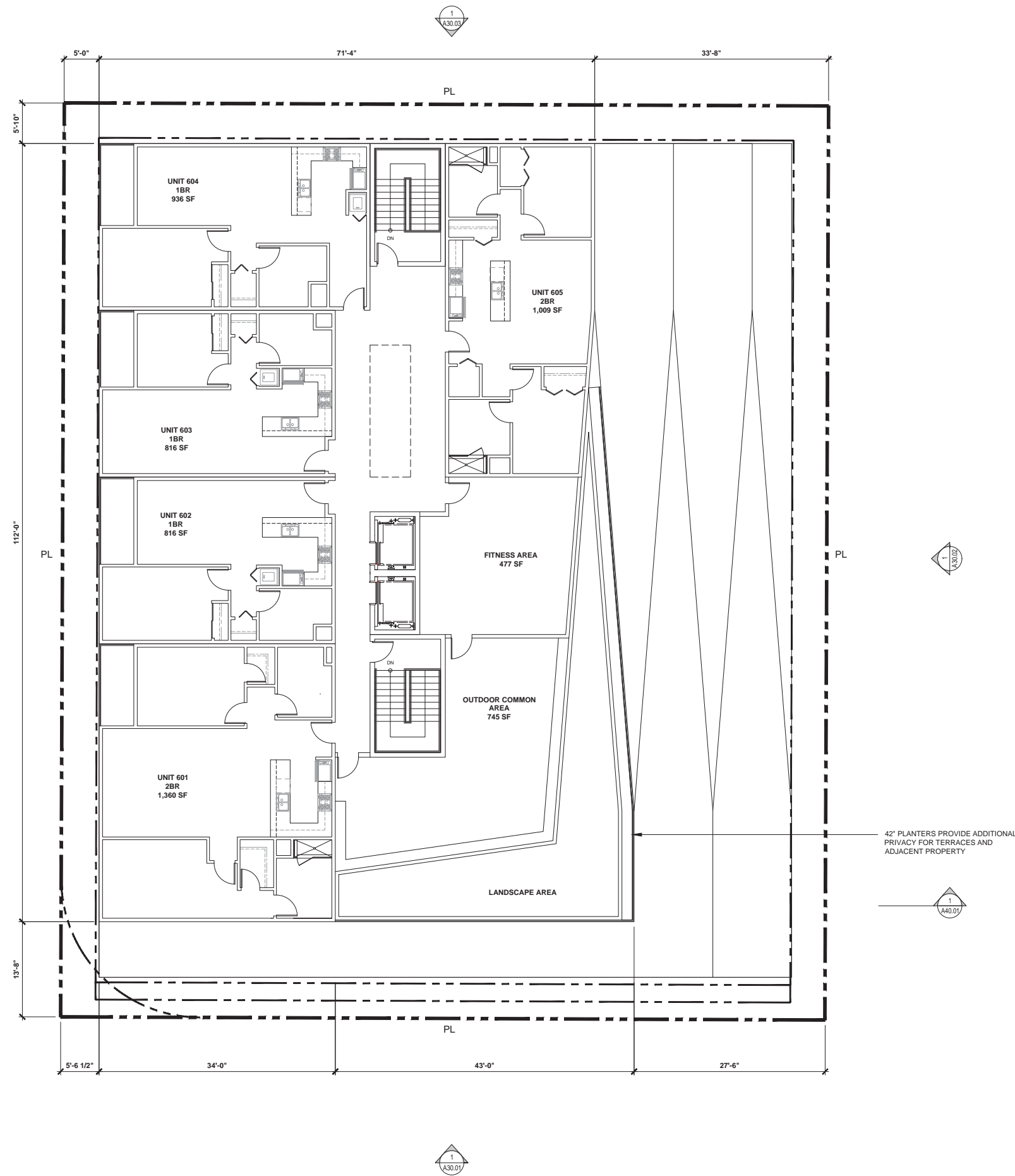
A20.60

LEVEL 06
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 21 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



R&A ARCHITECTURE AND DESIGN
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THE NEMAN GROUP, INC.
1420 PALOMA STREET
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488 SAN VICENTE
488 San Vicente Blvd
Los Angeles, CA 90048

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Seal

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



LEVEL 07

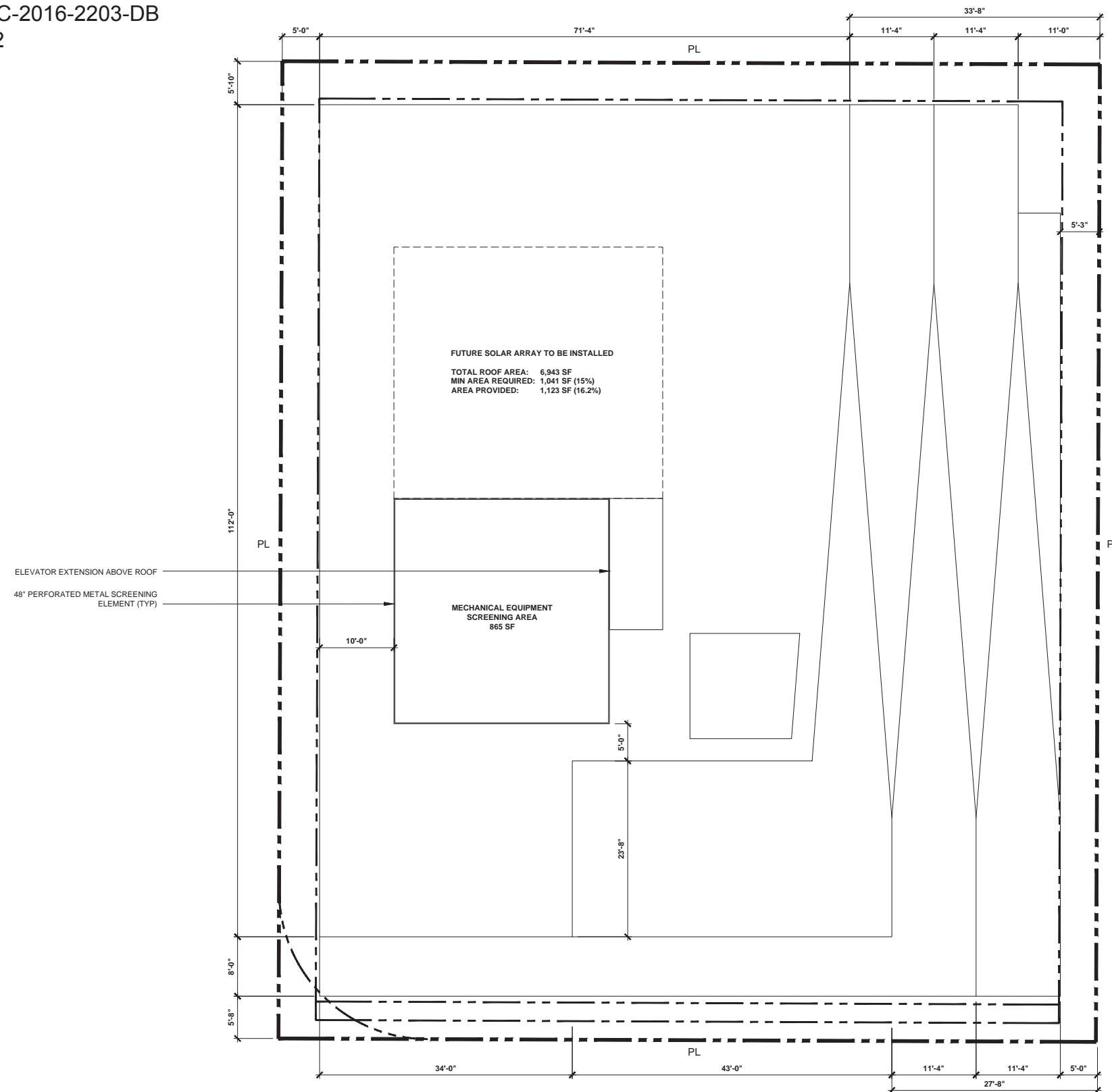
A20.70

LEVEL 07
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 22 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



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THE NEMAN GROUP, INC.
1420 PALOMA STREET
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488 SAN VICENTE

488 San Vicente Blvd
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R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
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PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



ROOF PLAN

A20.80

ROOF PLAN
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 23 of 32



STREET VIEW - SOUTHEAST
SCALE: NTS **2**



STREET VIEW - SOUTHWEST
SCALE: NTS **1**

R&A

R&A ARCHITECTURE AND DESIGN
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CULVER CITY, CA 90230
P. 310.730.6698
ARCHITECT

THE NEMAN GROUP, INC.
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R & A PROJECT NO: 184

DESCRIPTION	DATE
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Seal

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CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"



3D VIEWS

A30.00

EXHIBIT A

Case No. CPC-2016-2203-DB

Page 24 of 32

GENERAL NOTES

SHEET NOTES

LEGEND

- 1 LOW E. LOW IRON CLEAR VISION GLASS
- 2 BLACK ANODIZED ALUMINUM STOREFRONT MULLIONS
- 3 SMOOTH FINISH ARCHITECTURAL PLASTER
- 4 BOARD FORMED CONCRETE
- 5 BUILDING SIGNAGE
- 6 VERTICAL WOOD RAIN SCREEN
- 7 FIXED PERFORATED METAL SCREEN, COLOR TO MATCH PLASTER
- 8 LOW E. LOW IRON CLEAR VISION GLASS RAILING
- 9 42" HIGH WOOD PLANTER
- 10 BAMBOO



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P. 310.730.6698 ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
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488 SAN VICENTE

488 San Vicente Blvd
Los Angeles, CA 90048

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DESCRIPTION	DATE
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Seal

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Printed Name - Discipline
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License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



EXTERIOR ELEVATIONS

A30.01

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SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
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GENERAL NOTES



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ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021
OWNER

488 SAN VICENTE
488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

SHEET NOTES

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

LEGEND

- 1 LOW E. LOW IRON CLEAR VISION GLASS
- 2 BLACK ANODIZED ALUMINUM STOREFRONT MULLIONS
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- 4 BOARD FORMED CONCRETE
- 5 BUILDING SIGNAGE
- 6 VERTICAL WOOD RAIN SCREEN
- 7 FIXED PERFORATED METAL SCREEN; COLOR TO MATCH PLASTER
- 8 LOW E. LOW IRON CLEAR VISION GLASS RAILING
- 9 42" HIGH WOOD PLANTER
- 10 BAMBOO

Seal

**PRELIMINARY
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Printed Name - Discipline
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License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATIONS

A30.02

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EAST ELEVATION
SCALE: 1/8" = 1'-0" **1**

EXHIBIT A

Case No. CPC-2016-2203-DB

Page 26 of 32

GENERAL NOTES

SHEET NOTES

LEGEND

- 1 LOW E. LOW IRON CLEAR VISION GLASS
- 2 BLACK ANODIZED ALUMINUM STOREFRONT MULLIONS
- 3 SMOOTH FINISH ARCHITECTURAL PLASTER
- 4 BOARD FORMED CONCRETE
- 5 BUILDING SIGNAGE
- 6 VERTICAL WOOD RAIN SCREEN
- 7 FIXED PERFORATED METAL SCREEN, COLOR TO MATCH PLASTER
- 8 LOW E. LOW IRON CLEAR VISION GLASS RAILING
- 9 42" HIGH WOOD PLANTER
- 10 BAMBOO



R&A ARCHITECTURE AND DESIGN
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CULVER CITY, CA 90230
P.310.730.6698 ARCHITECT

THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021 OWNER

488 SAN VICENTE

488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
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Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"

NORTH



EXTERIOR ELEVATIONS

A30.03

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NORTH ELEVATION
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 27 of 32

GENERAL NOTES



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488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

SHEET NOTES

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

LEGEND

- 1 LOW E. LOW IRON CLEAR VISION GLASS
- 2 BLACK ANODIZED ALUMINUM STOREFRONT MULLIONS
- 3 SMOOTH FINISH ARCHITECTURAL PLASTER
- 4 BOARD FORMED CONCRETE
- 5 BUILDING SIGNAGE
- 6 VERTICAL WOOD RAIN SCREEN
- 7 FIXED PERFORATED METAL SCREEN; COLOR TO MATCH PLASTER
- 8 LOW E. LOW IRON CLEAR VISION GLASS RAILING
- 9 42" HIGH WOOD PLANTER
- 10 BAMBOO
- 11 FIXED ARCHITECTURAL SHADE SCREEN - CEMENT FIBER BOARD PANELS; COLOR TO MATCH PLASTER

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATIONS

A30.04

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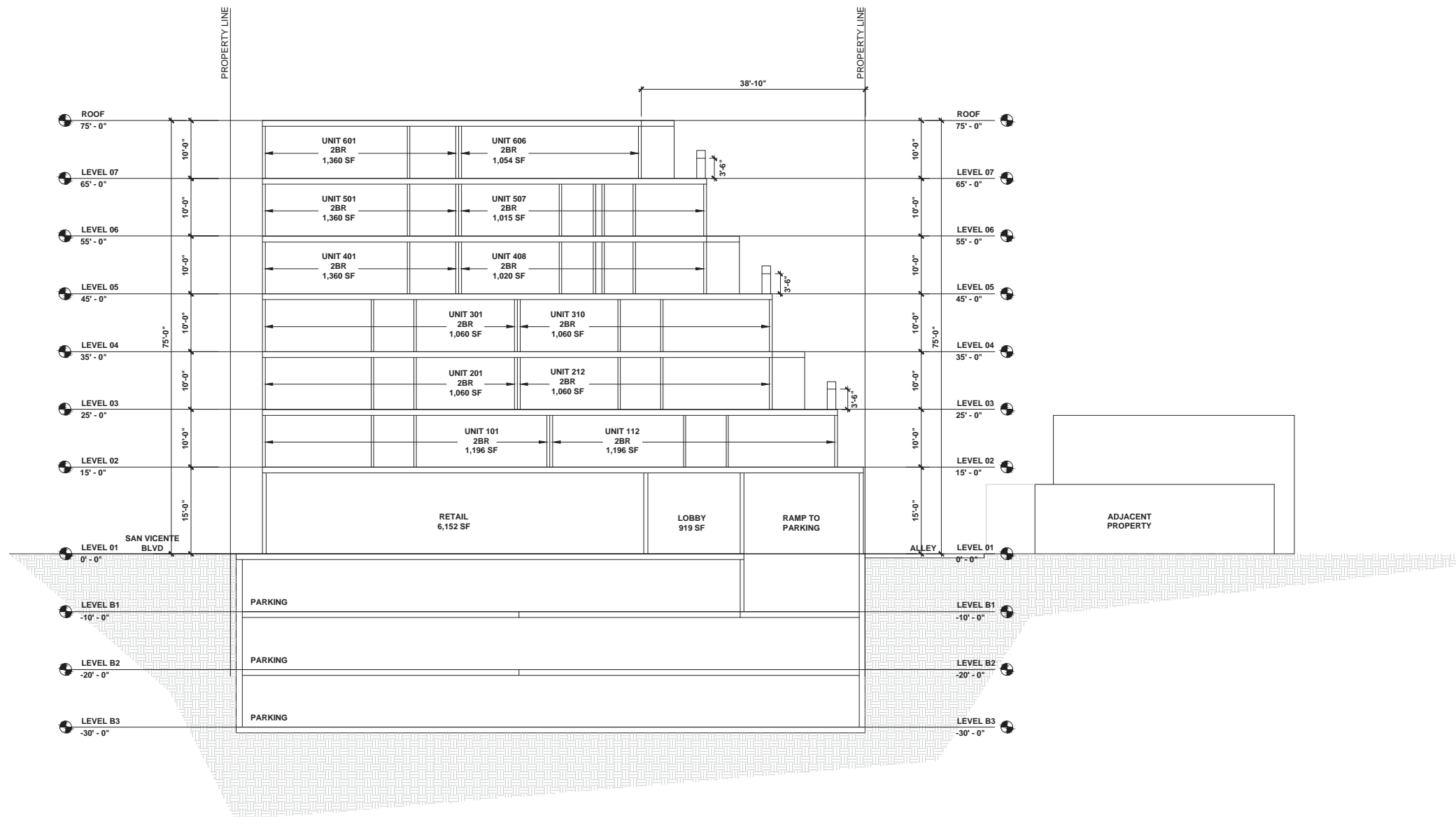


WEST ELEVATION
SCALE: 1/8" = 1'-0"

1

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 28 of 32



GENERAL NOTES

SHEET NOTES

LEGEND



R&A ARCHITECTURE AND DESIGN
4200 SEPULVEDA BLVD, STE 104,
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THE NEMAN GROUP, INC.
1420 PALOMA STREET
LOS ANGELES, CA 90021 OWNER

488 SAN VICENTE
488 San Vicente Blvd
Los Angeles, CA 90048

R & A PROJECT NO: 184

DESCRIPTION	DATE
MCWCC	05/16/17
MCWCC - PREVIEW	07/11/17
MCWCC	07/14/17
PLANNING COMMISSION - PREVIEW	02/19/18

Seal

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Printed Name - Discipline
CA# A-License Number

License Name: R&A
Profession Name: Architectural Corp.
License Number: 000377

SCALE: 1/8" = 1'-0"



BUILDING SECTIONS

A40.01

SECTION AA
SCALE: 1/8" = 1'-0"

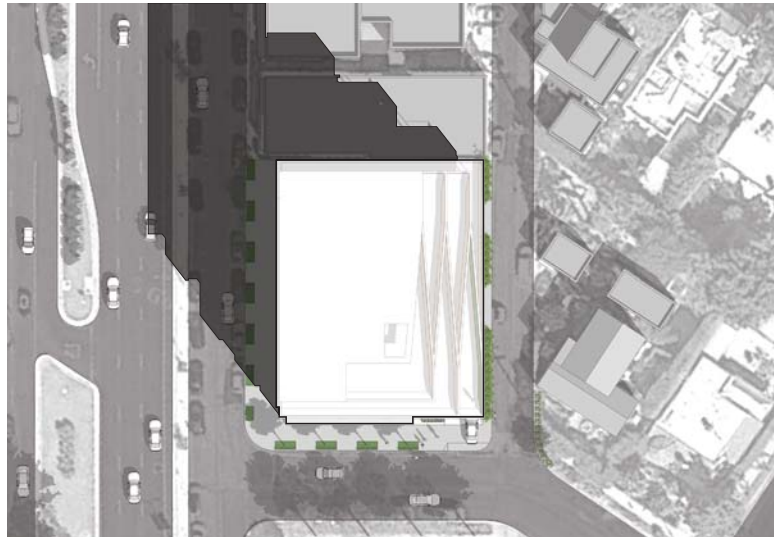
EXHIBIT A

488 SAN VICENTE

Shade / Shadow Study

VERNAL EQUINOX

No significant impact; Shading less than 3 hours between 9:00 AM - 3:00 PM (between late October and early April)



9:00 AM



10:00 AM



11:00 AM



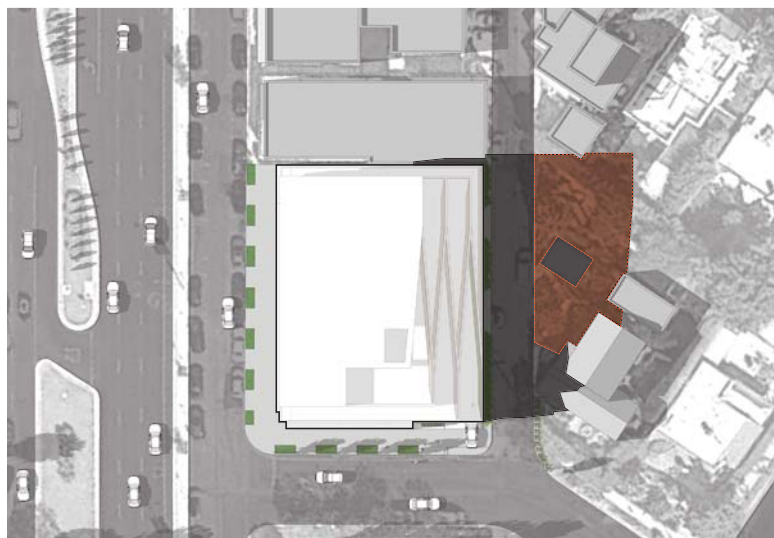
12:00 PM



1:00 PM



2:00 PM



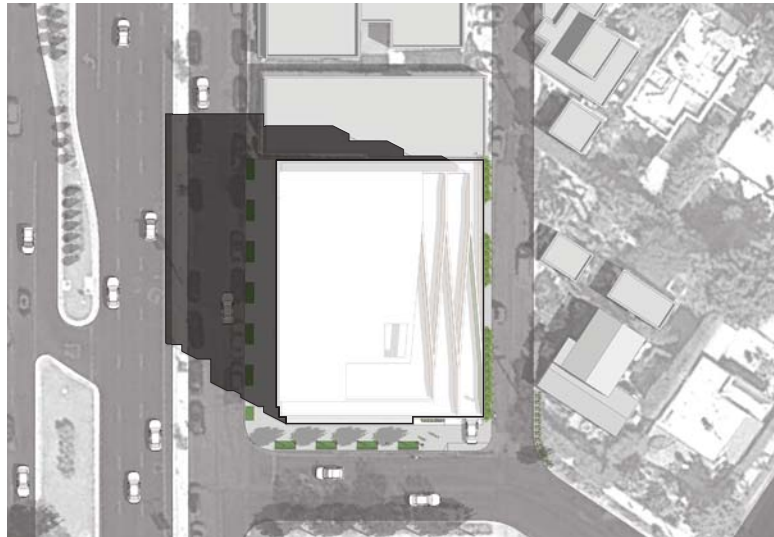
3:00 PM

488 San Vicente Boulevard

EXHIBIT A

SUMMER SOLSTICE

No significant impact; Shading less than 4 hours between 9:00 AM - 5:00 PM (between early April and late October)



9:00 AM



10:00 AM



11:00 AM



12:00 PM



1:00 PM



2:00 PM



3:00 PM



4:00 PM



5:00 PM

EXHIBIT A

Case No. CPC-2016-2203-DB
Page 31 of 32

488 SAN VICENTE
Shade / Shadow Study

AUTUMNAL EQUINOX

No significant impact; Shading less than 4 hours between 9:00 AM - 5:00 PM (between early April and late October)



9:00 AM



10:00 AM



11:00 AM



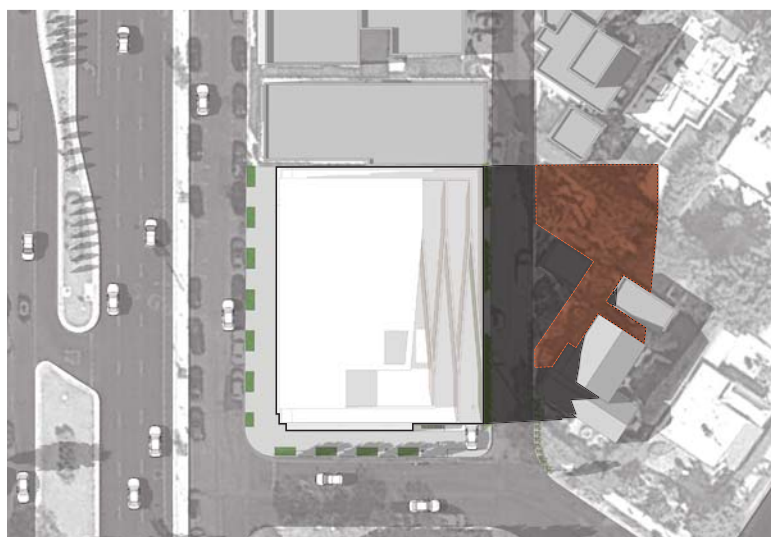
12:00 PM



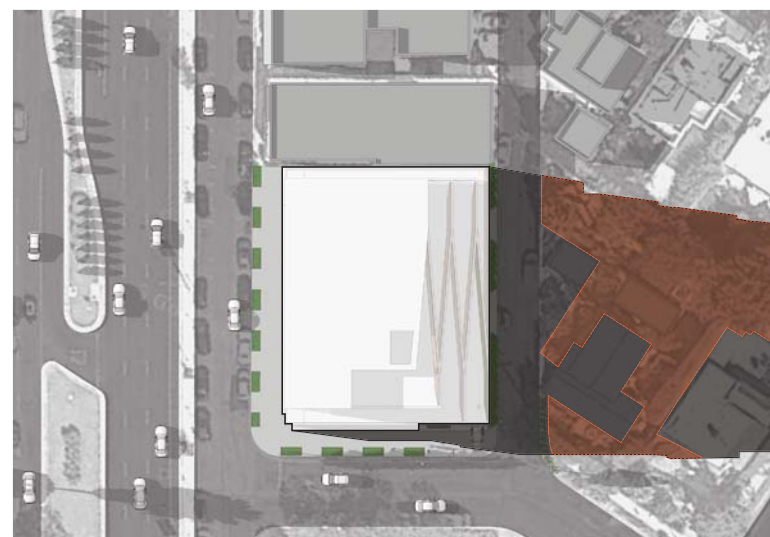
1:00 PM



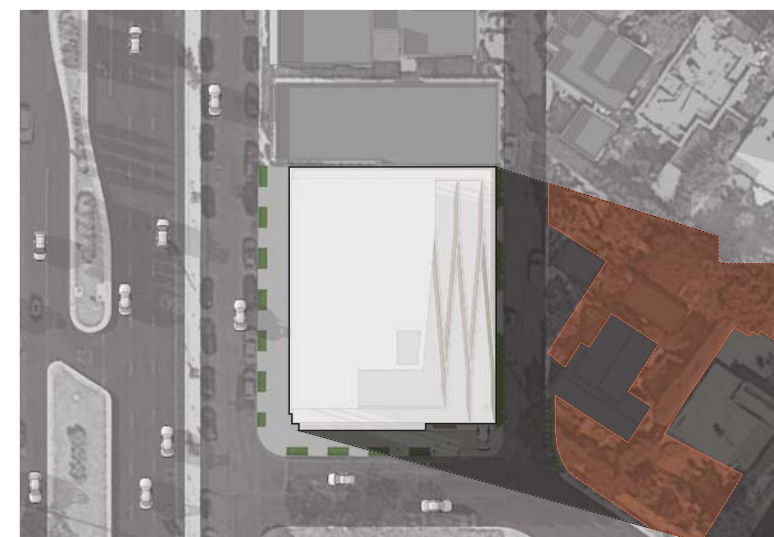
2:00 PM



3:00 PM



4:00 PM



5:00 PM

488 San Vicente Boulevard

December 20, 2017



EXHIBIT A

Case No. CPC-2016-2203-DB

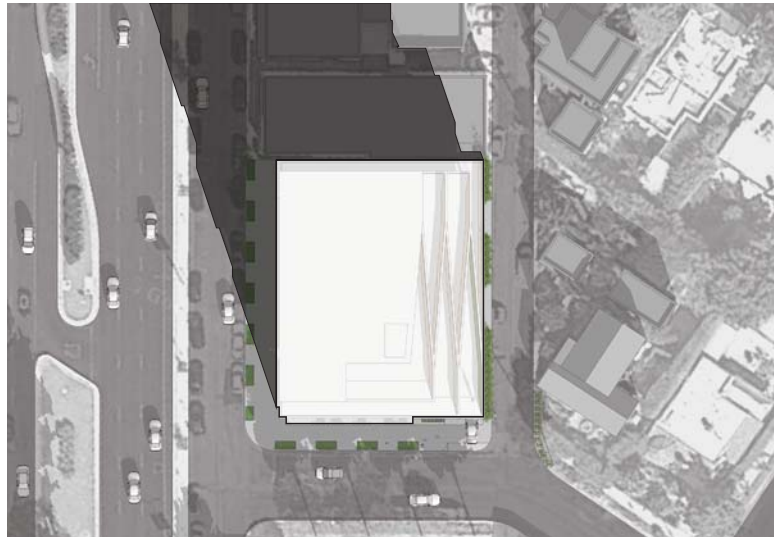
Page 32 of 32

488 SAN VICENTE

Shade / Shadow Study

WINTER SOLSTICE

No significant impact; Shading less than 3 hours between 9:00 AM - 3:00 PM (between late October and early April)



9:00 AM



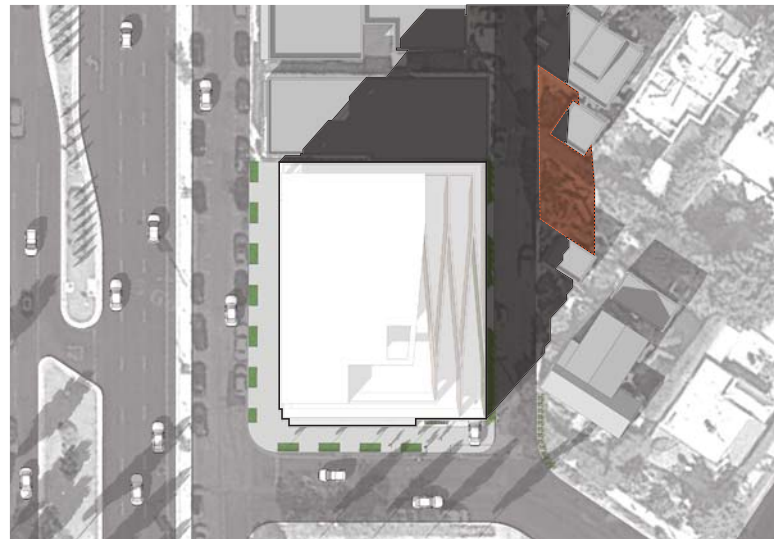
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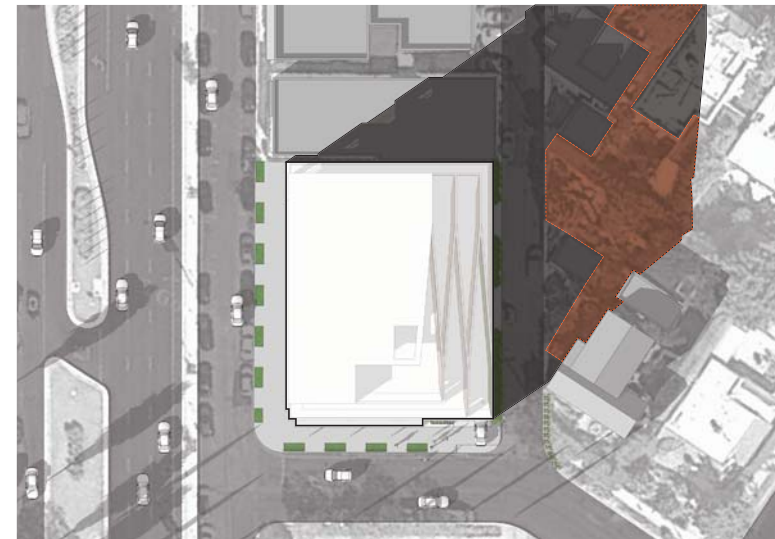
11:00 AM



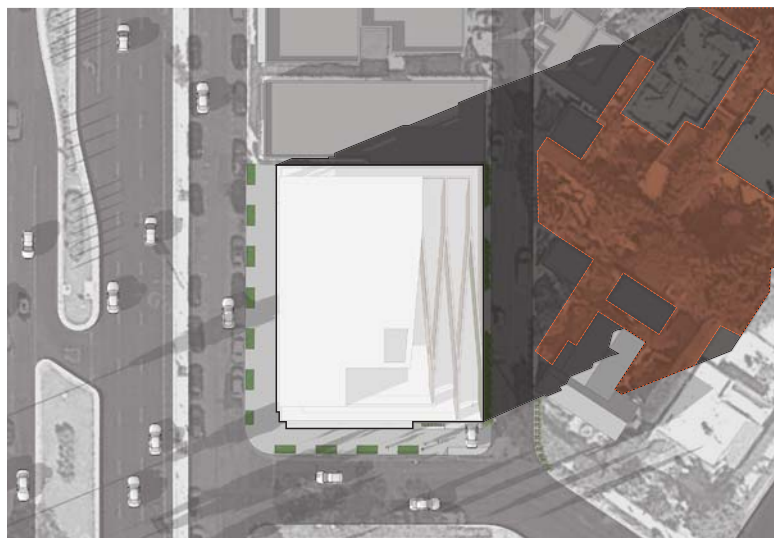
12:00 PM



1:00 PM



2:00 PM



3:00 PM

488 San Vicente Boulevard

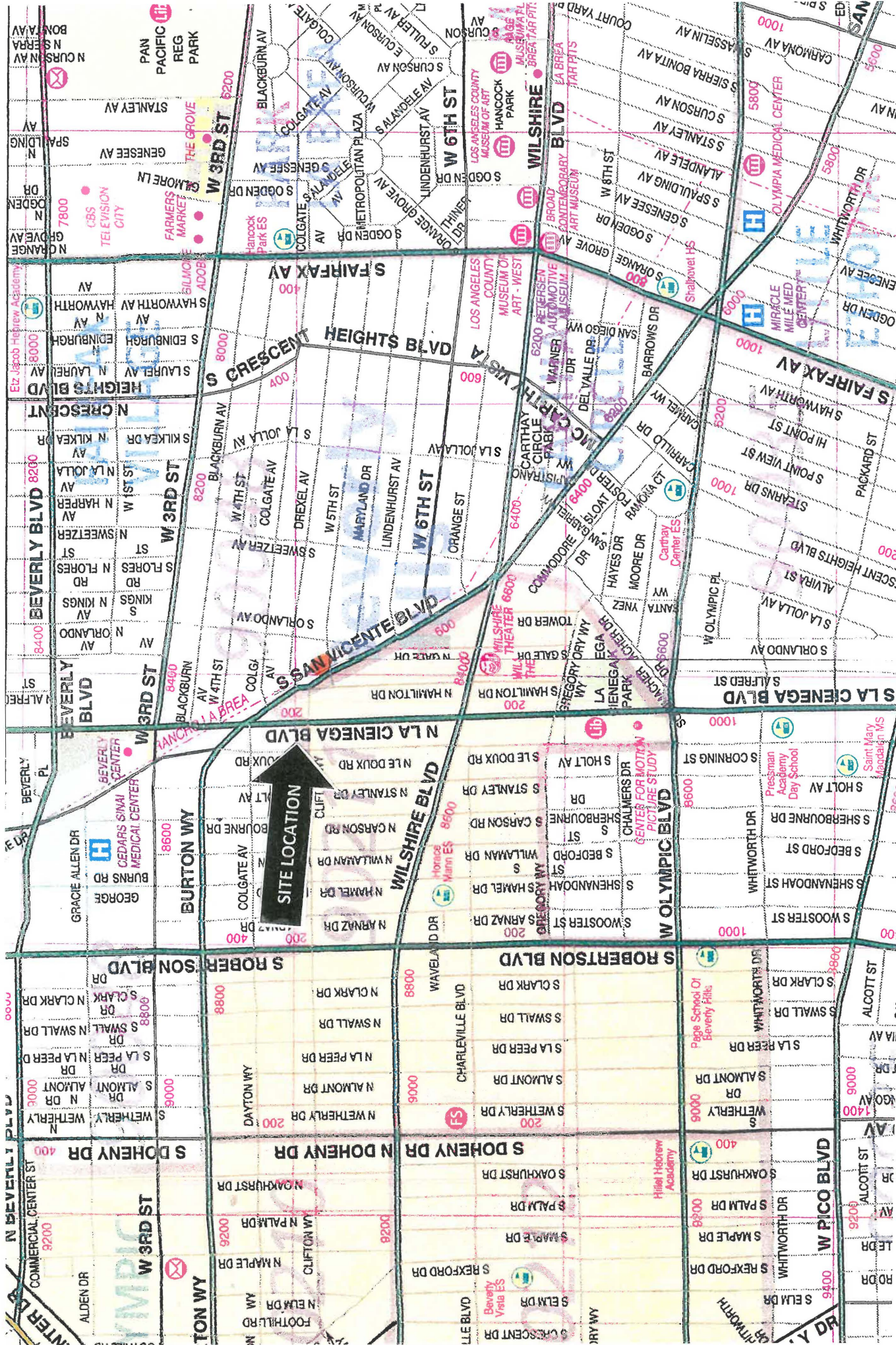
December 20, 2017



EXHIBIT B

MAPS

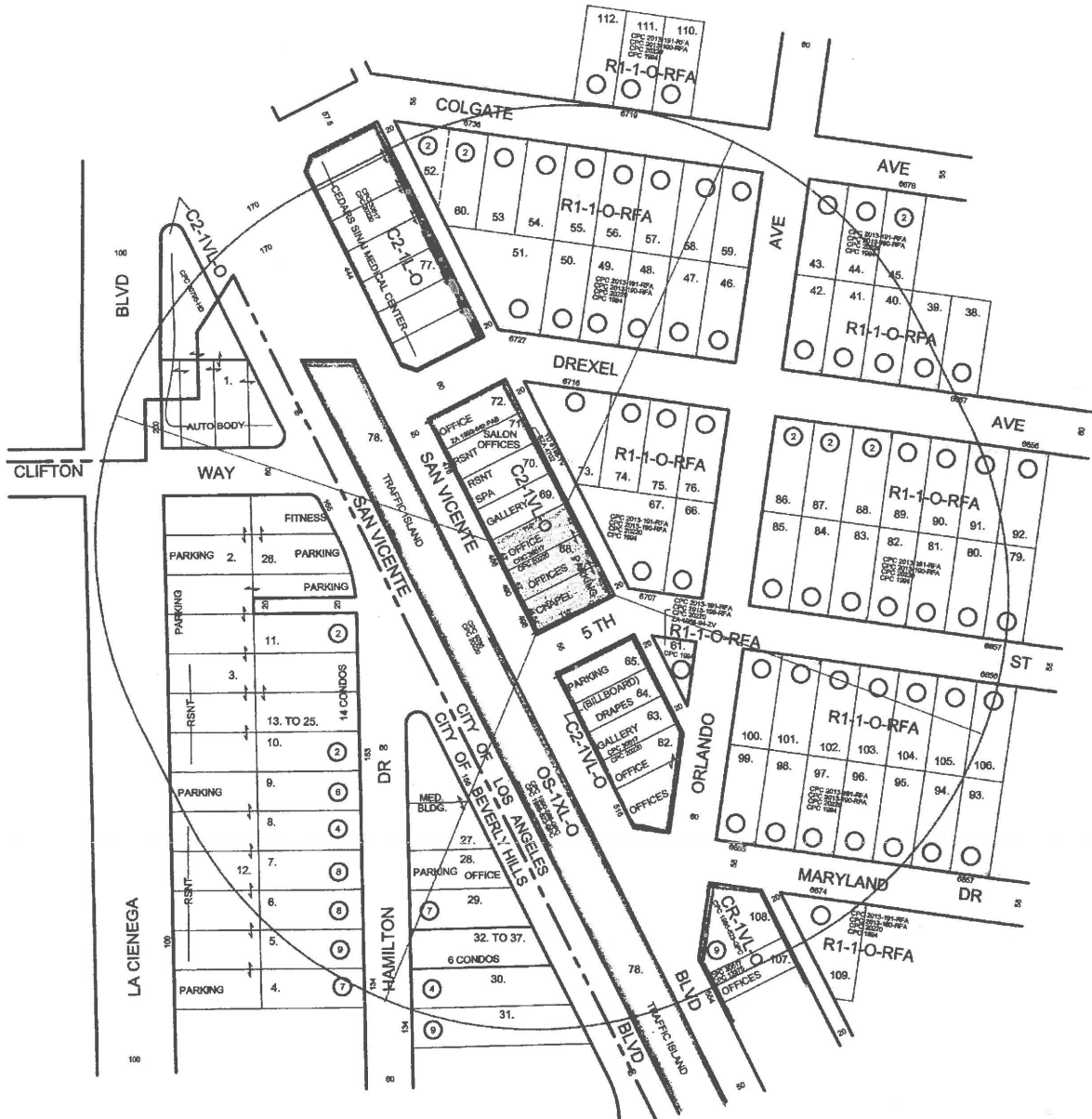
Vicinity Map
Radius Map



CASE NO:
 DATE: 06 - 17 - 2016
 T.B. PAGE: 633 GRID: A-2

SITE LOCATION:
 488-494 S. SAN VICENTE BOULEVARD
 LOS ANGELES, CA 90048

VICINITY MAP



OFF-MENU DENSITY BONUS

C.D. 5
 C.T. 2148.00
 P.A. WILSHIRE
 N.C. MID CITY WEST



0.33 NET AC.

<p>RADIUS MAPS ETC 3544 PORTOLA AVENUE LOS ANGELES CA 90032 OFF/FAX (323) 221-4555 RADIUSMAPSETC@SBCGLOBAL.NET</p>	<p>SITE LOCATION: 488-494 S. SAN VICENTE BOULEVARD LOS ANGELES CA 90048</p> <p>LEGAL DESCRIPTION: LOTS 3, 4 AND 5, BLOCK 26, TRACT NO. 7555, M.B. 88-79/84.</p>	<p>CASE NO.:</p> <p>DATE: 06 - 17 - 2016 SCALE: 1" = 100' USES: FIELD D.M.: 135 B 173 T.B. PAGE: 633 GRID: A-2 APN: 5510-005-033,034</p>
---	---	--

EXHIBIT C

ENVIRONMENTAL DOCUMENTS

ENV-2017-2204-CE

Air Quality / Greenhouse Gas Emissions / Noise Technical Reports
Geotechnical Engineering Investigation
Transportation Impact Analysis and LADOT Assessment Letter

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 5
--	-----------------------

PROJECT TITLE Ω 488 San Vicente	LOG REFERENCE ENV-2016-2204-CE
------------------------------------	-----------------------------------

PROJECT LOCATION
Ω 488-498 South San Vicente Boulevard

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
Ω 7-story, 75-foot high mixed-use building consisting of 54 residential dwelling units and 5,651 square feet of commercial space

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
Ω

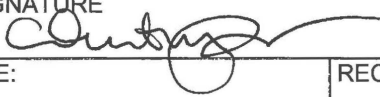
CONTACT PERSON Ω Kiwi Neman, 488 San Vicente LLC	AREA CODE Ω 213	TELEPHONE NUMBER Ω 744-1919	EXT.
---	--------------------	--------------------------------	------

EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
9 MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
9 DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
9 EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
Y CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1
Class <u>32</u> Category _____ (City CEQA Guidelines)		
9 OTHER	(See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.)	

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE 	TITLE City Planner	DATE January 3, 2018
FEE:	RECEIPT NO.	REC'D. BY
		DATE

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

Ω _____
NAME (PRINTED)

Ω _____
SIGNATURE

Ω _____
DATE

**DEPARTMENT OF
CITY PLANNING**

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE

VAHID KHORSAND

JOHN W. MACK

SAMANTHA MILLMAN

MARC MITCHELL

VERONICA PADILLA-CAMPOS

DANA M. PERLMAN

ROCKY WILES

COMMISSION OFFICE MANAGER
(213) 978-1300

**CITY OF LOS ANGELES
CALIFORNIA**



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

<http://planning.lacity.org>

January 3, 2018

Kiwi Neman (A)(O)
488 San Vicente LLC
1101 East 18th Street
Los Angeles, CA 90021

Elizabeth Peterson (R)
Elizabeth Peterson Group
400 South Main Street #808
Los Angeles, CA 90013

RE: Case No. CPC-2016-2203-DB
Addresses: 488-498 South San Vicente
Boulevard
Community Plan: Wilshire
Zone : C2-1VL-O
D. M. : 135B173
C. D. : 5 - Koretz
CEQA : ENV-2016-2204-CE
Legal Description: Lots 3-5, Block 26, Tract
7555

RE: ENV-2016-2204-CE (Categorical Exemption - Class 32)

PROJECT DESCRIPTION

The proposed project involves the demolition of existing structures and the construction, use, and maintenance of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial space. The project will set aside five units (11 percent of the base density) for Very Low Income Households and will set aside an additional five units for Moderate Income Households. The project will provide 79 automobile parking spaces located within three subterranean parking levels.

The subject property is comprised of three lots totaling approximately 14,470 square feet (0.33 acre) with street frontages of approximately 132 feet along the east side of San Vicente Boulevard and 110 feet along the north side of 5th Street. The site also abuts a 20-foot alley to the east. Currently, the site is occupied by single-story commercial structures containing neighborhood-serving commercial uses and medical offices.

The subject property is located within the Wilshire Community Plan and designated for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The site is zoned C2-1VL-O and is thus consistent with the existing land use designation. The site is located within a City of Los Angeles Transit Priority Area; it is not within the boundaries of any specific plan or interim control ordinance.

Surrounding properties are characterized by relatively level terrain and improved streets. Property directly north of the subject site are zoned C2-1VL-O and developed with a one-story commercial building. Further north, across Drexel Avenue, is an approximately 11-story medical office building. Property to the south across 5th Street is zoned C2-1VL-O and developed with a surface

parking lot for an adjacent commercial building. Properties east of the subject site across the 20-foot alley are zoned R1-1-O-RFA and developed with a grouping of single-family homes. Property to the west across San Vicente Boulevard is zoned OS-1XL-O and developed with a landscaped center median. Further west are properties located within the City of Beverly Hills developed with a mix of commercial and multi-family residential land uses.

CLASS 32 CATEGORICAL EXEMPTION

The subject project has been issued a Notice of Exemption (Subsection c, Section 2, Article II, City CEQA Guidelines), log reference ENV-2016-2204-CE, for a Categorical Exemption, Class 32 (Section 15332, State CEQA Guidelines).

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21608). The proposed project and the potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s L.A. CEQA Thresholds Guide. These two documents establish guidelines and the thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

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

The project site is located within the Wilshire Community Plan and designated for General Commercial land uses corresponding to the C1.5, C2, C4, RAS3, and RAS4 Zones. The site is zoned C2-1VL-O and is thus consistent with the existing land use designation. The site is located within an “O” Oil Drilling Supplemental Use District where the drilling of oil wells or the production from the wells of oil, gases, or other hydrocarbon substances is permitted pursuant to LAMC Section 13.01. However, neither the existing or proposed use involves oil drilling or production. As such, the provisions of said Code section do not apply to the proposed project and requested entitlement. The site is located within a City of Los Angeles Transit Priority Area; it is not located within any specific plan, community design overlay, or interim control ordinance.

The project proposes the construction, use, and maintenance of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial retail space. One of the stated residential goals of the Wilshire Community Plan is to “Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community.” Objective 1-1 states, “Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.” Further, policies have been established to “Provide for adequate Multiple

Family residential development” (Policy 1-1.3) and “Provide for housing along mixed-use boulevards where appropriate” (Policy 1-1.4). The project will meet the residential goals, objectives, and policies of the Community Plan by developing an underutilized site along San Vicente Boulevard with new mixed-income housing. The project will not displace any existing residents from the site. Furthermore, as a mixed-use development, the project will meet the Community Plan goal and policy of encouraging strong and competitive commercial sectors by providing additional opportunities for new commercial development and services along an established commercial boulevard.

The project is also consistent with the existing C2 zoning of the project site. The C2 Zone allows retail and residential uses as proposed. In accordance with State Density Bonus laws and LAMC Section 12.22-A,25(g)(3), the applicant requests a waiver of development standards to allow for deviations relating to floor area, height, and setbacks in exchange for providing a minimum amount of affordable housing as part of the proposed development. With approval of the waiver of development standards, the project will be consistent with the applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within the city limits of Los Angeles. The project site is approximately 14,470 square feet in size (approximately 0.33 acre). In addition, the project will be located on a site previously developed with commercial uses and is surrounded by other urban uses, including single- and multi-family residential and commercial developments. Property directly north of the subject site are zoned C2-1VL-O and developed with a one-story commercial buildings. Further north, across Drexel Avenue, is an approximately 11-story medical office building. Property to the south across 5th Street is zoned C2-1VL-O and developed with a surface parking lot for an adjacent commercial building. Properties east of the subject site across the 20-foot alley are zoned R1-1-O-RFA and developed with a grouping of single-family homes.

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

The project site is located in a dense urban environment that is fully developed with a wide range of urban uses, structures, and pavement. The site itself is currently developed with single-story commercial structures. Existing development covers the majority of the lot. Furthermore, although shrubs and trees are located on the project site; these shrubs and trees would not afford habitat for sensitive species, and there are no protected species as defined under Los Angeles Municipal Ordinance 177,404 and as detailed in the Tree Report prepared by Harmony Gardens dated March 3, 2017 on the project site. Therefore, the proposed project site has no value as habitat for endangered, rare or threatened species.

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

The project site is currently developed with single-story commercial structures containing neighborhood-serving commercial uses and medical offices. The project involves the construction of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial space. All

construction-related impacts would be temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic. In a letter dated November 6, 2017, the Los Angeles Department of Transportation (LADOT) concurred with the transportation analysis prepared by Gibson Transportation Consulting, dated May 31, 2017, which determined that the proposed development is not anticipated to result in any significant traffic impacts at the two studied intersections: Orlando Avenue and 3rd Street and Orlando Avenue / Gale Street and San Vicente Boulevard. Therefore, the project will not cause a significant or substantial increase in traffic and traffic impacts will be less-than-significant and no mitigation is required.

Noise. As discussed in the Noise and Vibration Impact Report prepared by CAJA Environmental Services, LLC, potential construction and operational noise impacts were found to be less than significant or have no impact. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities. Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays. All such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As a result of the project being required to comply with the above ordinances and regulations, it can be found that the project would not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Air Quality. As discussed in the Air Quality and Greenhouse Gases Impact Report prepared by CAJA Environmental Services, LLC, potential air quality impacts were found to be less than significant. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will result in the construction of 54 residential units and 5,651 square feet of commercial space and is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel

washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Water Quality. The project is not adjacent to any water sources and construction of the project will not create any impact to water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Best Management Practices (BMP) would be required during general operation of the project to ensure that storm water runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

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

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Los Angeles provides water, sewer, and solid waste collection services to the existing residential buildings and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers.

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department (Wilshire Division), the Los Angeles Fire Department (South Bureau), Los Angeles Unified School District, Los Angeles Public Library, and other public services. The proposed project would not require the expansion of public services (fire, police, schools, parks, and libraries) or existing water, wastewater or stormwater drainage facilities; and the City would have sufficient water supplies and landfill capacity for the proposed project. Therefore, the site can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in “CEQA Guidelines” Section 15300.2 and determined that none of the exceptions apply to the proposed project:

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

The project qualifies for a Class 32 Categorical Exemption. Because the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats. The requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The proposed project involves the construction, use, and maintenance of a new, seven-story, 75-foot high, mixed-use building consisting of 54 residential dwelling units and approximately 5,651 square feet of commercial space. The project will set aside five units (11 percent of the base density) for Very Low Income Households and will set aside an additional five units for Moderate Income Households. The project will provide 79 automobile parking spaces located within three subterranean parking levels. Under LAMC Section 12.22-A,25, the requested entitlement for a Density Bonus allows for the applicant to request certain deviations from the code (in this case, deviations relating to density, parking, floor area, height, and setbacks) in exchange for providing a minimum amount of affordable housing as part of the proposed development, subject to certain findings.

The development of the project site with 54 dwelling units is consistent with the zone and land use designation of the site, as designated by the Wilshire Community Plan, and as permitted by the City’s Density Bonus Ordinance (LAMC Section 12.22-A,25). A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and Los Angeles Municipal Code. Any such project would be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, building code and regulated construction methods, dewatering, stormwater mitigations;

and Best Management Practices for stormwater runoff. These RCMs will mitigate environmental impacts for an individual project and not create a cumulative impact.

- (c) **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

The project proposes the construction of a seven story, approximately 59,403 square-foot building in a full developed urban setting. The project will be required to adhere to any and all building code requirements intended to reduce environmental impacts to less than significant levels. Thus, the project will not result in activity that will have a significant effect on the environment due to unusual circumstances.

- (d) **Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. As such, this exception does not apply to the proposed project.

- (e) **Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

The project site is not located within a Methane Zone or Methane Buffer Zone, nor is it located in a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. There are no oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation.

Western Environmental Engineers Co. performed a Phase I Environmental Site Assessment (ESA) in general conformance with the scope and limitations of ASTM E 1527-13 for the subject property. Based on the findings of the Phase I ESA, evidence of recognized environmental conditions in connection with the subject property have not been identified.

- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

Development of the project would involve the demolition of an existing commercial buildings and construction of a new mixed-use development containing 54 residential dwelling units and 5,651 square feet of commercial space. The existing building is not historic, there are no nationally or locally designated historic buildings on the project site, and the project is not located in a historic district. As such, the project will have no impact to historic resources.

CONCLUSION

Therefore, based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Categorical Exemption and the Categorical Exemption reflects the Lead Agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.



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488 San Vicente

Air Quality/Greenhouse Gas Emissions/Noise Technical Reports

CAJA Environmental Services, LLC 2017

Air Quality

1.0 INTRODUCTION

1.1 PURPOSE

This report evaluates the potential for air quality and greenhouse gas impacts from the construction and operation phases of the Proposed Project.

1.2 PROJECT DESCRIPTION

The Proposed Project is a mixed-use residential and retail development in the Wilshire Community Plan Area of the City of Los Angeles. The 14,470 square-foot corner site (0.33 acres) is bounded by 5th Street to the south, San Vicente Boulevard to the west, a single-family residence to the east across an alley, and commercial uses to the north. Existing development includes 7,438 square feet of retail and commercial uses with surface parking.¹ All existing development would be demolished.

The Proposed Project would include 54 multi-family residential units and 5,651 square feet of retail space with three levels of subterranean parking that provide 79 parking spaces. Construction would take approximately 27 months.

¹ City of Los Angeles, ZIMAS database, accessed September 16, 2017.

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

a) Conflict with or obstruct implementation of the applicable air quality plan? *Less Than Significant Impact.*

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter 2.5 microns or less in diameter (PM_{2.5}), particulate matter ten microns or less in diameter (PM₁₀), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. Inversions are an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air. The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.
- Ozone (O₃) is a colorless gas that is formed in the atmosphere when volatile organic compounds (VOC) and nitrogen oxides (NO_x) react in the presence of ultraviolet sunlight. O₃ is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of these two pollutants directly emitted into the atmosphere. The primary sources of VOC and NO_x, the components of O₃, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O₃ formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (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.

- Nitrogen Dioxide (NO₂) like O₃, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO₂ are collectively referred to as NO_x and are major contributors to O₃ formation. NO₂ also contributes to the formation of PM₁₀. High concentrations of NO₂ can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 parts per million (ppm).
- Sulfur Dioxide (SO₂) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO₂ are coal and oil used in power plants and industries. Generally, the highest levels of SO₂ are found near large industrial complexes. In recent years, SO₂ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels. SO₂ is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO₂ can also yellow plant leaves and erode iron and steel.
- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or PM_{2.5}, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, PM_{2.5} can be formed in the atmosphere from gases such as SO₂, NO_x, and VOC. Inhalable particulate matter, or PM₁₀, is about 1/7 the thickness of a human hair. Major sources of PM₁₀ include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

PM_{2.5} and PM₁₀ pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM_{2.5} and PM₁₀ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM₁₀ tends to collect in the upper portion of the respiratory system, PM_{2.5} is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced

the inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

Regulatory Setting

Federal

United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. It has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in States other than California, where automobiles must meet stricter emission standards set by the State.

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO₂, O₃, PM_{2.5}, PM₁₀, SO₂, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in Table 3-1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin as nonattainment for O₃ and PM_{2.5}, attainment for PM₁₀, and attainment/unclassified for CO and NO₂.

State

California Air Resources Board (CARB). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal

standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 3-1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

TABLE 3-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS FOR THE SOUTH COAST AIR BASIN					
Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	/a/	0.070 ppm (137 µg/m ³)	Nonattainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Nonattainment	150 µg/m ³	Attainment
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Nonattainment
	Annual Arithmetic Mean	12 µg/m ³	Nonattainment	12 µg/m ³	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Maintenance
	1-hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Unclassified/ Attainment
	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Unclassified/ Attainment
Sulfur Dioxide (SO ₂)	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Nonattainment

/a/ CARB has not determined 8-hour O₃ attainment status.
 Source: California Air Resources Board, Ambient Air Quality Standards, and attainment status, accessed September 13, 2017 (www.arb.ca.gov/desig/adm/adm.htm)

Local

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers 6,745 square miles and is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino and San Jacinto mountains to the north and east, and San Diego County to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD regularly prepares an AQMP to address CAA and CCAA requirements by identifying policies and control measures. On March 3, 2017, the SCAQMD approved the 2016 AQMP which includes strategies to meet the NAAQS for the 8-hour ozone standard by 2032, the annual PM_{2.5} standard by 2021-2025, the 1-hour ozone standard by 2023, and the 24-hour PM_{2.5} standard by 2019. In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

The Southern California Association of Governments (SCAG) assists in air quality planning efforts by preparing the transportation portion of the AQMP through the adoption of its Regional Transportation Plan (RTP). This includes the preparation of a Sustainable Communities Strategy (SCS) that responds to planning requirements of SB 375 and demonstrates the region's ability to attain greenhouse gas reduction targets set forth in State law. In April 2016, SCAG adopted its 2016-2040 RTP, a plan to invest \$556.5 billion in transportation systems over a six-county region.

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework governing air quality planning within the City of Los Angeles. Adopted in November 1992, the Plan includes six goals, 15 objectives, and 30 policies that help define how the City will achieve its clean air vision.

In 2006, the City released its L.A. CEQA Thresholds Guide that provides guidance in the preparation of environmental documents. This included a chapter focusing on air quality. While it didn't set new thresholds of significance for air quality, it did suggest a process for evaluating projects and attempted to standardize analyses through prescribed protocols.

Air Pollution Climatology

The Project Site is located within the Los Angeles County non-desert portion of the South Coast Air Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO₂ react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO₂ emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO₂ concentrations are also generally higher during fall and winter days.

Air Monitoring Data

The SCAQMD monitors air quality conditions at 45 locations throughout the Basin. The Project Site is located in SCAQMD’s Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 3-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2014 through 2016. The one-hour State standard for O₃ was exceeded three times during this three-year period while the federal eight-hour standard was exceeded eight times. CO and NO₂ levels did not exceed the CAAQS from 2014 to 2016.

TABLE 3-2: 2014-2016 AMBIENT AIR QUALITY DATA IN PROJECT VICINITY				
Pollutant	Pollutant Concentration & Standards	Northwest Coastal LA County		
		2014	2015	2016
Ozone	Maximum 1-hour Concentration (ppm)	0.116	0.102	0.085
	Days > 0.09 ppm (State 1-hour standard)	1	2	0
	Days > 0.070 ppm (Federal 8-hour standard)	4	2	2
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	2.0	1.6	2.2
	Days > 20 ppm (State 1-hour standard)	0	0	0
	Maximum 8-hour Concentration (ppm)	1.3	1.4	1.1
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0639	0.0676	0.0545
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM ₁₀	Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
	Days > 50 µg/m ³ (State 24-hour standard)	N/A	N/A	N/A
PM _{2.5}	Maximum 24-hour Concentration (µg/m ³)	N/A	N/A	N/A
	Days > 35 µg/m ³ (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide	Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
	Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A

Source: SCAQMD annual monitoring data (www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year) accessed September 17, 2017.
 N/A: Not available at this monitoring station.

Toxic Air Pollution

According to the SCAQMD's Multiple Air Toxics Exposure Study IV (MATES IV), the incidence of cancer over a lifetime in the US population is about 1 in 3, which translates into a risk of about 300,000 in 1 million. One study, the *Harvard Report on Cancer Prevention*, estimated that, of cancers associated with known risk factors, about 30 percent were related to tobacco, 30 percent were related to diet and obesity, and about two percent were associated with environmental pollution related exposures. The potential cancer risk for a given substance is expressed as the incremental number of potential excess cancer cases per million people over a 70-year lifetime exposure at a constant annual average pollutant concentration. The risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, this would predict an additional 100 excess cases of cancer in a population of 1 million people over a 70-year lifetime.

As part of the SCAQMD's environmental justice initiatives adopted in late 1997, the SCAQMD adopted the MATES IV study in May 2015, which was a follow-up to the previous MATES I, II, and III air toxics studies conducted in the Basin. The MATES IV study was based on monitored data throughout the Basin and included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk of approximately 897 in one million primarily due to diesel exhaust particulate matter (DPM). Based on the SCAQMD's modeling, the Project Site has an ambient background risk of 1,036 in one million.²

Using the MATES IV methodology, about 94 percent of cancer risk is attributed to emissions associated with mobile sources, about six percent of risk is attributed to toxics emitted from stationary sources, (e.g., industries, dry cleaners and chrome plating operations). The MATES IV study found lower ambient concentrations of most of the measured air toxics, as compared to the levels measured in the previous MATES III study finalized in September 2008.

Thresholds of Significance

For the purposes of this analysis, air quality impacts of the Proposed Project would be considered significant if they would exceed the following standards of significance, which are based on Appendix G of the *2013 State CEQA Guidelines*. According to these guidelines, a project would normally have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality

² South Coast Air Quality Management District, MATES IV Carcinogenic Risk Interactive Map, <http://www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b> accessed August September 17, 2017.

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollution concentrations; or
- Create objectionable odors affecting a substantial number of people

The *State CEQA Guidelines* Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the Proposed Project are, therefore, evaluated according to thresholds developed by the SCAQMD in their *CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook*, and subsequent guidance, which are listed below.

Existing Emissions

The Project Site includes a 7,438 square-foot retail building with surface parking. As shown in Table 3-3, the majority of emissions are generated from mobile sources that access the retail uses at the Project Site.

TABLE 3-3: EXISTING DAILY OPERATIONS EMISSIONS						
Emission Source	Pounds per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	3	8	<1	1	<1
Total Operations	1	3	8	<1	1	<1

Source: DKA Planning, 2017 based on CalEEMod 2016.3.1 model runs.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14; the elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

There are several existing or reasonably foreseeable sensitive receptors near the Project Site, including:

- Single-family residence, 6701 West 5th Street; 25 feet east of the Project site.
- Single-family residence, 6700 West 5th Street; 75 feet southeast of the Project site.
- Single-family residence, 159 South San Vicente Boulevard; 220 feet west of the Project site.

- Universal Home Care facility, 151 North San Vicente Boulevard; 175 feet west of the Project site.
- Cedars-Sinai Pain Center, 444 South San Vicente Boulevard; 450 feet north of the Project site.
- Cedars-Sinai Medical Center, 8700 Beverly Boulevard; 2,210 feet north of the Project site.
- La Cienega Park, 8400 Gregory Way; 2,400 feet south of the Project site.

Project Consistency with Air Quality Plans

SCAQMD Air Quality Management Plan. The proposed residential and restaurant land uses will neither conflict with the SCAQMD’s 2016 Air Quality Management Plan (AQMP) nor jeopardize the region’s attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG’s growth forecasts from the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The 2016 RTP/SCS accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs in the City of Los Angeles by 2040.

The Project Site is located in the City’s Wilshire Community Plan area. The Community Plan implements land use standards of the General Plan Framework at the local level. The Project is consistent with the City’s projected growth capacity for the Community Plan area, which accommodated a projected population of 337,144 persons and housing base of 138,330 units by 2010.³ The City has not updated projections beyond 2010 for the Community Plan area.

The Project would develop 54 residential units in the City of Los Angeles. The Proposed Project could add 132 residents to the Plan area, based on the City’s projected household density in the Community Plan area. This would marginally increase population in the South Coast Air Basin. The Project Site is classified as “General Commercial” and “Transit Priority Area” in the Community Plan, a classification that allows residential uses. As such, the RTP/SCS’ assumptions about growth in the City likely accommodate housing and population growth on this site. The project could also generate 13 jobs in the area; however, given the removal of the existing retail development, the Proposed Project would likely result in no change to regional employment. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered **less than significant**.

Forecast Year	Population in City of Los Angeles	Proposed Project	Households in City of Los Angeles	Proposed Project	Employment in City of Los Angeles	Proposed Project
2012	3,845,500	132	1,325,500	60	1,696,400	0 net
2020	4,017,000		1,441,400		1,899,500	
2040	4,609,400		1,690,300		2,169,100	

Source: DKA Planning 2017 based on SCAG 2016 Regional Transportation Plan Growth Forecast. Assumes 2.44 persons per household per Community Plan. Employment forecast based on SCAG “Employment Density Study” average retail factor, October 31, 2001.

³ City of Los Angeles, Wilshire Community Plan, www.cityplanning.lacity.org/complan/pdf/wilcptxt.pdf. 2016.

City of Los Angeles General Plan Air Quality Element. The City’s General Plan Air Quality Element identifies 30 policies that identify specific strategies for advancing the City’s clean air goals. As illustrated in Table 3-5, the Proposed Project is consistent with the applicable policies in the General Plan. As such, the proposed Project’s impact on the City’s General Plan would be considered **less than significant**.

TABLE 3-5: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT	
Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Proposed Project would minimize particulate emissions during construction through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or mitigation measures.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Consistent. The Proposed Project would minimize particulate emissions from unpaved facilities through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or mitigation measures.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. Future employers could implement these transportation demand management strategies that help reduce traffic congestion and air pollution. The Proposed Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority (i.e., Routes 20, 30, 105, 330, 705).
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	Consistent. Future employers could implement these telecommunications strategies that help reduce traffic congestion and air pollution.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. Future employers could implement these types of strategies that help reduce traffic congestion and air pollution.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. Future property managers could implement parking management programs that reduce vehicle travel.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Proposed Project does not include special events that would require traffic management.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Proposed Project would minimize traffic impacts below significance thresholds.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Consistent. The Proposed Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Los Angeles County Metropolitan Transportation Authority, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Proposed Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City’s General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City’s residents to places of employment, shopping centers and other establishments.	Consistent. The Proposed Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Proposed Project would be located in an urban area with significant infrastructure to

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TABLE 3-5: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT	
Strategy	Project Consistency
	facilities alternative transportation modes, including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority (i.e., Routes 20, 30, 105, 330, 705).
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The proposed Project's air quality impacts will be analyzed and minimized through the environmental review process.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The Proposed Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority (i.e., Routes 20, 30, 105, 330, 705).
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Not Applicable. This policy calls for City facilities to reduce solid waste production and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electricity or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2017.	

Air Quality Plan Mitigation Measure

None required

Air Quality Plan Impacts After Mitigation

The air quality impacts of residential and retail development on the Project Site are accommodated in the region’s emissions inventory for the 2016 RTP/SCS and 2016 AQMP. The project is therefore not expected to conflict with or obstruct implementation of the AQMP, and any impact on the Plan would be considered less than significant. Similarly, the Proposed Project is consistent with the City’s General Plan Air Quality Element’s policies and would not conflict with its six goals and 15 objectives.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? *Less Than Significant Impact.*

Construction Phase Air Quality Impacts on Regional Air Quality

Construction-related emissions were estimated using the South Coast Air Quality Management District’s (SCAQMD’s) CalEEMod 2016.3.1 model using assumptions from the Project’s developer, including the Project’s construction schedule of 27 months. Table 3-6 summarizes the proposed construction schedule that was modeled for air quality impacts.

TABLE 3-6: PROPOSED CONSTRUCTION SCHEDULE		
Phase	Duration	Notes
Demolition	1/2/18-1/31/18	Debris from 7,438 square feet of development hauled off-site
Site Preparation	2/1/18-2/28/18	
Grading	3/1/18-3/31/18	16,077 cubic yards of soil export
Building Construction	4/1/18-3/31/20	
Architectural Coatings	10/1/19-3/31/20	

Source: DKA Planning, 2017

As shown in Table 3-7 the construction of the Proposed Project will produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD’s regional thresholds. As a result, construction of the Proposed Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered **less than significant**.

TABLE 3-7: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED						
Construction Phase Year	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2018	2	40	14	<1	2	1
2019	5	13	13	<1	1	1
2020	4	12	12	<1	1	1
Maximum Regional Total	5	39	14	<1	2	1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

TABLE 3-7: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED						
Maximum Localized Total	5	11	8	<1	1	1
Localized Significance Threshold	--	103	562	--	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning, 2017 based on CalEEMod 2016.3.1 model runs. LST analyses based on 1 acre site with 25 meter distances to receptors in Northwest Coastal LA County source receptor area.						

Construction Phase Air Quality Impacts on Local Air Quality

In terms of local air quality, the Proposed Project would produce significant emissions that do not exceed the SCAQMD’s recommended localized standards of significance for NO₂ and CO during the construction phase. Likewise, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. As a result, construction impacts on localized air quality are considered **less than significant**. It should be noted that Table 3-7 assumes the application of Best Available Control Measures (BACMs) to control fugitive dust. Specifically, the SCAQMD would enforce Regulatory Compliance Measure RCM1, which addresses fugitive dust emissions of PM₁₀ and PM_{2.5} by requiring watering portions of the site that are disturbed during grading activities, minimizing tracking of dirt onto local streets, and other BACMs.

Construction Phase Air Quality Mitigation Measures

None required.

Construction Phase Air Quality Regulatory Compliance Measures

RCM1 Construction activities shall comply with SCAQMD Rule 403, including the following measures:

- Apply water to disturbed areas of the site three times a day
- Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
- Limit soil disturbance to the amounts analyzed in this air quality analysis.
- All materials transported off-site shall be securely covered. ☐
- Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less. ☐

RCM2 Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

Construction Phase Air Quality Impacts After Mitigation

Construction of the Proposed Project is not expected to produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation.

Operation Phase Air Quality Impacts

The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project site. The Project could add up to 610 gross vehicle trips to and from the Project Site on a peak weekday at the start of operations in 2020.⁴ Operational emissions would not exceed SCAQMD’s regional significance thresholds for VOC, NO_x, CO, PM₁₀ and PM_{2.5} emissions (Table 3-8). As a result, the Project’s operational impacts on regional air quality are considered **less than significant**.

With regard to localized air quality impacts, the Proposed Project would emit minimal emissions of NO₂, CO, PM₁₀, and PM_{2.5} from area and energy sources on-site. As shown in Table 3-8, these localized emissions would not approach the SCAQMD’s localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project’s operational impacts on localized air quality are considered **less than significant**.

TABLE 3-8: ESTIMATED DAILY OPERATIONS EMISSIONS - UNMITIGATED						
Emission Source	Pounds per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	1	<1	5	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	5	15	<1	4	1
Total Operations	3	6	19	<1	4	1
Existing Operations	-1	-3	-8	<1	-1	<1
Net Regional Total	2	3	11	<1	3	1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	1	<1	5	<1	<1	<1
Localized Significance Threshold	--	103	562	--	1	1
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2017 based on CalEEMod 2016.3.1 model runs. LST analysis based on 1 acre site with 25 meter distances to receptors in Northwest LA County source receptor area.

Operations Phase Air Quality Mitigation Measures

None required.

Operations Phase Air Quality Impacts After Mitigation

⁴

DKA Planning, CalEEMod 2016.3.1 model runs using ITE trip generation rates, 2017.

The long-term operation of the Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation for regional and localized air quality.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? *Less Than Significant Impact.*

Construction Phase Air Quality Impacts

A project's construction impacts could be considered cumulative considerable if it substantially contributes to cumulative air quality violations when considering other projects that may undertake concurrent construction activities.

Construction of the Proposed Project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. Similarly, regional emissions of PM₁₀ and PM_{2.5} would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impacts on regional criteria pollutant emissions would be considered **less than significant**.

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative considerable emissions of localized nonattainment pollutants PM₁₀ and PM_{2.5}, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. This is considered a **less than significant** impact.

If any other proposed projects were to undertake construction concurrently with the proposed Project, localized CO, PM_{2.5}, PM₁₀, and NO₂ concentrations would be further increased. However, the application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, PM_{2.5}, PM₁₀, and NO₂. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

Construction Phase Air Quality Mitigation Measures

None required. Regulatory Compliance Measures RCM1 and RCM2 call for good housekeeping measures that substantially reduce PM₁₀ and PM_{2.5} emissions during on-site construction activities, as well as reducing VOC emissions during the application of architectural coatings. These could similarly be implemented at other construction sites for any related projects.

Construction Phase Air Quality Impacts After Mitigation

Construction of the Proposed Project would not have any considerable contribution to cumulative impacts on pollutant concentrations at nearby receptors.

Operation Phase Air Quality Impacts

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table 3-8, the Project's impacts on cumulative emissions of non-attainment pollutants is considered **less than significant**. The Project is a residential and retail development that would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM₁₀ and PM_{2.5} would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants.

Operation Phase Air Quality Mitigation Measures

None required.

Operation Phase Air Quality Impacts After Mitigation

Long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

d) Expose sensitive receptors to substantial pollutant concentrations? *Less Than Significant Impact.*

Construction Phase Air Quality Impacts on Sensitive Receptors

Construction of the Proposed Project could produce air emissions that impact several existing sensitive receptors near the Project Site, including:

- Single-family residence, 6701 West 5th Street; 25 feet east of the Project site.
- Single-family residence, 6700 West 5th Street; 75 feet southeast of the Project site.
- Single-family residence, 159 South San Vicente Boulevard; 220 feet west of the Project site.
- Universal Home Care facility, 151 North San Vicente Boulevard; 175 feet west of the Project site.
- Cedars-Sinai Pain Center, 444 South San Vicente Boulevard; 450 feet north of the Project site.
- Cedars-Sinai Medical Center, 8700 Beverly Boulevard; 2,210 feet north of the Project site.
- La Cienega Park, 8400 Gregory Way; 2,400 feet south of the Project site.

As illustrated in Table 3-7, these nearby receptors would not be exposed to substantial concentrations of localized pollutants PM₁₀ and PM_{2.5} from construction of the proposed Project. Specifically, construction activities would not exceed SCAQMD LST thresholds for PM₁₀ and PM_{2.5} and represent a **less than significant** impact. LST thresholds represent the maximum emissions

from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.

Construction Phase Air Quality Mitigation Measures for Sensitive Receptors

None required. However, RCM1 and RCM2 call for good housekeeping measures that substantially reduce PM₁₀ and PM_{2.5} emissions during on-site construction activities, as well as reducing VOC emissions during the application of architectural coatings.

Construction Phase Air Quality Impacts on Sensitive Receptors After Mitigation

Construction of the Proposed Project would not have any significant impacts on pollutant concentrations at nearby receptors.

Operation Phase Air Quality Impacts on Sensitive Receptors

The Proposed Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.⁵ Specifically, traffic levels of service at six intersections studied in the vicinity of the Project would not be significantly impacted by traffic volumes from the development under existing or 2020 horizon scenarios.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.⁶ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.⁷ The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, Project impacts related to TACs would be less than significant.

⁵ Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.

⁶ California Office of Environmental Health Hazard Assessment. *Health Effects of Diesel Exhaust*. [www. http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

⁷ SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

Operation Phase Air Quality Mitigation Measures for Sensitive Receptors

None required.

Operation Phase Air Quality Impacts on Sensitive Receptors After Mitigation

Long-term operation of the Proposed Project would not have any significant impacts on pollutant concentrations at nearby receptors.

e) Create objectionable odors affecting a substantial number of people? *Less Than Significant Impact.*

The Proposed Project would introduce residential land uses and newer retail uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses. As a result, any odor impacts from the Project would be considered **less than significant**.

Greenhouse Gas Emissions

GREENHOUSE GAS EMISSIONS – Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *Less Than Significant Impact.*

The global nature of climate change creates unique challenges for assessing the Project's climate change impact under CEQA, which focuses on cause and effect. When compared to the cumulative inventory of GHG across the globe, a single Project's impact will be negligible. To further complicate this, there is debate about whether a Project's emissions are adding to the net emissions worldwide, or simply redistributing emissions that would have occurred anyway somewhere in the world.

Climate change analyses are also unique because emitting carbon dioxide (CO₂) into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO₂ in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to estimate a Project's incremental contribution of CO₂ into the atmosphere, it is typically not possible to determine whether or how an individual Project's relatively small incremental contribution might translate into physical effects on the environment. Nevertheless, both short-term impacts occurring during construction and long-term effects related to the ongoing operation of the Project are discussed in this section.

Pollutants and Effects

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation entering Earth's atmosphere is absorbed by the Earth's surface. When the Earth emits this radiation back toward space, the radiation changes from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation and absorb infrared radiation. As a result, radiation that otherwise would escape back into space is now retained, warming the atmosphere. This phenomenon is known as the greenhouse effect.

GHGs that contribute to the greenhouse effect include:

- Carbon Dioxide (CO₂) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO₂ emissions from motor vehicles occur during operation of vehicles and operation of air conditioning systems. CO₂ comprises over 80 percent of GHG emissions in California.⁸
- Methane (CH₄) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment. Mobile sources represent 0.5 percent of overall methane emissions.⁹

⁸ California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.

⁹ United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2003*, April 2005 (EPA 430-R-05-003).

- Nitrous Oxide (N₂O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. Mobile sources represent about 14 percent of N₂O emissions.¹⁰ N₂O emissions from motor vehicles generally occur directly from operation of vehicles.
- Hydrofluorocarbons (HFCs) are one of several high global warming potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.
- Perfluorocarbons (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.
- Sulfur Hexafluoride (SF₆) is another high GWP gas that is not naturally occurring and are generated in a variety of industrial processes. Emissions of SF₆ are generally negligible from motor vehicles.

For most non-industrial development projects, motor vehicles make up the bulk of GHG emissions, particularly carbon dioxide, methane, nitrous oxide, and HFCs.¹¹ As illustrated in Table 7-1, the other GHGs are less abundant but have higher GWP than CO₂. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. High GWP gases such as HFCs, PFCs, and SF₆ are the most heat-absorbent.

Greenhouse Gas	Global Warming Potential Factor (100-Year)
Carbon Dioxide (CO ₂)	1
Methane (CH ₄)	28
Nitrous Oxide (N ₂ O)	265
Perfluorocarbons (PFCs)	7,000-11,000
Hydrofluorocarbons (HFCs)	100-12,000
Sulfur Hexafluoride (SF ₆)	23,500

Source: California Air Resources Board, *First Update to the Climate Change Scoping Plan*. May 2014.
 Note: Global warming potential measures how much heat a GHG traps in the atmosphere, in this case, over a 100-year period.

The effects of increasing global temperature are far-reaching and difficult to quantify. If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. According

¹⁰ United States Environmental Protection Agency, *U.S. Adipic Acid and Nitric Acid N₂O Emissions 1990-2020: Inventories, Projections and Opportunities for Reductions*, December 2001

¹¹ California Air Resources Board, *Climate Change Emission Control Regulations*, 2004

to a California Energy Commission (CEC) report, the snowpack portion of the supply could potentially decline by 70 to 90 percent by the end of the 21st century. This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system. Sea level has risen approximately seven inches during the last century and, according to the CEC report, it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels. If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the perturbations in climate, could also result.

While efforts to reduce the rate of GHG emissions continue, the State has developed a strategy to adapt the State's infrastructure to the impacts of climate change. The 2009 California Climate Adaptation Strategy (Strategy) analyzes risks and vulnerabilities and proposes strategies to reduce risks. The Strategy analyzed two components of climate change: projecting the amount of climate change that may occur using computer-based global climate models, and assessing nature or human systems' abilities to cope with and adapt to change by examining past experience with climate variability and extrapolating from this to understand how the systems may respond to the additional impact of climate change. The Strategy's key preliminary adaptation recommendations included:

- Appointment of a Climate Adaption Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020 from 2011 levels;
- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;
- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant State projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from climate change;
- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of General Plans and Local Coastal Plans to address climate change impacts and to develop local risk reduction strategies; and
- Inclusion of climate change impact information into fire program planning by State fire-fighting agencies.

Regulatory Setting

International

Kyoto Protocol. In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the U.S. joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG emissions in the U.S. The plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Protocol are met, global GHG emissions could be reduced an estimated five percent from 1990 levels during the first commitment period of 2008-2012. Notably, while the U.S. is a signatory to the Kyoto protocol, Congress has not ratified the Protocol and the U.S. is not bound by the Protocol's commitments. In December 2009, international leaders from 192 nations met in Copenhagen to address the future of international climate change commitments post-Protocol.

The Protocol's major feature is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions. The targets amount to an average of five percent reduction levels against 1990 levels over the five-year period 2008-2012. The major distinction between the Protocol and the UNFCCC is that while the UNFCCC encouraged industrialized countries to stabilize GHG emissions, the Protocol commits them to do so. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

On December 12, 2015, a Conference of the Parties to the UNFCCC and the 11th session of the Kyoto Protocol negotiated an agreement in Paris that would keep the rise of temperature below 2 degrees Celsius. While 195 countries participated and published their action plans detailing how they plan to reduce their GHG emissions, these reductions would still result in up to three degrees Celsius of global warming. The Paris agreement asks all countries to review their plans every five years from 2020, acknowledges that \$100 billion is needed each year to enable countries to adapt to climate change. The agreement was opened for signature on April 22, 2016 and will be enforced when 55 countries that account for 55 percent of global emissions have signed on. However, in May 2017, President Donald Trump announced that the U.S. would withdraw from the agreement.

The Western Regional Climate Action Initiative (WCI). The Western Regional Climate Action Initiative (WCI) is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15 percent below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that this would require 2007 levels to be reduced worldwide between 50 percent and 85 percent by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach. The California Air Resources Board's (CARB) cap and-trade program, discussed below, links California and the other member states and provinces.

Federal

The U.S. Environmental Protection Agency (USEPA) has historically not regulated GHG emissions because it determined the Clean Air Act did not authorize it to regulate emissions that addressed climate change. In 2007, the U.S Supreme Court found that GHG emissions could be considered within the Clean Air Act's definition of a pollutant.¹² In December 2009, USEPA issued an endangerment finding for GHG emissions under the Clean Air Act, setting the stage for future regulation. In September 2009, the National Highway Traffic Safety Administration and USEPA announced a joint rule that would tie fuel economy to GHG emission reduction requirements. This could equate to an overall light-duty vehicle fleet average fuel economy of 35.5 miles per gallon in 2016.

In June 2013, President Obama announced a Climate Action Plan that calls for a number of initiatives, including funding \$8 billion in advanced fossil energy efficiency projects, calls for federal agencies to develop new emission standards for power plants, investments in renewable energy sources, adaptation programs, and leading international efforts to address climate change. In September 2013, USEPA announced its first steps to implement a portion of the Obama Climate Action Plan by proposing carbon pollution standards for new power plants.

Vehicle Standards. Other regulations have been adopted to address vehicle standards including the USEPA and National Highway Traffic Safety Administration (the "NHTSA") joint rulemaking for vehicle standards.

- On March 30, 2009, the NHTSA issued a final rule for model year 2011.¹³
- On May 7, 2010, the USEPA and the NHTSA issued a final rule regulating fuel efficiency and GHG emissions pollution from motor vehicles for cars and light-duty trucks for model years 2012–2016.¹⁴
- On October 15, 2012, the USEPA and NHTSA issued final rules for model year 2017 and late light-duty vehicles.¹⁵
- NHSTA intends to set standards for model years 2022-2025 in a future rulemaking.¹⁶
- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA adopted fuel economy and GHG emissions standards for heavy-duty trucks that applies to vehicles from model year 2014-2018.¹⁷ Subsequent regulations for heavy-duty trucks were finalized in October 2016 for model years 2021-2027.¹⁸

¹² Massachusetts v. Environmental Protection Agency et al (127 S. Ct. 1438 [2007])

¹³ NHSTA. 2009. Average Fuel Economy Standards Passenger Cars and Light Trucks Model Year 2011, Final Rule. 75 Fed. Reg. 25324.

¹⁴ USEPA. 2010. Light Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, Final Rule. 75 Fed. Reg. 25324.

¹⁵ NHSTA, <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-model-year-2017-and-later-light-duty-vehicle>. 77 Fed. Reg. 62623-63200.

¹⁶ NHSTA. 2012. 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards. 77 Fed. Reg. 62624.

¹⁷ NHSTA. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks>

¹⁸ USEPA. <https://www.epa.gov/newsreleases/epa-and-dot-finalize-greenhouse-gas-and-fuel-efficiency-standards-heavy-duty-trucks-0>

Energy Independence and Security Act (the “EISA”). The EISA is intended to aid in the reduction of national GHG emissions, both mobile and non-mobile through several strategies:

- 1) Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- 2) Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
- 3) While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

State

Assembly Bill 1493. California has adopted a series of laws and programs to reduce emissions of GHGs into the atmosphere. Assembly Bill (AB) 1493 was enacted in September 2003 and requires regulations to achieve “the maximum feasible reduction of greenhouse gases” emitted by vehicles used for personal transportation.

Executive Order S-3-05. On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency (Cal EPA) formed a Climate Action Team (“CAT”) that recommended strategies that can be implemented by state agencies to meet GHG emissions targets. The Team reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.¹⁹ Furthermore, the report provided to Governor Schwarzenegger in 2006, referenced above, indicated that smart land use and increased transit availability should be a priority in the State of California.²⁰ According to the California Climate Action Team, smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

¹⁹ California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

²⁰ California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 57.

Executive Order B-30-15. On April 29, 2015, Governor Brown issued an executive order setting a Statewide GHG reduction target of 40 percent below 1990 levels by 2030. This action aligns the State's GHG targets with those set in October 2014 by the European Union and is intended to help the State meet its target of reducing GHG emissions 80 percent below 1990 levels by 2050. The measure calls on State agencies to implement measures accordingly and directs CARB to update the Climate Change Scoping Plan.

A recent study shows that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030 (consistent with Executive Order B-30-15), and to 60 percent below 1990 levels by 2050. Even though this study did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, it demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the study could allow the State to meet the 2030 and 2050 targets.²¹

Assembly Bill 32. In September 2006, AB 32 was signed into law by Governor Arnold Schwarzenegger, focusing on achieving GHG emissions equivalent to statewide levels in 1990 by 2020. It mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions. On June 1, 2007, CARB adopted three early action measures: setting a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.²² On October 25, 2007, CARB approved measures improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexafluoride emissions from the non-electricity sector. CARB also developed a mandatory reporting program on January 1, 2008 for large stationary combustion sources that emit more than 25,000 metric tons of CO₂ per year and make up 94 percent of the point source CO₂ emissions in California.

CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. This Scoping Plan, which was developed by CARB in coordination with the CAT, was first published in October 2008 (the "2008 Scoping Plan"). The 2008 Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. It accommodated the State's projected population growth. Moreover, it expressly called for coordinated planning of growth, including the location of dense residential projects near transportation infrastructure, including public transit.

²¹ Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158-172).

²² California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.

An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. Additional key recommendations of the 2008 Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards and increasing the amount of clean and renewable energy used to power the state. Furthermore, the 2008 Scoping Plan proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. As required by AB 32, CARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

In order to assess the scope of reductions needed to return to 1990 emissions levels, CARB first estimated the 2020 "business-as-usual" (BAU) GHG emissions in the 2008 Scoping Plan. These are the GHG emissions that would be expected to result if there were no GHG emissions reduction measures, and as if the state were to proceed on its pre-AB 32 GHG emissions track. After estimating that statewide 2020 BAU GHG emissions would be 596 metric tons, the 2008 Scoping Plan then identified recommended GHG emissions reduction measures that would reduce BAU GHG emissions by approximately 174 metric tons (an approximately 28.4 percent reduction) by 2020.

On August 19, 2011, following legal action in opposition to the Scoping Plan, CARB updated the Scoping Plan through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2011 Scoping Plan).²³ CARB updated their 2020 BAU emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions achieved through implementation of regulations recently adopted for motor vehicles, building energy efficiency standards, and renewable energy.²⁴ Under that scenario, the State would have had to reduce its BAU GHG emissions by approximately 21.7 percent by 2020 (down from 28.4 percent).

On May 22, 2014, CARB approved its first update to the AB 32 Scoping Plan, recalculating 1990 GHG emissions using IPCC Fourth Assessment Report (AR4) released in 2007. It states that based on the AR4 global warming potentials, the 427 million metric tons of CO₂e (MMTCO₂e) 1990 emissions level and 2020 GHG emissions limit would be slightly higher than identified in the Scoping Plan, at 431 MMTCO₂e. Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the FED and updated 1990 emissions levels identified in the draft first update to the Scoping Plan, achieving the 1990 emission level would require a reduction of 76 MMTCO₂e (down from 507 MMTCO₂e) or a reduction by approximately 15.3 percent (down from 28.4 percent) to achieve in 2020 emissions levels in the BAU condition. CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law by focusing on reductions from several sectors.

²³ California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011.

²⁴ California Air Resources Board, *Greenhouse Gas Inventory – 2020 Emissions Forecast*, <https://www.arb.ca.gov/cc/inventory/data/bau.htm>. Accessed August 1, 2017.

^{25,26} CARB will be doing a second update to the Scoping Plan to reflect the 2030 targets set by Executive Order B-30-15 and codified by SB 32.

As shown in Table 7-2, these reductions are to come from a variety of sectors, including energy, transportation, high-global warming potential sources, waste, and the State’s cap-and-trade emissions program.

TABLE 7-2: EMISSION REDUCTIONS NEEDED TO MEET AB 32 OBJECTIVES IN 2020			
Sector	Million Metric Tons of CO ₂ e Reduction	Percent of Statewide CO ₂ e Inventory	Summary of Recommended Actions
Energy	-25	-4.9%	Reduce State’s electric and energy utility emissions, reduce emissions from large industrial facilities, control fugitive emissions from oil and gas production, reduce leaks from industrial facilities
Transportation	-23	-4.5%	Phase 2 heavy-duty truck GHG standards, ZEV action plan for trucks, construct High Speed rail system from SF to LA, coordinated land use planning, Sustainable Freight Strategy
High Global Warming Potential	-5	-1.0%	Reduce use of high-GWP compounds from refrigeration, air conditioning, aerosols
Waste	-2	-0.4%	Eliminate disposal of organic materials at landfills, in-State infrastructure development, address challenges with composting and anaerobic digestion, additional methane control and landfills
Cap and Trade Reductions	-23	-4.5%	Statewide program that reduces emissions from regulated entities through performance-based targets
Total	-78	-15.3%	

Source: California Environmental Protection Agency, “First Update to the Climate Change Scoping Plan.” May 2014.

Nearly all reductions are to come from sources that are controlled at the statewide level by State agencies, including the Air Resources Board, Public Utilities Commission, High Speed Rail Authority, and California Energy Commission. The few actions that are directly or indirectly associated with local government control are in the Transportation sector, which is charged with reducing 4.5% of baseline 2020 emissions. Of these actions, only one (GHG reductions through coordinated planning) specifically identifies local governments as the responsible agency.

²⁵ CARB, First Update, p. 4, May 2014. See also *id.* at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the “electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles.”]

²⁶ CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.

Cap And Trade. CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32’s emission-reduction mandate of returning to 1990 levels of emissions by 2020. The statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program’s duration.

Under the Cap-and-Trade Program, covered entities that emit more than 25,000 metric tons CO₂e per year must comply with the Cap-and-Trade Program. Triggering of the 25,000 metric tons CO₂e per year “inclusion threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions. CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California’s direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California’s direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate.

In sum, the Cap-and-Trade Program achieves aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State’s emissions forecasts and the effectiveness of direct regulatory measures.

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California’s GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program.

While the 2020 cap would remain in effect post-2020,²⁷ the Cap-and-Trade Program is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.²⁸ However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The “recommended action” in the First Update for the Cap-and-Trade Program is “[d]evelop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market certainty and address a mid-term emissions target.”²⁹ On

²⁷ California Health & Safety Code § 38551(a) (“The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.”)

²⁸ See AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.

²⁹ CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).

July 17, 2017, Governor Brown signed AB 398, which extends the program through 2030. AB 398 calls for half of emissions offsets to be generated in California and prohibits CARB and air districts from regulating CO₂ from sources under the Cap-and-Trade program.

Senate Bill 1368. Senate Bill (SB) 1368, requires the California Public Utilities Commission and the California Energy Commission to establish GHG emissions performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the state.

SB 97 & CEQA Guidelines. In August 2007, the California State Legislature adopted Senate Bill 97 (SB 97), requiring the Governor's Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted CEQA guidelines that became effective on March 18, 2010. The amendments provide guidance to public agencies on analysis and mitigation of the effects of GHG emissions in CEQA documents, including the following:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with the CARB Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;
- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and
- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

State Bill 375. On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. While SB 375 does

not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.³⁰

On October 24, 2008, CARB published draft guidance for setting interim GHG emissions significance thresholds. This was the first step toward developing the recommended statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). CARB's preliminary proposal consisted of a quantitative threshold of 7,000 metric tons (MT) of CO₂e per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines.³¹ There is currently no timetable for finalized thresholds.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035.³² For the area under the Southern California Association of Governments' (SCAG) jurisdiction—including the Project area—CARB adopted Regional Targets for reduction of GHG emissions by 8 percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB's Executive Officer approved the final targets.³³

Senate Bill 32. On September 7, 2016, Governor Brown signed into law a measure that extends AB 32 another ten years to 2030 and increases the State's objectives. SB 32 calls on Statewide reductions in GHG 40 percent below 1990 levels by 2030. Further regulatory actions by the State are forthcoming that will further challenge communities to reduce GHG emissions in the future.

Title 24 Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

³⁰ American Planning Association, California Chapter, *Analysis of SB 375*, <http://www.calapa.org/en/cms/?2841>, accessed March 30, 2009.

³¹ California Air Resources Board.
<http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf>

³² California Air Resources Board. Notice of Decision: Regional Greenhouse Gas Emissions Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.

³³ California Air Resources Board. 2011. Executive Order No. G-11-024: Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.

California Green Building Standards. The California Green Building Standards Code, which is Part 11 of the California Code of Regulations (the “CCR”), is commonly referred to as the CALGreen Code. CALGreen was added to Title 24 to represent base standards for reducing water use, recycling construction waste, and reducing polluting materials in new buildings. In contrast, Title 24 focuses on promoting more energy-efficient buildings and considers the building envelope, heating and cooling, water heating, and lighting restrictions. The first edition of the CALGreen Code in 2008 contained only voluntary standards. The 2010 edition included mandatory requirements for state-regulated buildings and structures throughout California, including requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. The 2016 CALGreen Code standard became effective January 1, 2017.

Regional

South Coast Air Quality Management District Recommendations for Significance Thresholds. The South Coast Air Quality Management District (SCAQMD) convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members included government agencies implementing CEQA and representatives from stakeholder groups that provides input on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold for projects where the SCAQMD is lead agency. This threshold uses a tiered approach to determine a project’s significance, with 10,000 metric tons of CO₂ equivalent (MTCO_{2e}) as a screening numerical threshold for stationary sources.

The SCAQMD has not adopted guidance for CEQA projects under other lead agencies. In September 2010, the Working Group released additional revisions that recommended a screening threshold of 3,500 MTCO_{2e} for residential projects, 1,400 MTCO_{2e} for commercial projects, and 3,000 MTCO_{2e} for mixed use projects. Additionally, the Working Group identified project-level efficiency target of 4.8 MTCO_{2e} per service population as a 2020 target and 3.0 MTCO_{2e} per service population as a 2035 target. The recommended area wide or plan-level target for 2020 was 6.6 MTCO_{2e} and the plan-level target for 2035 was 4.1 MTCO_{2e}. The SCAQMD has not established a timeline for formal consideration of these thresholds.³⁴ In the meantime, the project level thresholds can be used as a non-binding guide.

The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG emissions reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the Project.

³⁴ SCAG, *Final PEIR for the 2012-2035 RTP/SCS, Appendix G*. Accessible at http://rtpscs.scag.ca.gov/Documents/peir/2012fPEIR_AppendixG_ExampleMeasures.pdf

SCAG Regional Transportation Plan/Sustainable Communities Strategy. SCAG's 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (the "RTP/SCS") calls for concentrating future development and providing higher intensity development in proximity to transit hubs in order to reduce vehicle miles traveled and GHG emissions from personal vehicles. It is important to note that there is nothing in SB 375 that requires a city's "land use policies and regulations...to be consistent with the regional transportation plan or an alternative planning strategy."³⁵

The RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development and transportation.³⁶ It notes, however, that the example measures are "not intended to serve as any kind of checklist to be used on a project-specific basis." Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized. Example GHG emissions reduction measures include the following:

- **GHG1:** SCAG member cities and the county governments may adopt and implement Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions as described in CEQA Guidelines Section 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions).
- **GHG2:** Project sponsors may require Best Available Control Technology (BACT) during construction and operation of projects, including:
 - a) Solicit bids that include use of energy and fuel-efficient fleets;
 - b) Solicit preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near zero emission technologies;
 - c) Employ use of alternative fueled vehicles;
 - d) Use lighting systems that are energy efficient, such as LED technology;
 - e) Use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan;
 - f) Streamline permitting process to infill, redevelopment, and energy-efficient projects;
 - g) Use an adopted emissions calculator to estimate construction-related emissions;
 - h) Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
 - i) Use of cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
 - j) Use of lighter-colored pavement where feasible;
 - k) Recycle construction debris to maximum extent feasible; and
 - l) Plant shade trees in or near construction projects where feasible.

³⁵ California Gov't. Code §65080(b)(2)(E).

³⁶ Southern California Association of Governments, *Final PEIR, 2012-2035 RTP/SCS, Appendix G: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf*.

- **GHG3:** Local jurisdictions can and may establish a coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.
- **GHG4:** Pedestrian and Bicycle Promotion: Local jurisdictions may work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.
- **GHG5:** Waste Reduction: Local jurisdictions can and may organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and may schedule recycling drop-off events and neighborhood chipping/mulching days.
- **GHG6:** Water Conservation: Local jurisdictions may organize support and/or sponsor workshops on water conservation activities, such as selecting and planting drought tolerant, native plants in landscaping, and installing advanced irrigation systems.
- **GHG7:** Energy Efficiency: Local jurisdictions may organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.
- **GHG8:** Schools Programs: Local jurisdictions may develop and implement a program to present information to school children about climate change and ways to reduce GHG emissions, and may support school-based programs for GHG reduction, such as school based trip reduction and the importance of recycling.

On April 6, 2016, SCAG adopted its 2016-2040 RTP/SCS update, calling for a continuation of integrated planning for land use and transportation that will help achieve the State's goal of reducing per capita GHG emissions by eight percent by 2020 compared to 2005 levels, by 18 percent by 2035, and 21 percent by 2040. The Plan calls for public transportation improvements that will reduce GHG emissions per household by up to 30 percent, one percent reduction in GHG from having zero emission vehicles, neighborhood vehicles, and carsharing/ridesourcing make up two percent of the vehicle fleet by 2040.

Local

City of Los Angeles. In May 2007, the City released its Green LA Plan that sets a goal to reduce the generation of GHG emissions 35 percent below 1990 levels by 2030. Key strategies include increasing the generation of renewable energy, improving energy conservation and efficiency, and changing land use patterns to reduce dependence on autos.

The City adopted a Green Building Ordinance in April 2008 that calls for reduction of the use of natural resources for new development.³⁷ Larger projects must be certified at the Leadership in Energy and Environmental Design (LEED) certified level. LEED certification generally ensures that

³⁷ City of Los Angeles, Ordinance No. 179820, added to LAMC as Section 16.10 (Green Building Program).

projects exceed Title 24 (2013) standards by at least 10 percent.³⁸ The City's ordinance affects the following types of development:³⁹

- New non-residential building or structure of 50,000 gross square feet or more of floor area;
- New mixed-use or residential building of 50,000 gross square feet or more in excess of six stories;
- New mixed-use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential units;
- The alternation or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building;
- The alteration of at least 50 dwelling units in an existing mixed-use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

The City's Green Building Ordinance has several requirements that call for reductions in GHG emissions from reducing in energy use, water use, and solid waste generation from new non-residential and high-rise residential buildings, including:

Section 99.04.304.1. Irrigation Controllers. When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;
2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input. Buildings on sites with over 2,500 square feet of cumulative irrigated landscaped areas shall have irrigation controllers that meet the criteria in Section 99.04.304.1.

Section 99.04.303.4. Wastewater Reduction. Each building shall reduce by 20 percent wastewater by one of the following methods:

1. The installation of water conserving fixtures (water closets, urinals)
2. Utilizing non-potable water systems (captured rainwater, graywater, and municipally treated wastewater) complying with the current edition of the Los Angeles Plumbing Code or other methods.

³⁸ U.S. Green Building Council. "Interpretation 10396" accessed at <http://www.usgbc.org/leed-interpretations?keys=10396> February 26, 2015.

³⁹ Projects that voluntarily commit to LEED certification at the Silver level or higher received expedited processing from the City.

Section 99.04.304.2. Outdoor Potable Water. Building on sites with 1,000 square feet or more of cumulative landscaped areas shall have separate meters or submeters for indoor and outdoor potable water use.

Section 99.04.304.3. Irrigation Design. Buildings on sites with 1,000 square feet or more of cumulative irrigated landscaped areas shall have irrigation controllers and sensors which include the following criteria and the manufacturer's recommendations.

Section 99.05.407.1. Weather Protection. Provide a weather-resistant exterior wall and foundation envelope as required by the Los Angeles Building Code section 1403.2 (Weather Protection) and California Energy Code Section 150, manufacturer's installation instructions, or local ordinance, whichever is more stringent.

Section 99.05.408. Construction Waste Reduction, Disposal And Recycling. Construction Waste Reduction of at Least 50 Percent. Comply with Section 66.32 et seq. of the LAMC.

Section 99.05.408.4. Excavated Soil and Land Clearing Debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project and when approved by the Department, such material may be stockpiled on site until the storage site is developed.

Section 99.05.410.1. Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

Section 99.05.504.3. Covering of Duct Openings and Protection of Mechanical Equipment During Construction. At the time of rough installation, or during storage of the construction site and until final startup of the heating and cooling equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheetmetal or other methods acceptable to the Department to reduce the amount of dust or debris which may collect in the system.

Section 99.05.504.4.6. Resilient Flooring Systems. For 50 percent of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools criteria and listed on its Low-emitting Materials List or certified under the Resilient Floor Covering Institute FloorScore program.

On January 20, 2016, the City of Los Angeles adopted its Mobility Plan 2035, a transportation element of its General Plan. The Plan calls for strategies that advance five goals: 1) Safety First, 2) World Class Infrastructure, 3) Access for All Angelenos, 4) Collaboration, Communication, and Informed Choices, and 5) Clean Environments and Healthy Communities.

While the Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation and targeting GHG through a more sustainable transportation system. As such, the Plan's call for integrated land use planning, clean fuel vehicles are consistent with State and regional plans calling for more compact growth in areas with transportation infrastructure.

Existing Emissions

The Project Site includes a 7,438 square-foot retail building with surface parking. As shown in Table 7-3, the existing development site generates about 354 metric tons of CO₂e annually, with the majority of emissions generated by mobile sources traveling to and from the Project Site.

TABLE 7-3: EXISTING ANNUAL CO ₂ e GREENHOUSE GAS EMISSIONS (Metric Tons per Year)				
Scenario and Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	<1	0	0	<1
Energy Sources	58	<1	<1	58
Mobile Sources	284	<1	0	285
Waste Sources	2	<1	0	4
Water Sources	6	<1	<1	7
Total Emissions	351	<1	<1	354

Source: DKA Planning, 2017 based on CalEEMod 2016.3.1.

Methodology

The methodology utilized for this analysis is based on a Technical Advisory released by the Governor’s Office of Planning and Research (OPR) on June 19, 2008 titled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*. Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period because no significance threshold has been adopted for such emissions. The Project emission reductions are results of Project’s commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

The California Climate Action Registry (Climate Registry) General Reporting Protocol provides basic procedures and guidelines for calculating and reporting GHG emissions from a number of general and industry-specific activities.⁴⁰ The General Reporting Protocol is based on the “Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard” developed by the World Business Council for Sustainable Development and the World Resources Institute through “a multi-stakeholder effort to develop a standardized approach to the voluntary reporting of GHG emissions.”⁴¹ The General Reporting Protocol provides a basic framework for calculating and reporting GHG emissions from the project. The information provided in this analysis is consistent with the General Reporting Protocol’s reporting requirements.

The General Reporting Protocol recommends the separation of GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

⁴⁰ California Climate Action Registry, General Reporting Protocol Version 3.1, January 2009, www.sfeenvironment.org/sites/default/files/fliers/files/ccar_grp_3-1_january2009_sfe-web.pdf, accessed August 1, 2016.

⁴¹ Ibid.

- Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy (e.g., energy used to convey, treat, and distribute water and wastewater).⁴²

The General Reporting Protocol provides a range of basic calculations methods. However, the General Reporting Protocol calculations are typically designed for existing buildings or facilities. These retrospective calculation methods are not directly applicable to planning and development situations where buildings do not yet exist.

CARB recommends consideration of indirect emissions to provide a more complete picture of the GHG footprint of a facility. Annually reported indirect energy usage aids the conservation awareness of a facility and provides information to CARB to be considered for future strategies.⁴³ For example, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, the Office of Planning and Research has noted that lead agencies “should make a good-faith effort, based on available information, to calculate, model, or estimate... GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities.”⁴⁴ Therefore, direct and indirect emissions have been calculated for the Project.

GHG emissions were quantified from construction and operation of the Project using SCAQMD’s California Emissions Estimator Model (CalEEMod). Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.⁴⁵

Significance Criteria

CARB, SCAQMD and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.⁴⁶ As a result, this analysis relies on

⁴² Embodied energy is a scientific term that refers to the quantity of energy required to manufacture and supply to the point of use a product, material, or service.

⁴³ California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), Planning and Technical Support Division Emission Inventory Branch, October 19, 2007, www.arb.ca.gov/regact/2007/ghg2007/isor.pdf, accessed August 1, 2016.

⁴⁴ OPR Technical Advisory, p. 5.

⁴⁵ See www.caleemod.com.

⁴⁶ The South Coast Air Quality Management District formed a GHG Significance Threshold Working Group. Information on this Working Group is available at www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2.

primary direction from the CEQA Guidelines. OPR's amendments to the CEQA Guidelines for GHGs were adopted by the Resources Agency on December 30, 2009, indicating that a project could have a significant impact if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.⁴⁷

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. It urges the quantification of GHG emissions where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. It also recommends considering other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). Further, it states that:

1. A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:
 - a. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
 - b. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
 - c. The extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Lead agencies are to establish thresholds in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative. The CEQA Guidelines were amended in response to Senate Bill 97 to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

⁴⁷ A recent opinion by the California Supreme Court on November 30, 2015 (Center for Biological Diversity v. California Department of Fish and Wildlife) has suggested that environmental analyses need to support its assumptions and provide evidentiary support to find consistency with a "Business as Usual" approach with the AB 32 Scoping Plan.

To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.⁴⁸ Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions.”⁴⁹ Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with the California Cap-and-Trade Program and/or other regulatory schemes to reduce GHG emissions.⁵⁰

Per CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.⁵¹

To evaluate a project’s potential greenhouse gas emissions under CEQA, a lead agency may adopt a significance criterion of whether the project will be consistent with statewide greenhouse gas emission reduction goals, as set forth in the California Global Warming Solutions Act of 2006 (or “AB 32”) and the California Air Resources Board 2008 Climate Change Scoping Plan (“Scoping Plan”) that implements A.B. 32. (*Center for Biological Diversity v. Cal. Dept. of Fish and Game* (2015) 62 Cal.4th 204, 220; see also CEQA Guidelines § 15064.4.)

The statewide greenhouse gas reduction goals include cutting greenhouse gas emissions by approximately 30 percent from the BAU emission levels projected for 2020. The Scoping Plan sets forth the BAU projection, which assumes no conservation or regulatory efforts beyond what was in place when the forecast was made. A lead agency may use the BAU projection as the baseline to compare a project’s expected greenhouse gas emissions rather than using a baseline of emissions in the existing physical environment. However, the lead agency must provide substantial evidence to show that a project’s specific *project-level* reduction in greenhouse gas

⁴⁸ Id.

⁴⁹ Id. (emphasis added).

⁵⁰ See San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB’s GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), where the SJVAPCD “determined that GHG emissions increases that are covered under ARB’s Cap-and-Trade regulation cannot constitute significant increases under CEQA...” Further, SCAQMD has taken this position as a lead agency, preparing three Negative Declarations and one Draft EIR that applied its 10,000 MTCO₂e/yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH #2012041014 (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2) (October 2014); SCAQMD, Final Negative Declaration for Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2) (December 2014); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2) (April 2014).

⁵¹ 14 CCR § 15064(h)(3).

emissions as compared to the BAU projection will actually meet the *statewide* goals of greenhouse gas reductions.

There are three ways a lead agency could make that showing. First, a lead agency may evaluate the data behind the Scoping Plan’s BAU model to determine how a specific project in a proposed location would contribute to the statewide greenhouse gas reduction goals. Second, a lead agency may assess a project’s consistency with AB 32’s goals in whole or in part by considering a project’s compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities, such as building efficiency and conservation standards. Third, a lead agency may rely on existing numerical thresholds of significance for greenhouse gas emissions reductions.

Thus, in the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions:

- Executive Orders S-3-05 and B-30-15;
- AB 32 Scoping Plan;
- SCAG’s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy;
- City of Los Angeles Mobility 2035 Plan;
- City of Los Angeles ClimateLA implementation plan; and
- City of Los Angeles Green Building Ordinance

The following section provides an extensive analysis of the Proposed Project’s consistency with these State, regional, and local climate action-related policies. This section focuses on disclosing potential GHG emissions.

Construction Phase Impacts on Climate Change

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the Project site. These impacts would vary day to day over the 27-month duration of construction activities. As illustrated in Table 7-4, construction emissions of CO₂ would peak in 2019, when up to 9,314 pounds of CO₂e per day are anticipated. These emissions are further incorporated in the assessment of long-term operational impacts by amortizing them over a 30-year period, pursuant to guidance from the State and SCAQMD.⁵²

Construction Year	CO₂	CH₄	N₂O	CO₂e
2018	9,295	1	0	9,314
2019	2,532	<1	0	2,543
2020	2,481	<1	0	2,492

Source: DKA Planning, 2017, based on CalEEMod 2016.3.1

⁵² SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, 2008. [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2)

Operations Phase Impacts on Climate Change

Greenhouse gas emissions were calculated for long-term operations. Both one-time emissions and indirect emissions are expected to occur each year after build-out of the Project. One-time emissions from construction and vegetation removal were amortized over a 30-year period because no significance threshold has been adopted for such emissions. The Project emission reductions are results of Project's commitments and regulatory changes, which include the implementation of the Renewables Portfolio Standard (RPS) of 33 percent, the Pavley regulation and Advanced Clean Cars program mandating higher fuel efficiency standards for light-duty vehicles, and the Low Carbon Fuel Standard (LCFS).

This analysis compares the Project's GHG emissions to the emissions that would be generated by the Project in the absence of any GHG reduction measures (i.e., the No Action Taken ("NAT") Scenario. This approach is consistent with the concepts used in CARB's *Climate Change Scoping Plan* for the implementation of AB 32. This methodology is used to analyze consistency with applicable GHG reduction plans and policies and demonstrate the efficacy of the measures contained therein, but it is not a threshold of significance.

The analysis in this section includes potential emissions under NAT scenarios and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in the *Climate Change Scoping Plan* that have not been approved were not credited in this analysis. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at build-out.

The NAT scenario is used to establish a comparison with project-generated GHG emissions. The NAT scenario does not consider site-specific conditions, project design features, or prescribed mitigation measures. As an example, a NAT scenario would apply a base ITE trip-generation rate for the project and would not consider site-specific benefits resulting from the proposed mix of uses or close proximity to public transportation. The analysis below establishes NAT as complying with the minimum performance level required under Title 24. The NAT scenario also considers State mandates that were already in place when CARB prepared the *Supplemental FED* (e.g., Pavley I Standards, full implementation of California's Statewide Renewables Portfolio Standard beyond current levels of renewable energy, and the California Low Carbon Fuel Standard).

Emissions calculations for the Project include credits or reductions for the regulatory compliance measures and project design features set forth throughout this analysis, such as reductions in energy or water demand. In addition, as mobile source GHG emissions are directly dependent on the number of vehicle trips, a decrease in the number of Project generated trips as a result of project features will provide a proportional reduction in mobile source GHG emissions. This scenario conservatively did not include actions and mandates that are not already in place but are expected to be in force in 2020 (e.g., Pavley II), which could further reduce GHG emissions from use of light-duty vehicles by 2.5 percent.

As shown in Table 7-5, the emissions for the Project and its associated CARB 2020 NAT scenario are estimated to be 1,147 and 1,694 MTCO₂e per year, respectively, which shows the Project will reduce emissions by 32 percent from CARB's 2020 NAT scenario. The proposed emissions would represent a net 793 metric ton increase in annual emissions when accounting for existing emissions from current development. Based on these results, the Project is consistent with the

reduction target as a numeric threshold (15.3 percent) set forth in the 2014 Revised AB 32 Scoping Plan.

TABLE 7-5: ESTIMATED ANNUAL CO₂e GREENHOUSE GAS EMISSIONS (Metric Tons per Year)				
Scenario and Source	NAT Scenario*	As Proposed Scenario	Reduction from NAT Scenario	Change from NAT Scenario
Area Sources	1	1	-	0%
Energy Sources	556	322	-233	-42%
Mobile Sources	1,052	738	-313	-30%
Waste Sources	15	15	-	0%
Water Sources	48	48	-	0%
Construction	21	21	-	0%
Total Emissions	1,694	1,147	-546	-32%
Net Emissions	-	-793	N/A	N/A

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.

* NAT scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).

Source: DKA Planning, 2017.

The analysis in this report uses the 2014 Revised AB 32 Scoping Plan's statewide goals as one approach to evaluate the Proposed Project's impact (i.e., 15.3 percent reduction from NAT). The report's methodology is to compare the Project's emissions as proposed to the Project's emissions if the Project were built using a NAT approach in terms of design, methodology, and technology. This means the Project's emissions were calculated as if it was constructed with project design features to reduce GHG and with several regulatory measures adopted in furtherance of AB 32.

While the AB 32 Scoping Plan's cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its NAT comparison based on the Scoping Plan is appropriate because the Proposed Project would contribute to statewide GHG reduction goals. Specifically, the Proposed Project's mixed-use nature and location in an existing urban setting provide opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. This produces substantial reductions in the amount of vehicle trips and vehicle miles traveled that no longer are made. Second, it would eliminate many vehicle trips because travel to and from the Project Site could be captured by public transit and pedestrian travel instead. Finally, it would attract existing trips on the street network that would divert to the proposed uses. These would result in reductions in CO₂e emissions that far exceed the State's AB 32 Scoping Plan goal of a 4.5 percent reduction from the overall transportation sector by 2020. As such, this analysis concludes that the Proposed Project would meet and exceed its contribution to statewide climate change obligations that are under the control of local governments in their decisionmaking.

It should be noted that each source category of GHG emissions from the Proposed Project is subject to a number of regulations that directly or indirectly reduce climate change-related emissions:

- Stationary and area sources. Emissions from small on-site sources are subject to specific emission reduction mandates and/or are included in the State's Cap and Trade program.
- Transportation. Both construction and operational activities from the Project Site would generate transportation-related emissions from combustion of fossil fuels that are covered in the State's Cap and Trade program.
- Energy Use. Both construction and operational activities from the Project Site would generate energy-related emissions that are covered by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers from renewable energy sources by December 31, 2030.
- Building structures. Operational efficiencies will be built into the project that reduce energy use and waste, as mandated by CALGreen building codes.
- Water and wastewater use. The Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions.
- Major appliances. The Project would include major appliances that are regulated by California Energy Commission requirements for energy efficiency.
- Solid waste management. The Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

In addition to the GHG emission reductions described above, it is important to note that the CO₂ estimates from mobile sources (particularly CO₂, CH₄, and N₂O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (e.g., commuting, shopping) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

As described throughout this analysis, the Project contains numerous regulatory compliance measures and project design features that would reduce the Project's GHG emissions profile and would represent improvements vis-à-vis the NAT scenario. As a result of this and the analysis of net emissions, the Project's contribution to global climate change is not "cumulatively considerable" and is considered **less than significant**.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project-specific impacts related to the emission of greenhouse gases would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? *Less Than Significant Impact.*

The Project will contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. As noted earlier, the Proposed Project would be consistent with a number of relevant plans and policies that govern climate change.

- Executive Orders S-3-05 and B-30-15;
- AB 32 Scoping Plan;
- SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy;
- City of Los Angeles Mobility 2035 Plan;
- City of Los Angeles ClimateLA implementation plan; and
- City of Los Angeles Green Building Ordinance

Consistency with Executive Orders S-03-05 and B-30-15.

The Project is consistent with the State's Executive Orders S-3-05 and B-30-15, which are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The Project includes elements of smart land use as it is a mixed-used development located in an urban infill area well-served by transportation infrastructure that includes robust public transit provided by Metro.

Although the Project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the Project's emissions profile to decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Project's emissions total at build-out presented in this analysis represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with the Executive Order's horizon-year goal, though there is no explicit requirement to gauge the project's consistency with these 2050-based goals⁵³.

⁵³ California Supreme Court S223603, Cleveland National Forest Foundation et al and CREED-21 et al vs. San Diego Association of Governments, Super Ct. No. 37-2011-00101660-CU-TT-CTL, filed July 13, 2017.

Many of the emission reduction strategies recommended by CARB would serve to reduce the Project's post-2020 emissions level to the extent applicable by law and help lay the foundation "...for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," as called for in CARB's First Update to the AB 32 Scoping Plan.^{54,55}

As such, the Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05 and B-30-15.

Consistency with the AB 32 Scoping Plan

The AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. Table 7-4 evaluates the Proposed Project's consistency with the AB 32 Scoping Plan to determine whether it will result in adverse cumulative impacts to global climate change. The Proposed Project is consistent with the AB 32 Scoping Plan's focus on emission reductions from several key sectors:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the Project's emissions level.⁵⁶ Additionally, further additions to California's renewable resource portfolio would favorably influence the Project's emissions level.⁵⁷
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the Project's emissions level.⁵⁸
- **Water Sector:** The Project's emissions level will be reduced as a result of further desired enhancements to water conservation technologies.⁵⁹
- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the Project's emissions level.⁶⁰

⁵⁴ CARB, First Update, p. 4, May 2014. See also *id.* at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles."]

⁵⁵ CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94-99, May 2014.

⁵⁶ CARB, First Update, pp. 37-39, 85, May 2014.

⁵⁷ CARB, First Update, pp. 40-41, May 2014.

⁵⁸ CARB, First Update, pp. 55-56, May 2014.

⁵⁹ CARB, First Update, p. 65, May 2014.

⁶⁰ CARB, First Update, p. 69, May 2014.

TABLE 7-6: PROJECT CONSISTENCY WITH AB 32 SCOPING PLAN GREENHOUSE GAS EMISSION REDUCTION STRATEGIES	
Strategy	Project Consistency
California Cap-and-Trade Program. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions.	Not Applicable. The statewide program is not relevant to the proposed Project.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Not Applicable. The development of standards is not relevant to the proposed Project.
Energy Efficiency. Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The Project is designed to meet Cal Green building standards by including several measures designed to reduce energy consumption.
Renewables Portfolio Standard. Achieve 33 percent renewable energy mix statewide.	Consistent. The Project will utilize energy from the Los Angeles Department of Water and Power, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Low-Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	Not Applicable. The statewide program is not relevant to the proposed Project.
Regional Transportation-Related Greenhouse Gases. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	Not Applicable. The development of regional planning goals is not relevant to the proposed Project. The project's infill location near several bus routes (i.e., Metro) makes it consistent with the smart growth objectives of the region's Sustainable Communities Strategy (SCS).
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	Not Applicable. State agencies are responsible for implementing efficiency measures.
Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not Applicable. State agencies are responsible for implementing regulations and promoting efficiency in goods movement.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	Neutral. The Proposed Project does not include solar roofs and is not part of the proposed Statewide initiative. However, the Project would use energy from LADWP, which obtains a portion of its power through solar sources. In accordance with the City's Green Building Ordinance, an electrical conduit would be provided from the electrical service equipment to an accessible location in a location suitable for future connection to a solar system. The conduit shall be labeled as per the Los Angeles Fire Department requirements. The electrical panel shall be sized to accommodate the installation of a future electrical solar system. A minimum of 250 square feet of contiguous unobstructed roof area will be provided for the installation of future photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.
Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	Not Applicable. State agencies are responsible for implementing efficiency measures.
Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission.	Not Applicable. This measure addresses industrial facilities.

TABLE 7-6: PROJECT CONSISTENCY WITH AB 32 SCOPING PLAN GREENHOUSE GAS EMISSION REDUCTION STRATEGIES	
Strategy	Project Consistency
High Speed Rail. Support implementation of a high speed rail system.	Not Applicable. This calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	Consistent. The Project is designed to meet Cal Green building standards and will include several measures designed to reduce energy consumption.
High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	Not Applicable. State agencies are responsible for implementing these measures.
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	Consistent. The Project is expected to have minimal impact on solid waste facilities.
Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not Applicable. Resource Agency departments are responsible for implementing this measure.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The Project would use water-efficient landscaping.
Agriculture. In the near-term, encourage investment in manure digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	Not Applicable. The Proposed Project does not include agricultural facilities.
Source: DKA Planning, 2017.	

Based on this evaluation, this analysis finds the Project would be consistent with all feasible and applicable strategies recommended in the AB 32 Scoping Plan.

Consistency with SCAG’s 2016-2040 RTP/SCS

At the regional level, the 2016-2040 RTP and Sustainable Communities Strategy represent the region’s Climate Action Plan that defines strategies for reducing GHGs. In order to assess the Project’s potential to conflict with the RTP/SCS, this section analyzes the Project’s land use profile for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG’s Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

The Proposed Project is an infill development that is also consistent with the 2016 RTP/SCS and its focus on integrated land use planning. Specifically, the site’s location near substantial local transit bus services, and within ¼ mile of a Metro Red Line station places it in a High Quality Transit Area (HQTA). The 2016 RTP/SCS projects that these areas, while comprising only three percent of land area in the region make up 46 percent of future household growth and 55 percent of future job growth. Further, the vertical integration of land uses on the site will produce substantial reductions in auto mode share to and from the site that will help the region accommodate growth and promote public transit ridership that minimizes GHG emission increases and reduces per capita emissions consistent with the RTP/SCS. Further, the inclusion of electric vehicle charging infrastructure will support the penetration of electric zero-emission vehicles into the vehicle fleet.

TABLE 7-7: PROJECT CONSISTENCY WITH SCAG 2016-2040 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis ^a
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local jurisdictions	Consistent. The Project would include residences that would add to the supply of housing in metropolitan Los Angeles County.
Focus new growth around transit.	Local Jurisdictions	Consistent. The Proposed Project is an infill development that would be consistent with the 2016 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The Proposed Project is an infill development that would be consistent with the 2016 RTP/SCS focus on focusing growth along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	Consistent. The Proposed Project would help further jobs/housing balance objectives that can improve the use of Neighborhood Electric Vehicles for short trips. The project is also generally consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. While this strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities, the Proposed Project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG Local Jurisdictions	Consistent. The Proposed Project is an infill development that would help reduce demand for growth in urbanizing areas that threaten greenfields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG County Transportation Commissions Local Jurisdictions	Not Applicable. While this strategy calls on investing in the maintenance of our existing transportation system, the Proposed Project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions Local Jurisdictions	Consistent. The Proposed Project is an infill development that will minimize congestion impacts on the region because of its proximity to public transit, Complete Communities, and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG County Transportation Commissions Local Jurisdictions	Not Applicable. While this strategy aims to improve the safety of the transportation system and protect users from security threats, the Proposed Project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes, goods movement, and airport ground transportation systems.	SCAG County Transportation Commissions Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The Proposed Project would not interfere with this larger goal of investing in the transportation system.

TABLE 7-7: PROJECT CONSISTENCY WITH SCAG 2016-2040 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis ^a
<i>Technological Innovation and 21st Century Transportation</i>		
Promote zero-emissions vehicles.	SCAG Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the Project would include pre-wiring for electric vehicle charging infrastructure.
Promote neighborhood electric vehicles.	SCAG Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the Project would include pre-wiring for electric vehicle charging infrastructure.
Implement shared mobility programs.	SCAG Local Jurisdictions	Not Applicable. While this strategy is designed to integrate new technologies for last-mile and alternative transportation programs, the Proposed Project would not interfere with these emerging programs.
Source: Southern California Association of Governments; 2016–2040 RTP/SCS, Chapter 5: <i>The Road to Greater Mobility and Sustainable Growth</i> ; April 2016.		

Table 7-7 demonstrates the Project’s consistency with the Actions and Strategies set forth in the 2016-2040 RTP/SCS. The Project would also be consistent with the applicable goals and principles set forth in the 2016-2040 RTP/SCS and the Compass Growth Vision Report. Therefore, the Project would be consistent with the GHG reduction related actions and strategies contained in the 2016-2040 RTP/SCS.

Consistency with the City of Los Angeles Mobility 2035 Plan

While the Mobility 2035 Plan focuses on developing a multi-modal transportation system, its key policy initiatives include considering the strong link between land use and transportation and targeting GHG through a more sustainable transportation system. The Proposed Project is fully consistent with these general objectives, including the most relevant strategy, Program No. D7, which calls for the development of GHG tracking program that would quantify reductions in GHG from reductions in vehicle miles traveled.

Consistency with the City of Los Angeles ClimateLA Plan

Construction of the Proposed Project is consistent with the “ClimateLA” plan’s goal of reducing or recycling 70 percent of trash (including construction waste) by 2015. The Project would promote this goal by complying with waste reduction measures mandated by CALGreen and City’s Green Building Code, as well as solid waste diversion policies administered by CalRecycle that in turn reduce GHG emissions.

Long-term operations of the Proposed Project is also consistent with the “ClimateLA” focus on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions.

With regard to transportation, the Project is consistent with the Plan’s focus on reducing emissions from private vehicle use. Specifically, the site’s infill location with immediate access to significant public transit, pedestrian, and bicycle facilities results in a transit-oriented development that will reduce auto dependence. Further, the mixed-use nature of the Project is

consistent with the Plan's land use policies that promote high density near transportation, transit-oriented development, and making underutilized land available for housing and mixed-use development, especially when near transit.

To reduce emissions from energy usage, the Proposed Project would be consistent with "ClimateLA" and its focus on increasing the amount of renewable energy provided by the Los Angeles Department of Water and Power; presenting a comprehensive set of green building policies to guide and support private sector development; and helping citizens to use less energy. Both construction and operational activities from the Project site would generate energy-related emissions that are reduced by the State's renewable portfolio mandates, including SB 350, which requires that at least 50 percent of electricity generated and sold to retail customers come from renewable energy sources by December 31, 2030.

With regard to water, the Proposed Project would be consistent with reducing water from growth through water conservation and recycling; reducing per capita water consumption by 20 percent; and implementing the City's water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water. Specifically, the Project would be subject to drought-related water conservation emergency orders and related State Water Quality Control Board restrictions, as well as CALGreen and City Green Building Code that call for water-conserving fixtures and processes. These elements of the Project would be consistent with goals set forth in the "ClimateLA" plan.

With regard to waste, the Proposed Project would be consistent with the "ClimateLA" goal of reducing or recycling 70 percent of trash by 2015. Operational efficiencies will be built into the Project that reduce energy use and waste, as mandated by the City's Green Building Code and CALGreen building code. With regard to ongoing operations, the Project would be subject to solid waste diversion policies administered by CalRecycle that reduce GHG emissions.

With regard to open space and greening, the Proposed Project would not interfere with "ClimateLA" and its focus on creating 35 new parks; revitalizing the Los Angeles River to create open space opportunities; planting one million trees throughout the City; identifying opportunities to "daylight" streams; identifying promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborating with schools to create more parks in neighborhoods.

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all Projects filed on or after January 1, 2014 comply with the Los Angeles Green Building Code as amended to comply with the 2013 CALGreen Code. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include short and long term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The Project would comply with these mandatory measures, as the Project would provide on-site bicycle parking spaces. Furthermore, the Green Building Ordinance includes measures that would increase energy efficiency on the Project Site, including installing Energy Star rated appliances and installation of water-conserving fixtures. Therefore, the Project is consistent with the Los Angeles Green Building Ordinance.

The Proposed Project will comply with the City of Los Angeles' Green Building Ordinance standards that compel LEED certification, reduce emissions beyond a NAT scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Under the City's Los Angeles Green Building Code, the Project must incorporate several measures and design elements that reduce the carbon footprint of the development:

The Proposed Project would include design, construction, maintenance, and operation at the Leadership in Energy & Environmental Design (LEED) certified level. Projects that are LEED certified generally exceed Title 24 (2013) standards by at least 10 percent.⁶¹ As such, it would incorporate several design elements and programs that will reduce the carbon footprint of the development, including:

1. **GHG Emissions Associated with Planning and Design.** The Project must have measures to reduce storm water pollution, provide designated parking for bicycles and low-emission vehicles, have wiring for electric vehicles, reduce light pollution, and design grading and paving to keep surface water from entering buildings. This would include:
 - Reduced parking based on compliance with the City's bicycle parking ordinance.
 - Access to several public transportation lines.
 - Located near residential neighborhoods. The Project site's proximity to medium- and high-density residential neighborhoods increases the likelihood that more travel to and from the development will be made by non-motorized modes that will reduce potential GHG emissions.

2. **GHG Emissions Associated with Energy Demand.** The Project must meet Title 24 2013 standards and include Energy Star appliances, have pre-wiring for future solar facilities, and off-grid pre-wiring for future solar facilities. This includes:
 - Use of low-emitting paints, adhesives, carpets, coating, and other materials.
 - Equipment and fixtures will comply with the following where applicable:
 - Installed gas-fired space heating equipment will have an Annual Fuel Utilization Ratio of .90 or higher.
 - Installed electric heat pumps will have a Heating Seasonal Performance Factor of 8.0 or higher.
 - Installed cooling equipment will have a Seasonal Energy Efficiency Ratio higher than 13.0 and an Energy Efficiency Ratio of at least 11.5.
 - Installed tank type water heaters will have an Energy Factor higher than .6.
 - Installed tankless water heaters will have an Energy Factor higher than .80.
 - Perform duct leakage testing to verify a total leakage rate of less than 6 percent of the total fan flow.
 - Building lighting in the kitchen and bathrooms within the dwelling units will consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).

⁶¹ U.S. Green Building Council. "Interpretation 10396" accessed at <http://www.usgbc.org/leed-interpretations?keys=10396> February 26, 2015.

- An electrical conduit will be provided from the electrical service equipment to an accessible location in the attic or other location suitable for future connection to a solar system. The conduit shall be adequately sized by the designer but shall not be less than one inch. The conduit shall be labeled as per the Los Angeles Fire Department requirements. The electrical panel shall be sized to accommodate the installation of a future electrical solar system.
 - A minimum of 250 square feet of contiguous unobstructed roof area will be provided for the installation of future photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.
 - Appliances will meet ENERGY STAR if an ENERGY STAR designation is applicable for that appliance.
3. **GHG Emissions Associated with Water Use.** The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Wastewater reduction measures must be included that help reduce outdoor potable water use. This would include:
- A schedule of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by at least 20 percent shall be provided. The reduction shall be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code. The 20 percent reduction in potable water use shall be demonstrated by one of the following methods:
 - Each plumbing fixture and fitting shall meet reduced flow rates specified on Table 4.303.2; or
 - A calculation demonstrating a 20 percent reduction in the building "water use" baseline will be provided.
 - When single shower fixtures are served by more than one showerhead, the combined flow rate of all the showerheads will not exceed specified flow rates.
 - When automatic irrigation system controllers for landscaping are provided and installed at the time of final inspection, the controllers shall comply with the following:
 - Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change;
 - Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor that connects or communicates with the controller(s).
4. **GHG Emissions Associated with Solid Waste Generation.** The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations

are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. The Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.

5. **GHG Emissions Associated with Environmental Quality.** The Project must meet strict standards for any fireplaces and woodstoves, covering of duct openings and protection of mechanical equipment during constructions, and meet other requirements for reducing emissions from flooring systems, any CFC and halon use, and other project amenities. This would include:

- Openings in the building envelope separating conditioned space from unconditioned space needed to accommodate gas, plumbing, electrical lines and other necessary penetrations must be sealed in compliance with the California Energy Code.
- Provide flashing details on the building plans which comply with accepted industry standards or manufacturer's instructions around windows and doors, roof valley, and chimneys to roof intersections.

Taken together, these strategies encourage providing recreational, cultural, and a range of shopping, entertainment and services all within a relatively short distance; providing employment near current and planned transit stations and neighborhood commercial centers; and supporting alternative fueled and electric vehicles. As a result, the Project would be consistent with applicable State, regional and local GHG reduction strategies. Given that the Project would generate GHG emissions that are less than significant, and given that GHG emission impacts are cumulative in nature, the Project's incremental contribution to cumulatively significant GHG emissions would be less than cumulatively considerable, and impacts would be **less than significant**.

Cumulative Impacts

The emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. At a minimum, most project-related emissions, such as energy, mobile, and construction, would be covered by the Cap-and-Trade Program.

Currently, there are no applicable CARB, SCAQMD, or City of Los Angeles significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. Therefore, consistent with CEQA

Guideline Section 15064h(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce Greenhouse Gas Emissions: Executive Orders S-3-05 and B-30-15; AB 32, the 2016-2040 RTP/SCS and the City of Los Angeles Green Building Ordinance and Mobility 2035 Plan.

Implementation of the Project's regulatory compliance measures and project design features, including State mandates, would contribute to GHG reductions. These reductions represent a reduction from NAT and support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in CARB's *Climate Change Scoping Plan* for the implementation of AB 32.

The Project is consistent with the approach outlined in CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's *Climate Change Scoping Plan*, the Project would use "green building" features as a framework for achieving cross-cutting emissions reductions as new buildings and infrastructure would be designed to achieve the standards of CALGreen.

As part of SCAG's 2016-2040 SCS/RTP, a reduction in VMT within the region is a key component to achieve the 2020 and 2040 GHG emission reduction targets established by CARB. The Project results in significant VMT reduction in comparison to NAT and would be consistent with the SCS/RTP.

The Project also would comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project's regulatory compliance measures and project design features provided above and throughout this analysis would advance these objectives. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives (e.g., City of Los Angeles Green Building Code).

Additionally, the Project has incorporated sustainability design features in accordance with regulatory requirements as provided in the regulatory compliance measures throughout this analysis and project design features to reduce VMT and to reduce the Project's potential impact with respect to GHG emissions. With implementation of these features, the Project results in a 32 percent reduction in GHG emissions from NAT. The Project's GHG reduction measures make the Project consistent with AB 32.

As discussed above, the Project is consistent with the applicable GHG reduction plans and policies. The NAT comparison demonstrates the efficacy of the measures contained in these policies. Moreover, while the Project is not directly subject to the Cap and Program, that Program will indirectly reduce the Project's GHG emissions by regulating "covered entities" that affect the Project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program will backstop the GHG reduction plans and policies applicable to the Project in that the Cap-and-Trade Program will be responsible for relatively more

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emissions reductions should California's direct regulatory measures reduce GHG emissions less than expected. This will ensure that the GHG reduction targets of AB 32 are met.

Thus, given the Project's consistency with State, regional, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are cumulatively **less than significant**.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project-specific and cumulative impacts related to the emission of greenhouse gases would be less than significant.

Noise

NOISE -- Would the Project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *Less Than Significant Impact.*

Regulatory Framework

Federal





Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or the long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated by and evaluated with respect to State and City of Los Angeles standards designed to protect public well-being and health.

State

State of California 2017 General Plan

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table 12-1 illustrates State compatibility considerations between various land uses and exterior noise levels.

TABLE 12-1: STATE OF CALIFORNIA NOISE/LAND USE COMPATIBILITY MATRIX							
Land Use Category	Community Noise Exposure (dB, L _{dn} or CNEL)						
	55	60	65	70	75	80	
Residential - Low Density Single-Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels Hotels	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Normally Unacceptable
	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable

	Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines – Noise Element Guidelines (Appendix D), Figure 2, 2017.

City of Los Angeles

Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

SEC. 41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

- (a) *No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
- (c) *No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, the LAMC goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) *75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
- (b) *75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*

- (c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

- (a) *It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
- (b) *Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*
- (c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02(a), below, would prevent Project HVAC systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

- (a) *It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.*

L.A. CEQA Thresholds Guide

In 2006, the City released the L.A. CEQA Thresholds Guide to provide further guidance for the determination of significant construction and operational noise impacts. According to the Guide, a Project would, under normal circumstances, have a significant impact if:

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

- *Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.*

For a Project's operational impacts:

- *The ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category...*
- *Any 5 dBA or greater noise increase.*

These "normally unacceptable" and "clearly unacceptable" categories refer to those outlined by the State's noise and land-use compatibility chart, shown in Table 12-1 of this document.

Construction Noise

Existing Conditions

According to the L.A. CEQA Thresholds Guide, noise sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks. The following receptors were chosen specifically for detailed construction noise impact analysis given their potential sensitivities to noise and their proximity to the Project site:

5th Street Residences

This receptor consists of residential land uses located on 5th Street as near as 15 feet east of the Project site.

Drexel Avenue Residences

This receptor consists of residential land uses located on Drexel Avenue as near as 50 feet northeast of the Project site.

San Vicente Boulevard Residences

This receptor consists of residential land uses located across from and south of the Project site along San Vicente Boulevard. The nearest individual residences are located approximately 330 feet south of the Project site. It should be noted that this receptor's residences are located within the City of Beverly Hills.

Hamilton Drive Residences

This receptor consists of residential land uses located west of the Project site, across San Vicente Boulevard and along Hamilton Drive. The nearest individual residences are located approximately 220 feet west of the Project site. This receptor's residences are also located within the City of Beverly Hills.

To determine the ambient noise conditions at these receptors, DKA Planning took short-term noise measurements at locations surrounding the Project site on September 22, 2017, using a Quest Technologies SoundPro DL Sound Level Meter.¹ At all noise monitoring locations, ambient noise was

¹ The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental noise measurement instrumentation. The meter was equipped with an omni-directional

predominantly attributable to vehicle travel on nearby streets. Table 12-2 summarizes the results of this monitoring.

TABLE 12-2: EXISTING AMBIENT NOISE LEVELS	
Sensitive Receptor	Existing Ambient Noise Level (dBA L_{eq})
1. 5 th Street Residences	56.8
2. Drexel Avenue Residences	56.7
3. San Vicente Boulevard Residences	71.4
4. Hamilton Drive Residences	65.6

Source: DKA Planning, 2017.

Construction Noise Impacts

During all construction phases, noise-generating activities could occur at the Project site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On-site activities could include the use of heavy equipment such as excavators and loaders, as well as smaller equipment such as saws, hammers, and pneumatic tools. Off-site, secondary noises could be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Noises from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment. The types of heavy equipment required for these activities may include excavators, bulldozers, front-end loaders, and backhoes.

For this Project, noise impacts were modeled using the noise reference levels of excavators, as an excavator would be utilized during the Project's demolition and grading phases. Excavators can produce an average noise level of 80.7 dBA at a reference distance of 50 feet.² The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's construction phases. Therefore, this analysis examines a worst-case-scenario; the noise impacts of all other construction equipment and phases would not exceed the impacts analyzed here.

Regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction equipment to 75 dBA or below, as the Project site is located within 500 feet of residential land uses. As shown in Table 12-3, compliance with this noise regulation would also ensure that ambient noise levels in the Project's vicinity not exceed the L.A. CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting up to 10 days in a three month period. Existing walls east of the Project separating the alley from nearby residences would in some incidences further reduce construction noise levels from the Project site at receptors located behind these walls. However, the noise-reducing effects of these walls were not included in the construction noise analyses for the 5th Street and Drexel Avenue receptors, as they would not reduce construction noise impacts for all residences that

microphone, calibrated before the day's measurements, and set at approximately five feet above the ground. Weather conditions were clear with negligible wind.

² Noise level derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).

are a part of these receptor groupings. Nevertheless, the Project’s construction noise impact would be considered **less than significant**.

TABLE 12-3: CONSTRUCTION NOISE LEVELS – UNMITIGATED					
Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase (dBA, L_{eq})
5 th Street Residences	15	58.7	56.8	60.9	4.1
Drexel Avenue Residences	50	58.7	56.7	60.8	4.1
San Vicente Boulevard Residences	330	57.3	71.4	71.6	0.2
Hamilton Drive Residences	220	60.9	65.6	66.9	1.3
Source: DKA Planning, 2017.					

With regard to off-site construction-related noise impacts, demolition and grading phase activities would necessitate a modest number of haul trips per work day to export excavated materials from the Project site to regional landfills. The Project would not include the sort of mass-grading activities that require intensive or lengthy hauling operations. Though the Project’s haul trips would marginally increase ambient noise levels along the haul route, it would not be expected to significantly increase ambient noise levels by 5 dBA or greater at any noise sensitive land uses. According to the L.A. CEQA Thresholds Guide, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. Though the addition of haul trucks would alter the fleet mix of the Project haul route, their minimal addition to local roadways would not nearly double those roads’ traffic volumes, let alone augment their traffic to levels capable of producing 5 dBA ambient noise increases. Haul trips would be confined to major roadways with high existing ambient noise levels, such as San Vicente Boulevard. As a result, off-site construction noise impacts related to haul trips would be **less than significant**.

Mitigation Measures

None required.

Operational Noise

On-Site Noise Sources

During Project operations, the development would produce noise from both on- and off-site sources. The direct on-site sources would include the following:

Mechanical Equipment

Noise from mechanical equipment needed to operate and support the development (e.g., heating, air conditioning, ventilation systems) would produce regular and intermittent noises that could be audible at nearby receptors. Regulatory compliance with LAMC Sec.112.02 would ultimately ensure that any ambient noise increases at neighboring occupied properties not increase by more than 5 dBA. Given this regulation, ambient noise levels, the distance between the Project and nearby receptors, and the relatively quiet operation of modern HVAC systems, it

would be highly unlikely for these on-site noise sources to be capable of causing the ambient noise levels of nearby uses to increase by 3 dBA CNEL to or within their respective L.A. CEQA Thresholds Guide's "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. Additionally, the Project's stepped design would result in rooftop mechanical equipment being located at a greater distance from residences located near or along 5th Street and Drexel Avenue.

Residential Land Uses

Noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees. The City's noise ordinance would provide a means to address nuisances related to residential noises. General day-to-day use of the Project's outdoor community terraces would have a nominal impact on 24-hour noise levels in the Project's vicinity.

Auto-Related Activities

Operational noises related to the proposed onsite parking would include intermittent noise events such as door slamming and vehicle engine start-ups. However, these noise events are infrequent and do not substantially increase ambient noise levels, especially when considering that the Project's parking would be entirely underground. Internal parking noises would therefore be inaudible, or at the very least considerably attenuated, at nearby receptors. Noise from loading zone and trash collecting activities would be sporadic and have a minimal effect on 24-hour noise levels at nearby residences, especially given these residences' existing walls facing the alley located to the Project's east.

Commercial Land Uses

The Project includes 6,152 square feet of ground-floor retail space. This space would face San Vicente Boulevard, which is fronted primarily by existing commercial land uses. As a result, the Project's own commercial area would not substantially alter the noise profile of the local area. It should also be noted that the Project would replace a purely commercial land use.

The impact potential of these on-site operational noise sources would be considered **less than significant**.

Off-Site Noise Sources

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its new daily trips. According to the L.A. CEQA Thresholds Guide, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume. Given that the Project proposes a mixed-residential land use with only 53 total dwelling units and a single retail space, its contribution to local traffic along San Vicente Boulevard, the main roadway accessing the Project site, would not be capable of doubling the traffic volume of this or any other street in its vicinity. As a result, Project traffic would not cause surrounding ambient noise levels to rise by 3 dBA to or within their "normally unacceptable" or "clearly unacceptable" noise categories for land use compatibility, or by 5 dBA overall. The Project's off-site mobile noise impact would be considered **less than significant**.

Mitigation Measures

None required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? *Less Than Significant Impact.*

Regulatory Framework

Federal

For the evaluation of construction-related vibration impacts, state standards set by the California Department of Transportation (Caltrans) are used given the absence of Federal, County, and City standards specific to construction activities.

California Department of Transportation

In 2013, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Guidance Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. Table 12-4 summarizes Caltrans’ vibration criteria for building and structural damage.

TABLE 12-4: CALTRANS BUILDING DAMAGE VIBRATION CRITERIA		
Structure and Condition	Significance Criteria (in/sec PPV)	
	Transient Sources	Continuous/Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, 2013.

Construction Vibration Impacts

As discussed earlier, construction of the proposed Project would require equipment such as excavators. This type of construction equipment can produce peak vibration velocities of up to 0.089 inches per second at a distance of 25 feet.³ Auger drill rigs can produce similar peak vibration velocities. Table 12-5 shows the Project’s projected construction vibration impacts at the nearest off-site structures. No receptor would experience potentially damaging levels of ground-borne vibration from the Project’s construction activities. As a result, the Project’s construction vibration impacts would be considered **less than significant**.

³ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

TABLE 12-5: BUILDING DAMAGE VIBRATION LEVELS AT OFF-SITE STRUCTURES – UNMITIGATED

Off-Site Structures	Distance to Project Site (ft.)	Estimated PPV (in/sec)	Structural Significance Criteria (in/sec)	Significant?
5 th Street Residences	15	0.148	0.3	No
Drexel Avenue Residences	50	0.045	0.3	No
Dugally Oberfeld	5	0.445	0.5	No
Hamilton Drive Residences	220	0.010	0.3	No
Source: DKA Planning 2017.				

Mitigation Measures

None required.

Operational Vibration Impacts

During Project operations, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the Project’s vicinity would be generated by its related vehicle travel on local roadways. As previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive receptors to vibrations far below levels associated with human annoyance or land-use disruption. As a result, the Project’s long-term vibration impacts would be considered **less than significant**.

c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? *Less Than Significant Impact.*

Operational Noise

The majority of the Project’s long-term noise impacts would come from traffic traveling to and from the Project. This, the addition of future traffic from any new developments in the Project area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, as discussed earlier, the Project would not generate a doubling of traffic on any surrounding roadway, and would therefore not increase any roadside ambient noise levels by 3 dBA or greater. The Project would have a nominal and **less than significant** impact on off-site ambient noise levels.

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? *Less Than Significant Impact.*

As discussed earlier, construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. However, given the relatively high ambient noise levels of the Project area, it is unlikely that construction noises from concurrent developments would be audible at Project receptors, let alone capable of contributing to cumulatively considerable noise increases. Persistent traffic noise from San Vicente Boulevard would mask any distant construction sounds in a manner largely similar to the effect of white noise, and the presence of numerous

multi-story structures would further obstruct these sounds' line of sight travel. Given these considerations, Project construction activities would not be expected to contribute to significant cumulative construction noise impacts.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? *No Impact.*

The Project is not located within an airport land use plan or within two miles of a public or public use airport. The Project would have **no impact** on people residing or working in the Project area.

f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? *No Impact.*

The Project site is not within the vicinity of a private airstrip. It would have **no impact** on people residing or working in the Project area.

APPENDICES

APPENDIX A

CalEEMod Model Runs for Air Quality and Greenhouse Gas Emissions

488-494 South San Vicente Boulevard Existing - Los Angeles-South Coast County, Annual

488-494 South San Vicente Boulevard Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	7.44	1000sqft	0.33	7,438.00	0

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 33
 Climate Zone 11 Operational Year 2017
 Utility Company Los Angeles Department of Water & Power

CO2 Intensity 1227.89 CH4 Intensity 0.029 N2O Intensity 0.006
 (lb/MMWhr) (lb/MMWhr) (lb/MMWhr)

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.17	0.33
tblProjectCharacteristics	Operational Year	2018	2017

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.0303	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	2.0000e-004
Energy	7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.0000	58.0725	58.0725	1.3700e-003	2.9000e-004	58.1939
Mobile	0.1168	0.4872	1.3165	3.1000e-003	0.2181	4.2900e-003	0.2223	0.0585	4.0400e-003	0.0625	0.0000	284.6142	284.6142	0.0202	0.0000	285.1186
Waste						0.0000	0.0000		0.0000	0.0000	1.5854	0.0000	1.5854	0.0937	0.0000	3.9277
Water						0.0000	0.0000		0.0000	0.0000	0.1748	6.0868	6.2616	0.0181	4.5000e-004	6.8494
Total	0.1472	0.4878	1.3171	3.1000e-003	0.2181	4.3400e-003	0.2224	0.0585	4.0900e-003	0.0626	1.7602	348.7736	350.5338	0.1333	7.4000e-004	354.0897
MT/yr																

Mitigated Operational

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.0303	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	2.0000e-004
Energy	7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.0000	58.0725	58.0725	1.3700e-003	2.9000e-004	58.1939
Mobile	0.1168	0.4872	1.3165	3.1000e-003	0.2181	4.2900e-003	0.2223	0.0585	4.0400e-003	0.0625	0.0000	284.6142	284.6142	0.0202	0.0000	285.1186
Waste						0.0000	0.0000		0.0000	0.0000	1.5854	0.0000	1.5854	0.0937	0.0000	3.9277
Water						0.0000	0.0000		0.0000	0.0000	0.1748	6.0868	6.2616	0.0181	4.5000e-004	6.8494
Total	0.1472	0.4878	1.3171	3.1000e-003	0.2181	4.3400e-003	0.2224	0.0585	4.0900e-003	0.0626	1.7602	348.7736	350.5338	0.1333	7.4000e-004	354.0897
MT/yr																

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1168	0.4872	1.3165	3.1000e-003	0.2181	4.2900e-003	0.2223	0.0585	4.0400e-003	0.0625	0.0000	284.6142	284.6142	0.0202	0.0000	285.1186
Unmitigated	0.1168	0.4872	1.3165	3.1000e-003	0.2181	4.2900e-003	0.2223	0.0585	4.0400e-003	0.0625	0.0000	284.6142	284.6142	0.0202	0.0000	285.1186

4.2 Trip Summary Information

Land Use	Weekday	Saturday	Sunday	Unmitigated Annual VMT	Mitigated Annual VMT
Land Use	329.65	312.69	151.96	574,288	574,288
Strip Mall	329.65	312.69	151.96	574,288	574,288
Total	329.65	312.69	151.96	574,288	574,288

4.3 Trip Type Information

Land Use	Miles	Trip %	Trip Purpose %						
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH

Strip Mail	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity Mitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	57.4175	57.4175	1.3600e-003	2.8000e-004	57.5351
Electricity Unmitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	57.4175	57.4175	1.3600e-003	2.8000e-004	57.5351	
NaturalGas Mitigated	7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6549	0.6549	1.0000e-005	1.0000e-005	0.6588
NaturalGas Unmitigated	7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6549	0.6549	1.0000e-005	1.0000e-005	0.6588

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Strip Mail	12272.7	7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6549	0.6549	1.0000e-005	1.0000e-005	0.6588
Total		7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6549	0.6549	1.0000e-005	1.0000e-005	0.6588

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Strip Mall	12272.7	7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6549	0.6549	1.0000e-005	1.0000e-005	0.6588
Total		7.0000e-005	6.0000e-004	5.1000e-004	0.0000	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	5.0000e-005	0.0000	0.6549	0.6549	1.0000e-005	1.0000e-005	0.6588

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Strip Mall	103091	57.4175	1.3600e-003	2.8000e-004	57.5351
Total		57.4175	1.3600e-003	2.8000e-004	57.5351

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	KWh/yr	MT/yr			
Strip Mill	103091	57,4175	1.3600e-003	2.8000e-004	57,5351
Total		57,4175	1.3600e-003	2.8000e-004	57,5351

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.0303	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	2.0000e-004
Unmitigated	0.0303	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.8000e-004	1.8000e-004	0.0000	0.0000	2.0000e-004

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr															MT/yr

Unmitigated	6.2616	0.0181	4.5000e-004	6.8494
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7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Strip Mall	0.5511 / 0.337771	6.2616	0.0181	4.5000e-004	6.8494
Total		6.2616	0.0181	4.5000e-004	6.8494

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Strip Mall	0.5511 / 0.337771	6.2616	0.0181	4.5000e-004	6.8494
Total		6.2616	0.0181	4.5000e-004	6.8494

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.5854	0.0937	0.0000	3.9277
Unmitigated	1.5854	0.0937	0.0000	3.9277

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Strip Mall	7.81	1.5854	0.0937	0.0000	3.9277
Total		1.5854	0.0937	0.0000	3.9277

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			

Ship Mail	7.81	1.5854	0.0937	0.0000	3.9277
Total		1.5854	0.0937	0.0000	3.9277

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

488-494 South San Vicente Boulevard Existing - Los Angeles-South Coast County, Summer

488-494 South San Vicente Boulevard Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	7.44	1000sqft	0.33	7,438.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year		Operational Year	2017

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer Information

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.17	0.33
tblProjectCharacteristics	OperationalYear	2018	2017

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	0.03	1.6300e-003	0.0000		1.7400e-003
Energy	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	3.9558	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793
Mobile	0.7387	2.8037	8.0085	0.0193	1.3342	0.0256	1.3599	0.3572	0.0242	0.3814	1.9526640	1.9526640	1.9526640	0.1337		1.9560052
Total	0.9053	2.8070	8.0120	0.0193	1.3342	0.0259	1.3601	0.3572	0.0244	0.3816		1.956.6214	1.956.6214	0.1337	7.0000e-005	1.959.9862

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	0.03	1.6300e-003	0.0000		1.7400e-003
Energy	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	3.9558	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793
Mobile	0.7387	2.8037	8.0085	0.0193	1.3342	0.0256	1.3599	0.3572	0.0242	0.3814	1.952.6640	1.952.6640	1.952.6640	0.1337		1.956.0052
Total	0.9053	2.8070	8.0120	0.0193	1.3342	0.0259	1.3601	0.3572	0.0244	0.3816		1.956.6214	1.956.6214	0.1337	7.0000e-005	1.959.9862
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.7387	2.8037	8.0085	0.0193	1.3342	0.0256	1.3599	0.3572	0.0242	0.3814			1,952,6640	1,952,6640	0.1337	1,956,0052
Unmitigated	0.7387	2.8037	8.0085	0.0193	1.3342	0.0256	1.3599	0.3572	0.0242	0.3814			1,952,6640	1,952,6640	0.1337	1,956,0052
	lb/day															

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated
Land Use	Weekday	Annual VMT	Annual VMT
Strip Mall	329.65	312.69	151.96
Total	329.65	312.69	151.96
		574,288	574,288

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	16.60	8.40	6.90
		16.60	64.40
		19.00	45
			40
			15

4.4 Fleet Mix

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Land Use	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Strip Mall													

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
NaturalGas	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
Mitigated NaturalGas	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
Unmitigated																
lb/day																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Strip Mall	33.6238	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
Total		3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
lb/day																	

Mitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTLU/yr	lb/day															
lb/day																	

Ship Mail	0.0336238	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793
Total		3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	1.6300e-003	1.6300e-003	0.0000		1.7400e-003
Unmitigated	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	1.6300e-003	1.6300e-003	0.0000		1.7400e-003
	lb/day															

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
Architectural	0.0189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Coating																
Consumer Products	0.1473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	1.6300e-003	1.6300e-003	0.0000		1.7400e-003
	lb/day															

Total	0.1662	1.0000e-005	7.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.6300e-003	1.6300e-003	0.0000	1.7400e-003
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Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2	NBi-CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6300e-003	1.6300e-003	0.0000		1.7400e-003
Total	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6300e-003	1.6300e-003	0.0000		1.7400e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

488-494 South San Vicente Boulevard Existing - Los Angeles-South Coast County, Winter

488-494 South San Vicente Boulevard Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	7.44	1000sqft	0.33	7,438.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year			2017

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer Information

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.17	0.33
tblProjectCharacteristics	OperationalYear	2018	2017

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	0.03	1.6300e-003	0.0000		1.7400e-003
Energy	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	3.9558	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793
Mobile	0.7252	2.8699	7.8438	0.0183	1.3342	0.0259	1.3602	0.3572	0.0244	0.3817	1.8544569	1.8544569	1.8544569	0.1343		1.8578142
Total	0.8918	2.8732	7.8474	0.0183	1.3342	0.0262	1.3604	0.3572	0.0247	0.3819	1.8584143	1.8584143	1.8584143	0.1344	7.0000e-005	1.8617952

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	0.03	1.6300e-003	0.0000		1.7400e-003
Energy	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	3.9558	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793
Mobile	0.7252	2.8699	7.8438	0.0183	1.3342	0.0259	1.3602	0.3572	0.0244	0.3817	1.8544569	1.8544569	1.8544569	0.1343		1.8578142
Total	0.8918	2.8732	7.8474	0.0183	1.3342	0.0262	1.3604	0.3572	0.0247	0.3819	1.8584143	1.8584143	1.8584143	0.1344	7.0000e-005	1.8617952

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.7252	2.8699	7.8438	0.0183	1.3342	0.0259	1.3602	0.3572	0.0244	0.3817	1,854,4569	1,854,4569	1,854,4569	0.1343		1,857,8142
Unmitigated	0.7252	2.8699	7.8438	0.0183	1.3342	0.0259	1.3602	0.3572	0.0244	0.3817	1,854,4569	1,854,4569	1,854,4569	0.1343		1,857,8142

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated Annual VMT	Mitigated Annual VMT
Land Use	Weekday	312.69	312.69
Strip Mall	Weekday	329.65	312.69
Total		329.65	312.69

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW
Strip Mall	16.60	8.40	6.90
			16.60
			64.40
			19.00
			45
			40
			15

4.4 Fleet Mix

	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Land Use	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968
Strip Mall													

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
NaturalGas	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
Mitigated NaturalGas	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
Unmitigated																
lb/day																

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Strip Mall	33.6238	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
Total		3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793	
lb/day																	

Mitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	KB TU/yr	lb/day															
lb/day																	

Ship Mail	0.0336238	3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793
Total		3.6000e-004	3.3000e-003	2.7700e-003	2.0000e-005		2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	2.5000e-004	3.9558	3.9558	8.0000e-005	7.0000e-005	3.9793

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	1.6300e-003	1.6300e-003	0.0000		1.7400e-003
Unmitigated	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	1.6300e-003	1.6300e-003	0.0000		1.7400e-003
	lb/day															

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
Architectural	0.0189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Coating																
Consumer Products	0.1473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	1.6300e-003	1.6300e-003	1.6300e-003	0.0000		1.7400e-003
	lb/day															

Total	0.1662	1.0000e-005	7.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.6300e-003	1.6300e-003	0.0000	1.7400e-003
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Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi-CO2	NBi-CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0189					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6300e-003	1.6300e-003	0.0000		1.7400e-003
Total	0.1662	1.0000e-005	7.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.6300e-003	1.6300e-003	0.0000		1.7400e-003

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

488-494 South San Vicente Boulevard Future - Los Angeles-South Coast County, Annual

488-494 South San Vicente Boulevard Future
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	5.65	1000sqft	0.03	5,651.00	0
Apartments Mid Rise	54.00	Dwelling Unit	0.30	54,000.00	154
Enclosed Parking with Elevator	79.00	Space	0.33	31,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Developer Information
- Construction Phase - Consultant assumptions
- Off-road Equipment -
- Grading - Assumes complete excavation of site to 30 feet of depth
- Demolition - City of LA ZIMAS database
- Trips and VMT -
- Woodstoves - Developer information, assumes no fireplaces or hearths

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403 for fugitive dust

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	131.00
tblConstructionPhase	NumDays	100.00	522.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblFireplaces	NumberGas	45.90	0.00
tblFireplaces	NumberNoFireplace	5.40	54.00
tblFireplaces	NumberWood	2.70	0.00
tblGrading	AcresOfGrading	0.00	0.33
tblGrading	AcresOfGrading	10.00	0.30
tblGrading	MaterialExported	0.00	16,077.00
tblLandUse	BuildingSpacesSquareFeet	5,650.00	5,651.00
tblLandUse	LandUseSquareFeet	5,650.00	5,651.00
tblLandUse	LotAcreage	0.13	0.03
tblLandUse	LotAcreage	1.42	0.30
tblLandUse	LotAcreage	0.71	0.33
tblProjectCharacteristics	OperationalYear	2018	2020
tblWoodstoves	NumberCatalytic	2.70	0.00
tblWoodstoves	NumberNonCatalytic	2.70	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

5	1-2-2019	4-1-2019	0.4095	0.4095
6	4-2-2019	7-1-2019	0.4123	0.4123
7	7-2-2019	10-1-2019	0.4187	0.4187
8	10-2-2019	1-1-2020	0.5907	0.5907
9	1-2-2020	4-1-2020	0.5328	0.5328
		Highest	0.6891	0.6891

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Area	0.2547	16.4700e-003	0.5598	3.0000e-005		3.0800e-003	3.0800e-003		3.0800e-003	3.0800e-003	0.0000	0.9118	0.9118	8.9000e-004	0.0000	0.9341
Energy	3.3000e-003	0.0282	0.0122	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	321.5992	321.5992	7.4500e-003	2.0100e-003	322.3846
Mobile	0.1937	0.9699	2.5171	8.0000e-003	0.6208	8.3000e-003	0.6291	0.1664	7.7800e-003	0.1742	0.0000	737.2627	737.2627	0.0419	0.0000	738.3111
Waste						0.0000	0.0000		0.0000	0.0000	6.2460	0.0000	6.2460	0.3691	0.0000	15.4743
Water						0.0000	0.0000		0.0000	0.0000	1.2490	43.8629	45.1119	0.1293	3.2400e-003	49.3114
Total	0.4516	1.0046	3.0891	8.2100e-003	0.6208	0.0137	0.6345	0.1664	0.0131	0.1796	7.4950	1,103.6366	1,111.1316	0.5487	5.2500e-003	1,126.4154

Mitigated Operational

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

Area	0.2547	6.4700e-003	0.5598	3.0000e-005		3.0800e-003	3.0800e-003	3.0800e-003	3.0800e-003	3.0800e-003	0.0000	0.9118	0.9118	8.9000e-004	0.0000	0.9341
Energy	3.3000e-003	0.0282	0.0122	1.8000e-004		2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	0.0000	321.5992	321.5992	7.4500e-003	2.0100e-003	322.3846
Mobile	0.1937	0.9699	2.5171	8.0000e-003	0.6208	8.3000e-003	0.6291	0.1664	7.7800e-003	0.1742	0.0000	737.2627	737.2627	0.0419	0.0000	738.3111
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	6.2460	0.0000	6.2460	0.3691	0.0000	15.4743
Water						0.0000	0.0000	0.0000	0.0000	0.0000	1.2490	43.8629	45.1119	0.1293	3.2400e-003	49.3114
Total	0.4516	1.0046	3.0891	8.2100e-003	0.6208	0.0137	0.6345	0.1664	0.0131	0.1796	7.4950	1,103.6366	1,111.1316	0.5487	5.2500e-003	1,126.4154
Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/22/2018	1/31/2018	5	22	
2	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20	
3	Grading	Grading	3/1/2018	3/31/2018	5	22	
4	Building Construction	Building Construction	4/1/2018	3/31/2020	5	522	
5	Architectural Coating	Architectural Coating	10/1/2019	3/31/2020	5	131	

Acres of Grading (Site Preparation Phase) : 0.5

Acres of Grading (Grading Phase) : 0.33

Acres of Paving: 0.33

Residential Indoor: 109,350; Residential Outdoor: 36,450; Non-Residential Indoor: 8,477; Non-Residential Outdoor: 2,826; Striped Parking Area: 1,896

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Demolition	Concrete/Industrial Saws	1	8.00	8.1	0.73
Grading	Concrete/Industrial Saws	1	8.00	8.1	0.73
Building Construction	Cranes	1	4.00	23.1	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	18.7	0.41
Demolition	Rubber Tired Dozers	1	1.00	24.7	0.40
Grading	Rubber Tired Dozers	1	1.00	24.7	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	9.7	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	9.7	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	9.7	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	9.7	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	54.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	34.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,010.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

Off-Road	0.0117	0.1037	0.0855	1.3000e-004	6.8500e-003	6.8500e-003	6.5400e-003	6.5400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252	
Total	0.0117	0.1037	0.0855	1.3000e-004	1.3600e-003	6.8500e-003	8.2100e-003	2.1000e-004	6.5400e-003	6.7500e-003	0.0000	11.6690	11.6690	2.2500e-003	11.7252

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	1.7000e-004	5.6800e-003	1.1700e-003	1.0000e-005	1.9000e-004	2.0000e-005	2.1000e-004	6.0000e-005	2.0000e-005	8.0000e-005	0.0000	1.3409	1.3409	9.0000e-005	0.0000	1.3433
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.4000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	7.8000e-004	6.2000e-003	6.7800e-003	2.0000e-005	9.1000e-004	3.0000e-005	9.5000e-004	2.6000e-004	3.0000e-005	2.9000e-004	0.0000	2.5386	2.5386	1.4000e-004	0.0000	2.5421
MT/yr																

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8600e-003	0.0976	0.0425	1.0000e-004	4.1800e-003	4.1800e-003	4.1800e-003	3.8500e-003	3.8500e-003	3.8500e-003	0.0000	8.9150	8.9150	2.7800e-003	0.0000	8.9844
Total	7.8600e-003	0.0976	0.0425	1.0000e-004	2.7000e-004	4.1800e-003	4.4500e-003	3.0000e-005	3.8500e-003	3.8800e-003	0.0000	8.9150	8.9150	2.7800e-003	0.0000	8.9844
MT/yr																

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.4000e-004	2.5500e-003	1.0000e-005	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.5444	0.5444	2.0000e-005	0.0000	0.5449
Total	2.8000e-004	2.4000e-004	2.5500e-003	1.0000e-005	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.5444	0.5444	2.0000e-005	0.0000	0.5449

3.4 Grading - 2018

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					9.3600e-003	0.0000	9.3600e-003	4.7100e-003	0.0000	4.7100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1037	0.0855	1.3000e-004	6.8500e-003	6.8500e-003	6.8500e-003	6.5400e-003	6.5400e-003	6.5400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
Total	0.0117	0.1037	0.0855	1.3000e-004	9.3600e-003	6.8500e-003	0.0162	4.7100e-003	6.5400e-003	0.0113	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0101	0.3356	0.0692	8.1000e-004	0.0173	1.2500e-003	0.0185	4.7400e-003	1.1900e-003	5.9300e-003	0.0000	79.2706	79.2706	5.5900e-003	0.0000	79.4103
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
MT/yr																

Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	0.0107	0.3362	0.0748	8.2000e-004	0.0185	1.2600e-003	0.0197	5.0600e-003	1.2000e-003	6.2600e-003	0.0000	80.4682	80.4682	5.6400e-003	0.0000	80.6091

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					3.4700e-003	0.0000	3.4700e-003	1.7400e-003	0.0000	1.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1037	0.0835	1.3000e-004		6.8500e-003	6.8500e-003		6.3400e-003	6.3400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
Total	0.0117	0.1037	0.0855	1.3000e-004	3.4700e-003	6.8500e-003	0.0103	1.7400e-003	6.3400e-003	8.2800e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
MT/yr																

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0101	0.3356	0.0692	8.1000e-004	0.0113	1.2500e-003	0.0125	3.2800e-003	1.1900e-003	4.4700e-003	0.0000	79.2706	79.2706	5.5900e-003	0.0000	79.4103
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.4000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	0.0107	0.3362	0.0748	8.2000e-004	0.0120	1.2600e-003	0.0133	3.4800e-003	1.2000e-003	4.6800e-003	0.0000	80.4682	80.4682	5.6400e-003	0.0000	80.6091
MT/yr																

3.5 Building Construction - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.1063	1.0811	0.7596	1.1200e-003		0.0695	0.0695		0.0639	0.0639	0.0000	101.9314	101.9314	0.0317	0.0000	102.7247
Total	0.1063	1.0811	0.7596	1.1200e-003		0.0695	0.0695		0.0639	0.0639	0.0000	101.9314	101.9314	0.0317	0.0000	102.7247

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5100e-003	0.1473	0.0414	3.1000e-004	7.4100e-003	1.0200e-003	8.4300e-003	2.1400e-003	9.8000e-004	3.1200e-003	0.0000	29.7136	29.7136	2.0400e-003	0.0000	29.7645
Worker	0.0293	0.0231	0.2698	5.4000e-004	0.0360	5.3000e-004	0.0585	0.0134	4.9000e-004	0.0139	0.0000	57.6190	57.6190	2.1700e-003	0.0000	57.6732
Total	0.0348	0.1724	0.3112	9.5000e-004	0.0654	1.5500e-003	0.0670	0.0175	1.4700e-003	0.0190	0.0000	87.3326	87.3326	4.2100e-003	0.0000	87.4377
MT/yr																

Mitigated Construction On-Site

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

Off-Road	0.1063	1.0811	0.7596	1.1200e-003		0.0695	0.0695		0.0639	0.0639	0.0000	101.9313	101.9313	0.0317	0.0000	102.7246
Total	0.1063	1.0811	0.7596	1.1200e-003		0.0695	0.0695		0.0639	0.0639	0.0000	101.9313	101.9313	0.0317	0.0000	102.7246

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5100e-003	0.1473	0.0414	3.1000e-004	5.0000e-003	1.0200e-003	6.0200e-003	1.5500e-003	9.8000e-004	2.5200e-003	0.0000	29.7136	29.7136	2.0400e-003	0.0000	29.7645
Worker	0.0293	0.0251	0.2698	6.4000e-004	0.0349	5.3000e-004	0.0354	9.7300e-003	4.9000e-004	0.0102	0.0000	57.6190	57.6190	2.1700e-003	0.0000	57.6732
Total	0.0348	0.1724	0.3112	9.5000e-004	0.0399	1.5500e-003	0.0414	0.0113	1.4700e-003	0.0127	0.0000	87.3326	87.3326	4.2100e-003	0.0000	87.4377
	MT/yr															

3.5 Building Construction - 2019

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5021	133.5021	0.0422	0.0000	134.5581
Total	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5021	133.5021	0.0422	0.0000	134.5581
	MT/yr															

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6300e-003	0.1850	0.0506	4.0000e-004	9.8600e-003	1.1600e-003	0.0110	2.8500e-003	1.1100e-003	3.9600e-003	0.0000	39.1601	39.1601	2.6100e-003	0.0000	39.2255
Worker	0.0353	0.0294	0.3199	8.2000e-004	0.0772	6.8000e-004	0.0779	0.0205	6.3000e-004	0.0211	0.0000	74.2301	74.2301	2.5500e-003	0.0000	74.2939
Total	0.0419	0.2144	0.3705	1.2200e-003	0.0871	1.8400e-003	0.0889	0.0234	1.7400e-003	0.0251	0.0000	113.3902	113.3902	5.1600e-003	0.0000	113.5194

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5020	133.5020	0.0422	0.0000	134.5579
Total	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5020	133.5020	0.0422	0.0000	134.5579

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5020	133.5020	0.0422	0.0000	134.5579

Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6300e-003	0.1850	0.0506	4.0000e-004	6.6500e-003	1.1600e-003	7.8200e-003	2.0600e-003	1.1100e-003	3.1700e-003	0.0000	39.1601	2.6100e-003	0.0000	39.2255		
Worker	0.0353	0.0294	0.3199	8.2000e-004	0.0464	6.8000e-004	0.0471	0.0130	6.3000e-004	0.0136	0.0000	74.2301	2.5500e-003	0.0000	74.2939		
Total	0.0419	0.2144	0.3705	1.2200e-003	0.0531	1.8400e-003	0.0549	0.0150	1.7400e-003	0.0168	0.0000	113.3902	5.1600e-003	0.0000	113.5194		

3.5 Building Construction - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0280	0.2877	0.2401	3.7000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	32.5197	32.5197	0.0105	0.0000	32.7826
Total	0.0280	0.2877	0.2401	3.7000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	32.5197	32.5197	0.0105	0.0000	32.7826

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4100e-003	0.0423	0.0114	1.0000e-004	2.4600e-003	2.0000e-004	2.6500e-003	7.1000e-004	1.9000e-004	9.0000e-004	0.0000	9.6886	9.6886	6.2000e-004	0.0000	9.7040
Total	1.4100e-003	0.0423	0.0114	1.0000e-004	2.4600e-003	2.0000e-004	2.6500e-003	7.1000e-004	1.9000e-004	9.0000e-004	0.0000	9.6886	9.6886	6.2000e-004	0.0000	9.7040

Worker	3.1000e-003	6.5300e-003	0.0722	2.0000e-004	0.0192	1.6000e-004	0.0194	5.1100e-003	1.5000e-004	5.2600e-003	0.0000	17.9247	17.9247	5.6000e-004	0.0000	17.9388
Total	9.5100e-003	0.0488	0.0837	3.0000e-004	0.0217	3.6000e-004	0.0221	5.8200e-003	3.4000e-004	6.1600e-003	0.0000	27.6133	27.6133	1.1800e-003	0.0000	27.6428

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0280	0.2877	0.2401	3.7000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	32.5196	32.5196	0.0105	0.0000	32.7826
Total	0.0280	0.2877	0.2401	3.7000e-004		0.0170	0.0170		0.0156	0.0156	0.0000	32.5196	32.5196	0.0105	0.0000	32.7826

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4100e-003	0.0423	0.0114	1.0000e-004	1.6600e-003	2.0000e-004	1.8500e-003	5.1000e-004	1.9000e-004	7.0000e-004	0.0000	9.6886	9.6886	6.2000e-004	0.0000	9.7040
Worker	8.1000e-003	6.5300e-003	0.0722	2.0000e-004	0.0116	1.6000e-004	0.0117	3.2300e-003	1.5000e-004	3.3800e-003	0.0000	17.9247	17.9247	5.6000e-004	0.0000	17.9388
Total	9.5100e-003	0.0488	0.0837	3.0000e-004	0.0132	3.6000e-004	0.0136	3.7400e-003	3.4000e-004	4.0800e-003	0.0000	27.6133	27.6133	1.1800e-003	0.0000	27.6428

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.1005					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.0606	0.0608	1.0000e-004	4.2500e-003	4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	8.4257	8.4257	7.1000e-004	0.0000	8.4435
Total	0.1093	0.0606	0.0608	1.0000e-004	4.2500e-003	4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	8.4257	8.4257	7.1000e-004	0.0000	8.4435
MT/yr																

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8200e-003	1.5200e-003	0.0165	4.0000e-005	3.9800e-003	3.0000e-005	4.0100e-003	1.0600e-003	3.0000e-005	1.0900e-003	0.0000	3.8237	3.8237	1.3000e-004	0.0000	3.8270
Total	1.8200e-003	1.5200e-003	0.0165	4.0000e-005	3.9800e-003	3.0000e-005	4.0100e-003	1.0600e-003	3.0000e-005	1.0900e-003	0.0000	3.8237	3.8237	1.3000e-004	0.0000	3.8270
MT/yr																

Mitigated Construction On-Site

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

Archit. Coating	0.1005					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7900e-003	0.0606	0.0608	1.0000e-004		4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	0.0000	8.4257	8.4257	7.1000e-004	0.0000	8.4435
Total	0.1093	0.0606	0.0608	1.0000e-004		4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	4.2500e-003	0.0000	8.4257	8.4257	7.1000e-004	0.0000	8.4435

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8200e-003	1.5200e-003	0.0165	4.0000e-005	2.3900e-003	3.0000e-005	2.4300e-003	6.7000e-004	3.0000e-005	7.0000e-004	0.0000	3.8237	3.8237	1.3000e-004	0.0000	3.8270
Total	1.8200e-003	1.5200e-003	0.0165	4.0000e-005	2.3900e-003	3.0000e-005	2.4300e-003	6.7000e-004	3.0000e-005	7.0000e-004	0.0000	3.8237	3.8237	1.3000e-004	0.0000	3.8270
	MT/yr															

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Archit. Coating	0.0990					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8700e-003	0.0547	0.0595	1.0000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141
Total	0.1069	0.0547	0.0595	1.0000e-004		3.6100e-003	3.6100e-003		3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141
	MT/yr															

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.3300e-003	0.0147	4.0000e-005	3.9200e-003	3.0000e-005	3.9500e-003	1.0400e-003	3.0000e-005	1.0700e-003	0.0000	3.6513	3.6513	1.2000e-004	0.0000	3.6542
Total	1.6500e-003	1.3300e-003	0.0147	4.0000e-005	3.9200e-003	3.0000e-005	3.9500e-003	1.0400e-003	3.0000e-005	1.0700e-003	0.0000	3.6513	3.6513	1.2000e-004	0.0000	3.6542

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Archit. Coating	0.0990					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8700e-003	0.0547	0.0595	1.0000e-004	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141
Total	0.1069	0.0547	0.0595	1.0000e-004	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Archit. Coating	0.0990					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8700e-003	0.0547	0.0595	1.0000e-004	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141
Total	0.1069	0.0547	0.0595	1.0000e-004	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	3.6100e-003	0.0000	8.2981	8.2981	6.4000e-004	0.0000	8.3141

Category	tons/yr										MT/yr				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.3300e-003	0.0147	4.0000e-005	2.3600e-003	3.0000e-005	2.3900e-003	6.6000e-004	3.0000e-005	6.9000e-004	0.0000	3.6513	1.2000e-004	0.0000	3.6542
Total	1.6500e-003	1.3300e-003	0.0147	4.0000e-005	2.3600e-003	3.0000e-005	2.3900e-003	6.6000e-004	3.0000e-005	6.9000e-004	0.0000	3.6513	1.2000e-004	0.0000	3.6542

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1937	0.9699	2.5171	8.0000e-003	0.6208	8.3000e-003	0.6291	0.1664	7.7800e-003	0.1742	0.0000	737.2627	737.2627	0.0419	0.0000	738.3111
Unmitigated	0.1937	0.9699	2.5171	8.0000e-003	0.6208	8.3000e-003	0.6291	0.1664	7.7800e-003	0.1742	0.0000	737.2627	737.2627	0.0419	0.0000	738.3111

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Unmitigated	Mitigated	Unmitigated	Mitigated
Strip Mall	250.41	237.53	115.43	436,237	436,237	436,237	436,237
Apartments Mid Rise	359.10	345.06	316.44	1,199,420	1,199,420	1,199,420	1,199,420
Enclosed Parking with Elevator	0.00	0.00	0.00				
Total	609.51	582.59	431.87	1,635,657	1,635,657	1,635,657	1,635,657

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	tons/yr															
Land Use	KBTU/yr	MT/yr															
Apartments Mid Rise	602635	3.2500e-003	0.0278	0.0118	1.8000e-004	2.2500e-003	2.2500e-003	2.2500e-003	2.2500e-003	2.2500e-003	2.2500e-003	0.0000	32.1589	32.1589	6.2000e-004	5.9000e-004	32.3500
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	9324.15	5.0000e-005	4.6000e-004	3.8000e-004	0.0000	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	0.0000	0.4976	0.4976	1.0000e-005	1.0000e-005	0.5005
Total		3.3000e-003	0.0282	0.0122	1.8000e-004	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	0.0000	32.6565	32.6565	6.3000e-004	6.0000e-004	32.8505

Mitigated

Land Use	NaturalGas Use	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	KBTU/yr	tons/yr															
Land Use	KBTU/yr	MT/yr															
Apartments Mid Rise	602635	3.2500e-003	0.0278	0.0118	1.8000e-004	2.2500e-003	2.2500e-003	2.2500e-003	2.2500e-003	2.2500e-003	2.2500e-003	0.0000	32.1589	32.1589	6.2000e-004	5.9000e-004	32.3500
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	9324.15	5.0000e-005	4.6000e-004	3.8000e-004	0.0000	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	3.0000e-005	0.0000	0.4976	0.4976	1.0000e-005	1.0000e-005	0.5005
Total		3.3000e-003	0.0282	0.0122	1.8000e-004	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	2.2800e-003	0.0000	32.6565	32.6565	6.3000e-004	6.0000e-004	32.8505

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	KWh/yr	MT/yr			
Apartments Mid Rise	227477	126.6960	2.9900e-003	6.2000e-004	126.9553
Enclosed Parking with Elevator	212984	118.6239	2.8000e-003	5.8000e-004	118.8867
Strip Mall	78322.9	43.6228	1.0300e-003	2.1000e-004	43.7121
Total		288.9428	6.8200e-003	1.4100e-003	289.5341

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	KWh/yr	MT/yr			
Apartments Mid Rise	227477	126.6960	2.9900e-003	6.2000e-004	126.9553
Enclosed Parking with Elevator	212984	118.6239	2.8000e-003	5.8000e-004	118.8867
Strip Mall	78322.9	43.6228	1.0300e-003	2.1000e-004	43.7121
Total		288.9428	6.8200e-003	1.4100e-003	289.5341

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.2547	6.4700e-003	0.5598	3.0000e-005		3.0800e-003	3.0800e-003		3.0800e-003	3.0800e-003	0.0000	0.9118	0.9118	8.9000e-004	0.0000	0.9341
Unmitigated	0.2547	6.4700e-003	0.5598	3.0000e-005		3.0800e-003	3.0800e-003		3.0800e-003	3.0800e-003	0.0000	0.9118	0.9118	8.9000e-004	0.0000	0.9341
	tons/yr															
	MT/yr															

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2176					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0171	6.4700e-003	0.5598	3.0000e-005		3.0800e-003	3.0800e-003		3.0800e-003	3.0800e-003	0.0000	0.9118	0.9118	8.9000e-004	0.0000	0.9341
Total	0.2547	6.4700e-003	0.5598	3.0000e-005		3.0800e-003	3.0800e-003		3.0800e-003	3.0800e-003	0.0000	0.9118	0.9118	8.9000e-004	0.0000	0.9341
	tons/yr															
	MT/yr															

Mitigated

SubCategory	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	tons/yr															
	MT/yr															

Ship Mail	0.41851 / 0.256506	4.7551	0.0138	3.4000e-004	5.2015
Total		45.1119	0.1293	3.2400e-003	49.3114

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.51832 / 2.21807	40.3568	0.1156	2.9000e-003	44.1099
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Ship Mail	0.41851 / 0.256506	4.7551	0.0138	3.4000e-004	5.2015
Total		45.1119	0.1293	3.2400e-003	49.3114

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.2460	0.3691	0.0000	15.4743
Unmitigated	6.2460	0.3691	0.0000	15.4743

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	24.84	5.0423	0.2980	0.0000	12.4921
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.93	1.2037	0.0711	0.0000	2.9822
Total		6.2460	0.3691	0.0000	15.4743

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	24.84	5.0423	0.2980	0.0000	12.4921
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.93	1.2037	0.0711	0.0000	2.9822
Total		6.2460	0.3691	0.0000	15.4743

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

488-494 South San Vicente Boulevard Future - Los Angeles-South Coast County, Summer

488-494 South San Vicente Boulevard Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	5.65	1000sqft	0.03	5,651.00	0
Apartments Mid Rise	54.00	Dwelling Unit	0.30	54,000.00	154
Enclosed Parking with Elevator	79.00	Space	0.33	31,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MMWhr)	1227.89	CH4 Intensity (lb/MMWhr)	0.029	N2O Intensity (lb/MMWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer Information

Construction Phase - Consultant assumptions

Off-road Equipment -

Grading - Assumes complete excavation of site to 30 feet of depth

Demolition - City of LA ZIMAS database

Trips and VMT -

Woodstoves - Developer Information, assumes no fireplaces or hearths

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403 for fugitive dust

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	40	0
tblConstructionPhase	NumDays	5.00	131.00
tblConstructionPhase	NumDays	100.00	522.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblFireplaces	NumberGas	45.90	0.00
tblFireplaces	NumberNoFireplace	5.40	54.00
tblFireplaces	NumberWood	2.70	0.00
tblGrading	AcresOfGrading	0.00	0.33
tblGrading	AcresOfGrading	10.00	0.50
tblGrading	MaterialExported	0.00	16,077.00
tblLandUse	BuildingSpacesSquareFeet	5,650.00	5,651.00
tblLandUse	LandUsesquareFeet	5,650.00	5,651.00
tblLandUse	LotAcraege	0.13	0.03
tblLandUse	LotAcraege	1.42	0.30
tblLandUse	LotAcraege	0.71	0.33
tblProjectCharacteristics	OperationalYear	2018	2020
tblWoodstoves	NumberCatalytic	2.70	0.00
tblWoodstoves	NumberNoncatalytic	2.70	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

1	Demolition	Demolition	1/2/2018	1/31/2018	5	22
2	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20
3	Grading	Grading	3/1/2018	3/31/2018	5	22
4	Building Construction	Building Construction	4/1/2018	3/31/2020	5	522
5	Architectural Coating	Architectural Coating	10/1/2019	3/31/2020	5	131

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.33

Acres of Paving: 0.33

Residential Indoor: 109,350; Residential Outdoor: 36,450; Non-Residential Indoor: 8,477; Non-Residential Outdoor: 2,826; Striped Parking Area: 1,896

Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	11.00	0.00	0.00	14.70	6.90	20.00	ID_Mix	HDT_Mix	HHDT

Building Construction	5	54.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	34.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,010.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3328	0.0000	0.3328	0.0504	0.0000	0.0504			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.3328	0.6228	0.9556	0.0504	0.5943	0.6447		1,169.3502	1,169.3502	0.2254		1,174.9857

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0153	0.4993	0.1033	1.2500e-003	0.0270	1.9000e-003	0.0289	7.4100e-003	1.8200e-003	9.2200e-003		136.3223	136.3223	9.3200e-003		135.5562

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306	0.0000	125.3690	125.3690	4.7000e-003	0.0000	0.0000	0.0000	0.0000	125.4865
Total	0.0706	0.5410	0.6434	2.5100e-003	0.1388	2.9000e-003	0.1417	0.0371	2.7400e-003	0.0398	0.0000	260.6912	260.6912	0.0140	0.0000	0.0000	0.0000	0.0000	261.0417

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NIbio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.1233	0.0000	0.1233	0.0187	0.0000	0.0187			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.1233	0.6228	0.7461	0.0187	0.5943	0.6130	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NIbio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0153	0.4993	0.1033	1.2500e-003	0.0176	1.9000e-003	0.0195	5.1000e-003	1.8200e-003	6.9200e-003		135.3223	135.3223	9.3200e-003		135.5552
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		125.3690	125.3690	4.7000e-003		125.4865
Total	0.0706	0.5410	0.6434	2.5100e-003	0.0847	2.9000e-003	0.0876	0.0238	2.7400e-003	0.0265	0.0000	260.6912	260.6912	0.0140		261.0417

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
Total	0.7858	9.7572	4.2514	9.7600e-003	0.0265	0.4180	0.4445	2.8600e-003	0.3846	0.3874		982.7113	982.7113	0.3059		990.3596

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0276	0.0209	0.2700	5.3000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		62.6845	62.6845	2.3500e-003		62.7433
Total	0.0276	0.0209	0.2700	5.3000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		62.6845	62.6845	2.3500e-003		62.7433

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0276	0.0209	0.2700	5.3000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		62.6845	62.6845	2.3500e-003		62.7433
Total	0.0276	0.0209	0.2700	5.3000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		62.6845	62.6845	2.3500e-003		62.7433

Category	lb/day											lb/day					
Fugitive Dust						9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003	0.0000					0.0000
Off-Road	0.7858	9.7572	4.2514	3.7600e-003		0.4180	0.4180	0.4180	0.3846	0.3846	0.3846	0.0000	982.7113	982.7113	982.7113	0.3059	990.3596
Total	0.7858	9.7572	4.2514	9.7600e-003	9.8200e-003	0.4180	0.4278	1.0600e-003	0.3846	0.3856	0.0000	982.7113	982.7113	982.7113	0.3059	990.3596	

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000				0.0000		0.0000
Worker	0.0276	0.0209	0.2700	6.3000e-004	0.0335	5.0000e-004	0.0340	9.3400e-003	4.6000e-004	9.8000e-003				62.6845	62.6845	2.3500e-003
Total	0.0276	0.0209	0.2700	6.3000e-004	0.0335	5.0000e-004	0.0340	9.3400e-003	4.6000e-004	9.8000e-003				62.6845	62.6845	2.3500e-003

3.4 Grading - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.8513	0.0000	0.8513	0.4280	0.0000	0.4280				0.0000		0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228	0.5943	0.5943	0.5943				1.169.3502	1.169.3502	0.2254
Total	1.0643	9.4295	7.7762	0.0120	0.8513	0.6228	1.4741	0.4280	0.5943	1.0223				1.169.3502	1.169.3502	0.2254

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.9069	29.5163	6.1074	0.0741	1.5973	0.1123	1.7096	0.4378	0.1074	0.5453		7,999.9331	7,999.9331	0.5507		8,013.7013
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		125.3690	125.3690	4.7000e-003		125.4865
Total	0.9621	29.5580	6.6474	0.0753	1.7091	0.1133	1.8224	0.4675	0.1083	0.5758		8,125.3021	8,125.3021	0.5554		8,139.1878

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.3154	0.0000	0.3154	0.1586	0.0000	0.1586			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.3154	0.6228	0.9382	0.1586	0.5943	0.7529	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.9069	29.5163	6.1074	0.0741	1.0417	0.1123	1.1540	0.3015	0.1074	0.4089	7,999.9331	7,999.9331	0.5507			8,013.7013
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0417	0.5401	1.2600e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196	125.3690	125.3690	4.7000e-003			125.4865
Total	0.9621	29.5580	6.6474	0.0753	1.1088	0.1133	1.2220	0.3201	0.1083	0.4285	8,125.3021	8,125.3021	0.5554			8,139.1878

3.5 Building Construction - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	1,146.5323	1,146.5323	0.3569			1,155.4555
Total	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0552	1.4707	0.4021	3.1700e-003	0.0768	0.0104	0.0872	0.0221	9.9100e-003	0.0320	338.0153	338.0153	0.0223			338.5717
Total	0.0552	1.4707	0.4021	3.1700e-003	0.0768	0.0104	0.0872	0.0221	9.9100e-003	0.0320	338.0153	338.0153	0.0223			338.5717

Worker	0.2983	0.2251	2.9164	6.8100e-003	0.6036	5.3800e-003	0.6090	0.1601	4.9600e-003	0.1650		676.9925	676.9925	0.0254		677.6273
Total	0.3536	1.6959	3.3185	9.9800e-003	0.6804	0.0157	0.6962	0.1822	0.0149	0.1971		1,015.0078	1,015.0078	0.0477		1,016.1990

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0552	1.4707	0.4021	3.1700e-003	0.0516	0.0104	0.0620	0.0159	9.9100e-003	0.0259	338.0153	338.0153	338.0153	0.0223		338.5717
Worker	0.2983	0.2251	2.9164	6.8100e-003	0.3622	5.3800e-003	0.3676	0.1008	4.9600e-003	0.1058	676.9925	676.9925	676.9925	0.0254		677.6273
Total	0.3536	1.6959	3.3185	9.9800e-003	0.4139	0.0157	0.4296	0.1168	0.0149	0.1316		1,015.0078	1,015.0078	0.0477		1,016.1990

3.5 Building Construction - 2019

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	1,127.6696	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	1,127.6696	1,127.6696	1,127.6696	0.3568		1,136.5892

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0499	1.3888	0.3685	3.1400e-003	0.0768	8.8500e-003	0.0857	0.0221	8.4700e-003	0.0306	334.5775	334.5775	334.5775	0.0214		335.1136
Worker	0.2698	0.1983	2.6037	5.5800e-003	0.6036	5.2000e-003	0.6088	0.1601	4.8000e-003	0.1649	654.9946	654.9946	654.9946	0.0225		655.5570
Total	0.3196	1.5870	2.9722	9.7200e-003	0.6804	0.0141	0.6945	0.1822	0.0133	0.1955	989.5721	989.5721	989.5721	0.0439		990.6706

Mitigated Construction On-Site

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

Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0499	1.3898	0.3685	3.1400e-003	0.0516	8.8500e-003	0.0605	0.0159	8.4700e-003	0.0244		334.5775	334.5775	0.0214		335.1136
Worker	0.2698	0.1983	2.6037	5.5800e-003	0.3622	5.2000e-003	0.3674	0.1008	4.8000e-003	0.1056		654.9946	654.9946	0.0225		655.5570
Total	0.3196	1.5870	2.9722	9.7200e-003	0.4139	0.0141	0.4279	0.1168	0.0133	0.1300		989.5721	989.5721	0.0439		990.6706

3.5 Building Construction - 2020

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962

Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0427	1.2765	0.3345	3.1100e-003	0.0517	6.0100e-003	0.0577	0.0159	5.7500e-003	0.0217	332.4296	332.4296	0.0203	332.9368			
Worker	0.2485	0.1768	2.3644	5.3800e-003	0.3622	5.0500e-003	0.3673	0.1008	4.6500e-003	0.1055	635.1010	635.1010	0.0200	635.6015			
Total	0.2912	1.4533	2.6988	9.4900e-003	0.4139	0.0111	0.4249	0.1168	0.0104	0.1272	967.5306	967.5306	0.0403	968.5383			

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	3.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	3.3128	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker	0.0550	0.0404	0.5304	1.3400e-003	0.1230	1.0600e-003	0.1240	0.0326	9.8000e-004	0.0336		133.4248	133.4248	4.5800e-003		133.5394

Total	0.0550	0.0404	0.5304	1.3400e-003	0.1230	1.0600e-003	0.1240	0.0326	9.8000e-004	0.0336	133.4248	133.4248	4.5800e-003	133.5394
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Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Archit Coating	3.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	3.3128	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker	0.0550	0.0404	0.5304	1.3400e-003	0.0738	1.0600e-003	0.0748	0.0205	9.8000e-004	0.0215		133.4248	133.4248	4.5800e-003		133.5394
Total	0.0550	0.0404	0.5304	1.3400e-003	0.0738	1.0600e-003	0.0748	0.0205	9.8000e-004	0.0215		133.4248	133.4248	4.5800e-003		133.5394

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	3.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	3.2885	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0506	0.0360	0.4816	1.3000e-003	0.1230	1.0300e-003	0.1240	0.0326	9.5000e-004	0.0336		129.3724	129.3724	4.0800e-003		129.4744
Total	0.0506	0.0360	0.4816	1.3000e-003	0.1230	1.0300e-003	0.1240	0.0326	9.5000e-004	0.0336		129.3724	129.3724	4.0800e-003		129.4744

Mitigated Construction On-Site

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

Unmitigated	1,1747	5,3365	14,8790	0,0475	3,6225	0,0475	3,6700	0,9695	0,0445	1,0141	4,823,5828	4,823,5828	0,2665	4,830,2455
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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Strip Mall	250.41	237.53	115.43	436,237	436,237
Apartments Mid Rise	359.10	345.06	316.44	1,199,420	1,199,420
Enclosed Parking with Elevator	0.00	0.00	0.00	0	0
Total	609.51	582.59	431.87	1,635,657	1,635,657

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by						
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15						
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3						
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0						

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Apartments Mid Rise	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.0181	0.1547	0.0669	9.9000e-004		0.0125	0.0125	0.0125	0.0125	0.0125	197.2472	197.2472	3.7800e-003	3.6200e-003	198.4193	
Natural Gas Unmitigated	0.0181	0.1547	0.0669	9.9000e-004		0.0125	0.0125	0.0125	0.0125	0.0125	197.2472	197.2472	3.7800e-003	3.6200e-003	198.4193	
	lb/day															

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	1651.06	0.0178	0.1522	0.0648	9.7000e-004		0.0123	0.0123	0.0123	0.0123	0.0123	194.2418	194.2418	3.7200e-003	3.5600e-003	195.3961	
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	23,3436	2.8000e-004	2.3000e-003	2.1000e-003	2.0000e-005		1.9000e-004	1.9000e-004	1.9000e-004	1.9000e-004	1.9000e-004	3.0094	3.0094	6.0000e-005	6.0000e-005	3.0232	
Total		0.0181	0.1547	0.0669	9.9000e-004		0.0125	0.0125	0.0125	0.0125	0.0125	197.2472	197.2472	3.7800e-003	3.6200e-003	198.4193	
	lb/day																

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	1651.06	0.0178	0.1522	0.0648	9.7000e-004		0.0123	0.0123	0.0123	0.0123	0.0123	194.2418	194.2418	3.7200e-003	3.5600e-003	195.3961	
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
	lb/day																

Total	1.4385	0.0518	4.4786	2.4000e-004		0.0246	0.0246		0.0246	0.0246	0.0246	0.0000	8.0404	8.0404	7.8700e-003	0.0000	8.2372
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Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi- CO2	NBi- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.1093					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1923					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Heath	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1369	0.0518	4.4786	2.4000e-004		0.0246	0.0246		0.0246	0.0246	8.0404	8.0404	8.0404	7.8700e-003		8.2372
Total	1.4385	0.0518	4.4786	2.4000e-004		0.0246	0.0246		0.0246	0.0246	0.0000	8.0404	8.0404	7.8700e-003	0.0000	8.2372

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

488-494 South San Vicente Boulevard Future - Los Angeles-South Coast County, Winter

488-494 South San Vicente Boulevard Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	5.65	1000sqft	0.03	5,651.00	0
Apartments Mid Rise	54.00	Dwelling Unit	0.30	54,000.00	154
Enclosed Parking with Elevator	79.00	Space	0.33	31,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MMWhr)	1227.89	CH4 Intensity (lb/MMWhr)	0.029	N2O Intensity (lb/MMWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer Information

Construction Phase - Consultant assumptions

Off-road Equipment -

Grading - Assumes complete excavation of site to 30 feet of depth

Demolition - City of LA ZIMAS database

Trips and VMT -

Woodstoves - Developer Information, assumes no fireplaces or hearths

Construction Off-road Equipment Mitigation - Assumes compliance with SCAQMD Rule 403 for fugitive dust

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	40	0
tblConstructionPhase	NumDays	5.00	131.00
tblConstructionPhase	NumDays	100.00	522.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblFireplaces	NumberGas	45.90	0.00
tblFireplaces	NumberNoFireplace	5.40	54.00
tblFireplaces	NumberWood	2.70	0.00
tblGrading	AcresOfGrading	0.00	0.33
tblGrading	AcresOfGrading	10.00	0.50
tblGrading	MaterialExported	0.00	16,077.00
tblLandUse	BuildingSpacesSquareFeet	5,650.00	5,651.00
tblLandUse	LandUsesquareFeet	5,650.00	5,651.00
tblLandUse	LotAcraege	0.13	0.03
tblLandUse	LotAcraege	1.42	0.30
tblLandUse	LotAcraege	0.71	0.33
tblProjectCharacteristics	OperationalYear	2018	2020
tblWoodstoves	NumberCatalytic	2.70	0.00
tblWoodstoves	NumberNoncatalytic	2.70	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2018	2.0552	39.3963	14.8071	0.0860	2.5604	0.7382	3.2986	0.8955	0.7047	1.6002	0.0000	9,153,4804	9,153,4804	0.8021	0.0000	9,173.5323
2019	4.6823	13.3110	12.6668	0.0249	0.8034	0.7494	1.5528	0.2148	0.7001	0.9149	0.0000	2,477,0352	2,477,0352	0.4290	0.0000	2,487.7593
2020	4.5270	12.0480	12.1943	0.0246	0.8034	0.6455	1.4489	0.2148	0.6030	0.8178	0.0000	2,427,5883	2,427,5883	0.4228	0.0000	2,438.1589
Maximum	4.6823	39.3963	14.8071	0.0860	2.5604	0.7494	3.2986	0.8955	0.7047	1.6002	0.0000	9,153,4804	9,153,4804	0.8021	0.0000	9,173.5323

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
2018	2.0552	39.3963	14.8071	0.0860	1.4242	0.7382	2.1624	0.4787	0.7047	1.1834	0.0000	9,153,4804	9,153,4804	0.8021	0.0000	9,173.5323
2019	4.6823	13.3110	12.6668	0.0249	0.4876	0.7494	1.2370	0.1373	0.7001	0.8374	0.0000	2,477,0352	2,477,0352	0.4290	0.0000	2,487.7593
2020	4.5270	12.0480	12.1943	0.0246	0.4876	0.6455	1.1331	0.1373	0.6030	0.7403	0.0000	2,427,5883	2,427,5883	0.4228	0.0000	2,438.1589
Maximum	4.6823	39.3963	14.8071	0.0860	1.4242	0.7494	2.1624	0.4787	0.7047	1.1834	0.0000	9,153,4804	9,153,4804	0.8021	0.0000	9,173.5323

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	0.00	0.00	0.00	0.00	42.42	0.00	28.06	43.15	0.00	17.16	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

1	Demolition	Demolition	1/2/2018	1/31/2018	5	22
2	Site Preparation	Site Preparation	2/1/2018	2/28/2018	5	20
3	Grading	Grading	3/1/2018	3/31/2018	5	22
4	Building Construction	Building Construction	4/1/2018	3/31/2020	5	522
5	Architectural Coating	Architectural Coating	10/1/2019	3/31/2020	5	131

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.33

Acres of Paving: 0.33

Residential Indoor: 109,350; Residential Outdoor: 36,450; Non-Residential Indoor: 8,477; Non-Residential Outdoor: 2,826; Striped Parking Area: 1,896

Offroad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	11.00	0.00	0.00	14.70	6.90	20.00	ID_Mix	HDT_Mix	HHDT

Building Construction	5	54.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	34.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	2,010.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.3328	0.0000	0.3328	0.0504	0.0000	0.0504			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.3328	0.6228	0.9556	0.0504	0.5943	0.6447		1,169.3502	1,169.3502	0.2254		1,174.9857

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0157	0.5061	0.1105	1.2300e-003	0.0270	1.9400e-003	0.0290	7.4100e-003	1.8500e-003	9.2600e-003		133.0579	133.0579	9.6800e-003		133.2999

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306	0.0000	118.0576	118.0576	118.0576	4.4400e-003	0.0000	0.0000	0.0000	0.0000	118.1687
Total	0.0769	0.5523	0.5078	2.4200e-003	0.1388	2.9400e-003	0.1417	0.0371	2.7700e-003	0.0398		251.1155	251.1155	251.1155	0.0141					251.4686

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.1233	0.0000	0.1233	0.0187	0.0000	0.0187			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.1233	0.6228	0.7461	0.0187	0.5943	0.6130	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0157	0.5061	0.1105	1.2300e-003	0.0176	1.9400e-003	0.0196	5.1000e-003	1.8500e-003	6.9500e-003		133.0579	133.0579	9.6800e-003		133.2999
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		118.0576	118.0576	4.4400e-003		118.1687
Total	0.0769	0.5523	0.5078	2.4200e-003	0.0847	2.9400e-003	0.0876	0.0238	2.7700e-003	0.0265		251.1155	251.1155	0.0141		251.4686

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
Total	0.7858	9.7572	4.2514	9.7600e-003	0.0265	0.4180	0.4445	2.8600e-003	0.3846	0.3874		982.7113	982.7113	0.3059		990.3596

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

Category	lb/day											lb/day					
Fugitive Dust						9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003	0.0000				0.0000	
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180	0.4180	0.3846	0.3846	0.3846	0.0000	982.7113	982.7113	982.7113	0.3059	990.3596
Total	0.7858	9.7572	4.2514	9.7600e-003	9.8200e-003	0.4180	0.4278	1.0600e-003	0.3846	0.3856	0.0000	982.7113	982.7113	982.7113	0.3059	990.3596	

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0306	0.0231	0.2486	5.9000e-004	0.0335	5.0000e-004	0.0340	9.3400e-003	4.6000e-004	9.8000e-003			59.0288	2.2200e-003		59.0843
Total	0.0306	0.0231	0.2486	5.9000e-004	0.0335	5.0000e-004	0.0340	9.3400e-003	4.6000e-004	9.8000e-003			59.0288	2.2200e-003		59.0843

3.4 Grading - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					0.8513	0.0000	0.8513	0.4280	0.0000	0.4280			0.0000			0.0000	
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228	0.5943	0.5943	0.5943			1,169.3502	1,169.3502	1,169.3502	0.2254	1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.8513	0.6228	1.4741	0.4280	0.5943	1.0223			1,169.3502	1,169.3502	0.2254	1,174.9857	

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.9298	29.9206	6.5336	0.0728	1.5973	0.1145	1.7118	0.4378	0.1095	0.5474		7,866.0725	7,866.0725	0.5722		7,880.3780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	0.9909	29.9668	7.0309	0.0740	1.7091	0.1155	1.8246	0.4675	0.1104	0.5779		7,984,1301	7,984,1301	0.5767		7,998,5467

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Fugitive Dust					0.3154	0.0000	0.3154	0.1586	0.0000	0.1586			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228	0.5943	0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	1.0643	9.4295	7.7762	0.0120	0.3154	0.6228	0.9382	0.1586	0.5943	0.7529	0.0000	1,169,3502	1,169,3502	0.2254		1,174,9857

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.9298	29.9206	6.5336	0.0728	1.0417	0.1145	1.1561	0.3015	0.1095	0.4110		7,866.0725	7,866.0725	0.5722		7,880.3780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.0671	1.0000e-003	0.0681	0.0187	9.2000e-004	0.0196		118.0576	118.0576	4.4400e-003		118.1687
Total	0.9909	29.9668	7.0309	0.0740	1.1088	0.1155	1.2242	0.3201	0.1104	0.4306		7,984.1301	7,984.1301	0.5767		7,998.5467

3.5 Building Construction - 2018

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0575	1.4740	0.4420	3.0900e-003	0.0768	0.0105	0.0874	0.0221	0.0101	0.0322		328.9798	328.9798	0.0237		329.5732

Worker	0.3302	0.2493	2.6853	6.4100e-003	0.6036	5.3800e-003	0.6090	0.1601	4.9600e-003	0.1650	637.5110	637.5110	0.0240	638.1108
Total	0.3877	1.7234	3.1273	9.5000e-003	0.6804	0.0159	0.6963	0.1822	0.0150	0.1972	966.4909	966.4909	0.0477	967.6841

Mitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0675	1.4740	0.4420	3.0900e-003	0.0516	0.0105	0.0622	0.0159	0.0101	0.0260	328.9798	328.9798	328.9798	0.0237		329.5732
Worker	0.3302	0.2493	2.6853	6.4100e-003	0.3622	5.3800e-003	0.3676	0.1008	4.9600e-003	0.1058	637.5110	637.5110	637.5110	0.0240		638.1108
Total	0.3877	1.7234	3.1273	9.5000e-003	0.4139	0.0159	0.4298	0.1168	0.0150	0.1318	966.4909	966.4909	966.4909	0.0477		967.6841

3.5 Building Construction - 2019

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	1,127.6696	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	1,127.6696	1,127.6696	1,127.6696	0.3568		1,136.5892

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0520	1.3906	0.4062	3.0500e-003	0.0768	9.0000e-003	0.0858	0.0221	8.6100e-003	0.0307	325.5325	325.5325	325.5325	0.0229		326.1042
Worker	0.2990	0.2196	2.3894	6.2000e-003	0.6036	5.2000e-003	0.6088	0.1601	4.8000e-003	0.1649	616.7506	616.7506	616.7506	0.0212		617.2811
Total	0.3511	1.6102	2.7955	9.2500e-003	0.6804	0.0142	0.6946	0.1822	0.0134	0.1956	942.2832	942.2832	942.2832	0.0441		943.3853

Mitigated Construction On-Site

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

Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892

Mitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0520	1.3906	0.4062	3.0500e-003	0.0516	9.0000e-003	0.0606	0.0159	8.6100e-003	0.0246		325.5325	325.5325	0.0229		326.1042
Worker	0.2990	0.2196	2.3894	6.2000e-003	0.3622	5.2000e-003	0.3674	0.1008	4.8000e-003	0.1056		616.7506	616.7506	0.0212		617.2811
Total	0.3511	1.6102	2.7955	9.2500e-003	0.4139	0.0142	0.4281	0.1168	0.0134	0.1302		942.2832	942.2832	0.0441		943.3853

3.5 Building Construction - 2020

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0446	1.2762	0.3689	3.0300e-003	0.0768	6.1000e-003	0.0829	0.0221	3.8400e-003	0.0280		323.3369	323.3369	0.0216		323.8794
Worker	0.2760	0.1957	2.1655	6.0000e-003	0.6036	5.0500e-003	0.6086	0.1601	4.6500e-003	0.1647		598.0070	598.0070	0.0189		598.4782
Total	0.3206	1.4719	2.5343	9.0300e-003	0.6804	0.0112	0.6916	0.1822	0.0105	0.1927		921.3459	921.3459	0.0405		922.3576

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Off-Road	0.8617	8.8523	7.3875	0.0114	0.5224	0.5224	0.5224	0.4806	0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	0.8617	8.8523	7.3875	0.0114	0.5224	0.5224	0.5224	0.4806	0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
	0.8617	8.8523	7.3875	0.0114	0.5224	0.5224	0.5224	0.4806	0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962

Category	lb/day																		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0446	1.2762	0.3689	3.0300e-003	0.0517	6.1000e-003	0.0578	0.0159	5.8400e-003	0.0218	323.3389	323.3389	0.0216						323.8794
Worker	0.2760	0.1957	2.1655	5.0000e-003	0.3622	5.0500e-003	0.3673	0.1008	4.6500e-003	0.1055	598.0070	598.0070	0.0189						598.4782
Total	0.3206	1.4719	2.5343	9.0300e-003	0.4139	0.0112	0.4250	0.1168	0.0105	0.1273	921.3459	921.3459	0.0405						922.3576

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	3.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	3.3128	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker	0.0609	0.0447	0.4867	1.2600e-003	0.1230	1.0600e-003	0.1240	0.0326	9.8000e-004	0.0336		125.6344	125.6344	4.3200e-003		125.7424

Total	0.0609	0.0447	0.4867	1.2600e-003	0.1230	1.0600e-003	0.1240	0.0326	9.8000e-004	0.0336	125.6344	125.6344	4.3200e-003	125.7424
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Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Archit Coating	3.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	3.3128	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker	0.0609	0.0447	0.4867	1.2600e-003	0.0738	1.0600e-003	0.0748	0.0205	9.8000e-004	0.0215		125.6344	125.6344	4.3200e-003		125.7424
Total	0.0609	0.0447	0.4867	1.2600e-003	0.0738	1.0600e-003	0.0748	0.0205	9.8000e-004	0.0215		125.6344	125.6344	4.3200e-003		125.7424

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	3.0463					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	3.2885	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0562	0.0399	0.4411	1.2200e-003	0.1230	1.0300e-003	0.1240	0.0326	9.5000e-004	0.0336		121.8162	121.8162	3.8400e-003		121.9122
Total	0.0562	0.0399	0.4411	1.2200e-003	0.1230	1.0300e-003	0.1240	0.0326	9.5000e-004	0.0336		121.8162	121.8162	3.8400e-003		121.9122

Mitigated Construction On-Site

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

Unmitigated	1,1430	5,4667	14,2541	0,0451	3,6225	0,0478	3,6703	0,9695	0,0448	1,0143	4,586,6753	4,586,6753	0,2661	4,593,3286
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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Strip Mall	250.41	237.53	115.43	436,237	436,237
Apartments Mid Rise	359.10	345.06	316.44	1,199,420	1,199,420
Enclosed Parking with Elevator	0.00	0.00	0.00	0	0
Total	609.51	582.59	431.87	1,635,657	1,635,657

4.3 Trip Type Information

Land Use	Miles						Trip %						Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by						
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15						
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3						
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0						

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Apartments Mid Rise	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Natural Gas	0.0181	0.1547	0.0669	9.9000e-004		0.0125	0.0125	0.0125	0.0125	0.0125		197.2472	197.2472	3.7800e-003	3.6200e-003	198.4193
Mitigated Natural Gas	0.0181	0.1547	0.0669	9.9000e-004		0.0125	0.0125	0.0125	0.0125	0.0125		197.2472	197.2472	3.7800e-003	3.6200e-003	198.4193
Unmitigated																
lb/day																

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	1651.06	0.0178	0.1522	0.0648	9.7000e-004		0.0123	0.0123	0.0123	0.0123	0.0123		194.2418	194.2418	3.7200e-003	3.5600e-003	195.3961
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	23,3436	2.8000e-004	2.3000e-003	2.1000e-003	2.0000e-005		1.9000e-004	1.9000e-004	1.9000e-004	1.9000e-004	1.9000e-004		3.0094	3.0094	6.0000e-005	6.0000e-005	3.0232
Total		0.0181	0.1547	0.0669	9.9000e-004		0.0125	0.0125	0.0125	0.0125	0.0125		197.2472	197.2472	3.7800e-003	3.6200e-003	198.4193
lb/day																	

Mitigated

Land Use	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Apartment Mid Rise	1651.06	0.0178	0.1522	0.0648	9.7000e-004		0.0123	0.0123	0.0123	0.0123	0.0123		194.2418	194.2418	3.7200e-003	3.5600e-003	195.3961
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0178	0.1522	0.0648	9.7000e-004		0.0123	0.0123	0.0123	0.0123	0.0123		194.2418	194.2418	3.7200e-003	3.5600e-003	195.3961
lb/day																	

Total	1.4385	0.0518	4.4786	2.4000e-004		0.0246	0.0246		0.0246	0.0246	0.0246	0.0246	0.0000	8.0404	8.0404	8.0404	7.8700e-003	0.0000	8.2372
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Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bi- CO2	NBi- CO2	Total CO2	CH4	N2O	CO2e	
Architectural Coating	0.1093					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	1.1923					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Heath	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	0.1369	0.0518	4.4786	2.4000e-004		0.0246	0.0246		0.0246	0.0246	8.0404	8.0404	8.0404	7.8700e-003		8.2372	
Total	1.4385	0.0518	4.4786	2.4000e-004		0.0246	0.0246		0.0246	0.0246	0.0000	8.0404	8.0404	8.0404	7.8700e-003	0.0000	8.2372

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

488 S. San Vicente Boulevard Project
 GHG Emissions Impact Compared to "No Action Taken" Scenario

Source	NAT (2020)	As Proposed (2020)	Reduction from NAT	Change from NAT
Area	1	1	-	0%
Energy	556	322	(233)	-42%
Mobile	1,052	738	(313)	-30%
Waste	15	15	-	0%
Water	48	48	-	0%
Construction	21	21	-	0%
Total Emissions	1,694	1,147	(547)	-32.3%

793

Land Use	NAT	As Proposed	Difference
Land Use	54 DU, 5,651 sf retail	54 DU, 5,651 sf retail	None
Traffic	Up to 610 gross ADT	Up to 610 gross ADT	None
Area	Same as proposed	Project assumptions	None
Energy	No State measures	See below	State measures
Mobile	No State measures	See below	State measures
Waste	Reduce construction w	Reduce construction wa	None
Water	Project assumptions	Project assumptions	None

Mobile source emissions Pavley emission standards (19.8% reduction)

Low carbon fuel standard (7.2% reduction)

Vehicle efficiency measures (2.8% reduction)

Energy Production Assun Natural gas transmission and distribution efficiency measures (7.4% reduction)

Natural gas extraction efficiency measures (1.6% reduction)

Renewables (electricity) portfolio standard (33% reduction)

APPENDIX B

Noise Appendix



- Monitoring Locations
- A. Drexel Avenue Residences
- B. 5th Street Residences
- C. San Vicente Boulevard Residences
- D. Hamilton Drive Residences

DKA Planning

NOISE RECEPTOR MAP
488 San Vicente Boulevard Project
Imagery via Google

1. 5th St. Residences

Noise Report

9/22/2017

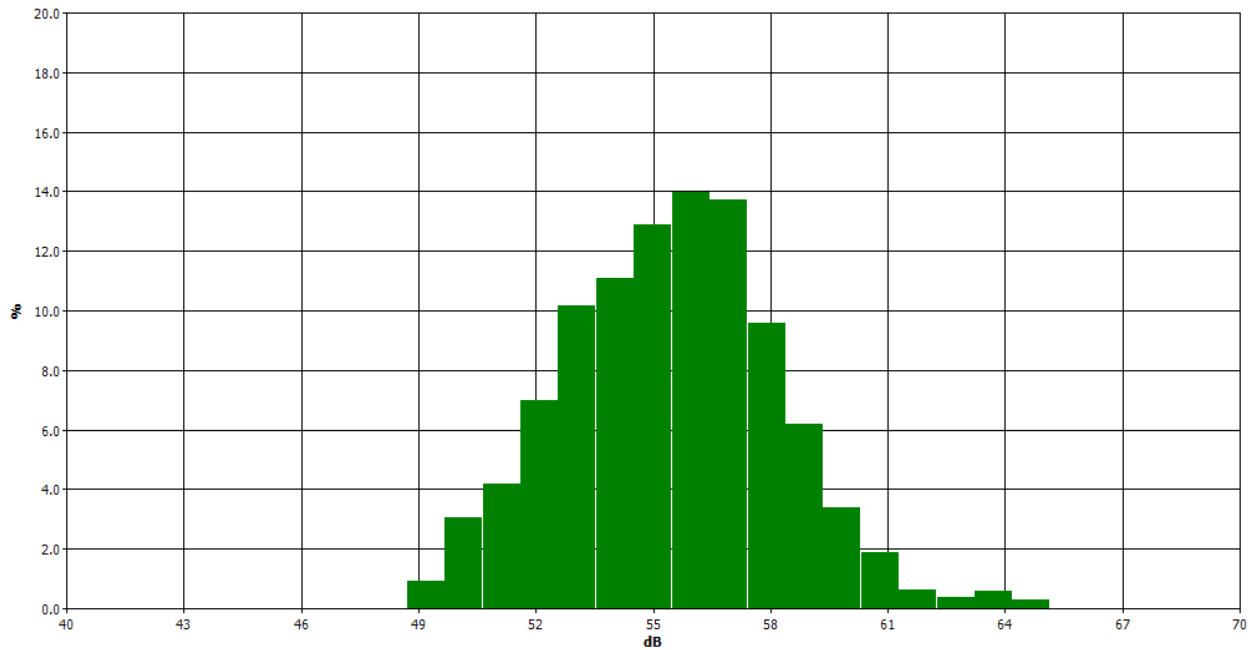
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Stop Time Thursday, September 22, 2017, 11:52am
Device Model Type SoundPro DL

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	56.8dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

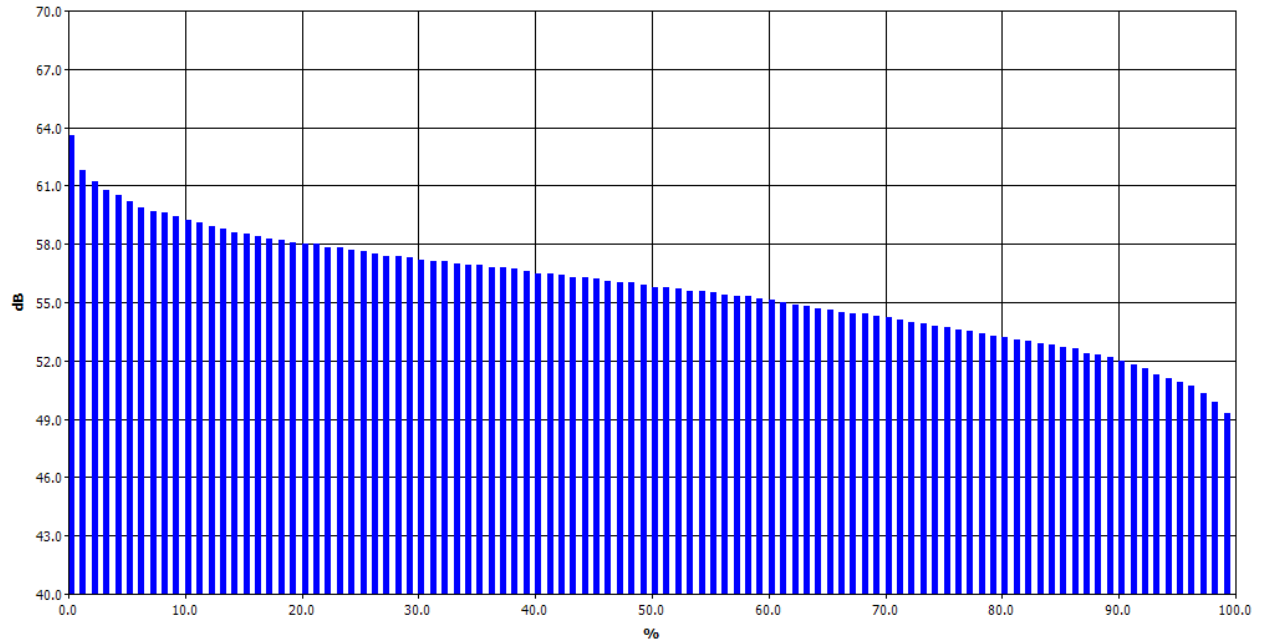
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
49	0.00	0.00	0.00	0.00	0.09	0.19	0.11	0.12	0.18	0.25	0.93
50	0.28	0.23	0.11	0.13	0.37	0.33	0.24	0.25	0.40	0.72	3.05
51	0.54	0.37	0.35	0.40	0.37	0.48	0.43	0.41	0.40	0.45	4.20
52	0.46	0.50	0.61	0.73	0.79	0.84	0.78	0.70	0.81	0.75	6.99
53	0.93	1.14	0.91	1.18	1.21	1.07	0.94	1.03	0.92	0.84	10.16
54	0.91	0.87	1.07	1.20	1.40	1.27	1.15	1.00	1.14	1.09	11.10
55	1.15	1.09	1.08	1.11	1.31	1.30	1.50	1.46	1.41	1.46	12.87
56	1.35	1.41	1.26	1.51	1.39	1.51	1.30	1.41	1.43	1.40	13.98
57	1.83	1.60	1.59	1.40	1.26	1.28	1.35	1.12	1.23	1.09	13.74
58	0.98	1.24	0.98	1.05	0.92	0.89	0.99	0.96	0.74	0.84	9.58
59	0.62	0.68	0.51	0.63	0.57	0.64	0.62	0.69	0.62	0.65	6.21
60	0.39	0.39	0.34	0.30	0.35	0.42	0.43	0.21	0.31	0.27	3.40
61	0.23	0.19	0.24	0.29	0.19	0.23	0.15	0.11	0.12	0.13	1.89
62	0.07	0.13	0.13	0.06	0.06	0.05	0.03	0.04	0.03	0.05	0.64
63	0.03	0.02	0.06	0.05	0.03	0.03	0.02	0.03	0.03	0.08	0.39
64	0.05	0.05	0.02	0.02	0.04	0.05	0.07	0.08	0.11	0.07	0.57
65	0.06	0.06	0.08	0.04	0.04	0.02	0.01	0.00	0.00	0.00	0.30
66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

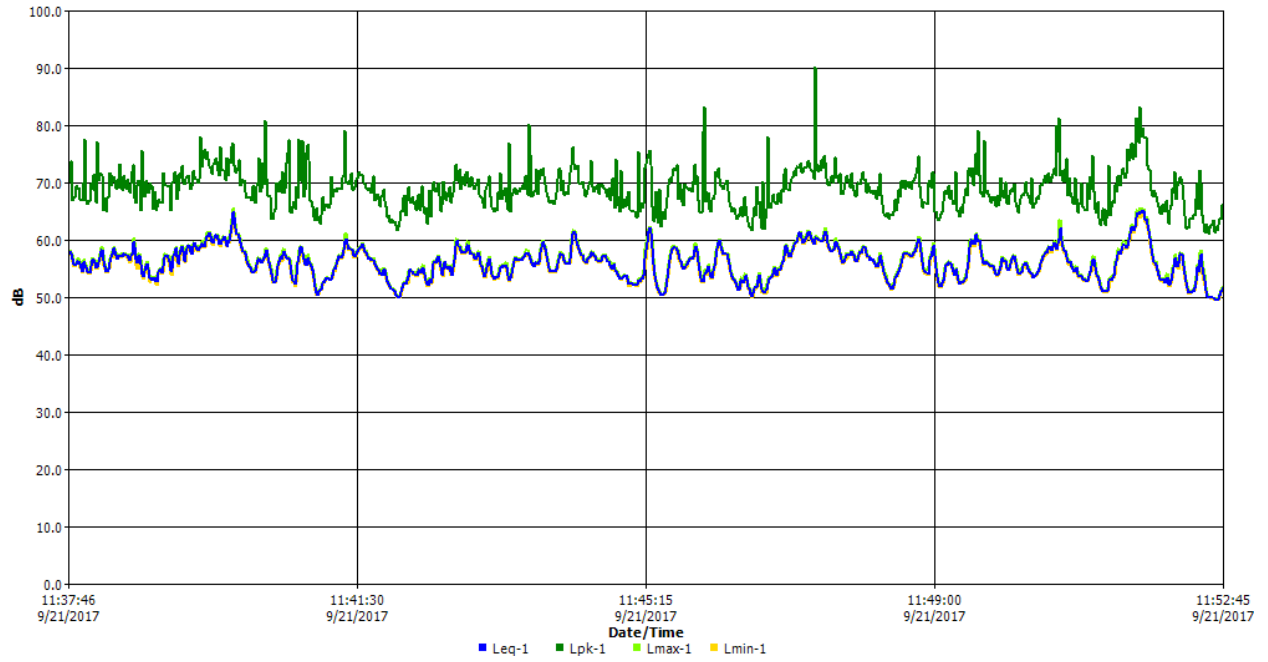
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		63.6	61.8	61.2	60.8	60.5	60.2	59.9	59.7	59.6
10%	59.4	59.2	59.1	58.9	58.8	58.6	58.5	58.4	58.3	58.2
20%	58.1	58	58	57.8	57.8	57.7	57.6	57.5	57.4	57.4
30%	57.3	57.2	57.1	57.1	57	56.9	56.9	56.8	56.8	56.7
40%	56.6	56.5	56.5	56.4	56.3	56.3	56.2	56.1	56	56
50%	55.9	55.8	55.8	55.7	55.6	55.6	55.5	55.4	55.3	55.3
60%	55.2	55.1	55	54.9	54.8	54.7	54.6	54.5	54.4	54.4
70%	54.3	54.2	54.1	54	53.9	53.8	53.7	53.6	53.5	53.4
80%	53.3	53.2	53.1	53	52.9	52.8	52.7	52.6	52.4	52.3
90%	52.2	52	51.8	51.6	51.3	51.1	50.9	50.7	50.3	49.9
100%	49.3									

Logged Data Chart



2. Drexel Avenue Residences Noise Report

9/22/2017

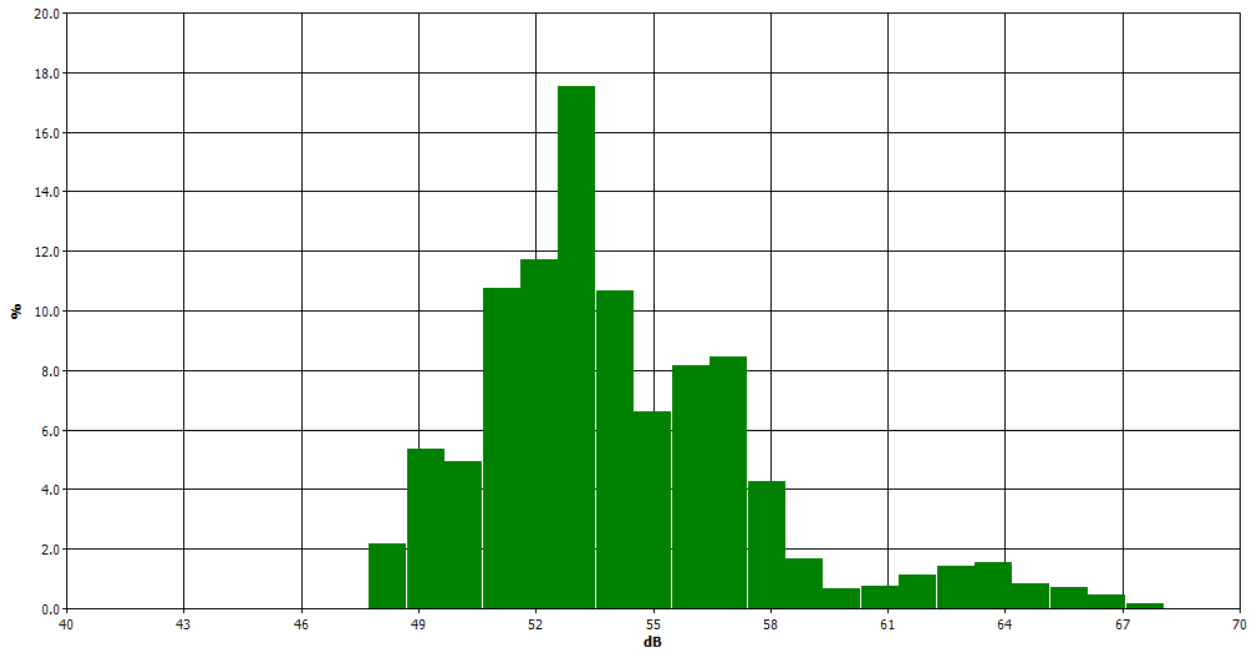
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Stop Time	Thursday, September 22, 2017, 12:03pm
Device Model Type	SoundPro DL

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	56.7dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

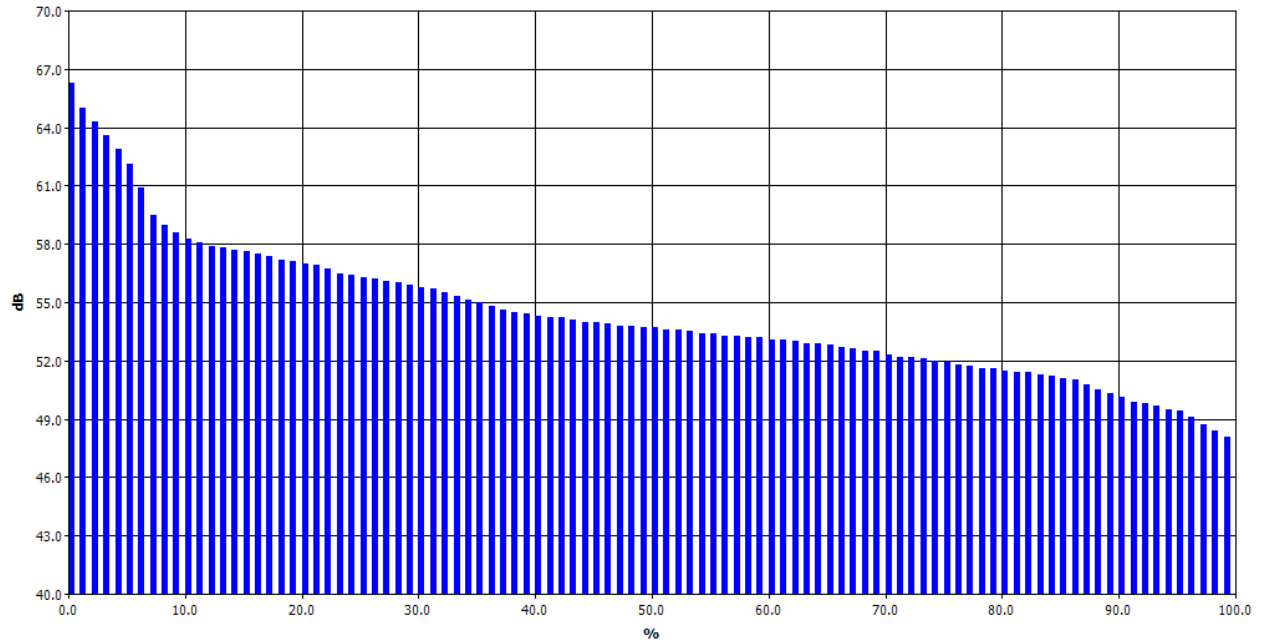
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
48	0.00	0.00	0.07	0.41	0.32	0.40	0.36	0.27	0.18	0.17	2.17
49	0.21	0.22	0.44	0.31	0.40	0.47	0.80	0.67	0.91	0.92	5.35
50	0.75	0.48	0.27	0.60	0.48	0.47	0.54	0.39	0.45	0.50	4.94
51	0.50	0.49	0.82	1.12	1.42	1.28	1.65	1.37	1.18	0.91	10.74
52	1.18	1.22	1.18	1.26	0.98	0.88	1.29	1.20	0.97	1.52	11.70
53	1.48	1.57	1.19	2.24	2.06	1.75	1.74	1.83	2.07	1.62	17.55
54	1.45	1.48	1.59	1.43	0.97	0.86	0.97	0.85	0.65	0.41	10.66
55	0.44	0.84	0.86	0.63	0.48	0.44	0.59	0.49	0.87	0.99	6.63
56	0.75	1.01	0.70	1.01	1.43	0.89	0.56	0.65	0.65	0.52	8.17
57	0.82	1.15	0.71	0.50	0.70	0.97	0.91	0.87	0.91	0.93	8.47
58	0.88	0.74	0.48	0.43	0.38	0.26	0.30	0.27	0.28	0.25	4.26
59	0.22	0.24	0.30	0.13	0.11	0.18	0.23	0.13	0.07	0.05	1.66
60	0.08	0.08	0.07	0.08	0.07	0.06	0.07	0.05	0.07	0.07	0.68
61	0.16	0.08	0.08	0.05	0.07	0.05	0.06	0.08	0.05	0.08	0.74
62	0.10	0.09	0.12	0.05	0.07	0.11	0.11	0.20	0.17	0.11	1.14
63	0.17	0.15	0.08	0.14	0.19	0.15	0.16	0.13	0.10	0.15	1.41
64	0.17	0.14	0.13	0.16	0.12	0.13	0.16	0.14	0.24	0.17	1.55
65	0.13	0.10	0.07	0.05	0.07	0.07	0.07	0.09	0.11	0.07	0.82
66	0.04	0.06	0.09	0.11	0.06	0.06	0.08	0.05	0.11	0.04	0.71
67	0.06	0.05	0.04	0.07	0.06	0.05	0.02	0.03	0.04	0.05	0.47
68	0.03	0.03	0.03	0.01	0.02	0.01	0.01	0.02	0.01	0.00	0.17
69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

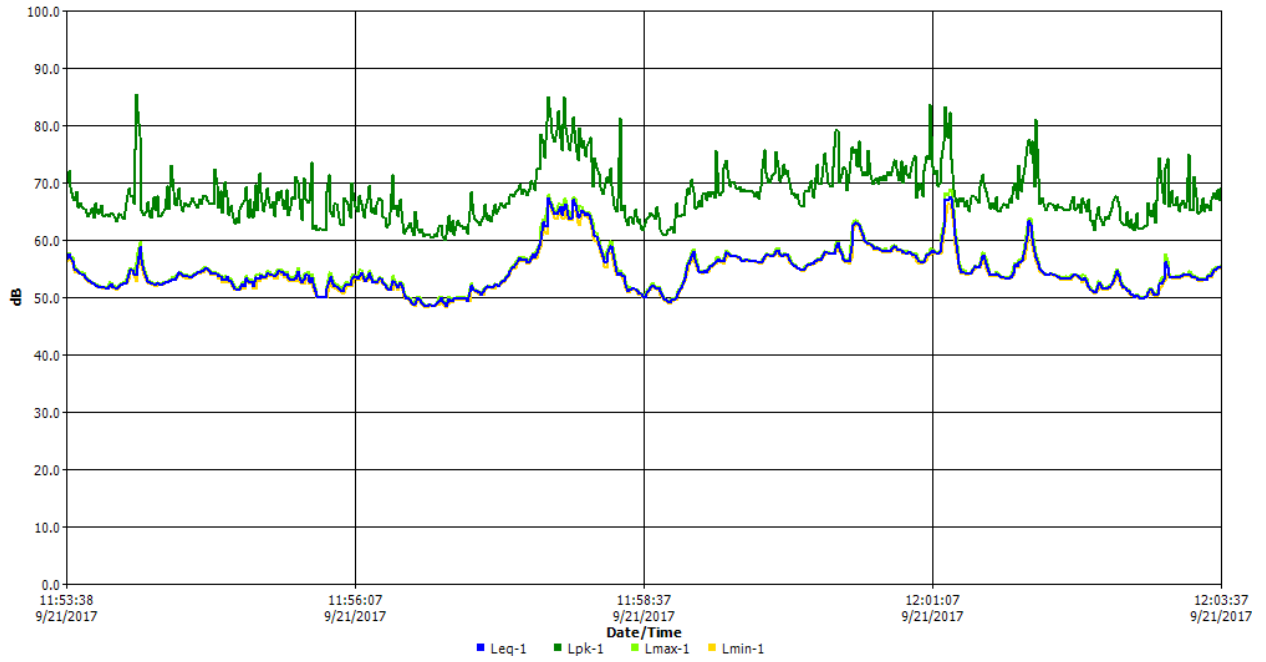
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		66.3	65	64.3	63.6	62.9	62.1	60.9	59.5	59
10%	58.6	58.3	58.1	57.9	57.8	57.7	57.6	57.5	57.4	57.2
20%	57.1	57	56.9	56.7	56.5	56.4	56.3	56.2	56.1	56
30%	55.9	55.8	55.7	55.5	55.3	55.1	55	54.8	54.6	54.5
40%	54.4	54.3	54.2	54.2	54.1	54	54	53.9	53.8	53.8
50%	53.7	53.7	53.6	53.6	53.5	53.4	53.4	53.3	53.3	53.2
60%	53.2	53.1	53.1	53	52.9	52.9	52.8	52.7	52.6	52.5
70%	52.5	52.3	52.2	52.2	52.1	52	51.9	51.8	51.7	51.6
80%	51.6	51.5	51.4	51.4	51.3	51.2	51.1	51	50.8	50.5
90%	50.3	50.1	49.9	49.8	49.7	49.5	49.4	49.1	48.7	48.4
100%	48.1									

Logged Data Chart



4. Hamilton Drive Residences Noise Report

9/22/2017

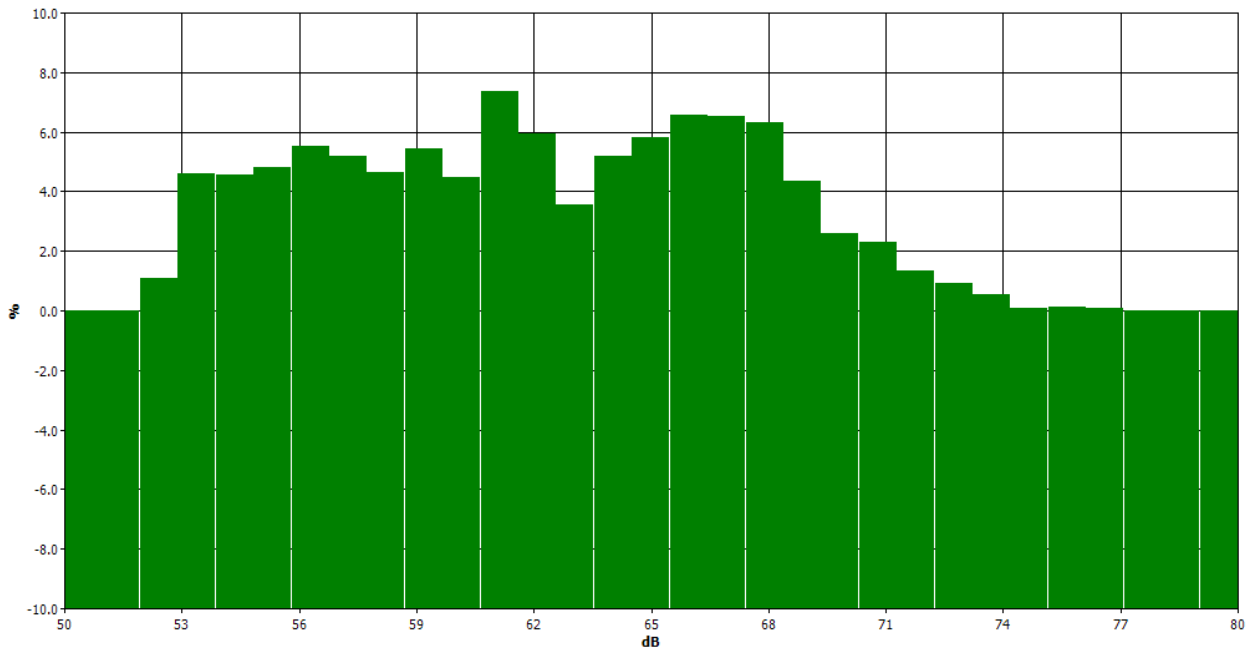
Information Panel

Name	S474_BIJ050019_22092017_105438
Start Time	Thursday, September 22, 2017, 12:58pm
Stop Time	Thursday, September 22, 2017, 1:06pm
Device Model Type	SoundPro DL

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	65.6dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

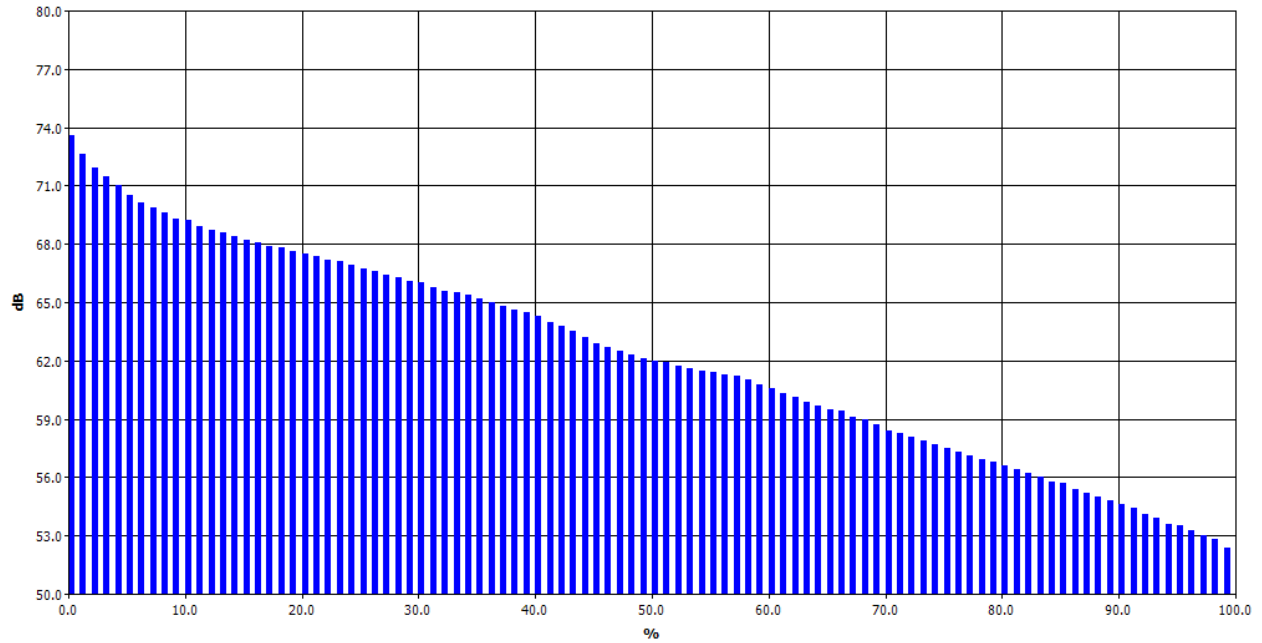
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.02	0.06	0.14	0.36	0.52	1.10
53	0.54	0.40	0.21	0.35	0.49	0.58	0.72	0.69	0.32	0.32	4.62
54	0.53	0.55	0.41	0.31	0.42	0.39	0.47	0.40	0.42	0.68	4.56
55	0.57	0.32	0.55	0.45	0.45	0.47	0.39	0.50	0.58	0.52	4.80
56	0.64	0.51	0.38	0.50	0.60	0.58	0.46	0.49	0.64	0.73	5.52
57	0.70	0.42	0.56	0.33	0.44	0.47	0.51	0.62	0.64	0.51	5.19
58	0.55	0.48	0.41	0.72	0.63	0.42	0.41	0.34	0.32	0.38	4.66
59	0.52	0.61	0.42	0.40	0.54	0.63	0.57	0.64	0.68	0.43	5.44
60	0.50	0.40	0.56	0.42	0.38	0.37	0.39	0.49	0.49	0.47	4.46
61	0.59	0.40	0.43	0.70	0.70	0.99	0.86	1.35	0.72	0.61	7.36
62	1.01	0.93	0.66	0.40	0.58	0.57	0.47	0.35	0.39	0.58	5.94
63	0.36	0.33	0.37	0.51	0.28	0.30	0.35	0.27	0.44	0.34	3.54
64	0.45	0.36	0.44	0.44	0.46	0.64	0.61	0.57	0.70	0.49	5.17
65	0.41	0.59	0.62	0.44	0.52	0.64	0.86	0.60	0.47	0.66	5.82
66	0.58	0.62	0.67	0.59	0.84	0.57	0.47	0.63	0.87	0.74	6.58
67	0.61	0.63	0.61	0.68	0.70	0.83	0.75	0.64	0.54	0.53	6.52
68	0.79	0.86	0.88	0.47	0.62	0.48	0.48	0.55	0.63	0.58	6.34
69	0.48	0.46	0.41	0.54	0.52	0.34	0.34	0.47	0.42	0.38	4.36
70	0.34	0.39	0.30	0.38	0.24	0.20	0.19	0.18	0.23	0.16	2.61
71	0.26	0.21	0.25	0.15	0.22	0.23	0.27	0.30	0.18	0.21	2.29
72	0.17	0.12	0.13	0.18	0.13	0.16	0.16	0.10	0.09	0.10	1.34
73	0.09	0.07	0.09	0.06	0.09	0.12	0.13	0.21	0.04	0.03	0.94
74	0.10	0.10	0.12	0.02	0.04	0.04	0.04	0.04	0.03	0.01	0.55
75	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.00	0.08
76	0.01	0.02	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.14
77	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

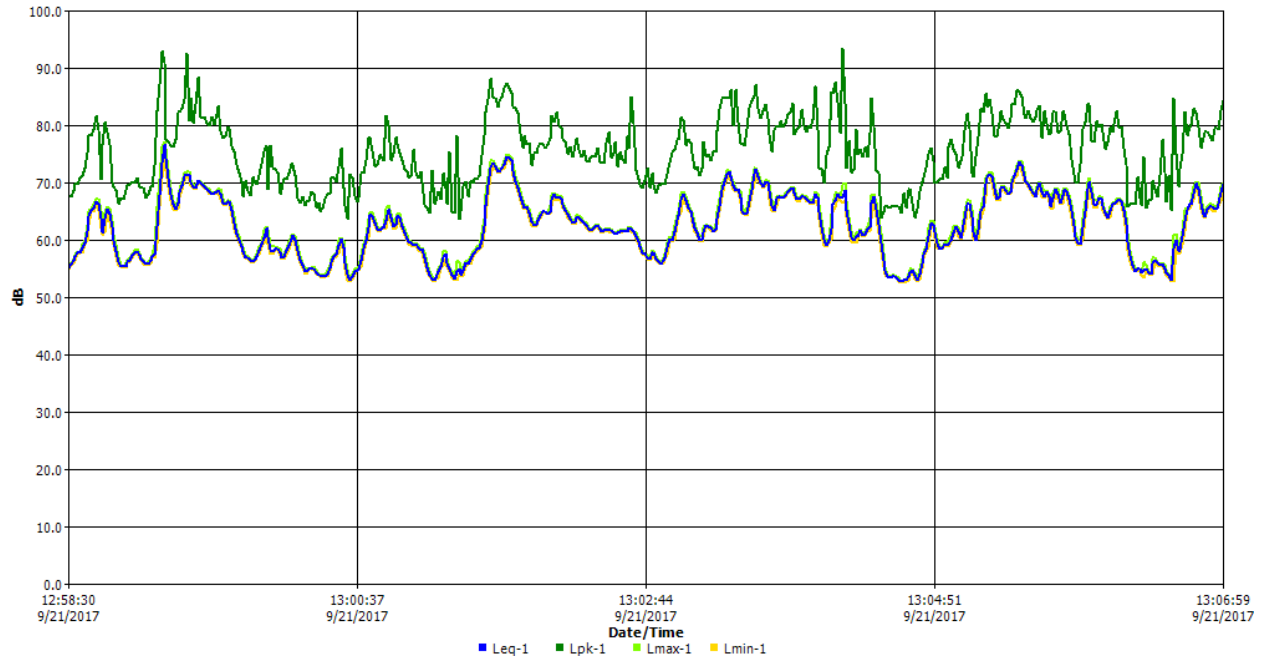
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		73.6	72.6	71.9	71.5	71	70.5	70.1	69.9	69.6
10%	69.3	69.2	68.9	68.7	68.6	68.4	68.2	68.1	67.9	67.8
20%	67.6	67.5	67.4	67.2	67.1	66.9	66.7	66.6	66.4	66.3
30%	66.1	66	65.8	65.6	65.5	65.4	65.2	65	64.8	64.6
40%	64.5	64.3	64	63.8	63.5	63.2	62.9	62.7	62.5	62.3
50%	62.1	62	61.9	61.7	61.6	61.5	61.4	61.3	61.2	61
60%	60.8	60.6	60.3	60.1	59.9	59.7	59.5	59.4	59.1	59
70%	58.7	58.4	58.3	58.1	57.9	57.7	57.5	57.3	57.1	56.9
80%	56.8	56.6	56.4	56.2	56	55.8	55.7	55.4	55.2	55
90%	54.8	54.6	54.4	54.1	53.9	53.6	53.5	53.3	53	52.8
100%	52.4									

Logged Data Chart



3. San Vicente Boulevard Residences Noise Report

9/22/2017

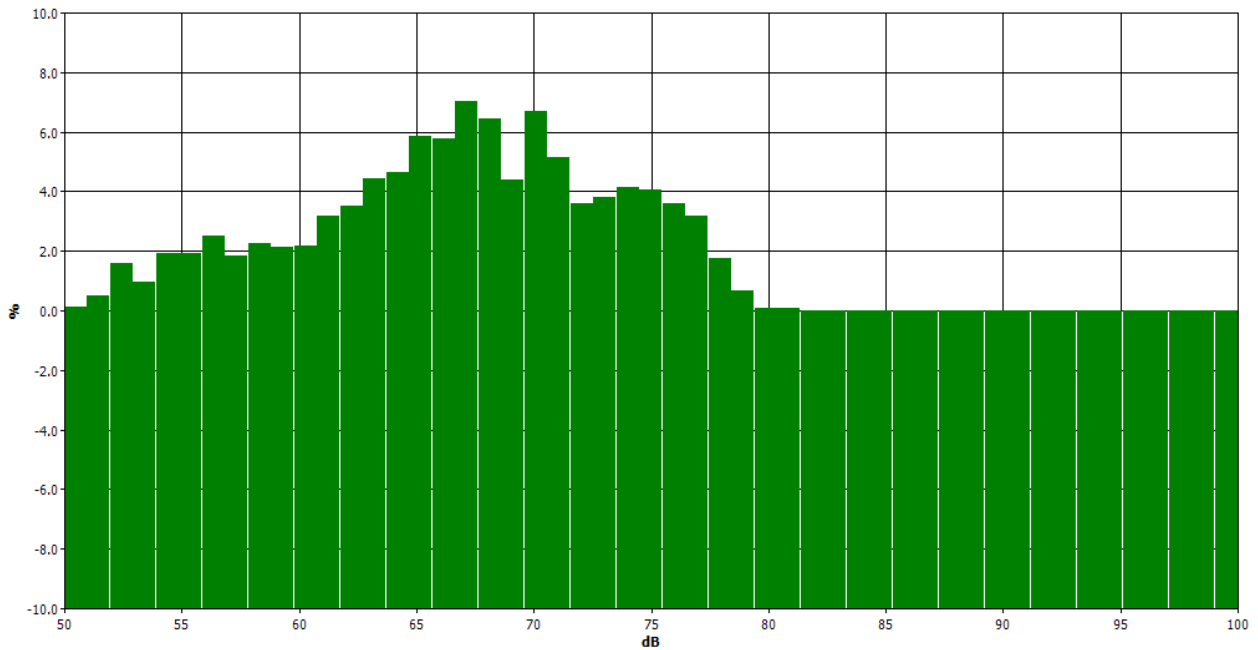
Information Panel

Name	S473_BIJ050019_22092017_105438
Start Time	Thursday, September 22, 2017, 12:13pm
Stop Time	Thursday, September 22, 2017, 12:28pm
Device Model Type	SoundPro DL

General Data Panel

<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	71.4dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

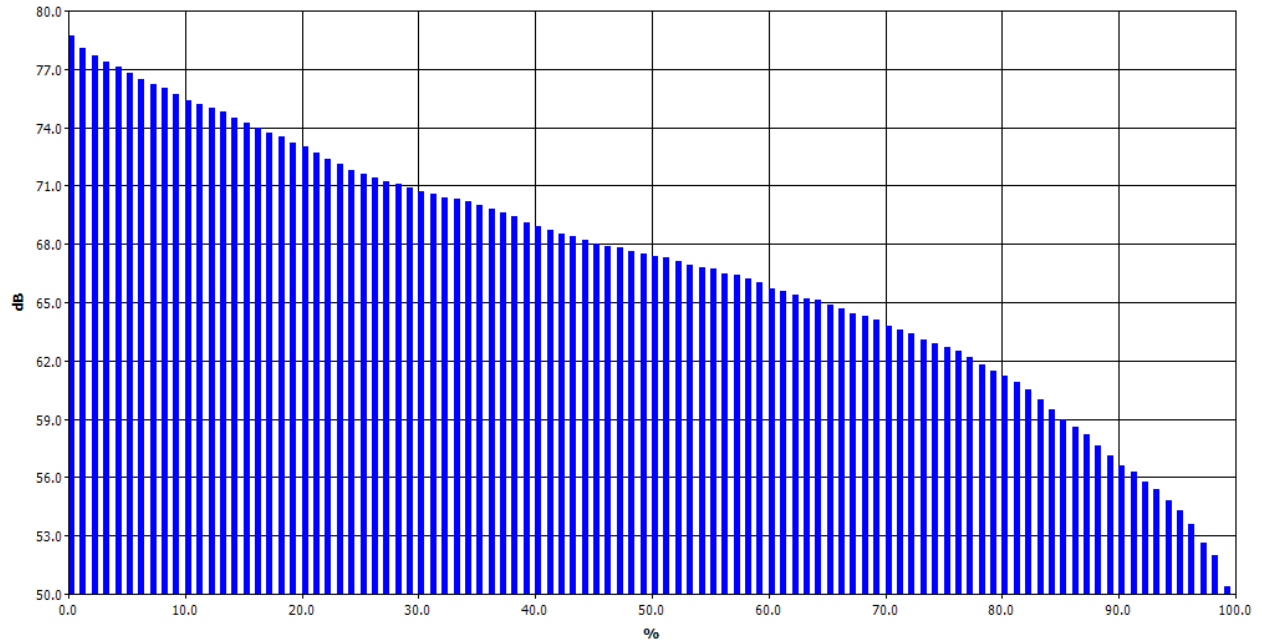
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.02	0.03	0.02	0.13
51	0.03	0.02	0.02	0.04	0.05	0.03	0.05	0.12	0.09	0.07	0.52
52	0.15	0.32	0.27	0.21	0.15	0.12	0.08	0.10	0.10	0.09	1.60
53	0.14	0.09	0.05	0.08	0.08	0.10	0.13	0.12	0.09	0.08	0.97
54	0.13	0.12	0.19	0.26	0.26	0.19	0.16	0.19	0.19	0.22	1.91
55	0.16	0.13	0.17	0.17	0.13	0.17	0.18	0.24	0.23	0.31	1.90
56	0.22	0.19	0.17	0.25	0.20	0.24	0.42	0.36	0.23	0.21	2.49
57	0.19	0.25	0.19	0.18	0.19	0.16	0.14	0.17	0.22	0.13	1.83
58	0.19	0.16	0.21	0.23	0.21	0.23	0.24	0.19	0.30	0.28	2.25
59	0.30	0.24	0.17	0.19	0.21	0.18	0.20	0.16	0.24	0.25	2.14
60	0.19	0.14	0.22	0.22	0.19	0.20	0.31	0.26	0.27	0.20	2.19
61	0.24	0.24	0.29	0.38	0.30	0.31	0.37	0.31	0.41	0.34	3.19
62	0.27	0.32	0.27	0.19	0.24	0.49	0.45	0.40	0.41	0.46	3.50
63	0.41	0.45	0.60	0.41	0.37	0.38	0.44	0.45	0.42	0.49	4.43
64	0.55	0.36	0.43	0.50	0.71	0.53	0.39	0.38	0.38	0.44	4.65
65	0.55	0.66	0.82	0.45	0.63	0.60	0.56	0.59	0.50	0.51	5.86
66	0.40	0.36	0.43	0.52	0.66	0.64	0.63	0.70	0.77	0.65	5.77
67	0.69	0.68	0.61	0.60	0.81	0.78	0.83	0.70	0.67	0.65	7.01
68	0.80	0.92	0.92	0.44	0.57	0.57	0.54	0.55	0.63	0.50	6.43
69	0.40	0.44	0.48	0.40	0.42	0.43	0.50	0.44	0.43	0.45	4.39
70	0.49	0.64	0.69	0.88	0.59	0.76	0.77	0.82	0.59	0.47	6.69
71	0.54	0.59	0.64	0.40	0.51	0.53	0.55	0.53	0.46	0.40	5.15
72	0.35	0.38	0.35	0.37	0.41	0.32	0.37	0.41	0.34	0.32	3.60
73	0.33	0.37	0.39	0.42	0.38	0.35	0.38	0.41	0.39	0.37	3.79
74	0.35	0.42	0.49	0.35	0.36	0.41	0.38	0.37	0.42	0.58	4.13
75	0.46	0.42	0.44	0.38	0.46	0.40	0.38	0.36	0.37	0.40	4.07
76	0.37	0.36	0.37	0.33	0.39	0.44	0.35	0.38	0.33	0.31	3.61
77	0.35	0.35	0.42	0.28	0.32	0.35	0.43	0.25	0.26	0.19	3.19
78	0.18	0.25	0.26	0.24	0.20	0.16	0.12	0.10	0.13	0.10	1.74
79	0.07	0.08	0.13	0.11	0.08	0.08	0.05	0.03	0.04	0.01	0.68
80	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.06
81	0.01	0.01	0.01	0.01	0.01	0.03	0.01	0.00	0.00	0.00	0.08
82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

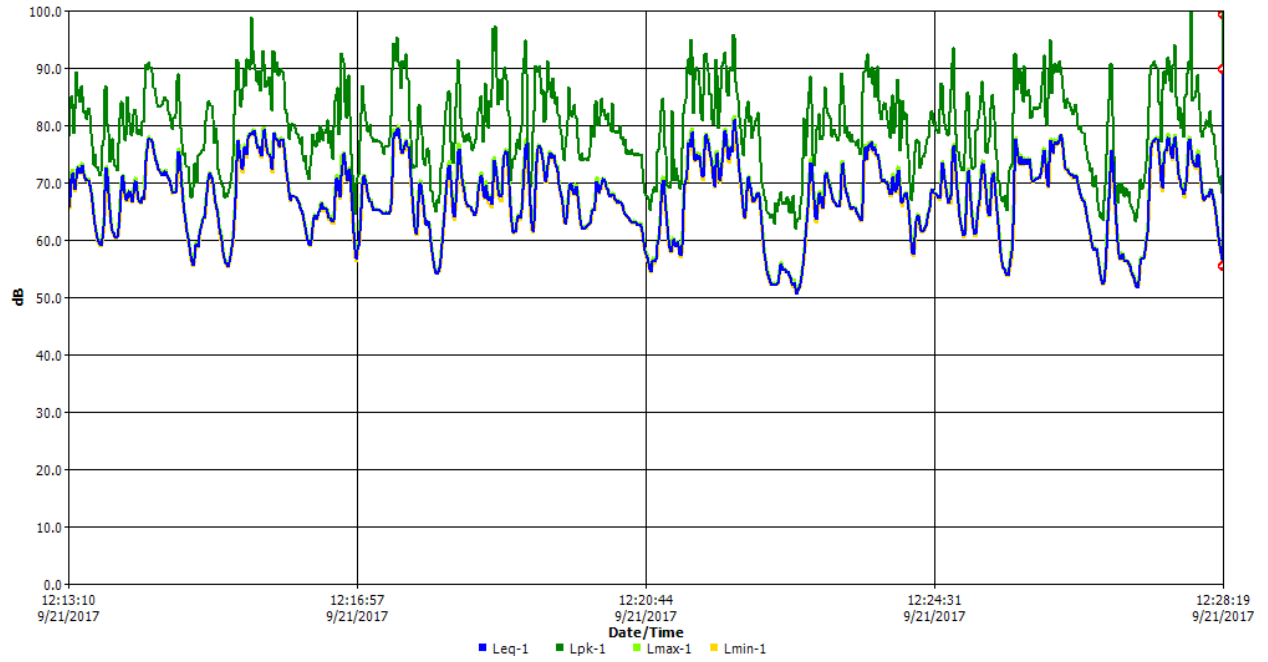
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		78.7	78.1	77.7	77.4	77.1	76.8	76.5	76.2	76
10%	75.7	75.4	75.2	75	74.8	74.5	74.2	74	73.7	73.5
20%	73.2	73	72.7	72.4	72.1	71.8	71.6	71.4	71.2	71.1
30%	70.9	70.7	70.6	70.4	70.3	70.2	70	69.8	69.6	69.4
40%	69.1	68.9	68.7	68.5	68.4	68.2	68	67.9	67.8	67.6
50%	67.5	67.4	67.3	67.1	66.9	66.8	66.7	66.5	66.4	66.2
60%	66	65.7	65.6	65.4	65.2	65.1	64.9	64.7	64.4	64.3
70%	64.1	63.8	63.6	63.4	63.1	62.9	62.7	62.5	62.2	61.8
80%	61.5	61.2	60.9	60.5	60	59.5	59	58.6	58.2	57.6
90%	57.1	56.6	56.3	55.8	55.4	54.8	54.3	53.6	52.6	52
100%	50.4									

Logged Data Chart



Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
Combined dBA			73.7

Housing Row Shielding

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
A(buildings)	0	

Tree Zone Shielding

<i>Where at least 100 feet of trees intervene between source and receiver, and if no clear line of sight exists between source and receiver, and if the trees extend 15 feet or more above the line of sight:</i>		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	0	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0

Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	15
Existing Features	0
D	15
Unmitigated Construction Noise	58.7

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	58.7
Existing Ambient Noise	56.8
Unmitigated Ambient Noise	60.9
Unmitigated Increase	4.1

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
Combined dBA			73.7

Housing Row Shielding

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
A(buildings)	0	

Tree Zone Shielding

<i>Where at least 100 feet of trees intervene between source and receiver, and if no clear line of sight exists between source and receiver, and if the trees extend 15 feet or more above the line of sight:</i>		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	0	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0

Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	15
Existing Features	0
D	50
Unmitigated Construction Noise	58.7

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	58.7
Existing Ambient Noise	56.7
Unmitigated Ambient Noise	60.8
Unmitigated Increase	4.1

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
		Combined dBA	73.7

Housing Row Shielding

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
A(buildings)	0	

Tree Zone Shielding

<i>Where at least 100 feet of trees intervene between source and receiver, and if no clear line of sight exists between source and receiver, and if the trees extend 15 feet or more above the line of sight:</i>		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	0	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0

Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	0
Existing Features	0
D	220
Unmitigated Construction Noise	60.9

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	60.9
Existing Ambient Noise	65.6
Unmitigated Ambient Noise	66.9
Unmitigated Increase	1.3

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Construction Noise Impact Analysis

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	80.7	0.4	73.7
Combined dBA			73.7

Housing Row Shielding

<i>If gaps in the row of buildings constitute less than 35% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute between 35-65% of the length of the row:</i>		
R	0	*number of rows of houses between source and receiver
A(buildings)	0	

<i>If gaps in the row of buildings constitute more than 65% of the length of the row:</i>		
A(buildings)	0	

Tree Zone Shielding

<i>Where at least 100 feet of trees intervene between source and receiver, and if no clear line of sight exists between source and receiver, and if the trees extend 15 feet or more above the line of sight:</i>		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	0	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0

Unmitigated Construction Noise Level

Total Equipment Noise Level	73.7
Temporary Noise Barriers	0
Existing Features	0
D	330
Unmitigated Construction Noise	57.3

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	57.3
Existing Ambient Noise	71.4
Unmitigated Ambient Noise	71.6
Unmitigated Increase	0.2

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Construction Vibration - PPV

Receptor: 5th Street Residences
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	15
Unmitigated Vibration Level (in/sec)	0.148

Receptor: Drexel Avenue Residences
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	50
Unmitigated Vibration Level (in/sec)	0.045

Receptor: Dugally Oberfeld, 484 San Vicente Boulevard.
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	5
Unmitigated Vibration Level (in/sec)	0.445

Receptor: Hamilton Drive Residences
 Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	220
Unmitigated Vibration Level (in/sec)	0.010

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.
 Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006.

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WEECO Project #2014-4410

Phase I Environmental Site Assessment

Project Site

**488 & 490-498 South San Vicente Boulevard
Los Angeles, California 90048**

Prepared for

**Pacific City Bank
777 East 12th Street, Suite 200
Los Angeles, California 90021**

December 17, 2014

Prepared by



Jeffrey Pak
Project Engineer

Reviewed by

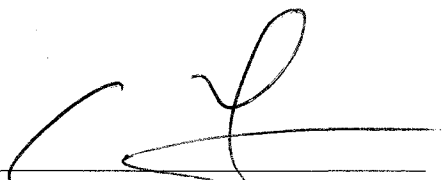


James Yoon, REPA
Environmental Professional

PHASE-1 ENVIRONMENTAL SITE ASSESSMENT
For Property at:
488 & 490-498 SOUTH SAN VICENTE BOULEVARD
LOS ANGELES, CALIFORNIA 90048

DECEMBER 17, 2014

Environmental Professional Certification: I declare that, to best of my professional knowledge and belief, I meet the definition of *Environmental Professional* as defined in §312.10 of 40 CFR 312.10 (All Appropriate Inquiry).



**James Yoon, Environmental Professional
Principal**

Standard Certification: I have the specific qualifications based on educations, training and experience to assess a *property* of nature, history and setting of the Subject Property. I have developed and performed the all appropriate inquiries (AAI) in conformance with the standards and practices set forth in 40 CFR part 312.



**James Yoon, Environmental Professional
Principal**

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EXECUTIVE SUMMARY

Western Environmental Engineers Co. (WEECO) was retained by **Pacific City Bank** to perform a Phase I Environmental Assessment for the property located at **488 & 490-498 S. San Vicente Boulevard, Los Angeles, California** in order to determine if the potential for contamination exists at the subject site. On December 9, 2014, WEECO conducted a site investigation of the subject site. The following summarizes the findings, conclusions, and recommendations of this assessment.

In conducting a Phase I Environmental Assessment, WEECO completed the following steps: a review of government records and databases for evidence of possible environmental contamination on-site and any neighboring sites to determine listed locations of hazardous material spills and/or hazardous material risks, site reconnaissance through a visual inspection of the subject site, interviews with current owners and occupants of the property and/or their representative(s), as well as with appropriate government staff members and an evaluation of the evidence developed and incorporated during the site assessment presented in a written report to our client, **Pacific City Bank**.

Asbestos, lead-based paint, radon and wetland visual site investigation was not performed in this study. Archaeological studies were not included in the scope of services for this project.

This report summarizes the results of these investigations and the government records research.

Phase I Environmental Site Assessment
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048

ENVIRONMENTAL FINDINGS:

ON-SITE:

- ◆ The subject property located at 488 & 490-498 S. San Vicente Boulevard, in the City of Los Angeles, is legally described by the assessor's parcel numbers: 5510-005-033 and 5510-005-034. According to the Los Angeles County, Office of the Assessor, the subject property is approximately a 14,472 square-foot lot, and has been developed with two (2) commercial buildings approximately 5,824 square-feet and 1,614 square-feet in size. The subject buildings were first constructed in 1951 and 1949 respectively. From the visual inspection, the subject site is composed of two (2) single-story commercial office buildings used for a physical therapy office and various retail stores. Concrete-paved and asphalt-paved parking areas were observed east of the subject buildings. Currently, the subject site is occupied by a physical therapy office and other various retail stores. See Section 3 and Attachment (G).

- ◆ BBL's Historical Tenant Report was reviewed which identifies the tenants (be it the owner or lessee) of the subject site over the last 50 years. Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 and forward. Based on the Historical Tenant Report, from 1954 to 1956, the subject site had no listings. From 1961 to 1966, the subject site was listed as having "Beauty Aids, and Dental Prosthetics". From 1971 to 1976, the subject site was listed as having "Beauty Aids, Greek Radio Hour, Odyssey Travel, and Highland Mortgage". In 1980, the subject site had no listings. In 1985, the subject site was listed as having "Markham Medical International, Naturally Surgical Specialties, Crispi & Crispi, and Systems & Graphics. In 1990, the subject site was listed as having "Travelways, Harland N. Green A Pro Corp., Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, Marks Robert B., Shubs, Carl H. PhD, Zusman Stephan S., Crispi & Crispi, and Systems & Graphics. In 1994, the subject site was listed as having "Travelways, Harland N. Green A Pro Corp., Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, Marks Robert B., Shubs, Carl H. PhD, Zusman Stephan S., Braverman Harry A., and Crispi & Crispi. In 1998, the subject site was listed as having "Travelways, Beauty Aids Inc., Chris Ghiatis Designs, Derma Vital, GMV Antiques, Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, "Marks Robert B., Trombley Margot, Valdes Alan R., and Crispi & Crispi". In 2000, the subject site was listed as having Travelways, Eatin' In, First Choice Builders Supply, Galaxy Document Service, Joanne Harris Hair & Make-up, Mojo Digital, St. Claire Real Estate Consultants, and Crispi & Crispi". In 2004, the subject site was listed as having "PRO Physical Therapy, First Choice, Hiceram Dental, Landmark Realtors, Sinai Construction, Skin Couture, and Crispi & Crispi". In 2006, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental, Joanne Harris Hair Color Specialist, Landmark Realtors, Sinai Construction, Skin Couture, and Crispi & Crispi". From 2008 to 2010, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental Laboratories, Joanne Harris Hair Color Specialist, Landmark Realtors, Mahogany Hair Revolution, Sinai Construction, Skin Couture, and Crispi & Crispi". In 2012, the subject site was listed as having "Iwanaga, Karen, Hiceram Dental Laboratories, Joanne Harris Hair

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Color Specialist, Landmark Realtors, Mahogany Hair Revolution, Skin Couture, Wedding Chapel Los Angeles, A Custom Electric, and Crispi & Crispi". In 2013, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental Laboratories, Home for All Inc., Landmark Realtors, Skin Couture, Wedding Chapel Los Angeles, and Crispi & Crispi". No listings that have not already been discussed were found that would suggest any environmental threat to the subsurface of the subject site. See Section 4 and Attachment (B).

- ◆ From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. No 55-gallon industrial drums were observed at the subject site. No 5-gallon buckets were observed at the subject site. Two (2) trash-bins were located near the northeast corner of the subject site, and did not contain any hazardous materials or waste. See Section 3 and Attachment (G).
- ◆ From the visual inspection, WEECO investigator did not observed any aboveground storage tanks (ASTs) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property.
- ◆ WEECO investigator contacted the Los Angeles City Fire Departments Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/underground storage tanks used or stored at the subject site. No records were found for the subject site. See Section 4 and Attachment (C).
- ◆ WEECO investigator contacted the Los Angeles City Fire Departments Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Section 4 and Attachment (D).
- ◆ WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject sites.
- ◆ WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject sites.
- ◆ The subject sites were not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website.
- ◆ Based on WEECO's review of the historical and current usage of the Subject Property as well

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as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO's professional opinion that a VEC is not suspected of having encroached into the Subject Property.

- ◆ Due to the former or/and current businesses, the subject site is listed as having one (1) operating permit in the list of 51 government databases reviewed in this report.

- HWIS - Hazardous Waste Information System

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Site: DON NELSON
Address: 488 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAC002574396

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
Asbestos containing waste ton 2.52

OFF-SITE:

- ◆ **Nineteen (19)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. Please refer to Table (2) and Attachment (E) for further details.

- ◆ **NPL - National Priority List**

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

- ◆ **CERCLIS - Comprehensive Environmental Response, Compensation, and Liability Information System**

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CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA. Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup. The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

No listings within ½ mile radius of the subject site.

◆ **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listings within ½ mile radius of the subject site.

◆ **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

Eleven (11) Leaking Underground Storage Tank (LUST) Sites were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have

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been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (E).

- 1) Site: UNOCAL #3664
Address: 8536 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 46 - about .2 mile SW of the subject
Status: CLSD - Case Closed
- 2) Site: VACANT LAND
Address: 8600 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 50 - about .2 mile SW of the subject
Status: CLSD - Case Closed
- 3) Site: MOBIL #18-GWX (FORMER #11-GWX)
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: CLSD - Case Closed
- 4) Site: WILSHIRE SAN VICENTE PLAZA
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about .2 mile S of the subject
Status: CLSD - Case Closed
- 5) Site: FIFTY-FIVE CAL CORP CONST SITE
Address: 100 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 64 - about .3 mile N of the subject
Status: CLSD - Case Closed
- 6) Site: PICASSO AUTO BODY
Address: 8355 W 3RD ST
City: LOS ANGELES
Map Loc: 76 - about .3 mile NE of the subject
Status: REM - Remedial Action
- 7) Site: BUG CITY/STUDIO EXPRESS
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .3 mile N of the subject
Status: CLSD - Case Closed
- 8) Site: MERRY GO ROUND DRY CLEANERS
Address: 8550 W 3RD ST
City: LOS ANGELES
Map Loc: 96 - about .3 mile NW of the subject
Status: REM - Remedial Action
- 9) Site: MOBIL #18-LN8 (FORMER 11-LN8)

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Address: 8489 BEVERLY BLVD
City: LOS ANGELES
Map Loc: 98 - about .4 mile N of the subject
Status: REM - Remedial Action

10) Site: JUST TIRES
Address: 8425 BEVERLY BLVD
City: LOS ANGELES
Map Loc: 99 - about .5 mile N of the subject
Status: CLSD - Case Closed

11) Site: 8767 WILSHIRE BLVD LP
Address: 8767 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 100 - about .5 mile W of the subject
Status: CLSD - Case Closed

INTRODUCTION

2.1 OBJECTIVE

Purpose of a Phase I Environmental Assessment

The purpose of a Phase I Environmental Assessment is to permit the user of this report to seek CERCLA landowner liability protection as innocent landowner, contiguous property owner, bona fide prospective purchaser by providing an appropriate inquiry into the previous ownership and uses of the subject property in order to identify any recognized environmental conditions and to establish the likelihood of environmental degradation to the property. Environmental assessments are made to satisfy due diligence requirements and are performed mainly to identify potential impact on the site's soil and groundwater. A Phase I Environmental Assessment addresses on-site impacts of chemical use, storage and management and any potential liabilities due to past and/or current practices associated with the use, storage, treatment and/or disposal of hazardous wastes on the subject site.

The American Society for Testing and Materials (ASTM) Standard Practice guidelines for environmental site assessments for commercial properties identifies the objective for a Phase I Environmental Assessment is to "define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and *petroleum products* (ASTM E1527-13)" and to prescribe *recognized environmental conditions* (RECs) in connection with the subject site, complying with the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI). The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions and generally do not present any threat to the public health or the environment and generally would not be the subject of an enforcement action or brought to the attention of appropriate governmental agencies.

Under the Federal Comprehensive Environmental response, Compensation and Liability Act (CERCLA or "Superfund"), owners of property where hazardous substances have been released (including deposited or deposited of) are strictly liable for the costs of response and cleanup. This liability, which can amount to millions of dollars, generally extends to landowners who receive title after the release has occurred, unless the landowner can demonstrate that prior to acquisition, s/he undertook "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice in an effort to minimize liability." Potential environmental liability may result under other federal and state laws, and under

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common law tort suits based on contamination. In addition, the Federal Deposit Insurance Corporation since 1993 has required that all insured lending institutions have in place “appropriate safeguards and controls to limit exposure to potential environmental liability associated with real property held as collateral or as an investment.... Examiners will review the institution’s compliance with its own environmental risk program as part of the examination of lending and investment activities.” As a result, essentially all nonresidential real estate transactions now include an environmental site assessment.

2.2 PROJECT DESCRIPTION

On December 3, 2014, WEECO was retained by **Pacific City Bank** to conduct a Phase I Environmental Site Assessment for the subject property located at **488 & 490-498 S. San Vicente Boulevard**, in the City of Los Angeles, County of Los Angeles within the State of California.

2.3 STATEMENT OF WORK

Western Environmental Engineers Co. completed the Phase I Environmental Assessment by investigating the current and past history use of the subject site.

The site background investigation was conducted by researching the U.S.G.S. topographic map and published geologic and hydrogeological data for the vicinity; reviewing records from BBL’s Historical Tenant Report; reviewing any Sanborn Fire Insurance Maps; and reviewing state, federal and regional environmental databases for the subject site.

The current status of the subject property was evaluated by conducting a site reconnaissance; contacting the Los Angeles City Fire Departments Hazardous Materials Division and Underground Tank Unit; and reviewing online records at the California Regional Water Quality Control Board, Los Angeles Region; and researching data from the South Coast AQMD Database and the Department of Toxic Substance Control, ENVIROSTOR websites.

SITE RECONNAISSANCE

A site reconnaissance of the subject property was conducted on December 9, 2014. Investigator(s) in attendance for the site reconnaissance included the following:

- ◆ Jeffrey Pak, Project Engineer / WEECO

The site reconnaissance consisted of a visual inspection of the subject property. The following sections discuss the findings of the site reconnaissance.

3.1 SITE LOCATION

The subject site at 488 & 490-498 S. San Vicente Boulevard is a commercial property located on the northeast corner of S. San Vicente Boulevard & W. 5th Street, in the City of Los Angeles, County of Los Angeles within the State of California as shown in Figure (1) and Figure (2).

3.2 SITE AND VICINITY CHARACTERISTICS

The subject property located at 488 & 490-498 S. San Vicente Boulevard, in the City of Los Angeles, is legally described by the assessor's parcel numbers: 5510-005-033 and 5510-005-034. There are six addresses associated with these parcels: 488, 490, 492, 494, 496, and 498 S. San Vicente Boulevard.

According to the Los Angeles County, Office of the Assessor, the subject property is approximately a 14,472 square-foot lot, and has been developed with two (2) commercial buildings approximately 5,824 square-feet and 1,614 square-feet in size. The subject buildings were first constructed in 1951 and 1949 respectively.

From the visual inspection, the subject site is composed of two (2) single-story commercial office buildings used for a physical therapy office and various retail stores. Concrete-paved and asphalt-paved parking areas were observed east of the subject buildings.

The subject building appeared to be constructed of brick walls, wood frame composition roof, and concrete slab floors. The building materials appeared to be in good condition at the time of visual inspection. See Attachment (G).

3.3 CURRENT USE of the SUBJECT SITE

Currently, the subject site is occupied by a physical therapy office and other various retail stores.

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Tenant Information:

Address:	Business Name:
488 S. San Vicente Blvd.	“PRO Physical Therapy”
490-498 S. San Vicente Blvd, Unit #1	Manager
490-498 S. San Vicente Blvd, Unit #2	“Hiceram Dental”
490-498 S. San Vicente Blvd, Unit #3	“Concrete & Clay” Dewey Nicks
490-498 S. San Vicente Blvd, Unit #4	“A. Custom Electrical”
490-498 S. San Vicente Blvd, Unit #5	“X Studios”
490-498 S. San Vicente Blvd, Unit #6	“Joanne Harris Salon”
490-498 S. San Vicente Blvd, Unit #7	“Julie Hopkins – Camera Creations”
490-498 S. San Vicente Blvd, Unit #8	“Skin Couture Body Care Studio”
490-498 S. San Vicente Blvd, Unit #9	“Mindful Movement”
490-498 S. San Vicente Blvd, Unit #10	“The Wig Fairy Salon”
490-498 S. San Vicente Blvd, Unit #11	“The Wedding Chapel” (outside corner unit)
490-498 S. San Vicente Blvd, Unit #12	“Hiceram Dental”

3.4 HAZARDOUS MATERIAL STORAGE/USE

From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. No 55-gallon industrial drums were observed at the subject site. No 5-gallon buckets were observed at the subject site. Two (2) trash-bins were located near the northeast corner of the subject site, and did not contain any hazardous materials or waste. See Attachment (G).

3.5 UNDERGROUND/ABOVEGROUND STORAGE TANKS

From the visual inspection, WEECO investigator did not observed any aboveground storage tanks (ASTs) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property.

3.6 STAINING

From the visual inspection, WEECO investigator found no stained areas around the subject site that could impose an environmental threat upon the subject property.

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3.7 ELECTRICAL TRANSFORMERS

Polychlorinated Biphenyls (PCBs) had been commonly used in dielectric fluids for electrical transformers or light ballasts before 1978. However, manufacturing of PCBs was discontinued in the United States because of its toxicity.

No transformers were observed at the subject property.

3.8 ASBESTOS CONTAINING MATERIALS (ACM), LEAD-BASED PAINT, RADON & WETLAND

Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since the subject buildings were built prior to 1978, asbestos containing materials may still be present in the subject buildings. Prior to any renovation or demolition work which could disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials found to contain asbestos or lead paint. Such materials must be removed by a properly licensed asbestos and/or lead paint abatement contractor and oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant.

3.9 ADJOINING PROPERTIES

During the Site Reconnaissance, WEECO's field assessor also visually inspected and documented the use of those properties, which adjoin the subject properties. The observations made by Mr. Jeffrey Pak of the adjoining properties are as follows:

NORTH

- The property to the north of the subject site is used for a commercial purpose (Commercial Area / Retail Stores).

EAST

- The property to the east of the subject site across an alleyway is used for a residential purpose (Residential Area).

SOUTH

- The property to the south of the subject site across W. 5th Street is used as an asphalt-paved parking lot.

WEST

- The property to the west of the subject site across S. San Vicente Boulevard is used for

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a residential purpose (Residential Area).

3.10 ENVIRONMENTAL QUESTIONNAIRE

An environmental questionnaire was answered by a WEECO investigator. The answers are as follows:

- 1a. Is the property used for an industrial use? **NO**
- 1b. Is any adjoining property used for an industrial use? **NO**

- 2a. Did you observe evidence or do you have any prior knowledge that the property has been used for an industrial use in the past? **NO**
- 2b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past? **NO**

- 3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**
- 3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

- 4a. Did you observe evidence or do you have any prior knowledge that the property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**
- 4b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)? **NO**

- 5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gallons (19L) in volume or 50 gallons (190L) in the aggregate, stored on or used at the property or at the facility? **NO**
- 5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gallons (19L) in volume or 50 gallons (190L) in the aggregate, stored on or used at the property or at the facility? **NO**

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- 6a. Are there currently any industrial drums (typically 55 gallons (208L) or sacks of chemicals located on the property or at the facility? **NO**
- 6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial drums (typically 55 gallons (208L) or sacks of chemicals located on the property or at the facility? **NO**
- 7a. Did you observe evidence or do you have prior knowledge that fill dirt has been brought onto the property that originated from a contaminated site? **NO**
- 7b. Did you observe evidence or do you have prior knowledge that fill dirt has been brought onto the property that originated from an unknown origin? **NO**
- 8a. Are there currently any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal? **NO**
- 8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any pits, ponds, or lagoons located on the property in connection with waste treatment or waste disposal? **NO**
- 9a. Is there currently any stained soil on the property? **NO**
- 9b. Did you observe any evidence or do you have any prior knowledge that there has been previously, any stained soil on the property? **NO**
- 10a. Are there currently any registered or unregistered storage tanks (aboveground or underground) located on the property? **NO**
- 10b. Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (aboveground or underground) located on the property? **NO**
- 11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property? **NO**
- 11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property? **NO**
- 12a. Are there currently any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? **NO**
- 12b. Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors? **NO**
- 13a. If the property is served by a private well or non-public water system, is there evidence or do you have any prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system? **NO**

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- 13b. If the property is served by a private well or non-public water system is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency? **NO**
- 18a. Does the property discharge waste water, on or adjacent to the property, other than storm water, into a sanitary sewer system? **NO**
- 18b. Does the property discharge waste water, on or adjacent to the property, other than storm water, into a sanitary sewer system? **NO**
19. Did you observe evidence or do you have any prior knowledge that any hazardous substances or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the property? **NO**
20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCB's? **NO**

Attachment (A) includes the questionnaire.

3.11 INTERVIEWS AND USER PROVIDED INFORMATION

Pursuant to ASTM E1527-13, the following interviews were performed during this investigation in order to obtain information indicating *recognized environmental conditions* (RECs) in connection with the subject property.

◆ INTERVIEWS

No interviews were conducted at the time of site inspection. However, based on the quality of information obtained from other sources, this limitation is not expected to alter the findings of this investigation.

◆ INTERVIEW WITH OWNER OR OCCUPANTS OF NEIGHBORING PROPERTIES (ABANDONED PROPERTIES)

The subject site is not an abandoned property. The owners/occupants of neighboring properties were not available for interview at the time of visual inspection.

3.12 USGS TOPOGRAPHIC MAP REVIEW

USGS topographic map indicates that the subject property and the vicinity had established medium duty and light duty roads in their current configurations. The ground elevation level at the subject site is approximately 150 feet above the mean sea level.

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The Source of these topographic maps is from the US Department of the Interior, Geological Survey.

The topography of the site area demonstrates a complex elevation contour. The topography of the local area can be useful in recognizing the direction in which surface runoff and groundwater will generally flow. However due to the creation of sewers, drains and other man made water canals, the flow of surface runoff is not necessarily the same as would be expected by the topography. The groundwater of the local area can also differ from the general topography due to a variation of depth of the ground water, the geology of the subsurface soil in the area. See Figure (4).

3.13 HYDROGEOLOGIC CONDITIONS

The subject site is in the Los Angeles Forebay Area, located in the northern part of the Central Basin. In general, it is a free groundwater area; however, in the course of this investigation it became evident that the Bellflower aquiclude extends into the southerly portion of the forebay area. The aquiclude extends in this area contains a high percentage of sand, and vertical percolation of water is apparently more rapid here than in other portions of the basin covered by it. Where the Bellflower aquiclude is missing within the forebay area, the aquifers are in direct hydraulic continuity with the surface.

The Los Angeles Forebay Area is overlain by parts of the La Brea, Los Angeles and Montebello Plains. The known water-bearing sediments extend to a depth of 1600 feet (1440 feet below sea level) and include recent alluvium, the Lakewood formation and the San Pedro formation. Some fresh water also may be present in the Pliocene and Miocene rocks underlying these formations in this area.

Recent alluvium in the Los Angeles Forebay Area is found on the Los Angeles Plain and in the Los Angeles Narrows. It attains a maximum thickness of 160 feet, and includes the western arm of Gaspur aquifer and the parts of the Semi-perched aquifer and Bellflower aquiclude lying west and south of the Los Angeles River.

The Semi-perched aquifer is defined as the area where sand and gravel overlying the Bellflower aquiclude is more than 20 feet in thickness. This semi-perched aquifer is also present in the Lakewood formation just south of the Repetto Hill. Although the aquifer can be defined in well logs, water levels in well indicate that it contains little or no water.

LOCAL GOVERNMENT & HISTORICAL RECORD SEARCH

4.1 HISTORICAL TENANT REPORT REVIEW

BBL's Historical Tenant Report was reviewed which identifies the tenants (be it the owner or lessee) of the subject site over the last 50 years. Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 and forward. Based on the Historical Tenant Report, from 1954 to 1956, the subject site had no listings. From 1961 to 1966, the subject site was listed as having "Beauty Aids, and Dental Prosthetics". From 1971 to 1976, the subject site was listed as having "Beauty Aids, Greek Radio Hour, Odyssey Travel, and Highland Mortgage". In 1980, the subject site had no listings. In 1985, the subject site was listed as having "Markham Medical International, Naturally Surgical Specialties, Crispi & Crispi, and Systems & Graphics. In 1990, the subject site was listed as having "Travelways, Harland N. Green A Pro Corp., Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, Marks Robert B., Shubs, Carl H. PhD, Zusman Stephan S., Crispi & Crispi, and Systems & Graphics. In 1994, the subject site was listed as having "Travelways, Harland N. Green A Pro Corp., Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, Marks Robert B., Shubs, Carl H. PhD, Zusman Stephan S., Braverman Harry A., and Crispi & Crispi. In 1998, the subject site was listed as having "Travelways, Beauty Aids Inc., Chris Ghiatis Designs, Derma Vital, GMV Antiques, Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, "Marks Robert B., Trombley Margot, Valdes Alan R., and Crispi & Crispi". In 2000, the subject site was listed as having Travelways, Eatin' In, First Choice Builders Supply, Galaxy Document Service, Joanne Harris Hair & Make-up, Mojo Digital, St. Claire Real Estate Consultants, and Crispi & Crispi". In 2004, the subject site was listed as having "PRO Physical Therapy, First Choice, Hiceram Dental, Landmark Realtors, Sinai Construction, Skin Couture, and Crispi & Crispi". In 2006, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental, Joanne Harris Hair Color Specialist, Landmark Realtors, Sinai Construction, Skin Couture, and Crispi & Crispi". From 2008 to 2010, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental Laboratories, Joanne Harris Hair Color Specialist, Landmark Realtors, Mahogany Hair Revolution, Sinai Construction, Skin Couture, and Crispi & Crispi". In 2012, the subject site was listed as having "Iwanaga, Karen, Hiceram Dental Laboratories, Joanne Harris Hair Color Specialist, Landmark Realtors, Mahogany Hair Revolution, Skin Couture, Wedding Chapel Los Angeles, A Custom Electric, and Crispi & Crispi". In 2013, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental Laboratories, Home for All Inc., Landmark Realtors, Skin Couture, Wedding Chapel Los Angeles, and Crispi & Crispi". No listings that have not already been discussed were found that would suggest any environmental threat to the subsurface of the subject site. See Attachment (B).

2013

**488 S SAN VICENTE BLVD
490 S SAN VICENTE BLVD**

**PRO PHYSICAL THERAPY
HICERAM DENTAL LABORATORIES
HOME FOR ALL INC
LANDMARK REALTORS
SKIN COUTURE**

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498 S SAN VICENTE BLVD WEDDING CHAPEL LOS ANGELES
CRISPI & CRISPI

2012

488 S SAN VICENTE BLVD IWANAGA, KAREN
490 S SAN VICENTE BLVD HICERAM DENTAL LABORATORIES
JOANNE HARRIS HAIR COLOR SPEC
LANDMARK REALTORS
MAHOGANY HAIR REVOLUTION
SKIN COUTURE
498 S SAN VICENTE BLVD WEDDING CHAPEL LOS ANGELES
A CUSTOM ELECTRIC
CRISPI & CRISPI

2010

488 S SAN VICENTE BLVD PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD HICERAM DENTAL LABORATORIES
JOANNE HARRIS HAIR COLOR SPEC
LANDMARK REALTORS
MAHOGANY HAIR REVOLUTION
SKIN COUTURE
498 S SAN VICENTE BLVD CRISPI & CRISPI

2008

488 S SAN VICENTE BLVD PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD HICERAM DENTAL LABORATORIES
JOANNE HARRIS HAIR COLOR SPEC
LANDMARK REALTORS
MAHOGANY HAIR REVOLUTION
SINAI CONSTRUCTION
SKIN COUTURE
498 S SAN VICENTE BLVD CRISPI & CRISPI

2006

488 S SAN VICENTE BLVD PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD HI CERAM DENTAL
JOANNE HARRIS HAIR COLOR SPEC
LANDMARK REALTORS
SINAI CONSTRUCTION
SKIN COUTURE
498 S SAN VICENTE BLVD CRISPI & CRISPI

2004

488 S SAN VICENTE BLVD PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD FIRST CHOICE
HI CERAM DENTAL
LANDMARK REALTORS
SINAI CONSTRUCTION
SKIN COUTURE
498 S SAN VICENTE BLVD CRISPI & CRISPI

2000

488 S SAN VICENTE BLVD TRAVELWAYS

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490 S SAN VICENTE BLVD EATIN' IN
FIRST CHOICE BUILDERS SUPPLY
GALAXY DOCUMENT SVC
JOANNE HARRIS HAIR & MAKE-UP
MOJO DIGITAL
ST CLAIR REAL ESTATE CONSLNTS
498 S SAN VICENTE BLVD CRISPI & CRISPI

1998

488 S SAN VICENTE BLVD TRAVELWAYS
490 S SAN VICENTE BLVD BEAUTY AIDS INC
CHRIS GHIATIS DESIGNS
DERMA VITAL
GMV ANTIQUES
HODIS, LILI
JOANNE HARRIS HAIR & MAKE-UP
KAYE, RONNIE
MARKS, ROBERT B
TROMBLEY, MARGOT
VALDES, ALAN R
498 S SAN VICENTE BLVD CRISPI & CRISPI

1994

488 S SAN VICENTE BLVD TRAVELWAYS
490 S SAN VICENTE BLVD HARLAND N GREEN A PRO CORP
HODIS, LILI
JOANNE HARRIS HAIR & MAKE UP
KAYE, RONNIE
MARKS, ROBERT B
SHUBS, CARL H PHD
ZUSMAN, STEPHAN S
498 S SAN VICENTE BLVD BRAVERMAN, HARRY A
CRISPI AND CRISPI

1990

488 S SAN VICENTE BLVD TRAVELWAYS
490 S SAN VICENTE BLVD HARLAND N GREEN A PRO CORP
HODIS, LILI
JOANNE HARRIS HAIR & MAKE UP
KAYE, RONNIE
MARKS, ROBERT B
SHUBS, CARL H PHD
ZUSMAN, STEPHAN S
498 S SAN VICENTE BLVD CRISPI AND CRISPI
SYSTEMS AND GRAPHICS

1985

488 S SAN VICENTE BLVD No Listings
490 S SAN VICENTE BLVD MARKHAM MEDICAL INTERNATIONAL
NATURAL Y SURGICAL SPECIALTIES
498 S SAN VICENTE BLVD CRISPI AND CRISPI
SYSTEMS AND GRAPHICS

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1980

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	No Listings
498 S SAN VICENTE BLVD	No Listings

1976

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS GREEK RADIO HOUR ODYSSEY TRAVEL
498 S SAN VICENTE BLVD	HIGHLAND MORTGAGE

1971

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS GREEK RADIO HOUR ODYSSEY TRAVEL
498 S SAN VICENTE BLVD	HIGHLAND MORTGAGE

1966

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS DENTAL PROSTHETIC
498 S SAN VICENTE BLVD	No Listings

1961

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS DENTAL PROSTHETIC
498 S SAN VICENTE BLVD	No Listings

1956

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	No Listings
498 S SAN VICENTE BLVD	No Listings

1954

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	No Listings
498 S SAN VICENTE BLVD	No Listings

• **Data Gap and Data Failure**

According to ASTM E1527-13, data gaps occur when the Environmental Professional is unable to obtain information required, despite good faith efforts to gather such information. Data failure is one type of data gap. According to ASTM E1527-13 “data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met”. Pursuant to ASTM Standards, historical sources are required to document property use back to the property’s first developed use or back to 1940, whichever is earlier. However, pursuant to ASTM #1527-13, Section 8.3.2.1, if the specific use of the property appears unchanged over a period longer than five years, then it is not

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required by this practice to research the use during that period.

4.2 GOVERNMENT AGENCY / FIRE DEPARTMENT

WEECO investigator contacted the Los Angeles City Fire Departments Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/ underground storage tanks used or stored at the subject site. No records were found for the subject site. See Attachment (C).

WEECO investigator contacted the Los Angeles City Fire Departments Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Attachment (D).

WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject sites.

WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject sites.

The subject sites were not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board's sponsored website.

4.3 SANBORN FIRE INSURANCE MAP REVIEW

Fire insurance maps are large-scale maps that depict the commercial, industrial and residential sections of approximately twelve thousand cities and towns in the United States of America.

These specialized maps were first prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Information relied upon in place of personal examinations of property.

Fire insurance maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of Avenues, property boundaries and house and block numbers.

The primary benefit of reviewing fire insurance maps is to analyze historical land use of subject property and its immediate area. In this review, special emphasis is given to the existence and

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location of fuel storage tanks, flammable or other potentially hazardous substances, as well as the nature of businesses located on site.

No fire insurance maps are available for the area surrounding the subject site. See Attachment (F).

4.4 HISTORICAL MAP REVIEW

A historical map review was conducted to better understand the historical use of the subject site.

Historical Map Review:

Map Date:	Description:
2005	Same as current site
2004	Same as 2005 aerial photo map
2003	Same as 2004 aerial photo map
1994	Same as 2003 aerial photo map
1989	Same as 1994 aerial photo map
1980	Same as 1989 aerial photo map
1972	Same as 1980 aerial photo map
1964	Same as 1972 aerial photo map
1952	Same as 1964 aerial photo map
1948	Only one building on site & vacant land
1947	Same as 1948 aerial photo map

FEDERAL, STATE AND REGIONAL RECORDS SEARCH

- ◆ WEECO contracted BBL to research the following databases:

5.1 FEDERAL SOURCES

◆ NPL – National Priority List	no sites	within 1 mile radius
◆ CERCLIS – Comprehensive Environmental Response, Compensation & Liability Information System	no sites	within ½ mile radius
◆ NFRAP	no sites	within ½ mile radius
◆ Federal Facilities	no sites	within ½ mile radius
◆ Emergency Response Notification System	1 site	within ¼ mile radius
◆ Hazardous Material Incident Report System	no sites	subject
◆ Targeted Brownfields Assessments	no sites	within ½ mile radius
◆ Site Enforcement Tracking System	2 sites	within ½ mile radius
◆ Enforcement-Docket	no sites	within ¼ mile radius
◆ C-Docket	no sites	within ¼ mile radius
◆ Integrated Compliance Information System	no sites	within ½ mile radius
◆ CORRACTS	no sites	within 1 mile radius
◆ RCRA – TSD Facilities	no sites	within ½ mile radius
◆ Clandestine Drug Laboratories	no sites	within ½ mile radius
◆ Indian LUST/VCP/UST	no sites	within ½ mile radius
◆ Federal Enforcement Dockets	no sites	within ¼ mile radius

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5.2 CALIFORNIA STATE SOURCES

◆ State Response Sites - Federal Lead	no sites	within 1 mile radius
◆ State Response Sites	no sites	within ½ mile radius
◆ Voluntary Cleanup Program	no sites	within ½ mile radius
◆ Properties Needing Further Evaluation	no sites	within ½ mile radius
◆ Military Evaluation Sites	no sites	within ½ mile radius
◆ Expedited Remedial Action	no sites	within ½ mile radius
◆ Border Zone Properties	no sites	within ½ mile radius
◆ School Property Evaluation Program	no sites	within ¼ mile radius
◆ SMBRPD Land Use Restrictions	no sites	within ½ mile radius
◆ HWMP Deed/Land Use Restrictions	no sites	within ½ mile radius
◆ Corrective Action	no sites	within ½ mile radius
◆ Historical Sites	no sites	within ½ mile radius
◆ CALSITES-No Further Action	1 site	within ¼ mile radius
◆ CORTESE	no sites	within ½ mile radius
◆ LUST – Leaking Underground Storage Tanks	9 sites	within ½ mile radius
◆ Solid Waste Information System	1 site	within 1 mile radius
◆ Well Investigation Program	no sites	within 1 mile radius
◆ Drinking Water Program	no sites	within ½ mile radius

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5.3 REGIONAL SOURCES

◆ Toxic Releases	2 sites	within ½ mile radius
◆ Land Disposal Site	no sites	within ½ mile radius
◆ Toxic Pits	no sites	within 1 mile radius
◆ Solid Waste Assessment Test – Regional	1 site	within 1 mile radius

5.4 OPERATING PERMITS

◆ RCRA Generators	7 sites	within ¼ mile radius
◆ SARA Title III, section (TRIS)	no sites	within ¼ mile radius
◆ Nuclear Regulatory Commission Licensees	no sites	within ¼ mile radius
◆ PCB Waste Handlers Database	no sites	within ¼ mile radius
◆ Permit Compliance System (PCS)	no sites	within ¼ mile radius
◆ AIRS Facility System (AFS)	no sites	within ¼ mile radius
◆ Section Seven Tracking System	no sites	within ¼ mile radius
◆ FIFRA/TSCA tracking System	no sites	within ¼ mile radius
◆ Federal Facilities Information System (FFIS)	no sites	within ¼ mile radius
◆ Chemicals in Commerce Information System	no sites	within ¼ mile radius
◆ FINDS EPA Facility Index System	no sites	within ¼ mile radius
◆ Hazardous Waste Information System	61 sites	within ¼ mile radius
◆ Underground Storage Tanks	9 sites	within ¼ mile radius

5.5 VAPOR ENCROACHMENT SCREENING

ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions (VES) was used as guidance for conducting a VES for the Subject Property. The purpose of the screening is to determine whether a Vapor Encroachment Condition (VEC) exists from chemicals of concern (COC) that may migrate as vapors onto a property as a result of contaminated soil and groundwater on or near the Subject Property. This standard replaces E 2600-08 published in March of 2008.

The newly revised standard focuses solely on screening for the likelihood of migrating vapors volatilized from a contaminated source the encroach upon the subsurface of a property involved in a real estate transaction and create a vapor encroachment condition (VEC). Two tiers for screening are included in the practice. The first tier is based upon the existence of known or suspect contaminated sites in the area. The second tier is more comprehensive and investigates specific characteristics associated with the contaminated plumes from these sites, or if no plume information is available, relies on sampling. If the likelihood exists for vapors to reach the subsurface of the property, further investigation that is beyond the scope of this practice would be necessary to determine if vapor intrusion is occurring into any buildings on the property. Of particular note in the standard is the completely revised Legal Appendix that discusses the relationship between this standard and the E 1527-13 Phase I ESA standard. In simple terms, the E 1527-13 standard (which complies with AAI) includes in its REC definition the Environmental Professional's (EP's) need to consider hazardous substances and petroleum products on the target property or migrating to the target provides a methodology for the EP to accomplish this for vapors. If vapors can reach the target property (thereby creating a VEP), the EP conducting the E 1527-13 Phase I would then have to decide whether or not the VEC constitutes an REC. This would be analogous to the EP finding in the Phase I investigation the potential for a contaminated groundwater plume to reach the target property. The EP would then have to determine if this situation is a REC.

The purpose of this practice is to define good commercial and customary practice in the United States of America for determining if a vapor encroachment condition (VEC) on a property parcel involved in a real estate transaction with respect to chemicals of concern (COC) that may migrate as vapors into existing or planned structures on a property due to contaminated soil and groundwater on the property or within close proximity to the property. For the purpose of this Report, this practice is used as a voluntary supplement to Practice E 1527 and does not alter or in any way define the scope of that practice. In addition, performance of this standard is not a requirement of and does not constitute, expand, or in any way define "all appropriate inquiry" as defined or approved by U.S. EPA under CERCLA and the regulations thereunder, including 40 CFR Sec. 312.11.

In defining a standard of good commercial and customary practice for determining a VEC on a parcel of property, the goal of the process established by this practice is to identify whether or not a VEC exists or is likely to exist on the property. The term VEC means the presence or likely presence of any COC in the indoor air environment of existing or planned structures on a

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property caused by the release of vapor from contaminated soil or groundwater either on the property or within close proximity to the property, at a concentration that presents or may present an unacceptable health risk to occupants. The term is not intended to include de minimis conditions that do not normally represent an unacceptable health risk to occupants that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be de minimis does not represent a VEC. The screening involves a two tiered approach to assessing VEC risk as described below.

VES TIER I - SEARCH DISTANCE TEST/CHEMICALS OF CONCERN TEST

The search distance test involves a review of the regulatory database report (see Section 5) and available historical records to make a determination if any *known or suspect potentially contaminated* properties exist within the Area of Concern (AOC). High risk sites are typically current and former gas stations, former and current dry cleaners, manufactured gas plants, and industrial sites. The AOC is defined as any up gradient sites within the ASTM Practice E1527-13 standard search distances and any cross or down gradient sites within 1/3 mile for solvents and petroleum products.

If the contamination at the known or potentially contaminated site within the AOC consists of COCs, then a potential Vapor Encroachment Condition (pVEC) exists and Tier II screening is recommended. If no known or potentially contaminated sites with COCs exist within the AOC, no further inquiry is necessary.

No release sites were identified in the BBL Radius Map Report (see Section 5) within the AOC that are considered to pose a pVEC at the Subject Property based on the Tier I evaluation.

VES TIER II - PLUME TEST

The Plume Test assesses whether or not a plume is close enough to the property to result in a VEC.

1. Critical Distance Determination - Determine distance from property to edge of plume in any direction (vertical, horizontal, lateral).
2. A VEC exists if there is a plume of VOCs, semi-volatile organic compounds (SVOCs), Volatile Inorganic Compounds (VICs), or free petroleum product have accumulated above a water table within 100 feet of the Subject Property or if a plume of dissolved volatile petroleum hydrocarbons is present within 30 feet of the property.

The sites were manually mapped to determine the location of the Subject Property and any potential plumes of contamination relative to the Subject Property and groundwater gradient. In addition, the case information for each site was reviewed.

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5.6 GOVERNMENT RECORDS

Nineteen (19) environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. The neighborhood sites up to 1.00-mile distance have been investigated by government agencies to determine if any hazardous chemical spills occurred in the past. Please refer to Table (2) and Attachment (E) for further details.

Attachment (E) includes the findings of the hazardous material contaminated sites from the state and federal government file searches. Table (2) shows the list of environmental concerns within a 1 mile radius and these environmental concerns are shown on the map in Figure (3). As shown in Figure (3), there are a number of hazardous sites within a 1 mile radius of the subject site.

Due to the former or/and current businesses, the subject site is listed as having one (1) operating permit in the list of 51 government databases reviewed in this report.

- HWIS - Hazardous Waste Information System

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Site: DON NELSON
Address: 488 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAC002574396

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
Asbestos containing waste ton 2.52

◆ NPL - National Priority List

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

◆ CERCLIS - Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

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Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA. Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup. The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

No listings within ½ mile radius of the subject site.

◆ **NFRAP - No Further Remedial Action Planned sites (CERCLIS)**

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listings within ½ mile radius of the subject site.

◆ **LUST - Leaking Underground Storage Tanks – California State**

The Leaking Underground Storage Tank (LUST) database is maintained by the Water Resources Control Board and their regional branches, and tracks sites contaminated by releases from underground storage tanks pursuant to Section 25295 of the Health and Safety Code.

Eleven (11) Leaking Underground Storage Tank (LUST) Sites were identified within a ½ mile of the subject property. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Figure (3) and Attachment (E).

- 1) Site: UNOCAL #3664

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- Address: 8536 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 46 - about .2 mile SW of the subject
Status: CLSD - Case Closed
- 2) Site: VACANT LAND
Address: 8600 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 50 - about .2 mile SW of the subject
Status: CLSD - Case Closed
- 3) Site: MOBIL #18-GWX (FORMER #11-GWX)
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: CLSD - Case Closed
- 4) Site: WILSHIRE SAN VICENTE PLAZA
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about .2 mile S of the subject
Status: CLSD - Case Closed
- 5) Site: FIFTY-FIVE CAL CORP CONST SITE
Address: 100 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 64 - about .3 mile N of the subject
Status: CLSD - Case Closed
- 6) Site: PICASSO AUTO BODY
Address: 8355 W 3RD ST
City: LOS ANGELES
Map Loc: 76 - about .3 mile NE of the subject
Status: REM - Remedial Action
- 7) Site: BUG CITY/STUDIO EXPRESS
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .3 mile N of the subject
Status: CLSD - Case Closed
- 8) Site: MERRY GO ROUND DRY CLEANERS
Address: 8550 W 3RD ST
City: LOS ANGELES
Map Loc: 96 - about .3 mile NW of the subject
Status: REM - Remedial Action
- 9) Site: MOBIL #18-LN8 (FORMER 11-LN8)
Address: 8489 BEVERLY BLVD
City: LOS ANGELES
Map Loc: 98 - about .4 mile N of the subject
Status: REM - Remedial Action

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- 10) Site: JUST TIRES
Address: 8425 BEVERLY BLVD
City: LOS ANGELES
Map Loc: 99 - about .5 mile N of the subject
Status: CLSD - Case Closed
- 11) Site: 8767 WILSHIRE BLVD LP
Address: 8767 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 100 - about .5 mile W of the subject
Status: CLSD - Case Closed

- **FEDFAC-Federal Facilities**

As part of the CERCLA program, federal facilities with known or suspected environmental problem, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court Order.

- **ERNS-Emergency Response Notification System**

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103, the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972 (CWA) section 311 (b) (3); and the Hazardous Material Transportation Act 1974 (HMTA section 1808) (b).

- **HMIRS-Hazardous Material Incident Report System**

The Hazardous Material Incident Report System (HMIRS) of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

- **TBA-Targeted Brownfields Assessments**

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under

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Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law

- **SETS-Site Enforcement Tracking System**

When Expanding Superfund Monies at a CERCLA site, EPA must conduct a search to identify parties with potential financial responsibility for Remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

- **DO-Enforcement Docket System/Consent Decree Tracking System**

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

- **CD-Criminal Docket System (C-Docket)**

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

- **ICIS-Integrated Compliance Information System (ICIS)**

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

- **RCRA Violators List (CORRACTS)**

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violators, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS). If enforcement is required, it is typically delegated to a state agency.

- **Resource Conservation and Recovery Information System–Treatment, Storage & Disposal (RCRA-D)**

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal

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Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

- **CDL-Clandestine Drug Laboratories**

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

- **INDN-Indian Reservation LUST/VCP/UST**

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

- **FD-Federal Enforcement Dockets**

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA.

- **FL-State Response Sites - Federal Lead**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

- **SR-State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk. The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

- **VCP-Voluntary Cleanup Program**

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

- **FE-Properties Needing Further Evaluation**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process.

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- **ME-Military Evaluation Sites**

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

- **EP-Expedited Remedial Action Program**

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

- **BZ-Border Zone Properties**

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

- **SCH-School Property Evaluation Program Properties**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the Calsites category depending on the level of threat to public health, safety or the environment they pose.

- **LUR-Brownfields Reuse Program Facility Sites with Land Use Restrictions**

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

- **DR-Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction**

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

- **CA-Hazardous Waste sites - Permitted and Corrective Action**

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

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- **HIS-Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD) contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

- **CALSITES-No Further Action**

This section includes the sites on the CALSITE list which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health & Safety Code.

- **CORTESE-State of California Office of Planning and Research**

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and research and lists potential and confirmed hazardous waste or substances sites.

- **SWIS-Solid Waste Information System**

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. active solid waste disposal sites, inactive or closed waste disposal sites and transfer facilities.

- **WIP-Well Investigation Program**

The Well Investigation Program (AB 1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs.

- **WQ-Drinking Water Program**

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirement. In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

- **NT-Toxic Releases**

The California Regional Water Quality Control Boards or local Department of Health Service keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

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- **TPC-Toxic Pits**

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually; in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046). Special exemption provisions have created for surface impoundment receives mining wastes.

- **SWAT-Solid Waste Assessment Test-Regional**

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has been discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test report on staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District/Air Pollution Control District.

CONCLUSIONS AND RECOMMENDATIONS

In conclusion, WEECO has used generally accepted practices to identify information available on the subject property relating to prior and current environmental concerns. It is our opinion that the site reconnaissance performed, and the information reviewed and cited in this report, indicate the following:

- ◆ The subject property located at 488 & 490-498 S. San Vicente Boulevard, in the City of Los Angeles, is legally described by the assessor's parcel numbers: 5510-005-033 and 5510-005-034. According to the Los Angeles County, Office of the Assessor, the subject property is approximately a 14,472 square-foot lot, and has been developed with two (2) commercial buildings approximately 5,824 square-feet and 1,614 square-feet in size. The subject buildings were first constructed in 1951 and 1949 respectively. From the visual inspection, the subject site is composed of two (2) single-story commercial office buildings used for a physical therapy office and various retail stores. Concrete-paved and asphalt-paved parking areas were observed east of the subject buildings. Currently, the subject site is occupied by a physical therapy office and other various retail stores. See Section 3 and Attachment (G).

- ◆ BBL's Historical Tenant Report was reviewed which identifies the tenants (be it the owner or lessee) of the subject site over the last 50 years. Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 and forward. Based on the Historical Tenant Report, from 1954 to 1956, the subject site had no listings. From 1961 to 1966, the subject site was listed as having "Beauty Aids, and Dental Prosthetics". From 1971 to 1976, the subject site was listed as having "Beauty Aids, Greek Radio Hour, Odyssey Travel, and Highland Mortgage". In 1980, the subject site had no listings. In 1985, the subject site was listed as having "Markham Medical International, Naturally Surgical Specialties, Crispi & Crispi, and Systems & Graphics. In 1990, the subject site was listed as having "Travelways, Harland N. Green A Pro Corp., Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, Marks Robert B., Shubs, Carl H. PhD, Zusman Stephan S., Crispi & Crispi, and Systems & Graphics. In 1994, the subject site was listed as having "Travelways, Harland N. Green A Pro Corp., Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, Marks Robert B., Shubs, Carl H. PhD, Zusman Stephan S., Braverman Harry A., and Crispi & Crispi. In 1998, the subject site was listed as having "Travelways, Beauty Aids Inc., Chris Ghiatis Designs, Derma Vital, GMV Antiques, Hodis Lili, Joanne Harris Hair & Make-up, Kaye Ronnie, "Marks Robert B., Trombley Margot, Valdes Alan R., and Crispi & Crispi". In 2000, the subject site was listed as having Travelways, Eatin' In, First Choice Builders Supply, Galaxy Document Service, Joanne Harris Hair & Make-up, Mojo Digital, St. Claire Real Estate Consultants, and Crispi & Crispi". In 2004, the subject site was listed as having "PRO Physical Therapy, First Choice, Hiceram Dental, Landmark Realtors, Sinai Construction, Skin Couture, and Crispi & Crispi". In 2006, the subject site was listed as having "PRO Physical Therapy, Hiceram Dental, Joanne Harris Hair Color Specialist, Landmark Realtors, Sinai Construction, Skin Couture, and Crispi & Crispi". From

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2008 to 2010, the subject site was listed as having “PRO Physical Therapy, Hiceram Dental Laboratories, Joanne Harris Hair Color Specialist, Landmark Realtors, Mahogany Hair Revolution, Sinai Construction, Skin Couture, and Crispi & Crispi”. In 2012, the subject site was listed as having “Iwanaga, Karen, Hiceram Dental Laboratories, Joanne Harris Hair Color Specialist, Landmark Realtors, Mahogany Hair Revolution, Skin Couture, Wedding Chapel Los Angeles, A Custom Electric, and Crispi & Crispi”. In 2013, the subject site was listed as having “PRO Physical Therapy, Hiceram Dental Laboratories, Home for All Inc., Landmark Realtors, Skin Couture, Wedding Chapel Los Angeles, and Crispi & Crispi”. No listings that have not already been discussed were found that would suggest any environmental threat to the subsurface of the subject site. See Section 4 and Attachment (B).

- ◆ From the visual inspection, WEECO investigator observed no hazardous materials being used or stored at the subject site. No 55-gallon industrial drums were observed at the subject site. No 5-gallon buckets were observed at the subject site. Two (2) trash-bins were located near the northeast corner of the subject site, and did not contain any hazardous materials or waste. See Section 3 and Attachment (G).
- ◆ From the visual inspection, WEECO investigator did not observed any aboveground storage tanks (ASTs) at the subject site. Also, no evidence of concrete scaring, fill pipes, or vent pipes that indicate the past or present existence of underground storage tanks (UST) were detected at the subject property.
- ◆ WEECO investigator contacted the Los Angeles City Fire Departments Hazardous Materials Division to review any records pertaining to hazardous materials and aboveground/underground storage tanks used or stored at the subject site. No records were found for the subject site. See Section 4 and Attachment (C).
- ◆ WEECO investigator contacted the Los Angeles City Fire Departments Underground Tank Unit to review any records pertaining to aboveground/underground storage tanks at the subject site. The results are currently pending; however, based on over 30 years of experience in environmental services, the pending results are not likely to change any recommendations made in this Phase I Environmental Site Assessment report. See Section 4 and Attachment (D).
- ◆ WEECO investigator researched data from the South Coast AQMD Database to review any records regarding Hazardous Waste/Materials and violations for the subject property. No records were found for the subject sites.
- ◆ WEECO investigator contacted the Department of Toxic Substances Control, EnviroStor website to review any records pertaining to hazardous materials used or stored at the subject site and to review any records pertaining to aboveground/underground storage tanks at the subject site. No records were found for the subject sites.

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- ◆ The subject sites were not listed as a LUST (Leaking Underground Storage Tank) site on the Geotracker – California State Water Resources Control Board’s sponsored website.
- ◆ Based on WEECO’s review of the historical and current usage of the Subject Property as well as our review of the Federal, State, and Regional databases discussed in Section 5.5 for onsite and adjacent properties of potential concern for vapor encroachment, no pVEC (potential Vapor Encroachment Condition) was identified in connection with the Property, and it is WEECO’s professional opinion that a VEC is not suspected of having encroached into the Subject Property.
- ◆ Due to the former or/and current businesses, the subject site is listed as having one (1) operating permit in the list of 51 government databases reviewed in this report.
- ◆ **Nineteen (19)** environmental concerns are listed in the government databases, which are located within a ½ mile radius from the subject site. Among these nineteen environmental concerns, **eleven (11) Leaking Underground Storage Tank (LUST) Sites** are identified within ½ mile of the subject property as discussed in Section 5.6. However, because of the distance from the subject site, the nearby leaking site could not have adversely impacted subsurface soil and/or groundwater at the subject site. If indeed, soil and/or groundwater at the subject site have been adversely impacted, the ultimate responsible party of remediation costs will be the LUST site. See Attachment (E).
- ◆ The following describes the potential environmental conditions (PECs) that have been identified in WEECO’s Phase I Environmental Site Assessment for the subject site. WEECO classifies a concern as a potential environmental condition (PEC) when the possible presence of any hazardous substances or petroleum products on a property under conditions that indicate the possibility of an existing release, a past release, or the threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water or surface water of the property.

CONDITION #1	SECTION #	COMMENTS
Asbestos Containing Materials (ACM)	3.8	Asbestos Containing Materials (ACM) may be present at the subject site.
<p>Action Recommended: No immediate action recommended. Commercial use of ACM and lead-based paint as a building material was banned by the federal government in 1978. WEECO did not contract to conduct asbestos, lead-based paint inspection at the subject site. Since two of the subject buildings were built prior to 1978, asbestos containing materials and lead based paint may be present. Prior to renovation or demolition work which would disturb any potential asbestos containing materials or potential lead paint, they should be sampled by a California Certified Asbestos Consultant and lead paint consultant, who may also assist with proper removal of any materials found to contain asbestos or lead paint. Such materials must be removed by a properly licensed asbestos and/or lead paint abatement contractor. And oversight and monitoring of the work must be performed by a California Certified Asbestos/Lead consultant.</p>		

- ◆ WEECO has performed a Phase I Environmental Site Assessment in conformance with the

Phase I Environmental Site Assessment
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048

scope and limitations of ASTM Practice E 1527-13 of 488 & 490-498 S. San Vicente Boulevard, Los Angeles, California, the subject property. This assessment has revealed no evidence of any recognized environmental conditions (RECs) or potential environmental conditions (PECs) in connection with the subject property except for the item listed above. Therefore, WEECO concludes that the risk of contamination at the site is so minimal that no further investigation is warranted at this time.

DISCLAIMER

This report has been specifically prepared for **Pacific City Bank** with application to a Phase I Environmental Assessment for the property at **488 & 490-498 S. San Vicente Boulevard, Los Angeles, California**. This report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, in this or similar localities. No other warranty, either expressed or implied, is made as to the opinions presented herein. WEECO agrees to hold the information contained in this report or any portion thereof, confidential. WEECO will consent to the release of this report to third parties at the discretion of the Client. Any use of or reliance upon this information by a party other than the Client shall be solely at the risk of such third party and without legal recourse against WEECO, its affiliates, associates, employees, officers, or directors, regardless of whether the action in which recovery of the damage is sought is based upon contract, tort (including the sole, concurrent or other negligence and strict liability of WEECO), statute or otherwise. This report shall not be used or relied upon by a party, which does not agree to be bound by the statement above.

This assessment focused on potential sources of hazardous substances and petroleum hydrocarbons that could be considered a liability due to their possible presence in significant concentrations (e.g. above acceptable limits set by federal or state agencies) or due to the potential for contaminant migration through exposure pathways (e.g. groundwater). Hazardous substances naturally occurring in plants, soils and rock (e.g. trace metals, radon, or naturally occurring asbestos) are not typically considered in these investigations.

Sampling and laboratory analysis were not performed as part of this investigation; samples were not collected from soil, water, air building materials, or other media. Positive identification of hazardous substances can only be accomplished through sampling and appropriate laboratory analysis.

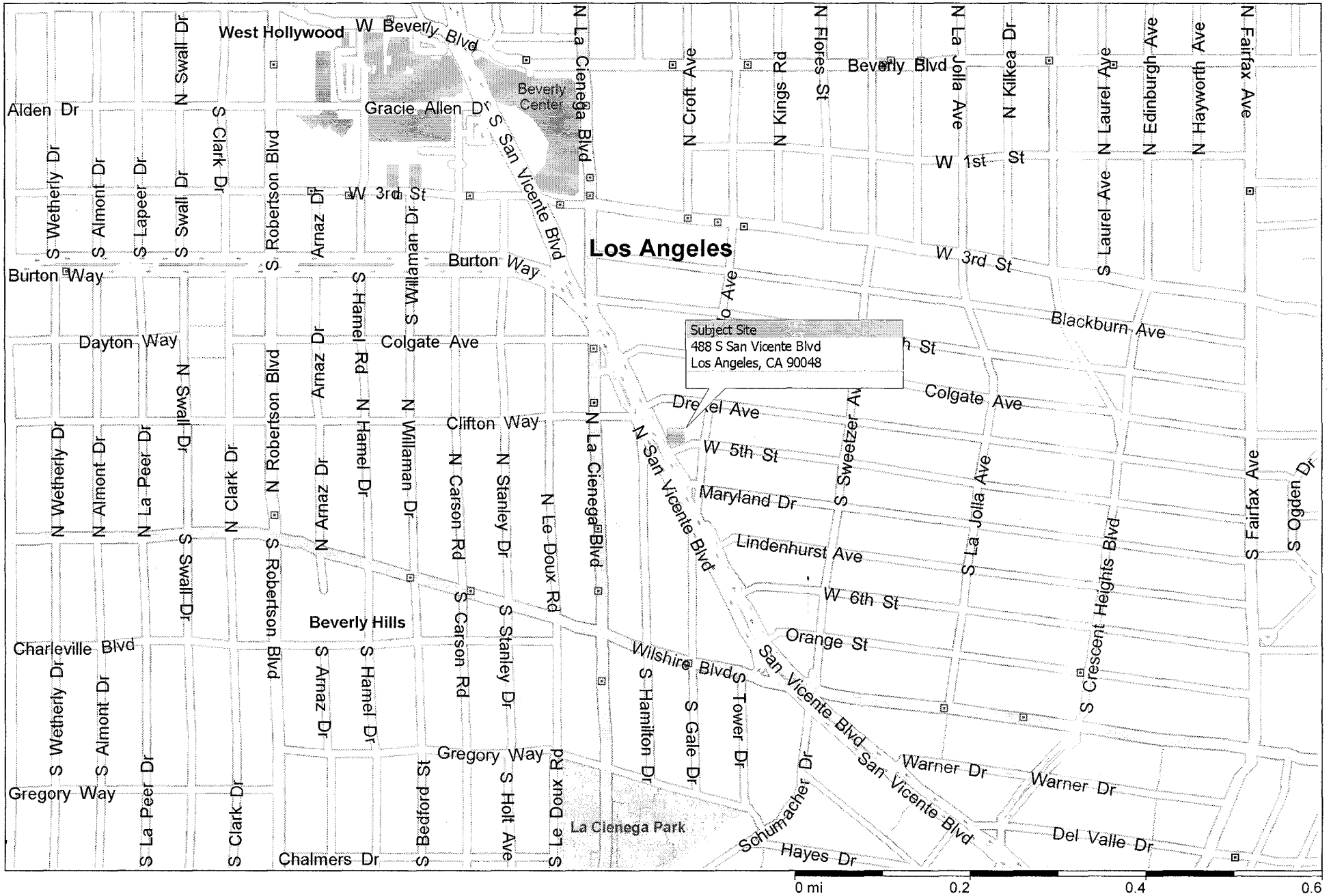
It is possible that additional information exists beyond the scope of this investigation. Changes in site use and conditions may occur due to variations in rainfall, temperature, water usage, economic and/or other factors. Additional information, which was not available to the consultant at the time this investigation was conducted or changes, which may occur on the site, may result in a modification to the summary and recommendations presented. This report is not a legal opinion.

Any drawing or map appearing in this report or any statement dimensions, capacities, quantities or distances are approximate and are included to assist the reader in visualizing the property. Information, estimates and opinions furnished by WEECO and contained in this report were furnished from sources considered reliable and believed to be true and correct.

FIGURE (1)

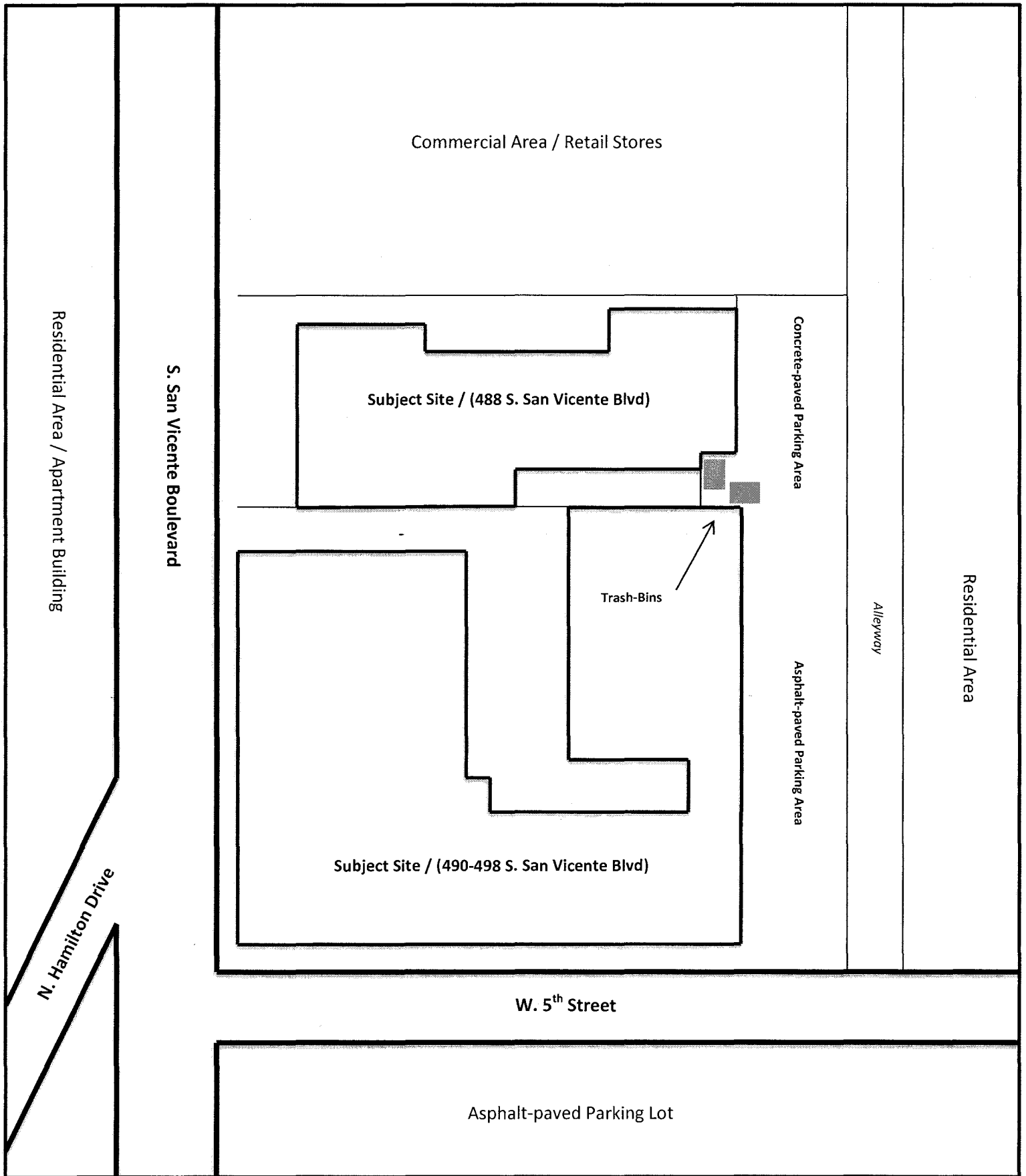
SITE LOCATION MAP

Figure (1) Subject Site Location Map



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FIGURE (2)
SITE PLOT PLAN



Subject Site: 488 & 490-498 S. San Vicente Boulevard
 Los Angeles, CA 90048

NOT TO SCALE

Figure (2) Subject Site Plot Plan

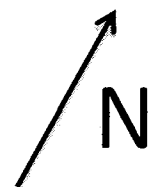
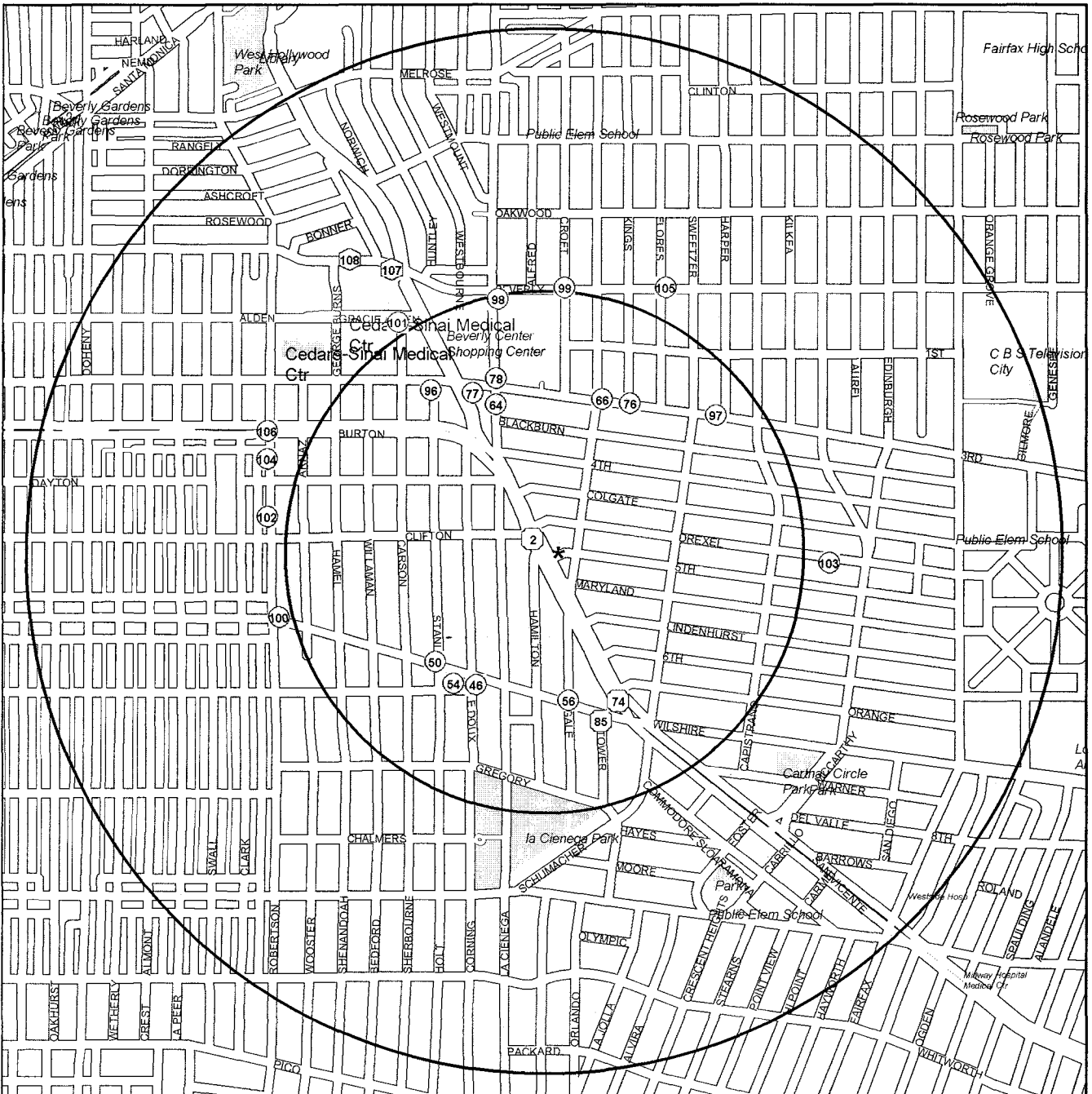







FIGURE (3)

ENVIRONMENTAL CONCERNS WITHIN 1.0 MILE RADIUS
(MAP)

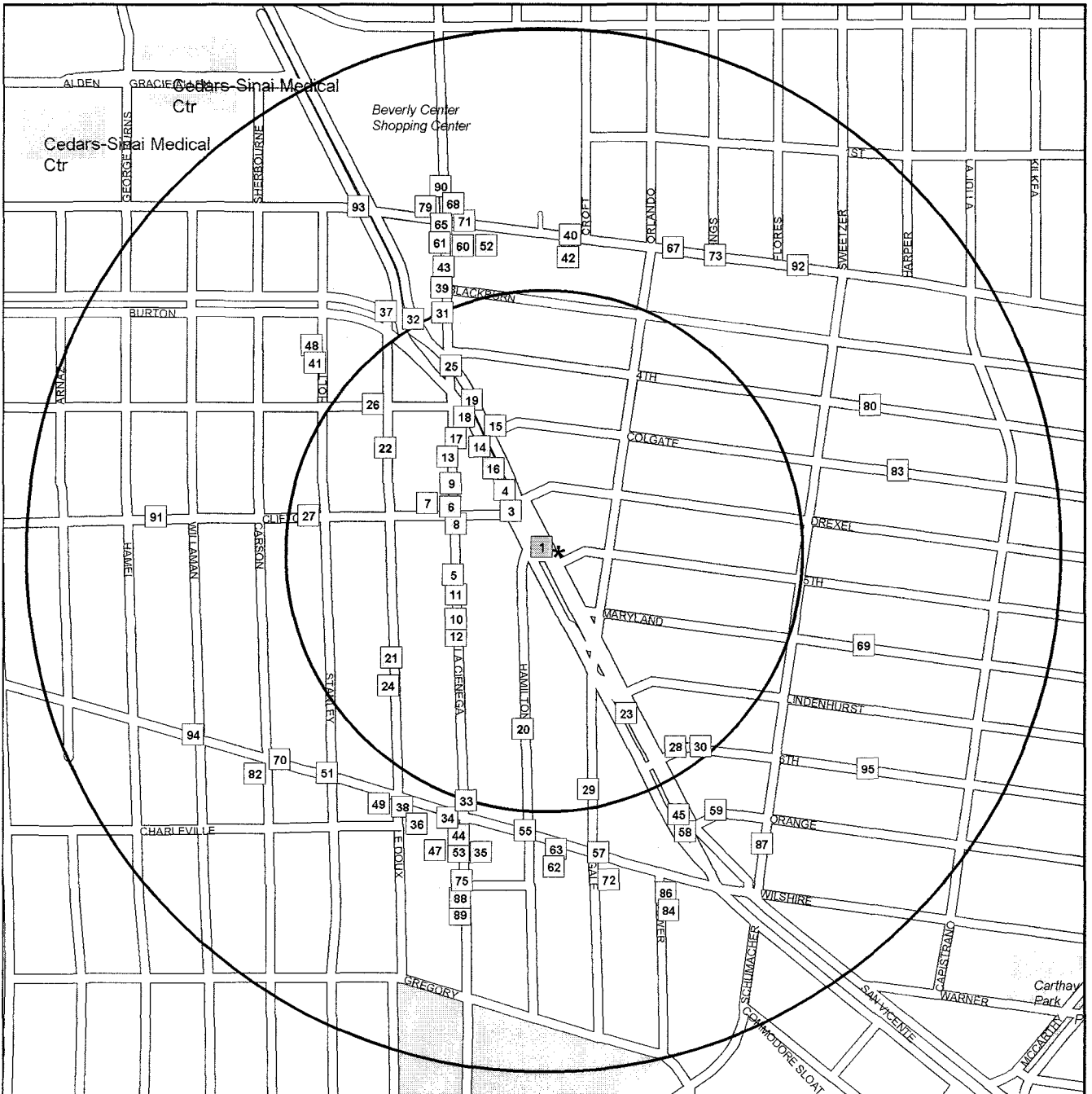


odd street numbers to the NW
 1.8 inch to 1/2 mile (the circles do not include any buffer zone)








-  ENVIRONMENTAL CONCERNS - HIGH PRIORITY
-  ENVIRONMENTAL CONCERNS
-  ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'
-  OPERATING PERMITS ONLY
-  WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH KNOWN ENVIRONMENTAL CONCERNS IN THE VICINITY AT 488 & 490-498 S SAN VICENTE BLVD, LOS ANGELES



odd street numbers to the NW
 3.6 inch to 1/2 mile (the circles do not include any buffer zone)



-  ENVIRONMENTAL CONCERNS - HIGH PRIORITY
-  ENVIRONMENTAL CONCERNS
-  ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'
-  OPERATING PERMITS ONLY
-  WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH OPERATING PERMITS ONLY WITHIN HALF A MILE AT 488 & 490-498 S SAN VICENTE BLVD, LOS ANGELES

1.	DON NELSON	93.	CEDAR SINAI
2.	COMMERCE SWAMP PRODUCTS CO., I	94.	CITY COLOR
3.	BEVERLY HILLS BODY SHOP	95.	DAVID SEDGHI
4.	THE 310 SURGICAL CENTER	96.	MERRY GO ROUND DRY CLEANERS
5.	LAWRY'S RESTAURANT	97.	CARL M. BUCK BUILDING CO.
6.	LA CIENEGA TENNIS CENTER	98.	MOBIL #18-LN8 (FORMER 11-LN8)
7.	HOTEL NIKKO ST	99.	JUST TIRES
8.	HOTEL NIKKO AT BEVERLY HILLS	100.	8767 WILSHIRE BLVD LP
9.	AMD INVESTMENTS	101.	CEDAR SINAI MEDICAL CENTER
10.	1X THE STINKING ROSE	102.	BEVERLY HILLS PLATING WORKS
11.	LAWRYS RESTAURANTS	103.	WESTERN STAR COLOR AND CHEMICA
12.	DR JONATHAN M ENGEL DDS INC	104.	CHELINI
13.	LA CIENEGA REALTY ASSOC.	105.	IO PRODUCTIONS
14.	DR. FRISCH, DR. BOBES	106.	ARCO S.S. 1278
15.	CEDARS SINAI MED CENTER	107.	WEST HOLLYWOOD DUMP
16.	CEDARS SINAI MEDICAL CENTER	108.	SAN VICENTE & BEVERLY
17.	BEST QUALITY CLEANERS		
18.	VAL V GONZALEZ DMD		
19.	GOLD PHOTO	UNKNOWN LOCATIONS	
20.	RAY CARRIERE	ICTF RAIL YARD	
21.	JASON LIE		
22.	RENE CHABA		
23.	REHABILITATION CENTRE OF BEVER		
24.	MARINA BRICK		
25.	US PRINTING		
26.	PRIME PACIFIC INVESTMENT CORP		
27.	JOHN LAM		
28.	TOM GREEN		
29.	HOME OWNERS ASSOCIATION		
30.	MARY LEOPOLD		
31.	CRM PROP INC		
32.	CA OIL PUMPING INC		
33.	MEN AT WORK		
34.	DAVID ANSON DDS		
35.	L. FLYNT, LTD 8484		
36.	DAVID CAMPANELLI, D.C.		
37.	MILLER DM INC		
38.	MIDAS INTERNATIONAL CORP		
39.	MOBIL OIL STN. #17322		
40.	DIRECTORS GUILD		
41.	STEIN PROPERTIES		
42.	ELLIS BMW MERCEDES SPECIALIST		
43.	PARTY PAPER LIFE		
44.	NORTH MOTOR WORKS		
45.	CANNON GROUP INC		
46.	UNOCAL #3664		
47.	JK HOLDING LP		
48.	OSTROW COMPANY INC		
49.	THE FINE ARTS THEATER		
50.	VACANT LAND		
51.	CARLYLE GALAXY WISHIRE LP		
52.	LA MIRAGE CLEANERS		
53.	CHEVRON USA, STATION #3691		
54.	MOBIL #18-GWX (FORMER #11-GWX)		
55.	CHARLES SADLER MD PC		
56.	WILSHIRE SAN VICENTE PLAZA		
57.	DOUGLAS EMMETT LLC		
58.	KARL STORZ ENDOSCOPY AMERICA		
59.	KUBLICKI PADEUSZ		
60.	LA THIRD INVESTMENT		
61.	RESOURCE COLLECTION INC		
62.	CITY NATIONAL BANK		
63.	BEVERLY HILLS PORSCHE		
64.	FIFTY-FIVE CAL CORP CONST SITE		
65.	FIRST INTERSTATE BANK		
66.	WARDROBE CLEANERS		
67.	SYDNEY PRESSERG		
68.	SOUTH MARK PACIFIC		
69.	6521 MARYLAND LLC		
70.	WILSHIRE HILL CLNRS		
71.	BEVCON I LLC		
72.	INTERCITY EQUITIES		
73.	MB PICASSO BODY SHOP		
74.	ROYALTY SERVICE CORP., LTD.		
75.	FUNCTIONAL RESTORATION MEDICAL		
76.	PICASSO AUTO BODY		
77.	UNK		
78.	BUG CITY/STUDIO EXPRESS		
79.	GRAND LUX/ADLIN CONSTRUCTION I		
80.	MARIAM PEITZER		
82.	ADVANCED M R I OF BEVERLY HILL		
83.	RON FRANK		
84.	BEVERLY WILSHIRE CLEANERS		
85.	KARE INC		
86.	MANDARIN WILSHIRE		
87.	CHEZ MOI HOA		
88.	JACK PARIS DDS		
89.	AL D KORNBLATT DDS		
90.	FOX PHOTO INC		
91.	ASAF GLIZER		
92.	ROBERT ISHIBASNI		

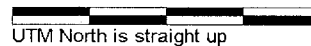
INDEX OF SITES LISTED BY MAP NUMBERS

FIGURE (4)

TOPOGRAPHIC MAP / AERIAL PHOTOGRAPH



Scale: 1.6 inches to 1/2 mile



Longitude: -118° 22' 29.5"
Latitude: 34° 4' 7.8"

UTM Easting: 373130 meters
UTM Northing: 3770446 meters
UTM Zone: NAD 11

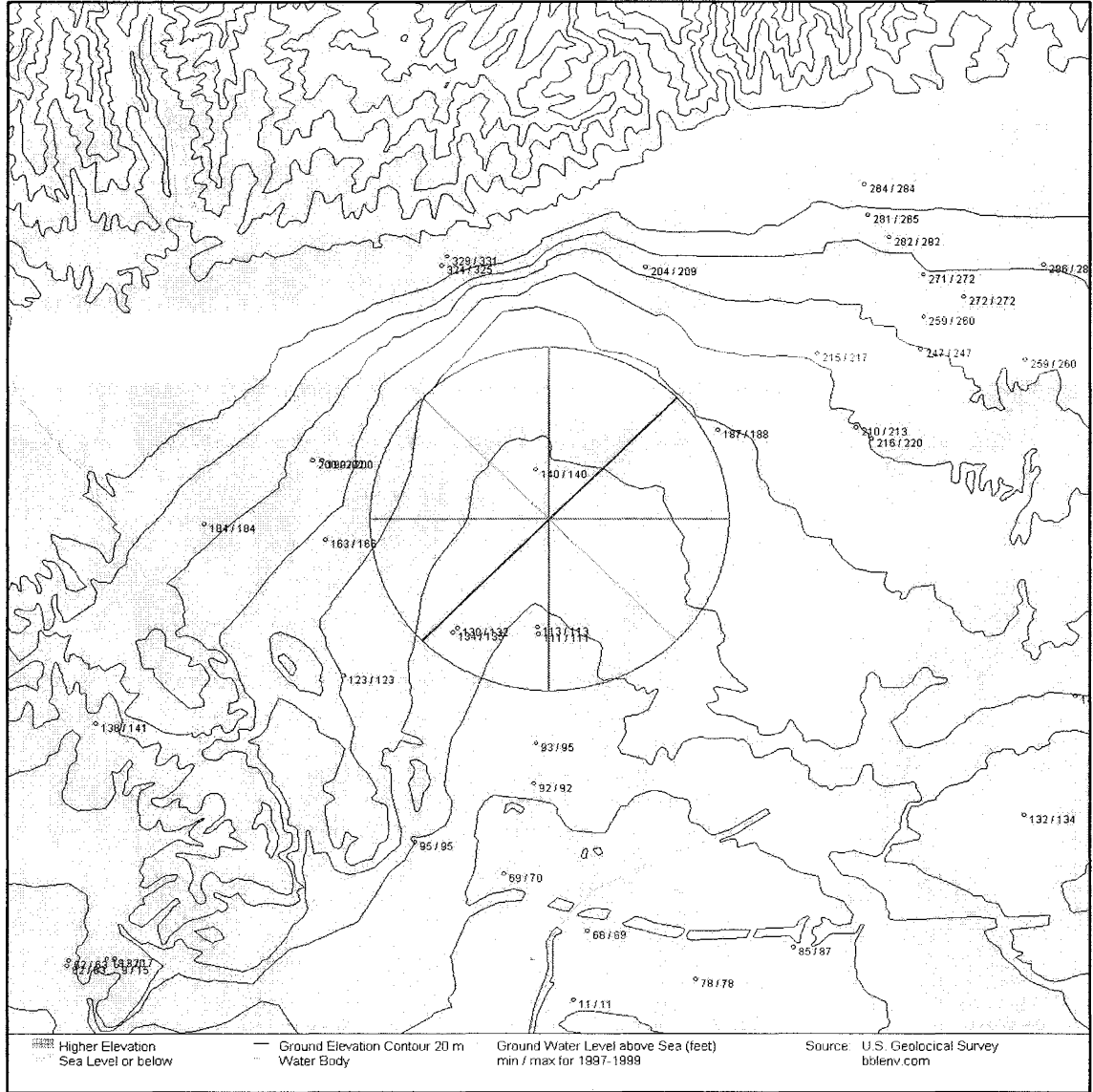
County: LOS ANGELES

AREA RADON ESTIMATES
LOS ANGELES County (69 sites tested)

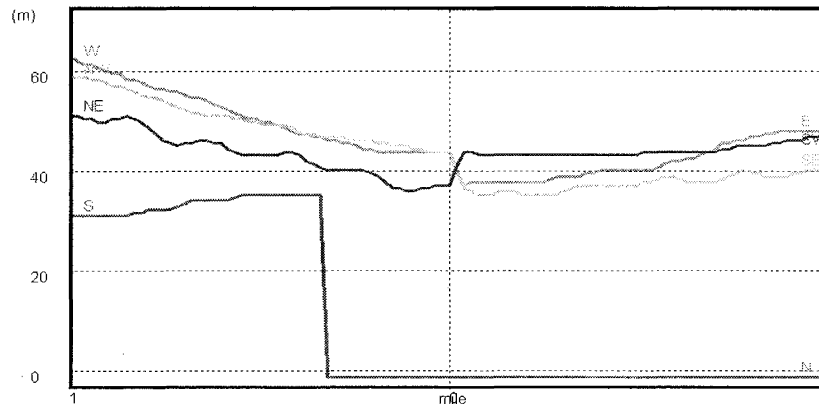
<2 pCi/L	92.8%
2-4 pCi/L	5.8%
4-8 pCi/L	1.4%
8-20 pCi/L	0.0%
20 >pCi/L	0.0%

Source: U.S. Dept of Interior, Geological Survey
HOLLYWOOD, CA 1994

TOPOGRAPHIC MAP OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
488 & 490-498 S SAN VICENTE BLVD, LOS ANGELES



Elevation Contour overview map (6*6 mile)



Elevation Profiles (±1 mile)

CONTOUR DATA IN THE VICINITY OF THE SUBJECT SITE LOCATED AT 488 & 490-498 S SAN VICENTE BLVD, LOS ANGELES



Scale: 1 inch to 528 feet



UTM North is straight up

Longitude: -118° 22' 29.5"
Latitude: 34° 4' 7.8"
UTM Easting: 373130 meters
UTM Northing: 3770446 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: Google Earth
Quadrangle:
Date: Recent
Film Type: Color

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT 488 & 490-498 S SAN VICENTE BLVD, LOS ANGELES

TABLE (1)

LIST OF FEDERAL, STATE & REGIONAL RECORDS
SEARCHED

SUBJECT SITE INFORMATION

Address City	488 & 490-498 S SAN VICENTE BLVD LOS ANGELES CA 90035	County	LOS ANGELES
Present Tenant	PRO PHYSICAL THERAPY physical therapists/ 9 yrs in business HOME FOR ALL INC home improvements/ 1 yrs in business JOANNE HARRIS HAIR COLOR SPEC beauty salons/ 15+ yrs in business HICERAM DENTAL LABORATORIES laboratories-dental/ 15+ yrs in business SKIN COUTURE beauty salons/ 8 yrs in business LANDMARK REALTORS WEDDING CHAPEL LOS ANGELES	Latitude Longitude	34° 4' 8" 118° 22' 30"
		Easting Northing Zone	373130m 3770446m 11

Environmental Concerns	Page	Search Dist	Site	< 1/8	1/8-1/4	1/4-1/2	1/2-1/1	area	un kwn	total
National Priority List	1	1 mile								
CERCLIS	1	1/2 mile								
NFRAP	1	1/2 mile								
Federal Facilities	2	1/2 mile								
Emergency Response Notification System	2	1/4 mile							1	2
Hazardous Material Incident Report System	3	subject								
Targeted Brownfields Assessments	3	1/2 mile								
Site Enforcement Tracking System	3	1/2 mile								2
Enforcement Docket (DOCKET/CDETS)	4	1/4 mile								
C-Docket	4	1/4 mile								
Integrated Compliance Information System	4	1/2 mile					1			1
CORRACTS	5	1 mile								
RCRA - TSD Facilities	5	1/2 mile								
Clandestine Drug Laboratories	5	1/2 mile								
Indian LUST/VCP/UST	5	1/2 mile								
Federal Enforcement Dockets	5	1/4 mile								
Federal Lead	6	1 mile								
State Response	6	1/2 mile								
Voluntary Cleanup Program	6	1/2 mile								
Properties Needing Further Evaluation	6	1/2 mile					1			1
Military Evaluation Sites	7	1/2 mile								
Expedited Remedial Action	7	1/2 mile								
Border Zone	7	1/2 mile								
School Property Evaluation Program	7	1/4 mile								
SMBRPD Land Use Restrictions	7	1/2 mile								
HWMP Deed/Land Use Restrictions	8	1/2 mile								
Corrective Action	8	1/2 mile								
Historical Sites	8	1/2 mile								
CAL SITES - No Further Action	8	1/4 mile				2				3
Cortese	9	1/2 mile								
Leaking Underground Storage Tanks	9	1/2 mile					6			15
Solid Waste Information System	53	1 mile								1
Well Investigation Program	54	1 mile								
Drinking Water Program	54	1/2 mile								
Toxic Releases	55	1/2 mile					2			4
Land Disposal Sites	66	1/2 mile								
Toxic Pits	67	1 mile								
Solid Waste Assessment Test	67	1 mile								1
Environmental Concern References				1	6	10	12		1	30
Environmental Concern Sites				1	5	9	10		1	26
Operating Permits										
RCRA Generators	68	1/4 mile				4				11
SARA Title III, section 313 (TRIS)	70	1/4 mile								
Nuclear Regulatory Commission Licensees	70	1/4 mile								
PCB Waste Handlers Database	70	1/4 mile								
Permit Compliance System (PCS)	70	1/4 mile								
AIRS Facility System (AFS)	71	1/4 mile								
Section Seven Tracking System	71	1/4 mile								
FIFRA/TSCA tracking system	71	1/4 mile								
Federal Facilities Information System (FFIS)	71	1/4 mile								
Chemicals in Commerce Information System	71	1/4 mile								
FINDS EPA Facility Index System	72	1/4 mile								
Hazardous Waste Information System	72	1/4 mile				27			1	89
Underground Storage Tanks	94	1/4 mile							1	10
Operating Permits References				1	28	48	31		2	110
Operating Permits Sites				1	23	35	23			82
Total References				1	29	54	41	12	3	140
Total Sites				1	24	40	32	10	1	108

60 +
9

TABLE (2)

ENVIRONMENTAL CONCERNS WITHIN 1.0-MILE RADIUS

ADDRESS	CITY	LOCATION	SOU- RCE	STA- TUS	PA GE	MAP DIR LOC
---------	------	----------	-------------	-------------	----------	-------------------

19

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 MILE OF THE SUBJECT SITE

11 LUST.

470 S SAN VICENTE BLVD	LOS ANGELES	COMMERCE SWAMP PRODUCTS CO., I FINAL FILM	CS-nfa HWIS	RED	8 72	2 NW
8536 WILSHIRE BLVD	BEVERLY HILLS	UNOCAL #3664 UNOCAL SS#3664	LUST UST	CLSD 87&93	10 96	46 SW
8600 WILSHIRE BLVD	BEVERLY HILLS	VACANT LAND	LUST	CLSD	10	50 SW
8567 WILSHIRE BLVD	BEVERLY HILLS	MOBIL #18-GWX (FORMER #11-GWX) CHERKO AUTO MOBIL OIL CORP S/S #18-GWX MOBIL OIL COMPANY CHERMO AUTOMOTIVE CENTER CHERMO AUTOMOTIVE CENTER CHERMO AUTOMOTIVE CENTER EXXONMOBIL OIL CORP #11554 MOBIL OIL CORP SS 11GWX WALLY AUTOMOTIVE DETAILING	LUST UST UST HWIS HWIS RCRA HWIS HWIS UST HWIS	CLSD 2005 2014	10 96 96 84 84 69 84 84 96 84	54 SW
8983 WILSHIRE BLVD	BEVERLY HILLS	WILSHIRE SAN VICENTE PLAZA	LUST	CLSD	23	56 S
8983 WILSHIRE BLVD, STE 800	BEVERLY HILLS,	AJAX/SCOUVILLE, INC. AJAX/SCOUVILLE, INC. AJAX/SCOUVILLE, INC.	SETS SETS SETS		3 3 4	56 S
8883 WILSHIRE BLVD	BEVERLY HILLS	ARDEN REALTY LIMITED PARTNERSH 8383 WILSHIRE EQUITY OFFICE PROPERTIES INC KONE ELEVATOR ARDEN REALTY INC	HWIS HWIS HWIS HWIS HWIS		85 86 86 86 86	56 S
490 S LA CIENEGA BLVD	LOS ANGELES	FIFTY-FIVE CAL CORP CONST SITE	LUST	CLSD	23	64 N

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

8289 W 3RD ST	LOS ANGELES	WARDROBE CLEANERS	NT	ASSM	55	66 NE
668 S SAN VICENTE BLVD	LOS ANGELES	ROYALTY SERVICE CORP., LTD.	CS-nfa	NFA	8	74 SE
6355 W 3RD ST	LOS ANGELES	PICASSO AUTO BODY PICASSO AUTO BODY & MECH. SELECT EUROPEAN AUTO BODY SHOP	LUST HWIS HWIS	REM	23 89 90	76 NE
8516 W 3RD ST, & SAN VICENTE	LOS ANGELES	UNK	ERNS		2	77 NW
300 S LA CIENEGA BLVD	LOS ANGELES	BUG CITY/STUDIO EXPRESS BUG CITY LUXURY LINE INC 1X FOG CORP MARGARET G EASTMAN	LUST HWIS HWIS HWIS HWIS	CLSD	27 90 90 90 90	78 N
8314 WILSHIRE BLVD	BEVERLY HILLS	KARE INC	CS-nfa	NFA	9	85 SE
6560 W 3RD ST	LOS ANGELES	MERRY GO ROUND DRY CLEANERS MERRY GO ROUND DRY CLEANERS MERRY GO ROUND DRY CLEANER MERRY GO ROUND MERRY GO ROUND MARY GO ROUND CLEANERS	LUST NT NT RCRA HWIS HWIS	REM REM 1 S	34 58 66 70 94 94	96 NW
8242 W 3RD ST, SUITE 300	LOS ANGELES	CARL M. BUCK BUILDING CO.	SETS		4	97 NE
8489 BEVERLY BLVD	LOS ANGELES	MOBIL #18-LN8 (FORMER 11-LN8)	LUST	REM	42	98 N
8425 BEVERLY BLVD	LOS ANGELES	JUST TIRES	LUST	CLSD	49	99 N
8767 WILSHIRE BLVD	BEVERLY HILLS	8767 WILSHIRE BLVD LP	LUST	CLSD	50	100 W

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/2 - 3/4 MILE OF THE SUBJECT SITE

118 SHERBOURNE DR	LOS ANGELES	CEDAR SINAI MEDICAL CENTER	LUST	CLSD	50	101 NW
243 N ROBERTSON BLVD	BEVERLY HILLS	BEVERLY HILLS PLATING WORKS	FE		6	102 W
6377 DREXEL AVE	LOS ANGELES	WESTERN STAR COLOR AND CHEMICA	IS		4	103 E

ADDRESS	CITY	LOCATION	SOU- RCE	STA- TUS	PA GE	MAP DIR LOC
341 N ROBERTSON BLVD	BEVERLY HILLS	CHELINI CHELINI (FORMER) CHELINI	NT LUST NT	1 CLSD	66 50 66	104 W
8322 BEVERLY BLVD	LOS ANGELES	IO PRODUCTIONS	LUST	CLSD	50	105 NE
8800 BURTON WAY	BEVERLY HILLS	ARCO S.S. 1278 ARCO #1278 (FORMER)	NT LUST	OPEN CLSD	66 51	106 W
SAN VICENTE BLVD & BEVERLY BLV	WEST HOLLYWOOD	WEST HOLLYWOOD DUMP WEST HOLLYWOOD DUMP	SW SW	15	67 67	107 NW
8655 BEVERLY BLVD, NWC	WEST HOLLYWOOD	SAN VINCENTE & BEVERLY	SWIS	CLSD	54	108 NW

SITES WITH UNKNOWN OR NON-SPECIFIC LOCATION

CARSON ST	LOS ANGELES	ICTF RAIL YARD	ERNS		2	
-----------	-------------	----------------	------	--	---	--

OPERATING PERMITS ONLY

PHASE I ESA 488 & 490-
498 S SAN VICENTE BLVD, LOS ANGELES CA

Page: 15
Date: 12-10-2014
Job: WEEC4410

;	ADDRESS	CITY	LOCATION	SOU- RCE	STA- TUS	PA GE	MAP DIR LOC
---	---------	------	----------	-------------	-------------	----------	----------------

OPERATING PERMITS ONLY, WITHIN 1/4 MILE OF THE SUBJECT SITE

488	SAN VICENTE BLVD	LOS ANGELES	DON NELSON	HWIS	72	1	
201	N SAN VICENTE BLVD	LOS ANGELES	BEVERLY HILLS BODY SHOP BEVERLY HILLS AUTO BODY GROUP BEVERLY HILLS AUTO BODY HOLLY HILLS AUTO CENTER	HWIS RCRA S HWIS HWIS	72 68 72 73	3	NW
310	SAN VICENTE BLVD	LOS ANGELES	THE 310 SURGICAL CENTER	HWIS	73	4	NW
100	N LA CIENEGA BLVD	BEVERLY HILLS	LAWRY'S RESTAURANT	HWIS	73	5	W
325	N LA CIENEGA BLVD	BEVERLY HILLS	LA CIENEGA TENNIS CENTER	HWIS	73	6	W
477	S LA CIENEGA BLVD	LOS ANGELES	HOTEL NIKKO ST	UST	2010	7	W
465	S LA CIENEGA BLVD	LOS ANGELES	HOTEL NIKKO AT BEVERLY HILLS SLS LEMERIDIAN HOTEL HOTEL NIKKO AT BEVERLY HILLS	HWIS HWIS HWIS RCRA S	73 73 74 68	8	W
455	S LA CIENEGA BLVD	LOS ANGELES	AMD INVESTMENTS	HWIS	74	9	NW
55	N LA CIENEGA BLVD	BEVERLY HILLS	1X THE STINKING ROSE	HWIS	74	10	SW
55	S LA CIENEGA BLVD	BEVERLY HILLS	LAWRY'S RESTAURANTS	HWIS	74	11	SW
50	S LA CIENEGA BLVD	BEVERLY HILLS	DR JONATHAN M ENGEL DDS INC HORMOZ ZAHIRI, M.D.	HWIS HWIS	74 74	12	SW
435	S LA CIENEGA BLVD	LOS ANGELES	LA CIENEGA REALTY ASSOC. BEVERLY PARK ASSOCIATES EVERLY PARK HOTEL CORP.	UST HWIS HWIS	95 74 74	13	NW
434	S SAN VICENTE BLVD	LOS ANGELES	DR. FRISCH, DR. BOBES	HWIS	75	14	NW
434	S SAN VICENTE BLVD, STE 100	LOS ANGELES	MIDAS PARTNERSHIP	HWIS	75	14	NW
434	S SAN VICENTE BLVD	LOS ANGELES	CENTER FOR ORTHOPEDIC AND SPOR	HWIS	75	14	NW
444	SAN VICENTE BLVD	LOS ANGELES	CEDARS SINAI MED CENTER	HWIS	75	15	NW
444	S SAN VICENTE BLVD	LOS ANGELES	CEDARS SINAI MEDICAL CENTER TOWER MAGNETIC IMAGING INC CEDARS SINAI MEDICAL CENTER	UST HWIS UST	2013 95 75 2014 95	16	NW
430	S SAN VICENTE BLVD	LOS ANGELES	BEST QUALITY CLEANERS	HWIS	75	17	NW
426	S SAN VICENTE BLVD	LOS ANGELES	VAL V GONZALEZ DMD	HWIS	75	18	NW
420	S SAN VICENTE BLVD	LOS ANGELES	GOLD PHOTO	HWIS	76	19	NW
151	N HAMILTON DR	BEVERLY HILLS	RAY CARRIERE	HWIS	76	20	S
126	N LE DOUX RD	BEVERLY HILLS	JASON LIE	HWIS	76	21	SW
449	LE DOUX RD	LOS ANGELES	RENE CHABA	HWIS	76	22	NW
580	S SAN VICENTE BLVD	LOS ANGELES	REHABILITATION CENTRE OF BEVER	HWIS	76	23	SE
134	STANLEY DR	BEVERLY HILLS	MARINA BRICK	HWIS	76	24	SW
402	S SAN VICENTE BLVD	LOS ANGELES	US PRINTING	HWIS	76	25	NW
8535	COLGATE AVE	LOS ANGELES	PRIME PACIFIC INVESTMENT CORP	HWIS	76	26	NW
8607	CLIFTON WAY	BEVERLY HILLS	JOHN LAM	HWIS	77	27	W
6641	W 6TH ST	LOS ANGELES	TOM GREEN	HWIS	77	28	SE
125	N GALE DR	BEVERLY HILLS	HOME OWNERS ASSOCIATION	HWIS	77	29	S
6618	W 6TH ST, # 6616	LOS ANGELES	MARY LEOPOLD	HWIS	77	30	SE
333	S LA CIENEGA BLVD	LOS ANGELES	CRM PROP INC	HWIS	77	31	NW

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321 S SAN VICENTE BLVD,APT 503	LOS ANGELES	CA OIL PUMPING INC	HWIS		77	32 NW
321 S SAN VICENTE BLVD	LOS ANGELES	DAVID & CARLTON GEBBIA	HWIS		77	32 NW
8501 WILSHIRE BLVD	BEVERLY HILLS	MEN AT WORK	HWIS		77	33 S
8500 WILSHIRE BLVD,STE 800	BEVERLY HILLS	DAVID ANSON DDS	HWIS		78	34 S
8500 WILSHIRE BLVD, STE 815	BEVERLY HILLS	LEON R PECK DDS PROF CORP	HWIS		78	34 S
8500 WILSHIRE BLVD, STE# 514	BEVERLY HILLS	MARVIN I KARP MD INC	HWIS		78	34 S
8500 WILSHIRE BLVD	BEVERLY HILLS	SAMUEL TARICA DDS	HWIS		78	34 S
8500 WILSHIRE BLVD, STE 1005	BEVERLY HILLS	HOWARD S. MEHLER P.H. J.D. & A	HWIS		78	34 S
8500 WILSHIRE BLVD, STE 609	BEVERLY HILLS	NK BEVERLY HILLS CORPORATION	HWIS		78	34 S
8500 WILSHIRE BLVD	LOS ANGELES	V M S REALTY PARTNERS VMS-BUCKEYE SAMUEL R TARECA DDS/PROFESSIO	HWIS HWIS HWIS		78 79 79	34 S
8500 WILSHIRE BLVD, STE 601	BEVERLY HILLS	LILIA AGADGANIAN DDS, INC	HWIS		79	34 S
8500 WILSHIRE BLVD,STE 819	BEVERLY HILLS	BEVERLY HILLS PERIODONTAL ART	HWIS		79	34 S
8500 WILSHIRE BLVD	BEVERLY HILLS	V M S REALTY PARTNERS	HWIS		79	34 S
8484 WILSHIRE BLVD	BEVERLY HILLS	L. FLYNT, LTD 8484 GREAT WESTERN SAVINGS GREAT WESTERN SAVINGS	HWIS UST HWIS		79 87&93 95 79	35 S
8530 WILSHIRE BLVD	BEVERLY HILLS	DAVID CAMPANELLI, D.C. 8530 WILSHIRE LLC JEFFREY MASON, D.C. SC DEVELOPMENT CO 8530 ASSOCIATES LLC SOUTH COAST DEVELOPMENT	HWIS HWIS HWIS HWIS HWIS HWIS		79 80 80 80 80 80	36 SW
8500 BURTON WAY	LOS ANGELES	MILLER DM INC BEVERLY HILLS LIMITED CAR EMPO	RCRA HWIS	S	68 80	37 NW
8537 WILSHIRE BLVD	BEVERLY HILLS	MIDAS INTERNATIONAL CORP MIDAS OF BEVERLY HILLS MIDAS MUFFLER	HWIS HWIS HWIS		80 80 81	38 SW
230 S LA CIENEGA BLVD	LOS ANGELES	MOBIL OIL STN. #17322	HWIS		81	39 NW
8436 W 3RD ST	LOS ANGELES	DIRECTORS GUILD BASIC P R E INC & SUPP PRE INC BASIC P R E INC & SUPP PRE INC TISHMAN WEST COMPANIES ET AL TISHMAN WEST COMPANIES ETAL	HWIS HWIS HWIS UST UST		81 81 81 2013 2014	40 N
423 S HOLT ST	LOS ANGELES	STEIN PROPERTIES	HWIS		81	41 NW
8435 W 3RD ST	LOS ANGELES	ELLIS BMW MERCEDES SPECIALIST ELLIS BMW MERCEDES SPECIALIST ELI'S B M W	RCRA HWIS HWIS		68 81 82	42 N
350 S LA CIENEGA BLVD	LOS ANGELES	PARTY PAPER LIFE	HWIS		82	43 N
200 S LA CIENEGA BLVD	BEVERLY HILLS	NORTH MOTOR WORKS	HWIS		82	44 S
640 S SAN VICENTE BLVD	LOS ANGELES	CANNON GROUP INC LEXICON SCHOOL OF LANGUAGES	UST HWIS	1998I	96 82	45 SE
215 S LA CIENEGA BLVD, STE 209	BEVERLY HILLS	JK HOLDING LP	HWIS		82	47 S
417 HOLP AVE	LOS ANGELES	OSTROW COMPANY INC	HWIS		82	48 NW
8556 WILSHIRE BLVD	BEVERLY HILLS	THE FINE ARTS THEATER	HWIS		83	49 SW
8601 WILSHIRE BLVD	BEVERLY HILLS	8601 WILSHIRE BLVD ASSOCIATES CARLYLE GALAXY WISHIRE LP CARLYLE GALAXY WILSHIRE LP	HWIS HWIS HWIS		83 83 83	51 SW
8474 W 3RD ST	LOS ANGELES	LA MIRAGE CLEANERS	HWIS		83	52 N

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8474 W 3RD ST, LA CIENGA	LOS ANGELES	LA MIRAGE CLEANERS	RCRA	S	69	52 N
8474 W 3RD ST	LOS ANGELES	HI-TECH ONE HOUR PHOTO	HWIS		84	52 N
206 S LA CIENEGA BLVD	LOS ANGELES	CHEVRON USA, STATION #3691	HWIS		84	53 S
8447 WILSHIRE BLVD, STE 424	BEVERLY HILLS	CHARLES SADLER MD PC	HWIS		85	55 S
8447 WILSHIRE BLVD	BEVERLY HILLS	ANAT REALTY INC 8447 WILSHIRE T/C	HWIS HWIS		85 85	55 S
8382 WILSHIRE BLVD, STE 101	BEVERLY HILLS	DOUGLAS EMMETT LLC	HWIS		86	57 S
650 S SAN VICENTE BLVD	LOS ANGELES	KARL STORZ ENDOSCOPY AMERICA	HWIS		86	58 SE
6617 ORANGE ST	LOS ANGELES	KUBLICKI PADEUSZ	HWIS		87	59 SE
8487 W 3RD ST	LOS ANGELES	LA THIRD INVESTMENT	HWIS		87	60 N
330 S LA CIENEGA BLVD	LOS ANGELES	RESOURCE COLLECTION INC MURRAY PEPPER/HOMESILK SHOP ST BAGGETT	HWIS HWIS HWIS		87 87 87	61 N
8420 WILSHIRE BLVD	BEVERLY HILLS	CITY NATIONAL BANK	HWIS		87	62 S
8423 WILSHIRE BLVD	BEVERLY HILLS	BEVERLY HILLS PORSCHE ZIPPER PORSCHE	HWIS HWIS		87 87	63 S
8495 W 3RD ST	LOS ANGELES	FIRST INTERSTATE BANK	HWIS		88	65 N
8389 W 3RD ST	LOS ANGELES	WARDROBE CLEANERS WARDROBE CLEANERS	RCRA HWIS		69 88	66 NE
300 S LA CIENEGA BLVD	LOS ANGELES	MARC A FOGEL FOG CORP LUXURY LINE INC	UST HWIS HWIS	1998A	96 90 90	78 NW

OPERATING PERMITS ONLY, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

8601 WILSHIRE BLVD	BEVERLY HILLS	WILSHIRE STANLEY CO	HWIS		83	51 SW
8383 WILSHIRE BLVD, # 700	BEVERLY HILLS	SHAPELL INDUSTRIES	HWIS		85	56 S
8383 WILSHIRE BLVD, STE 210	BEVERLY HILLS	J M B PROPERTIES COMPANIES	HWIS		85	56 S
8383 WILSHIRE BLVD, STE 358	BEVERLY HILLS	MAXIMILIAN WEINSTEIN DDS	HWIS		85	56 S
8383 WILSHIRE BLVD, # 210	BEVERLY HILLS	WILSHIRE-SAN VICENTE CO	HWIS		86	56 S
8384 W 3RD ST	LOS ANGELES	SYDNEY PRESSERG	HWIS		88	67 NE
LA CIENEGA BLVD & 3RD	LOS ANGELES	SOUTH MARK PACIFIC	HWIS		88	68 N
6521 MARYLAND DR	LOS ANGELES	6521 MARYLAND LLC	HWIS		88	69 E
8621 WILSHIRE BLVD	BEVERLY HILLS	WILSHIRE HILL CLNRS BEVERLY HILLS COPY COPY DBA CO WILSHIRE HILL CLNRS	RCRA HWIS HWIS	S	69 88 88	70 SW
8489 W 3RD ST	LOS ANGELES	BEVCON I LLC RJ ALLEN INC SHARKMAN CONSTRUCTION	HWIS HWIS HWIS		89 89 89	71 N
8377 WILSHIRE BLVD	BEVERLY HILLS	INTERCITY EQUITIES	HWIS		89	72 S
8357 W 3RD ST	LOS ANGELES	MB PICASSO BODY SHOP	HWIS		89	73 NE
237 S LA CIENEGA BLVD	BEVERLY HILLS	FUNCTIONAL RESTORATION MEDICAL	HWIS		89	75 S
8505 W 3RD ST, STE 111	LOS ANGELES	GRAND LUX/ADLIN CONSTRUCTION I	HWIS		91	79 N
8272 W 4TH ST	WEST HOLLYWOOD	MARIAM PEITZER	HWIS		91	80 E
8641 WILSHIRE BLVD, STE 105	BEVERLY HILLS	ADVANCED M R I OF BEVERLY HILL	RCRA	S	69	82 SW
8641 WILSHIRE BLVD, STE 200	BEVERLY HILLS	PRENATAL DIAGNOSTIC CTR	RCRA	S	69	82 SW

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8641 WILSHIRE BLVD	BEVERLY HILLS	AVINASH M MONDKAR MD MEDICAL C RETINA VITREONS ASSOC. STEVEN BROURMAN	HWIS HWIS HWIS		91 91 91	82 SW
8641 WILSHIRE BLVD,STE 200	BEVERLY HILLS	PRENATAL DIAGNOSTIC CTR	HWIS		91	82 SW
8641 WILSHIRE BLVD,SUITE 315	BEVERLY HILLS	D SOLOMON DDS K JACOBS DDS	HWIS		91	82 SW
8641 WILSHIRE BLVD,STE 105	BEVERLY HILLS	ADVANCED M R I OF BEVERLY HILL	HWIS		91	82 SW
8641 WILSHIRE BLVD	BEVERLY HILLS	DR GARY BRAZINA	HWIS		92	82 SW
8641 WILSHIRE BLVD,STE 220	BEVERLY HILLS	MAURICE LEVY'S MEDICAL PRACTIC	HWIS		92	82 SW
6556 COLGATE AVE	LOS ANGELES	RON FRANK	HWIS		92	83 E
8302 WILSHIRE BLVD	BEVERLY HILLS	BEVERLY WILSHIRE CLEANERS BEVERLY WILSHIRE CLEANERS	RCRA HWIS	S	69 92	84 SE
8300 WILSHIRE BLVD	BEVERLY HILLS	MANDARIN WILSHIRE	HWIS		92	86 SE
660 SWEETZER AVE	LOS ANGELES	CHEZ MOI HOA	HWIS		92	87 SE
239 S LA CIENEGA BLVD	BEVERLY HILLS	JACK PARIS DDS	HWIS		92	88 S
239 S LA CIENEGA BLVD,STE 208	BEVERLY HILLS	DAVID J PRIMAC DMD INC	HWIS		93	88 S
239 S LA CIENEGA BLVD	BEVERLY HILLS	LEON W. NAIDITCH, D.D.S., INC.	HWIS		93	88 S
239 S LA CIENEGA BLVD,STE 210	BEVERLY HILLS	GARY H OBERSTEIN DDS	HWIS		93	88 S
239 S LA CIENEGA BLVD	BEVERLY HILLS	BEVERLY HILLS DENTAL CARE	HWIS		93	88 S
240 S LA CIENEGA BLVD,STE 303	BEVERLY HILLS	AL D KORNBLATT DDS	HWIS		93	89 S
131 N LA CIENEGA BLVD	LOS ANGELES	FOX PHOTO INC	HWIS		93	90 N
8685 CLIFTON WAY	BEVERLY HILLS	ASAF GLIZER	HWIS		93	91 W
8319 W 3RD ST	LOS ANGELES	ROBERT ISHIBASNI	HWIS		93	92 NE
SAN VICENTE BLVD & 3RD ST	LOS ANGELES	CEDAR SINAI	HWIS		94	93 NW
8670 WILSHIRE BLVD	BEVERLY HILLS	CITY COLOR	HWIS		94	94 SW
6500 W 6TH ST	LOS ANGELES	DAVID SEDGHI	HWIS		94	95 SE

SITES WITH UNKNOWN OR NON-SPECIFIC LOCATION

S ROBERTSON BLVD	BEVERLY HILLS	FACILITY 10255 EXXON RAS #7-8701	UST HWIS	2005	96 94	
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REFERENCED SOURCES

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NPL	NATIONAL PRIORITY LIST					
CERCLA	CERCLIS					
NFRAP	NFRAP					
FedFac	FEDERAL FACILITIES					
ERNS	EMERGENCY RESPONSE NOTIFICATION SYSTEM					
HM	HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM					
TB	TARGETED BROWNFIELDS ASSESSMENTS					
SETS	SITE ENFORCEMENT TRACKING SYSTEM					
CDETS	ENFORCEMENT DOCKET (DOCKET/CDETS)					
CD	C-DOCKET					
IS	INTEGRATED COMPLIANCE INFORMATION SYSTEM					
RV	CORRACTS					
TSD	RCRA - TSD FACILITIES					
	I Incinerator	D	Land Disposal	T		Storage/Treatment
LB	CLANDESTINE DRUG LABORATORIES					
II	INDIAN LUST/VCP/UST					
FD	FEDERAL ENFORCEMENT DOCKETS					
FL	FEDERAL LEAD					
SR	STATE RESPONSE					
VC	VOLUNTARY CLEANUP PROGRAM					
FE	PROPERTIES NEEDING FURTHER EVALUATION					
ME	MILITARY EVALUATION SITES					
EP	EXPEDITED REMEDIAL ACTION					
BZ	BORDER ZONE					
SC	SCHOOL PROPERTY EVALUATION PROGRAM					
LU	SMBRPD LAND USE RESTRICTIONS					
DR	HWMP DEED/LAND USE RESTRICTIONS					
CA	CORRECTIVE ACTION					
HI	HISTORICAL SITES					
CS-nfa	CALSITES - NO FURTHER ACTION					
CS	CORTESE					
LUST	LEAKING UNDERGROUND STORAGE TANKS					
	0 No action	3B	Prel site assmnt underway	7		Remedial action underway
	1 Leak being confirmed	5C	Pollution characterization	8		Post remedial action monitoring
	3A Site workplan submitted	5R	Remediation plan	9		Case closed
SWIS	SOLID WASTE INFORMATION SYSTEM					
WIP	WELL INVESTIGATION PROGRAM					
WQ	DRINKING WATER PROGRAM					
NT	TOXIC RELEASES					
LD	LAND DISPOSAL SITES					
	Land Disposal Sites					
TP	TOXIC PITS					
SW	SOLID WASTE ASSESSMENT TEST					
RCRA	RCRA GENERATORS					
	L Large Generator	T	Transporter	S		Small Generator
SARA	SARA TITLE III, SECTION 313 (TRIS)					
Nucl	NUCLEAR REGULATORY COMMISSION LICENSEES					
PCB	PCB WASTE HANDLERS DATABASE					
	PCB Waste Handlers Database					
	PCB Waste Handlers Database					
	03/08					
PCS	PERMIT COMPLIANCE SYSTEM (PCS)					
AFS	AIRS FACILITY SYSTEM (AFS)					
PE	SECTION SEVEN TRACKING SYSTEM					
FIFRA	FIFRA/TSCA TRACKING SYSTEM					
FIFS	FEDERAL FACILITIES INFORMATION SYSTEM (FFIS)					
CICIS	CHEMICALS IN COMMERCE INFORMATION SYSTEM					
FN	FINDS EPA FACILITY INDEX SYSTEM					
HWIS	HAZARDOUS WASTE INFORMATION SYSTEM					
UST	UNDERGROUND STORAGE TANKS					

ATTACHMENT (A)

ENVIRONMENTAL QUESTIONNAIRE

6. Transaction Screen Questionnaire

6.1 *Persons to Be Questioned*—The following questions should be asked of (1) the current owner of the property, (2) any major occupant of the property or, if the property does not have any major occupants, at least 10% of the occupants of the property, and (3) in addition to the current owner and the occupants identified in (2), any occupant likely to be using, treating, generating, storing, or disposing of hazardous substances or petroleum products on or from the property. A major

occupant is any occupant using at least 40% of the leasable area of the property or any anchor tenant when the property is a shopping center. In a multifamily property containing both residential and commercial uses, the preparer does not need to ask questions of the residential occupants. The preparer should ask each person to answer all questions to the best of the respondent's actual knowledge and in good faith. When completing the site visit column, the preparer should be sure to observe the property and any buildings and other structures on the property. The guide provides further details on the appropriate use of this questionnaire.

Description of Site: Address:

488 & 490-498 S. San Vicente Blvd.
 Los Angeles, California 90048
 Commercial Area / Physical Therapy Office & Retail Stores.

Question	Owner ¹			Occupants (if applicable)			Observed During Site Visit	
	Yes	No	Unk	Yes	No	Unk	Yes	No
1a. Is the property used for an industrial use?							Yes	<input checked="" type="radio"/> No
1b. Is any adjoining property used for an industrial use?							Yes	<input checked="" type="radio"/> No
2a. Did you observe evidence or do you have any prior knowledge that the property has been used for an industrial use in the past?							Yes	<input checked="" type="radio"/> No
2b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past?							Yes	<input checked="" type="radio"/> No
3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?							Yes	<input checked="" type="radio"/> No
3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?							Yes	<input checked="" type="radio"/> No
4a. Did you observe evidence or do you have any prior knowledge that the property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?							Yes	<input checked="" type="radio"/> No
4b. Did you observe evidence or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?							Yes	<input checked="" type="radio"/> No
5a. Are there currently any damaged or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the property or at the facility?							Yes	<input checked="" type="radio"/> No
5b. Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, or pesticides, paints, or other chemicals in individual containers of >5 gal (19 L) in volume or 50 gal (190 L) in the aggregate, stored on or used at the property or at the facility?							Yes	<input checked="" type="radio"/> No
6a. Are there currently any industrial drums (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility?							Yes	<input checked="" type="radio"/> No
6b. Did you observe evidence or do you have any prior knowledge that there have been previously any industrial drums (typically 55 gal (208 L)) or sacks of chemicals located on the property or at the facility?							Yes	<input checked="" type="radio"/> No
7a. Did you observe evidence or do you have any prior knowledge that fill dirt has been brought onto the property that originated from a contaminated site?							Yes	<input checked="" type="radio"/> No

¹ Unk = "unknown" or "no response".
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 This document is an excerpt of E 1528-96: Standard Practice for Environmental Site Assessments: Transaction Screen Process, which is under the jurisdiction of ASTM Committee E-50 on Environmental Assessment and is the

Question	Owner			Occupants (if applicable)			Observed During Site Visit	
	Yes	No	Unk	Yes	No	Unk	Yes	No
7b. Did you observe evidence or do you have any prior knowledge that <i>fill dirt</i> has been brought onto the property that is of an unknown origin?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
8a. Are there currently any <i>pits, ponds, or lagoons</i> located on the <i>property</i> in connection with waste treatment or waste disposal?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
8b. Did you observe evidence or do you have any prior knowledge that there have been previously, any <i>pits, ponds, or lagoons</i> located on the <i>property</i> in connection with waste treatment or waste disposal?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
9a. Is there currently any stained soil on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
9b. Did you observe evidence or do you have any prior knowledge that there has been previously, any stained soil on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
10a. Are there currently any registered or unregistered storage tanks (above or underground) located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
10b. Did you observe evidence or do you have any prior knowledge that there have been previously, any registered or unregistered storage tanks (above or underground) located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
11a. Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the <i>property</i> or adjacent to any structure located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
11b. Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the <i>property</i> or adjacent to any structure located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
12a. Are there currently any flooring, drains, or walls located within the facility that are stained by substances other than water or are emitting foul odors?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
12b. Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls within the facility that were stained by substances other than water or were emitting foul odors?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
13a. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
13b. If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency?	Yes	No	Unk	Yes	No	Unk	Yes	<input checked="" type="radio"/> No
14. Does the <i>owner</i> or <i>occupant</i> of the <i>property</i> have any knowledge of <i>environmental liens</i> or governmental notification relating to past or recurrent violations of environmental laws with respect to the <i>property</i> or any facility located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk		
15a. Has the <i>owner</i> or <i>occupant</i> of the <i>property</i> been informed of the past existence of <i>hazardous substances</i> or <i>petroleum products</i> with respect to the <i>property</i> or any facility located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk		
15b. Has the <i>owner</i> or <i>occupant</i> of the <i>property</i> been informed of the current existence of <i>hazardous substances</i> or <i>petroleum products</i> with respect to the <i>property</i> or any facility located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk		
15c. Has the <i>owner</i> or <i>occupant</i> of the <i>property</i> been informed of the past existence of environmental violations with respect to the <i>property</i> or any facility located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk		
15d. Has the <i>owner</i> or <i>occupant</i> of the <i>property</i> been informed of the current existence of environmental violations with respect to the <i>property</i> or any facility located on the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk		
16. Does the <i>owner</i> or <i>occupant</i> of the <i>property</i> have any knowledge of any <i>environmental site assessment</i> of the <i>property</i> or facility that indicated the presence of <i>hazardous substances</i> or <i>petroleum products</i> on, or contamination of, the <i>property</i> or recommended further assessment of the <i>property</i> ?	Yes	No	Unk	Yes	No	Unk		

Question	Owner			Occupants (if applicable)			Observed During Site Visit	
	Yes	No	Unk	Yes	No	Unk	Yes	No
17. Does the <i>owner</i> or <i>occupant</i> of the <i>property</i> know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any <i>hazardous substance</i> or <i>petroleum products</i> involving the <i>property</i> by any owner or occupant of the <i>property</i> ?								
18a. Does the <i>property</i> discharge waste water, on or adjacent to the <i>property</i> , other than storm water, into a storm water sewer system?							Yes	<input checked="" type="radio"/> No
18b. Does the <i>property</i> discharge waste water, on or adjacent to the <i>property</i> , other than storm water, into a sanitary sewer system?							Yes	<input checked="" type="radio"/> No
19. Did you observe evidence or do you have any prior knowledge that any <i>hazardous substances</i> or <i>petroleum products</i> , unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the <i>property</i> ?							Yes	<input checked="" type="radio"/> No
20. Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCBs?							Yes	<input checked="" type="radio"/> No

Government Records/Historical Sources Inquiry
(See guide, Section 10 of ASTM Practice E 1528-96)

21. Do any of the following Federal government record systems list the *property* or any *property* within the circumference of the area noted below:

National Priorities List (NPL)—within 1.0 mile (1.6 km)?

Yes No

CERCLIS List—within 0.5 mile (0.8 km)?

Yes No

RCRA CORRACTS Facilities—within 1.0 mile (1.6 km)?

Yes No

RCRA non-CORRACTS TSD Facilities—within 1.5 mile (0.8 km)?

Yes No

22. Do any of the following state record systems list the *property* or any *property* within the circumference of the area noted below:

List maintained by state environmental agency of *hazardous waste sites* identified for investigation or remediation that is the state agency equivalent to *NPL*—within approximately 1.0 mile (1.6 km)?

Yes No

List maintained by state environmental agency of sites identified for investigation or remediation that is the state equivalent to *CERCLIS* within 0.5 mile (0.8 km)?

Yes No

Leaking Underground Storage Tank (LUST) List—within 0.5 mile (0.8 km)?

Yes No

Solid Waste/Landfill Facilities—within 0.5 mile (0.8 km)?

Yes No

23. Based upon a review of *fire insurance maps* or consultation with the local fire department serving the *property*, all as specified in the guide, are any buildings or other improvements on the *property* or on an *adjoining property* identified as having been used for an industrial use or uses likely to lead to contamination of the *property*?

Yes No N/A

ATTACHMENT (B)

BBL HISTORICAL TENANT REPORT

Search

Reports

Resources

News

Help

490 S SAN VICENTE BLVD

Font: A A A

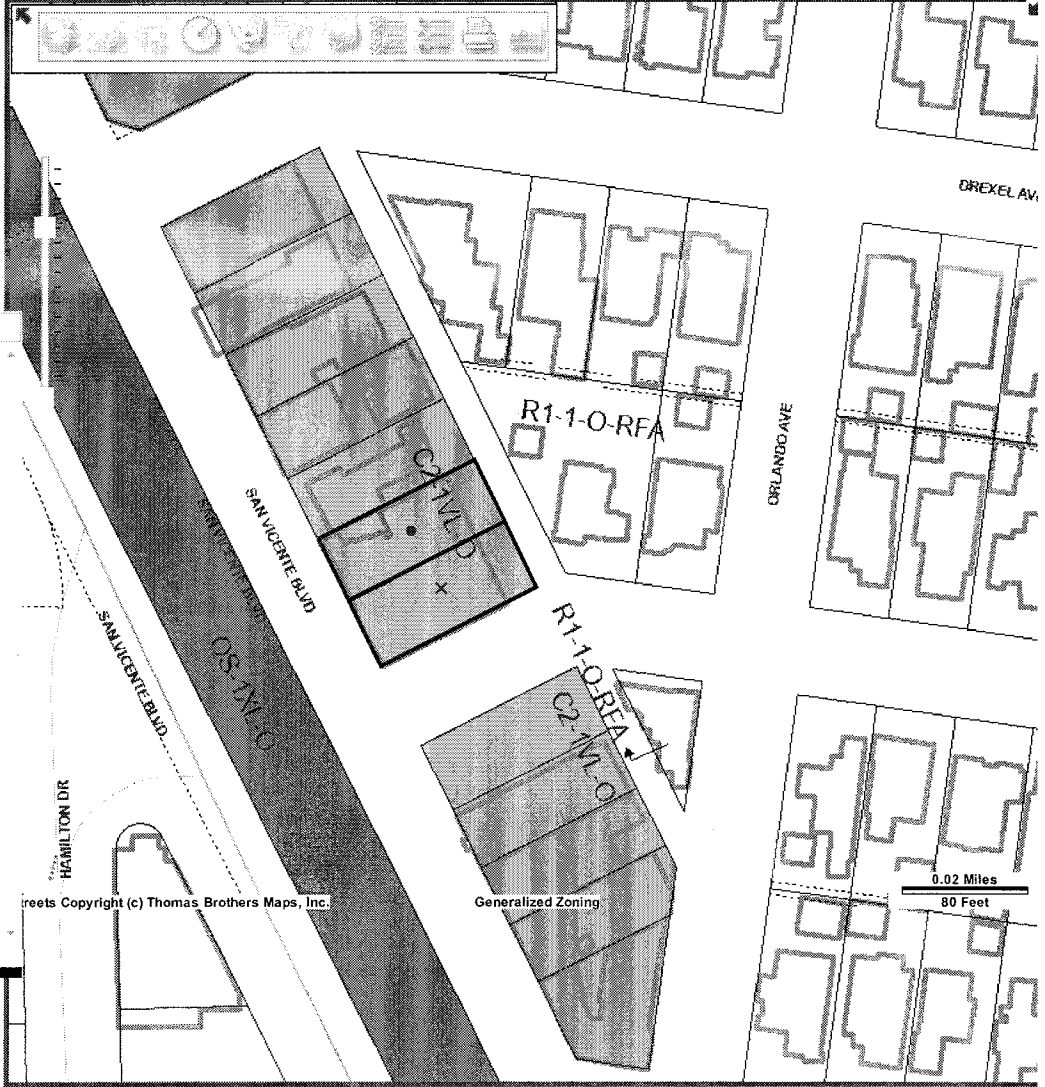
Address Legal

Site Address	490 S SAN VICENTE BLVD
Site Address	494 S SAN VICENTE BLVD
Site Address	492 S SAN VICENTE BLVD
ZIP Code	90048
PIN Number	135B173 252
Lot/Parcel Area (Calculated)	4,730.8 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID A2
Assessor Parcel No. (APN)	5510005033
Tract	TR 7555
Map Reference	M B 88-79/84 (SHTS 4-9)
Block	26
Lot	4
Arb (Lot Cut Reference)	None
Map Sheet	135B173

Identify Parcel

Site Address	496 S SAN VICENTE BLVD
Site Address	498 S SAN VICENTE BLVD
ZIP Code	90048
PIN Number	135B173 272
Lot/Parcel Area (Calculated)	5,010.2 (sq ft)
Thomas Brothers Grid	PAGE 633 - GRID A2
Assessor Parcel No. (APN)	5510005033
Tract	TR 7555
Map Reference	M B 88-79/84 (SHTS 4-9)
Block	26
Lot	3
Arb (Lot Cut Reference)	None
Map Sheet	135B173

- Address Legal
- Jurisdictional
- Planning and Zoning
- Assessor
- Zone Numbers
- Overlay/Cover/Amendment Cases
- Additional
- Seismic Hazards
- Economic Development Areas
- Public Safety



Streets Copyright (c) Thomas Brothers Maps, Inc.

Generalized Zoning

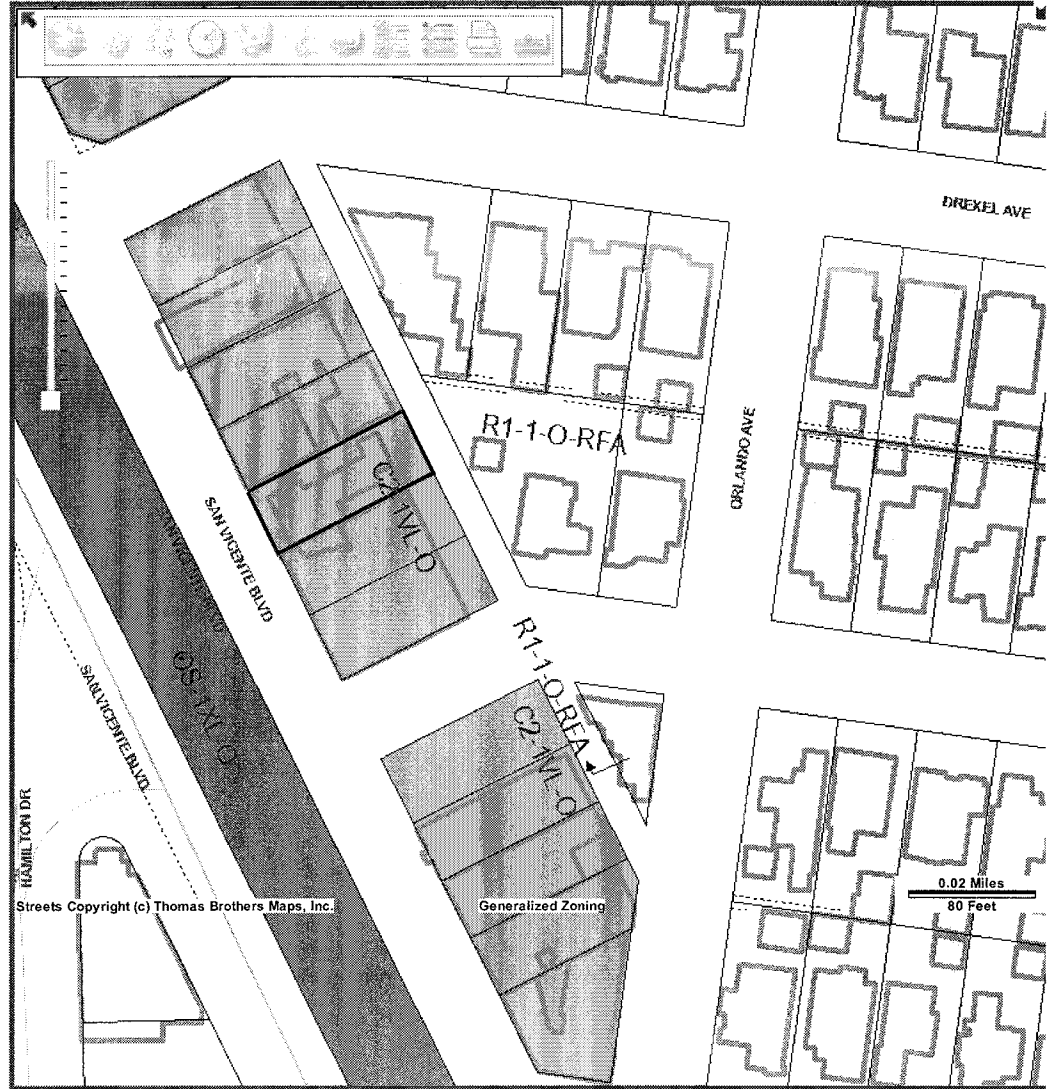
4731
 5010
 4731

14,472 SF total.

488 S SAN VICENTE BLVD
Font: A A
A

Address Legal
Site Address 488 S SAN VICENTE BLVD
ZIP Code 90048
PIN Number 135B173 239
Lot/Parcel Area (Calculated) 4,730.8 (sq ft)
Thomas Brothers Grid PAGE 633 - GRID A2
Assessor Parcel No. (APN) 5510005034
Tract TR 7555
Map Reference M B 88-79/84 (SHTS 4-9)
Block 26
Lot 5
Ari (Lot Cut Reference) None
Map Sheet 135B173

- Address Legal
- Planning and Zoning
- Assessor
- Case Numbers
- Citywide Code Amendment Cases
- Additional
- Seismic Hazards
- Economic Development Areas
- Public Safety



Streets Copyright (c) Thomas Brothers Maps, Inc.

Parcel Details

- Property records are kept at the Headquarters Office
- How frequently is this site updated? (and other FAQs)

Property Information

Assessor's ID No: 5510-005-033
Address: 490 S SAN VICENTE BLVD LOS ANGELES CA 90048

Property Type: Commercial / Industrial

Region / Cluster: 23 / 23620

Tax Rate Area (TRA): 00067

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:

Indicated Sale Price:

[Search for Recent Sales](#)

2014 Roll Values

Recording Date: 05/01/2013

Land: \$213,975

Improvements: \$123,782

Personal Property: \$0

Fixtures: \$0

Homeowners' Exemption: \$0

Real Estate Exemption: \$0

Personal Property Exemption: \$0

Fixture Exemptions: \$0

- 2014 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

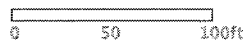
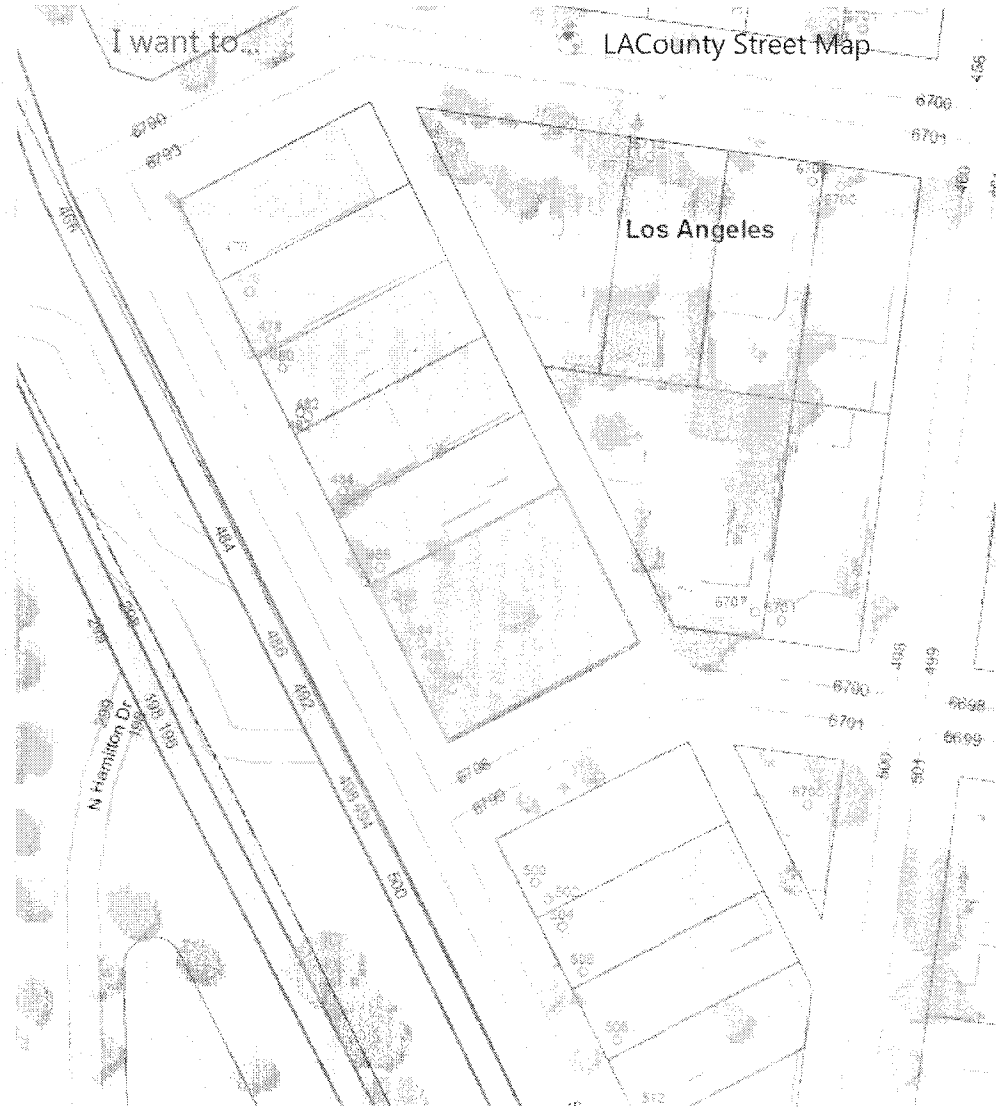
Property Boundary Description

TRACT # 7555 LOTS 3 AND LOT 4 BLK 26

Building Description

Building Improvement 1

Square Footage: 5,824
Year Build / Effective Year Built: 1951 / 1951
Bedrooms / Bathrooms: 0 / 0
Units: 0



Parcel Details

- Property records are kept at the West District Office
- How frequently is this site updated?
(and other FAQs)

Property Information

Assessor's ID No: 5510-005-034
Address: 488 S SAN VICENTE
 BLVD LOS ANGELES
 CA 90048
Property Type: Commercial /
 Industrial
Region / Cluster: 25 / 25651
Tax Rate Area (TRA): 00067

- View Assessor Map
- View Index map

Recent Sales Information

Latest Sale Date:
Indicated Sale Price:

[Search for Recent Sales](#)

2014 Roll Values

Recording Date: 05/01/2013
Land: \$426,832
Improvements: \$58,912
Personal Property: \$0
Fixtures: \$0
Homeowners' Exemption: \$0
Real Estate Exemption: \$0
Personal Property Exemption: \$0
Fixture Exemptions: \$0

- 2014 Annual taxes
- Property tax payment FAQs
- Estimate supplemental taxes

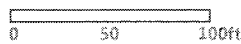
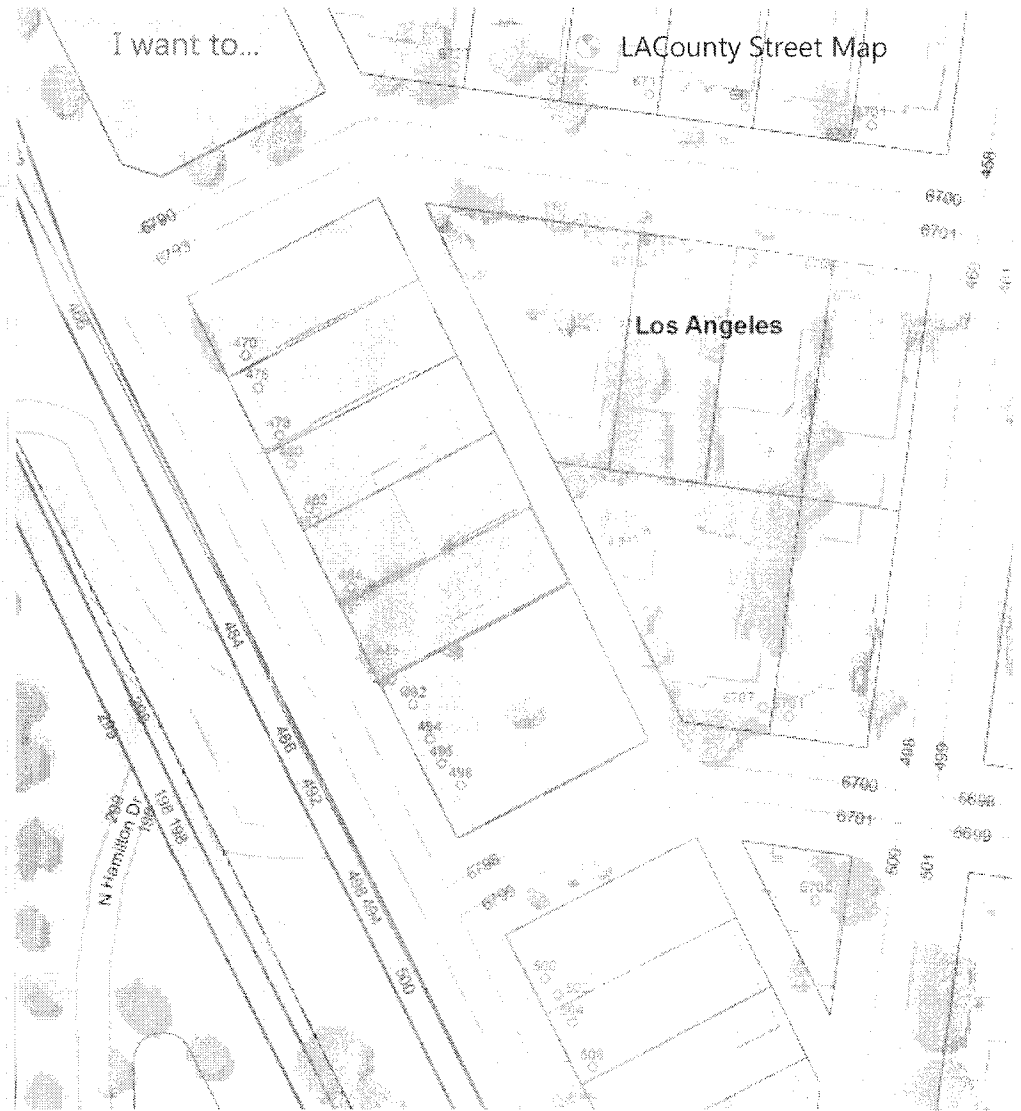
Property Boundary Description

TRACT # 7555 LOT 5 BLK 26

Building Description

Building Improvement 1

Square Footage: 1,614
Year Build / Effective Year Built: 1949 / 1949
Bedrooms / Bathrooms: 0 / 0
Units: 0

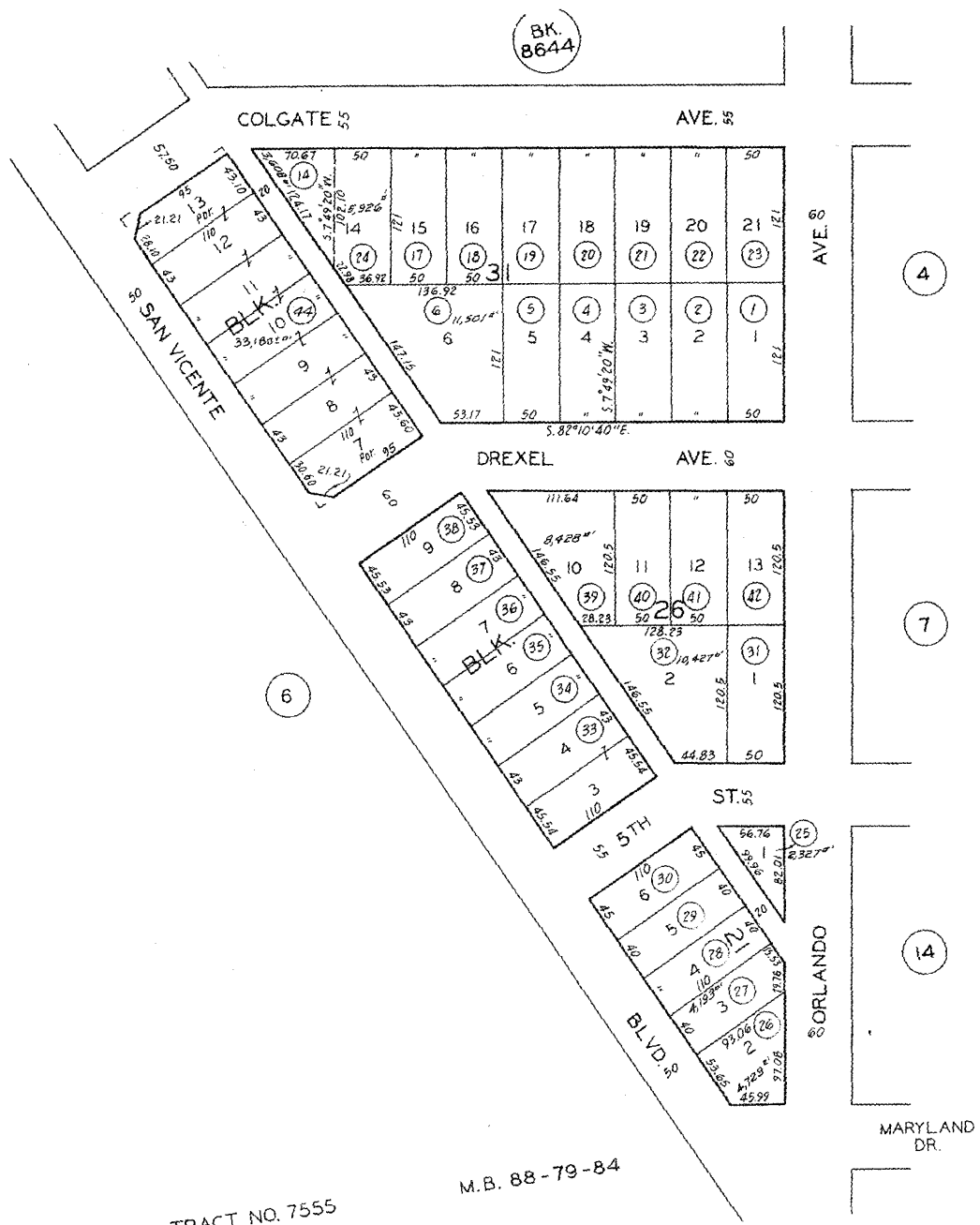


831020003-84
#32090867001001-23
#920917

BK.
8644

510 5
1" = 100'

1993



CODE
67

TRACT NO. 7555

M.B. 88-79-84

FOR PREV. ASSMT SEE
5510-5&6

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

HISTORICAL TENANT REPORT

INTRODUCTION

The purpose of this Historical Tenant Report is to identify the tenants (be it the owner or lessee) of 488 & 490-498 S SAN VICENTE BLVD, LOS ANGELES over the last 50 years.

Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 forward. The actual site address as well as neighboring addresses on the same block are also investigated for informational purposes, and to cover a potential address change of the subject site.

BBL has used its best effort but makes no claims as to the completeness of the referenced sources or completeness of the search. For additional information call (619) 793-0641.

DIRECTORY INFORMATION

The three general types of directories researched for the Historical Tenant Report are the 1) city directory, 2) street address directory, and 3) criss-cross directory. All three either are devoted to or have sections that list the Tenant and telephone number of given street addresses by their street name and address. These telephone directories, not as readily available to the public as white pages or yellow pages, are excellent for uncovering names, business names and the nature of businesses as listed by street address.

In addition to the actual site address the following neighboring addresses have been researched for commercial listings as well:

40 STATE ROUTE 23
484 S SAN VICENTE BLVD
506 S SAN VICENTE BLVD

The actual site address, as it is known presently, is marked by blue text in the findings of the search as reported on the following pages.

2013

484 S SAN VICENTE BLVD	ART DEALERS ASSN OF CALIFORNIA
488 S SAN VICENTE BLVD	PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD	HICERAM DENTAL LABORATORIES
	HOME FOR ALL INC
	LANDMARK REALTORS
	SKIN COUTURE
	WEDDING CHAPEL LOS ANGELES
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS
Source:	Combo1

2012

484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERIES
488 S SAN VICENTE BLVD	IWANAGA, KAREN
490 S SAN VICENTE BLVD	HICERAM DENTAL LABORATORIES
	JOANNE HARRIS HAIR COLOR SPEC
	LANDMARK REALTORS
	MAHOGANY HAIR REVOLUTION
	SKIN COUTURE
	WEDDING CHAPEL LOS ANGELES
498 S SAN VICENTE BLVD	A CUSTOM ELECTRIC
	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS
Source:	Combo1

2010

484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERIES
488 S SAN VICENTE BLVD	PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD	HICERAM DENTAL LABORATORIES
	JOANNE HARRIS HAIR COLOR SPEC
	LANDMARK REALTORS
	MAHOGANY HAIR REVOLUTION
	SKIN COUTURE
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS
Source:	Digital Directory Assistance

2008

484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERIES
488 S SAN VICENTE BLVD	PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD	HICERAM DENTAL LABORATORIES
	JOANNE HARRIS HAIR COLOR SPEC
	LANDMARK REALTORS
	MAHOGANY HAIR REVOLUTION
	SINAI CONSTRUCTION
	SKIN COUTURE
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS
Source:	Digital Directory Assistance

2006

484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERY
488 S SAN VICENTE BLVD	PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD	HI CERAM DENTAL
	JOANNE HARRIS HAIR COLOR SPEC
	LANDMARK REALTORS
	SINAI CONSTRUCTION
	SKIN COUTURE
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS

Source: Digital Directory Assistance

2004

40 STATE ROUTE 23	WAYNE TOWN NEWSTAND
484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERIES
488 S SAN VICENTE BLVD	PRO PHYSICAL THERAPY
490 S SAN VICENTE BLVD	FIRST CHOICE
	HI CERAM DENTAL
	LANDMARK REALTORS
	SINAI CONSTRUCTION
	SKIN COUTURE
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS
	ROTH DRAPERIES-INTERIORS

Source: Digital Directory Assistance

2002

Source: Digital Directory Assistance

2000

484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERIES
488 S SAN VICENTE BLVD	TRAVELWAYS
490 S SAN VICENTE BLVD	EATIN' IN
	FIRST CHOICE BUILDERS SUPPLY
	GALAXY DOCUMENT SVC
	JOANNE HARRIS HAIR & MAKE-UP
	MOJO DIGITAL
	ST CLAIR REAL ESTATE CONSLNTS
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	ROTH DRAPERIES-INTERIORS

Source: Digital Directory Assistance

1998

484 S SAN VICENTE BLVD	ADAMSON-DUVANNES GALLERIES
488 S SAN VICENTE BLVD	TRAVELWAYS
490 S SAN VICENTE BLVD	BEAUTY AIDS INC
	CHRIS GHIATIS DESIGNS
	DERMA VITAL
	GMV ANTIQUES
	HODIS, LILI
	JOANNE HARRIS HAIR & MAKE-UP
	KAYE, RONNIE
	MARKS, ROBERT B
	TROMBLEY, MARGOT
	VALDES, ALAN R
498 S SAN VICENTE BLVD	CRISPI & CRISPI
506 S SAN VICENTE BLVD	JIM DOUGLASS PHOTOGRAPHY

Source: Digital Directory Assistance

1994

484 S SAN VICENTE BLVD	ADAMSON DUVANNES GALLERIES
488 S SAN VICENTE BLVD	TRAVELWAYS
490 S SAN VICENTE BLVD	HARLAND N GREEN A PRO CORP
	HODIS, LILI
	JOANNE HARRIS HAIR & MAKE UP
	KAYE, RONNIE
	MARKS, ROBERT B
	SHUBS, CARL H PHD
	ZUSMAN, STEPHAN S
498 S SAN VICENTE BLVD	BRAVERMAN, HARRY A

506 S SAN VICENTE BLVD	CRISPI AND CRISPI JORDAN MILLER PHOTOGRAPHY
Source:	Digital Directory Assistance

1990

488 S SAN VICENTE BLVD	TRAVELWAYS
490 S SAN VICENTE BLVD	HARLAND N GREEN A PRO CORP HODIS, LILI JOANNE HARRIS HAIR & MAKE UP KAYE, RONNIE MARKS, ROBERT B SHUBS, CARL H PHD ZUSMAN, STEPHAN S
498 S SAN VICENTE BLVD	CRISPI AND CRISPI SYSTEMS AND GRAPHICS

1985

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	MARKHAM MEDICAL INTERNATIONAL NATURAL Y SURGICAL SPECIALTIES
498 S SAN VICENTE BLVD	CRISPI AND CRISPI SYSTEMS AND GRAPHICS

1980

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	No Listings
498 S SAN VICENTE BLVD	No Listings

1976

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS GREEK RADIO HOUR ODYSSEY TRAVEL
498 S SAN VICENTE BLVD	HIGHLAND MORTGAGE

1971

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS GREEK RADIO HOUR ODYSSEY TRAVEL
498 S SAN VICENTE BLVD	HIGHLAND MORTGAGE

1966

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS DENTAL PROSTHETIC
498 S SAN VICENTE BLVD	No Listings

1961

488 S SAN VICENTE BLVD	No Listings
490 S SAN VICENTE BLVD	BEAUTY AIDS DENTAL PROSTHETIC

498 S SAN VICENTE BLVD No Listings

1956

488 S SAN VICENTE BLVD No Listings
490 S SAN VICENTE BLVD No Listings
498 S SAN VICENTE BLVD No Listings

1954

488 S SAN VICENTE BLVD No Listings
490 S SAN VICENTE BLVD No Listings
498 S SAN VICENTE BLVD No Listings

ATTACHMENT (C)

LOS ANGELES CITY FIRE DEPARTMENT
HAZARDOUS MATERIALS DIVISION

No Records Found

ATTACHMENT (D)

LOS ANGELES CITY FIRE DEPARTMENT
UNDERGROUND TANK UNIT

Records are Currently Pending.

ATTACHMENT (E)

FEDERAL, STATE, & REGIONAL RECORDS

INTRODUCTION

BBL has used its best effort but makes no claims as to the completeness or accuracy of the referenced government sources or the completeness of the search. Our records are frequently updated but only as current as their publishing date and may not represent the entire field of known or potential hazardous waste or contaminated sites. To ensure complete coverage of the subject property and surrounding area, sites may be included in the list if there is any doubt as to the location because of discrepancies in map location, zip code, address, or other information in our sources. For additional information call 858 793-0641.

In accordance with ASTM E-1527-05, the following government sources have been searched for sites at the street address, within the distances of the subject location as listed below.

FEDERAL SOURCES

NPL National Priority List

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

CERCLIS Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA.

Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site. Sites delisted from the NPL list are included here.

No listings within half of a mile radius of the subject site.

NFRAP No Further Remedial Action Planned sites (CERCLIS)

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination

HMIRS Hazardous Material Incident Report System

The Hazardous Material Report Incident Report Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

No listings within the street address of the subject site.

TBA Targeted Brownfields Assessments

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law.

No listings within half of a mile radius of the subject site.

SETS Site Enforcement Tracking System (SETS)

When expanding Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

This list has been researched within half of a mile radius of the subject site.

Site: AJAX/SCOUVILLE, INC
Address: 8383 WILSHIRE BLVD, STE 800
City: BEVERLY HILLS,
Map Loc: 56 - about 2 mile S of the subject
Status: id: 00695

Site: AJAX/SCOUVILLE, INC
Address: 8383 WILSHIRE BLVD, STE 800
City: BEVERLY HILLS,
Map Loc: 56 - about 2 mile S of the subject
Status: id: 00697

Site: AJAX/SCOUVILLE, INC
Address: 8383 WILSHIRE BLVD, STE 800

was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

No listings within half of a mile radius of the subject site.

FEDFAC Federal Facilities

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order.

No listings within half of a mile radius of the subject site.

ERNS Emergency Response Notification System

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center.

There are primarily five Federal statutes that require release reporting the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103, the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304, the Clean Water Act of 1972(CWA) section 311(b)(3), and the Hazardous Material Transportation Act of 1974(HMTA) section 1908(b).

This list has been researched within a quarter of a mile radius of the subject site.

Site: UNK
Address: 8516 W 3RD ST, & SAN VICENTE
City: LOS ANGELES
Map Loc: 77 - about .3 mile NW of the subject
Status: 8900031522 NATURAL GAS (10/26/1989)

8516 E 3RD ST & SAN VICENTE
QT-LINK ODOR CHECK/VEY STRONGOVER A LARGE AREA NO EVAL AT THIS TIME
CA0ES-89-6569

Site: ICTF RAIL YARD
Address: CARSON ST
City: LOS ANGELES
Status: 0400741315

On 11/19/04 an incident involving OIL DIESEL occurred LOCAL LOCOMOTIVE STRUCK A DIESEL TRUCK AT A RAIL YARD. THE VEHICLE DISCHARGED AN UNKNOWN AMOUNT OF DIESEL. NO DERAILMENTS REPORTED. NO INJURIES OR FATALITIES OCCURRED. IF IS UNKNOWN IF THE SPILL IMPACTED ANY WATERWAYS. HAZMAT TEAMS EN ROUTE FOR CLEAN UP. NONE PROVIDED.

City: BEVERLY HILLS,
Map Loc: 56 - about 2 mile S of the subject
Status: id: 00686

Site: CARL M. BUCK BUILDING CO
Address: 8242 W 3RD ST, SUITE 300
City: LOS ANGELES
Map Loc: 57 - about .4 mile NE of the subject
Status: id: 05368

DQ Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

No listings within a quarter of a mile radius of the subject site.

CD Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statutes and tracks enforcement actions from the initial stages of investigations through conclusion.

No listings within a quarter of a mile radius of the subject site.

ICIS Integrated Compliance Information System (ICIS)

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and its Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; incident Tracking, Compliance Assistance, and Compliance Monitoring.

This list has been researched within half of a mile radius of the subject site.

Site: WESTERN STAR COLOR AND CHEMICA
Address: 6377 BREXEL AVE
City: LOS ANGELES
Map Loc: 103 - about .5 mile E of the subject
Status: Permit id#: CAD983612128

RCRA RCRA Violators List (CORRACTS)

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation of potential violations, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS).

If enforcement is required, it is typically delegated to a state agency.

Any Institutional/Engineering controls issued under CORRACTS are described in the status detail for each site.

No listings within 1 mile radius of the subject site.

RCRA-D Resource Conservation and Recovery Information System - Treatment, Storage & Disposal

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

Status Codes: I Incinerator
T Storage/Treatment facility other than incinerator
D Land Disposal Facility

No listings within half of a mile radius of the subject site.

CDL Clandestine Drug Laboratories

No listings within half of a mile radius of the subject site.

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

INDN Indian REservation LUST/VCP/UST

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

No listings within half of a mile radius of the subject site.

FD Federal Enforcement Dockets

The US EPA, Office of Enforcement, maintains a list of sites under enforcement by the US EPA.

The present status - REFER. OTHER AGENCY was reported as of.
The lead agency for this site is.

ME Military Evaluation Sites

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

No listings within half of a mile radius of the subject site.

EP Expedited Remedial Action Program

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

No listings within half of a mile radius of the subject site.

BZ Border Zone Properties

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

No listings within half of a mile radius of the subject site.

SCH School Property Evaluation Program Properties

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as Cleanup (remedial actions occurred) or Evaluation (no remedial action occurred) based on completed activities. All proposed school sites that will receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

No listings within a quarter of a mile radius of the subject site.

LUR Brownfields Reuse Program Facility Sites with Land Use Restrictions

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

No listings within half of a mile radius of the subject site.

No listings within a quarter of a mile radius of the subject site.

CALIFORNIA STATE SOURCES

FL State Response Sites - Federal Lead

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous waste sites. These sites are typically proposed, on or delisted from the National Priority List.

No listings within 1 mile radius of the subject site.

SR State Response Sites

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.

The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

No listings within half of a mile radius of the subject site.

VCP Voluntary Cleanup Program

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

No listings within half of a mile radius of the subject site.

FE Properties Needing Further Evaluation

This category of Envirostor, formerly The Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains properties that are suspected, but unconfirmed, contaminated sites that need or have gone through an investigation and assessment process. If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type. Sites found to have no contamination at the completion of the investigation and assessment process result in a No Action Required (for Phase 1 assessments) or No Further Action (for Phase 2 assessments) determination.

This list has been researched within half of a mile radius of the subject site.

Site: BEVERLY HILLS PLATING WORKS
Address: 243 N ROBERTSON BLVD
City: BEVERLY HILLS
Map Loc: 102 - about 5 mile W of the subject
Status: id: 7102244

DR Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

No listings within half of a mile radius of the subject site.

CA Hazardous Waste sites - Permitted and Corrective Action

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

No listings within half of a mile radius of the subject site.

HIS Historical Site

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

No listings within half of a mile radius of the subject site.

CALS CALSITES - No Further Action

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

This list has been researched within a quarter of a mile radius of the subject site.

Site: COMMERCE SWAMP PRODUCTS CO., I
Address: 470 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 2 - about 0 mile NW of the subject
Status: id: 192806502181993 28 00 00

FACILITY IDENTIFIED I W SURVEY QUEST 12580 NO WASTE (03/26/83)
HAINES DR. 82 SHOWS SITE AS A TRAVELWAYS OFFICE (02/18/83)
QUEST REC'D (04/09/80)

Site: ROYALTY SERVICE CORP., LTD.
Address: 558 S SAN VICENTE BLVD
City: LOS ANGELES

Map Loc: 74 - about .3 mile SE of the subject
Status: id: 1913008505021983 13 0 0 0
LA CHAM COMM DIR 1963-64 PETROLEUM PROD UCTS. (10/22/82)
Site: KARE INC
Address: 8314 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 85 - about .3 mile SE of the subject
Status: id: 1928061204091980 28 0 0 0
FACILITY IDENTIFIED IN SURVEY QUEST 12590 (04/01/80)
QUEST RCVD. WASTE-PAPER CARTONS 30LBYR. GALUZE PADS FOR STRAINING 40ZYR. DISP BEV HLS RUBBISH PICKUP (04/09/80)

CORTESE State of California Office of Planning and Research

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites.
Facilities that have been reported elsewhere in this report will not be included in the listing below.

- Status Codes: WRCBT Tank leaks
DH51 Abandoned hazardous waste site.
DH52 Contaminated public water drinking wells serving less than 200 connections.
DH53 Contaminated public water drinking wells serving more than 200 connections.
DH55 Sites pursuant to section 25356 of the Health and Safety Code (see BEP)
CWMB Solid waste disposal sites with known migration of hazardous waste

No listings within half of a mile radius of the subject site.

LUST Leaking Underground Storage Tanks - California State

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.
This section includes tank cases located on military installation.

- Status Codes: 0 No action
1 Leak being confirmed
3A Prel site assessment workplan submitted
3B Prel site assessment underway
5C Pollution characterization
SR Remediation plan
7 Remedial action underway
8 Post remedial action monitoring
9 Case closed
P Case purged from agency list

This list has been researched within half of a mile radius of the subject site.

Site: UNOCAL #3664
Address: 8536 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 46 - about 2 mile SW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03701243.

Site: VACANT LAND
Address: 8600 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 50 - about 2 mile SW of the subject
Status: CLSD - Case Closed

Site: MOBIL #18-GWX (FORMER #11-GWX)
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about 2 mile SW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03703416, is managed by the Regional Water Quality Board

- 1999-10-15: STAFF LETTER
2001-10-30: STAFF LETTER
2002-04-15: MONITORING REPORT - QUARTERLY
2002-07-15: INTERIM REMEDIAL ACTION REPORT
2002-07-15: MONITORING REPORT - QUARTERLY
2002-10-15: ADDITIONAL INFORMATION REPORT
2002-10-15: MONITORING REPORT - QUARTERLY
2002-10-15: REMEDIAL PROGRESS REPORT
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-15: MONITORING REPORT - QUARTERLY
2003-07-15: REMEDIAL PROGRESS REPORT
2003-10-15: MONITORING REPORT - QUARTERLY
2004-01-15: MONITORING REPORT - QUARTERLY
2004-04-15: REMEDIAL PROGRESS REPORT
2004-07-15: MONITORING REPORT - QUARTERLY
2004-10-15: MONITORING REPORT - QUARTERLY
2004-10-15: REMEDIAL PROGRESS REPORT
2005-01-15: MONITORING REPORT - QUARTERLY
2005-04-15: REMEDIAL PROGRESS REPORT
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-06: REQUEST FOR CLOSURE
2005-07-15: MONITORING REPORT - QUARTERLY
2005-09-06: SITE VISIT INSPECTION/SAMPLING
2005-10-15: MONITORING REPORT - QUARTERLY
2005-10-28: NOTIFICATION - PRECLOSURE
2005-11-14: TECHNICAL REPORT
2006-01-15: MONITORING REPORT - QUARTERLY
2006-01-23: STAFF LETTER
2006-02-02: SOIL AND WATER INVESTIGATION REPORT
2006-03-15: ADDITIONAL INFORMATION REPORT
2006-04-15: MONITORING REPORT - QUARTERLY
2006-07-15: STAFF LETTER
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY

- 2007-10-15: MONITORING REPORT - QUARTERLY
2008-01-15: MONITORING REPORT - QUARTERLY
2008-01-15: SOIL AND WATER INVESTIGATION WORKPLAN
2008-02-04: STAFF LETTER
2008-07-15: MONITORING REPORT - QUARTERLY
2008-10-15: MONITORING REPORT - QUARTERLY
2009-01-15: MONITORING REPORT - QUARTERLY
2009-04-15: MONITORING REPORT - QUARTERLY
2009-05-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-01-20: NOTIFICATION - PRECLOSURE
2010-02-09: CLOSURE AND FURTHER ACTION LETTER

- Monitoring well: MW01A active
lat/long: 34.0650124/-118.3779858
depth to gw: 0 - 19.07
sample data: ACE < 50 UG/L 2009-02-08 (max 5000 UG/L 2008-11-09)
BDCME < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
BRZ < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
BRCLME < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
BRME < 10 UG/L 2009-02-08 (max 100 UG/L 2008-11-09)
BTBN < 10 UG/L 2009-12-06 (max 150 UG/L 2008-11-09)
BTBZ < 65 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
BTBTZ < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
BZ < 6.3 UG/L 2009-12-06 (max 570 UG/L 2008-07-08)
BZME < 10 UG/L 2009-02-08 (max 1300 UG/L 2008-02-12)
CDS < 10 UG/L 2009-02-08 (max 1000 UG/L 2008-02-12)
CH4 < 1.56 UG/L 2009-12-06 (max 100 UG/L 2001-11-14)
CLBZ < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
CLBZME2 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
CLSZME4 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
CLEA < 50 UG/L 2009-02-08 (max 500 UG/L 2008-11-09)
CLME < 10 UG/L 2009-02-08 (max 1000 UG/L 2008-02-12)
CTCL < 5 UG/L 2009-02-08 (max 50 UG/L 2008-02-12)
CYP < 41 UG/L 2009-12-06 (max 100 UG/L 2008-02-12)
BDCME < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DBCP < 50 UG/L 2009-02-08 (max 500 UG/L 2008-02-12)
DBMA < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCA11 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCA12 < 5 UG/L 2009-02-08 (max 50 UG/L 2008-02-12)
DCS212 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCS213 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCB214 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCE11 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCE12C < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCE12T < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCP11 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCP13C < 5 UG/L 2009-02-08 (max 50 UG/L 2008-02-12)
DCP13T < 5 UG/L 2009-02-08 (max 50 UG/L 2008-02-12)
DCPA12 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCPA13 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DCPA22 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
DIPE < 20 UG/L 2009-02-08 (max 200 UG/L 2008-02-12)
EBZ < 62 UG/L 2009-12-06 (max 100 UG/L 2008-11-09)
EDB < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
ETBE < 20 UG/L 2009-02-08 (max 200 UG/L 2008-02-12)
ETHANOL < 1000 UG/L 2009-02-08 (max 11000 UG/L 2008-02-12)
FC11 < 100 UG/L 2009-02-08 (max 1000 UG/L 2008-02-12)
FC119 < 77 UG/L 2009-12-06 (max 1000 UG/L 2008-02-12)
FC12 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
FE2 < 27 MG/L 2009-02-08 (max 10 MG/L 2001-11-14)
HX02 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
IPBZ < 2 UG/L 2009-12-06 (max 210 UG/L 2008-11-09)
MEK < 100 UG/L 2009-02-08 (max 1000 UG/L 2008-02-12)
MEK < 100 UG/L 2009-02-08 (max 1000 UG/L 2008-02-12)
MTBE < 2 UG/L 2009-04-19 (max 120 UG/L 2008-06-05)
MTHANOL < 100 UG/L 2009-02-08 (max 1000 UG/L 2008-11-09)
NAPH < 3.6 UG/L 2009-12-06 (max 720 UG/L 2008-11-09)
NDBN < 1.3 MG/L 2009-12-06 (max 5 MG/L 2005-05-15)
PEBN < 17 UG/L 2009-12-06 (max 1200 UG/L 2008-11-09)
PCA < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
PCE < 78 UG/L 2009-12-06 (max 100 UG/L 2008-02-12)
PHCG < 1300 UG/L 2009-12-06 (max 2500 UG/L 2008-11-09)

- SO4 130 MG/L 2009-12-06 (max 200 MG/L 2002-02-13)
ST1 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TAME < 20 UG/L 2009-02-08 (max 200 UG/L 2008-02-12)
TBA < 31 UG/L 2009-04-19 (max 30000 UG/L 2008-06-05)
TBME < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TC112 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TC111 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TC112 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TCB123 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TCB124 < 10 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
TCE < 84 UG/L 2009-12-06 (max 100 UG/L 2008-02-12)
TCME < 5 UG/L 2009-12-06 (max 150 UG/L 2008-02-12)
TCPR123 < 50 UG/L 2009-02-08 (max 500 UG/L 2008-02-12)
TMB124 < 64 UG/L 2009-12-06 (max 10000 UG/L 2008-11-09)
TMB135 < 5.8 UG/L 2009-12-06 (max 2200 UG/L 2008-11-09)
VA < 100 UG/L 2009-02-08 (max 100 UG/L 2008-02-12)
VC < 5 UG/L 2009-02-08 (max 50 UG/L 2008-02-12)
XYLENE3 < 46 UG/L 2009-12-06 (max 4500 UG/L 2008-11-09)
XYLENE3134 < 1 UG/L 2005-02-13 (max 10 UG/L 2005-06-02)
XYLO < 1 UG/L 2005-02-13 (max 10 UG/L 2005-06-05)

- Monitoring well: MW02A no access
lat/long: 34.0658017/-118.379495
depth to gw: 0 - 21.44
sample data: ACE < 50 UG/L 2009-02-08
BDCME < 1 UG/L 2009-02-08
BRZ < 1 UG/L 2009-02-08
BRCLME < 1 UG/L 2009-02-08
BRME < 10 UG/L 2009-02-08
BTBN < 1 UG/L 2009-02-08 (max 5 UG/L 2008-05-07)
BTBZ < 22 UG/L 2009-02-08 (max 2.5 UG/L 2008-05-07)
BTBTZ < 1 UG/L 2009-02-08
BZ < 1 UG/L 2009-02-08 (max 150 UG/L 2008-04-24)
BZME < 61 UG/L 2009-04-19 (max 5 UG/L 2008-06-05)
CDS < 10 UG/L 2009-02-08
CH4 < 6.58 UG/L 2009-12-06 (max 493 UG/L 2005-02-13)
CLBZ < 1 UG/L 2009-02-08
CLBZME2 < 1 UG/L 2009-02-08
CLSZME4 < 1 UG/L 2009-02-08
CLEA < 5 UG/L 2009-02-08
CLME < 10 UG/L 2009-02-08
CTCL < 5 UG/L 2009-02-08 (max 10 UG/L 2008-02-12)
CYP < 1 UG/L 2009-02-08
BDCME < 1 UG/L 2009-02-08
DBCP < 1 UG/L 2009-02-08
DBMA < 1 UG/L 2009-02-08
DCA11 < 1 UG/L 2009-02-08 (max 1 UG/L 2008-02-12)
DCA12 < 1 UG/L 2009-02-08 (max 1 UG/L 2008-02-12)
DCB212 < 1 UG/L 2009-02-08
DCS212 < 1 UG/L 2009-02-08
DCS213 < 1 UG/L 2009-02-08
DCB14 < 1 UG/L 2009-02-08
DCE11 < 1 UG/L 2009-02-08
DCE12C < 1 UG/L 2009-02-08
DCE12T < 1 UG/L 2009-02-08
DCP11 < 1 UG/L 2009-02-08
DCP13C < 5 UG/L 2009-02-08 (max 1 UG/L 2008-02-12)
DCP13T < 5 UG/L 2009-02-08 (max 1 UG/L 2008-02-12)
DCPA12 < 1 UG/L 2009-02-08 (max 1 UG/L 2008-02-12)
DCPA13 < 1 UG/L 2009-02-08
DCPA22 < 1 UG/L 2009-02-08
DIPE < 2 UG/L 2009-02-08 (max 10 UG/L 2009-06-05)
EBZ < 42 UG/L 2009-04-19 (max 530 UG/L 2008-02-13)
EDB < 1 UG/L 2009-02-08
ETBE < 2 UG/L 2009-02-08 (max 10 UG/L 2008-06-05)
ETHANOL < 100 UG/L 2009-02-08 (max 500 UG/L 2003-06-05)
FC11 < 10 UG/L 2009-02-08
FC113 < 10 UG/L 2009-02-08
FC12 < 1 UG/L 2009-02-08
FE2 < 47 MG/L 2009-12-06
HX02 < 10 UG/L 2009-02-08
IPBZ < 2.6 UG/L 2009-02-08 (max 13 UG/L 2006-05-07)
MEK < 10 UG/L 2009-02-08
MERK < 10 UG/L 2009-02-08

Table with 2 columns: Well ID and Description. Includes wells like MTBE, MTLNCL, NAPH, NO3N, PBZN, PCA, PCE, PHCG, SO4, STY, TAME, TBA, TBE, TC1112, TCA111, TCA112, TCB123, TCB124, TCE, TCLME, TCRP123, TMB124, TMB135, VA, VC, XYLENES, XYLENES1314, XYLO. Includes monitoring well MW03A active with depth to gw 0 - 21.15 and sample data for various parameters like ACE, BDCME, BRBZ, BRCLME, BRME, BTBZ, BTBZS, BTBZT, BZ, BZME, CDS, CH4, CLBZ, CLBZME2, CLEA, CLME, CTCL, CYPM, DBCME, DBCP, DBWA, DCB212, DCB213, DCB214, DCE11, DCE12C, DCE12T, DCP11, DCP13C, DCP13T, DCPA12, DCPA13, DCPA22, DIFE, EBZ, EDB, ETBE, ETHANOL, FC11, FC113.

Table with 2 columns: Well ID and Description. Includes wells like FC12, FE2, HXO2, IPBZ, MEK, MIBK, MTBE, MTLNCL, NAPH, NO3N, PBZN, PCA, PCE, PHCG, SO4, STY, TAME, TBA, TBE, TC1112, TCA111, TCA112, TCB123, TCB124, TCE, TCLME, TCRP123, TMB124, TMB135, VA, VC, XYLENES, XYLENES1314, XYLO. Includes monitoring well MW04A no access with lat/long 34.0657594/-118.3778491 and depth to gw 0 - 22.3, and monitoring well MW05 active with lat/long 34.0691558/-118.3783177 and depth to gw 0 - 18.73.

Table with 2 columns: Well ID and Description. Includes wells like DCP11, DCP13C, DCP13T, DCPA12, DCPA13, DCPA22, DIFE, EBZ, EDB, ETBE, ETHANOL, FC11, FC113, FC12, FE2, HXO2, IPBZ, MEK, MIBK, MTBE, MTLNCL, NAPH, NO3N, PBZN, PCA, PCE, PHCG, SO4, STY, TAME, TBA, TBE, TC1112, TCA111, TCA112, TCB123, TCB124, TCE, TCLME, TCRP123, TMB124, TMB135, VA, VC, XYLENES, XYLENES1314, XYLO. Includes monitoring well MW06 no access with lat/long 34.0654847/-118.3778562 and depth to gw 0 - 21.14, and monitoring well MW07 no access with lat/long 34.0654647/-118.3778562 and depth to gw 0 - 18.92.

Table with 2 columns: Well ID and Description. Includes wells like DCA11, DCA12, DCB212, DCB213, DCB214, DCE11, DCE12C, DCE12T, DCP11, DCP13C, DCP13T, DCPA12, DCPA13, DCPA22, DIFE, EBZ, EDB, ETBE, ETHANOL, FC11, FC113, FC12, FE2, HXO2, IPBZ, MEK, MIBK, MTBE, MTLNCL, NAPH, NO3N, PBZN, PCA, PCE, PHCG, SO4, STY, TAME, TBA, TBE, TC1112, TCA111, TCA112, TCB123, TCB124, TCE, TCLME, TCRP123, TMB124, TMB135, VA, VC, XYLENES, XYLENES1314, XYLO. Includes monitoring well MW07 no access with lat/long 34.0654647/-118.3778562 and depth to gw 0 - 18.92.

TCB124	< 1 UG/L 2009-02-08
TCE	46 UG/L 2009-12-06 (max 1 UG/L 2006-02-23)
TCLME	52 UG/L 2009-12-06 (max 1.2 UG/L 2007-04-19)
TCPR123	< 5 UG/L 2009-02-08
TMB124	< 1 UG/L 2009-02-08
TMB135	< 1 UG/L 2009-02-08
VA	< 10 UG/L 2009-02-08
VC	< 5 UG/L 2009-02-08 (max 10 UG/L 2006-02-23)
XYLENES	< 1 UG/L 2009-02-08
XYLENES1314	< 1 UG/L 2004-11-14
XYLO	< 1 UG/L 2004-11-14

Monitoring well:
lat/long: MW11 no access
34 0655239/-118 3779197
depth to gw: 0 - 24.23
sample data:

ACE	< 50 UG/L 2008-11-09
BDCME	< 1 UG/L 2008-11-09
BRBZ	< 1 UG/L 2008-11-09
BRCLME	< 1 UG/L 2008-11-09
BRME	< 10 UG/L 2008-11-09
BTBZN	< 1 UG/L 2008-11-09
BTBZS	43 UG/L 2008-11-09 (max 1 UG/L 2006-05-07)
BTBZT	< 1 UG/L 2008-11-09
BZ	42 UG/L 2008-11-09 (max 1.6 UG/L 2006-07-08)
BZME	< 1 UG/L 2008-11-09
CD5	< 10 UG/L 2008-11-09
CH4	8.84 UG/L 2009-12-06 (max 66.1 UG/L 2002-04-24)
CLBZ	< 1 UG/L 2008-11-09
CLBZME2	< 1 UG/L 2008-11-09
CLBZME4	< 1 UG/L 2008-11-09
CLEA	< 5 UG/L 2008-11-09
CLME	< 10 UG/L 2008-11-09
CTCL	< 5 UG/L 2008-11-09 (max 10 UG/L 2006-05-07)
CYMP	< 1 UG/L 2008-11-09
DBCM	< 1 UG/L 2008-11-09
DBCP	< 1 UG/L 2008-11-09
DEMA	< 1 UG/L 2008-11-09
DCA11	< 1 UG/L 2008-11-09
DCA12	< 5 UG/L 2008-11-09 (max 1 UG/L 2006-05-07)
DCB212	< 1 UG/L 2008-11-09
DCB213	< 1 UG/L 2008-11-09
DCB214	< 1 UG/L 2008-11-09
DCE11	41 UG/L 2009-12-06 (max 1 UG/L 2006-05-07)
DCE12C	< 1 UG/L 2008-11-09
DCE12T	< 1 UG/L 2008-11-09
DCE11	< 1 UG/L 2008-11-09
DCP13C	< 5 UG/L 2008-11-09 (max 1 UG/L 2006-05-07)
DCP13T	< 5 UG/L 2008-11-09 (max 1 UG/L 2006-05-07)
DCPA12	< 1 UG/L 2008-11-09
DCPA13	< 1 UG/L 2008-11-09
DCPA22	< 1 UG/L 2008-11-09
DIFE	< 2 UG/L 2008-11-09
EBZ	< 1 UG/L 2008-11-09
EDB	< 1 UG/L 2008-11-09
ETBE	< 2 UG/L 2008-11-09
ETHANOL	< 100 UG/L 2008-11-09
FC11	< 10 UG/L 2008-11-09
FC113	29 UG/L 2009-12-06 (max 10 UG/L 2006-05-07)
FC12	< 1 UG/L 2008-11-09
FE2	29 MG/L 2009-12-06 (max 1 MG/L 2001-11-14)
HXO2	< 10 UG/L 2008-11-09
IPBZ	1.3 UG/L 2008-11-09 (max 10 UG/L 2006-05-07)
MEK	< 10 UG/L 2008-11-09
MIBK	< 10 UG/L 2008-11-09
MTBE	3.2 UG/L 2009-12-06 (max 100 UG/L 2002-04-24)
MTLNCL	< 10 UG/L 2008-11-09
NAPH	< 10 UG/L 2008-11-09
NO3N	1.2 MG/L 2009-12-06 (max 1.6 MG/L 2002-11-07)
PBZN	1.3 UG/L 2008-11-09
PCE	< 1 UG/L 2008-11-09
PHCG	150 UG/L 2008-11-09 (max 340 UG/L 2002-11-07)
SO4	180 MG/L 2009-12-06 (max 180 MG/L 2009-04-19)

MTLNCL	< 10 UG/L 2009-02-08
NAPH	2.9 UG/L 2009-02-08 (max 10 UG/L 2008-05-10)
NO3N	1.7 MG/L 2009-12-06 (max 2.3 MG/L 2009-02-08)
PBZN	1 UG/L 2009-02-08 (max 7.1 UG/L 2008-08-10)
PCA	< 1 UG/L 2009-02-08
PCE	53 UG/L 2009-04-19 (max 1 UG/L 2008-05-18)
PHCG	140 UG/L 2009-12-06 (max 2200 UG/L 2008-11-09)
SO4	65-18
TAME	< 2 UG/L 2009-02-08
TBA	15 UG/L 2009-04-19 (max 79 UG/L 2008-05-18)
TBME	< 1 UG/L 2009-02-08
TC1112	< 1 UG/L 2009-02-08
TCA111	< 1 UG/L 2009-02-08
TCA112	< 1 UG/L 2009-02-08 (max 2.3 UG/L 2008-05-18)
TCLME	< 1 UG/L 2009-02-08
TCB124	< 1 UG/L 2009-02-08
TCE	67 UG/L 2009-04-19 (max 1 UG/L 2008-05-18)
TCLME	78 UG/L 2009-04-19 (max 1 UG/L 2008-05-18)
TCPR123	< 5 UG/L 2009-02-08
TMB124	9 UG/L 2009-04-19 (max 35 UG/L 2008-05-10)
TMB135	1.2 UG/L 2009-04-19 (max 15 UG/L 2008-05-10)
VA	< 10 UG/L 2009-02-08
VC	< 5 UG/L 2009-02-08 (max 10 UG/L 2008-05-18)
XYLENES	< 1 UG/L 2009-02-08 (max 230 UG/L 2008-08-10)

Monitoring well:
lat/long: OW01 no access
34 0659746/-118 3779173
depth to gw: 0 - 11.29

Site: WILSHIRE SAN VICENTE PLAZA
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 58 - about 2 mile S of the subject
Status: CLSD - Casa Closed
The aquifer is potentially impacted. The case, 03704392.

Site: FIFTY-FIVE CAL CORP CONST SITE
Address: 100 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 64 - about 3 mile N of the subject
Status: CLSD - Casa Closed
The aquifer is potentially impacted. The case, 03701102.

Site: PICASSO AUTO BODY
Address: 8355 W 3RD ST
City: LOS ANGELES
Map Loc: 76 - about 3 mile NE of the subject
Status: REM - Remedial Action
The case, 03780422, is managed by the Regional Water Quality Board.

2002-10-16: STAFF LETTER
2002-11-18: ADDITIONAL INFORMATION REPORT
2002-11-25: STAFF LETTER
2003-02-20: STAFF LETTER
2003-05-16: WELL INSTALLATION REPORT
2003-09-20: STAFF LETTER
2003-07-02: STAFF LETTER
2003-08-15: MTBE INVESTIGATION WORKPLAN
2003-11-03: STAFF LETTER
2004-01-15: MONITORING REPORT - QUARTERLY

STY	< 1 UG/L 2008-11-09
TAME	< 2 UG/L 2008-11-09
TBA	< 10 UG/L 2008-11-09 (max 510 UG/L 2005-05-18)
TBME	< 1 UG/L 2008-11-09
TC1112	< 1 UG/L 2008-11-09
TCA111	< 1 UG/L 2008-11-09
TCA112	< 1 UG/L 2008-11-09
TCB123	< 1 UG/L 2008-11-09
TCB124	< 1 UG/L 2008-11-09
TCE	11 UG/L 2009-12-06
TCLME	< 1 UG/L 2008-11-09
TCPR123	< 5 UG/L 2008-11-09
TMB124	< 1 UG/L 2008-11-09
TMB135	< 1 UG/L 2008-11-09
VA	< 10 UG/L 2008-11-09
VC	< 5 UG/L 2008-11-09 (max 10 UG/L 2006-05-07)
XYLENES	< 1 UG/L 2008-11-09
XYLENES1314	< 1 UG/L 2004-11-14
XYLO	< 1 UG/L 2004-11-14

Monitoring well:
lat/long: MW12 active
34 0655239/-118 3779197
depth to gw: 0 - 19.28
sample data:

ACE	< 50 UG/L 2009-02-08
BDCME	< 1 UG/L 2009-02-08
BRBZ	< 1 UG/L 2009-02-08
BRCLME	< 1 UG/L 2009-02-08
BRME	< 10 UG/L 2009-02-08
BTBZN	72 UG/L 2009-04-19 (max 19 UG/L 2008-11-09)
BTBZS	22 UG/L 2009-04-19 (max 1.1 UG/L 2008-05-18)
BTBZT	< 1 UG/L 2009-02-08 (max 3 UG/L 2008-05-18)
BZ	34 UG/L 2009-04-19 (max 41 UG/L 2008-08-10)
BZME	< 1 UG/L 2009-02-08 (max 5 UG/L 2008-08-10)
CD5	< 10 UG/L 2009-02-08
CH4	9.58 UG/L 2009-12-06 (max 7.31 UG/L 2009-04-19)
CLBZ	< 1 UG/L 2009-02-08
CLBZME2	< 1 UG/L 2009-02-08 (max 2.9 UG/L 2008-05-18)
CLBZME4	< 1 UG/L 2009-02-08 (max 1.1 UG/L 2008-05-18)
CLEA	< 5 UG/L 2009-02-08
CLME	< 10 UG/L 2009-02-08
CTCL	< 5 UG/L 2009-02-08 (max 10 UG/L 2006-05-18)
CYMP	< 1 UG/L 2009-02-08
DBCM	< 1 UG/L 2009-02-08
DBCP	< 5 UG/L 2009-02-08
DEMA	< 1 UG/L 2009-02-08
DCA11	< 1 UG/L 2009-02-08
DCA12	< 5 UG/L 2009-02-08 (max 1 UG/L 2006-05-18)
DCB212	< 1 UG/L 2009-02-08
DCB213	< 1 UG/L 2009-02-08
DCB214	< 1 UG/L 2009-02-08
DCE11	< 1 UG/L 2008-02-08
DCE12C	< 1 UG/L 2008-02-08
DCE12T	< 1 UG/L 2008-02-08
DCP11	< 1 UG/L 2009-02-08
DCP13C	< 5 UG/L 2009-02-08 (max 1 UG/L 2008-05-18)
DCP13T	< 5 UG/L 2009-02-08 (max 1 UG/L 2008-05-18)
DCPA12	< 1 UG/L 2009-02-08
DCPA13	< 1 UG/L 2009-02-08
DCPA22	< 1 UG/L 2009-02-08
DIFE	< 2 UG/L 2009-02-08
EDB	85 UG/L 2009-04-19 (max 75 UG/L 2008-08-10)
ETBE	< 2 UG/L 2009-02-08
ETHANOL	< 100 UG/L 2009-02-08
FC11	< 10 UG/L 2009-02-08
FC113	< 10 UG/L 2009-02-08
FC12	< 1 UG/L 2009-02-08
FE2	< 1 MG/L 2009-02-08 (max 1 MG/L 2008-05-18)
HXO2	< 10 UG/L 2009-02-08
IPBZ	34 UG/L 2009-02-08 (max 10 UG/L 2008-05-18)
MIBK	< 10 UG/L 2009-02-08
MIBK	< 10 UG/L 2009-02-08
MTBE	43 UG/L 2009-02-08 (max 1.5 UG/L 2008-08-10)

2004-01-30: WELL INSTALLATION REPORT
2004-06-17: VERBAL COMMUNICATION
2004-07-15: MONITORING REPORT - QUARTERLY
2004-09-02: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2004-10-15: MONITORING REPORT - QUARTERLY
2005-01-15: MONITORING REPORT - QUARTERLY
2005-01-20: CAPRAP - FINAL REMEDIATION / DESIGN PLAN
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-15: MONITORING REPORT - QUARTERLY
2005-10-15: MONITORING REPORT - QUARTERLY
2006-04-20: SOIL AND WATER INVESTIGATION WORKPLAN
2006-07-15: MONITORING REPORT - QUARTERLY
2006-07-15: SITE CONCEPTUAL MODEL REPORT
2006-10-11: INTERIM REMEDIAL ACTION PLAN
2006-10-15: MONITORING REPORT - QUARTERLY
2006-10-15: SITE CONCEPTUAL MODEL REPORT
2006-12-14: STAFF LETTER
2007-01-15: MONITORING REPORT - QUARTERLY
2007-04-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY
2007-10-15: MONITORING REPORT - QUARTERLY
2007-12-27: STAFF LETTER
2008-01-15: MONITORING REPORT - QUARTERLY
2008-02-28: SOIL AND WATER INVESTIGATION WORKPLAN
2008-04-15: MONITORING REPORT - QUARTERLY
2008-04-24: STAFF LETTER
2008-06-15: ELECTRONIC REPORTING SUBMITTAL DUE
2008-07-15: MONITORING REPORT - QUARTERLY
2008-07-15: OTHER WORKPLAN
2008-07-15: REMEDIAL PROGRESS REPORT
2008-09-08: WELL INSTALLATION REPORT
2008-09-15: SITE CONCEPTUAL MODEL REPORT
2008-10-01: INTERIM REMEDIAL ACTION REPORT
2008-10-15: MONITORING REPORT - QUARTERLY
2008-11-14: STAFF LETTER
2008-11-30: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN - ADDENDUM
2008-12-10: SOIL AND WATER INVESTIGATION WORKPLAN
2008-12-20: WELL INSTALLATION WORKPLAN
2009-01-02: STAFF LETTER
2009-01-15: MONITORING REPORT - QUARTERLY
2009-02-17: WELL INSTALLATION REPORT
2009-04-15: MONITORING REPORT - QUARTERLY
2009-04-15: REMEDIAL PROGRESS REPORT
2009-05-15: WELL INSTALLATION REPORT
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2009-07-15: NPDES / WDR REPORTS
2009-07-27: INTERIM REMEDIAL ACTION PLAN
2009-08-18: WELL INSTALLATION REPORT
2009-08-27: STAFF LETTER
2009-10-15: MONITORING REPORT - SEMI-ANNUALLY
2010-01-15: WELL INSTALLATION REPORT
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-10-15: MONITORING REPORT - QUARTERLY

Monitoring well:
lat/long: GW1 active
34 0731998/-118 3719630
depth to gw: 13.85 - 16.51
sample data:

NAPH	1.1 UG/L 2010-06-09
PCE	1 UG/L 2010-06-09 (max 1.5 UG/L 2009-10-01)
TCLME	2.1 UG/L 2010-06-09 (max 5.1 UG/L 2009-06-09)

Monitoring well:
lat/long: GW2 active
34 0730244/-118 37202
depth to gw: 12.67 - 16.13
sample data:

BTBZN	25 UG/L 2010-06-10 (max 34.9 UG/L 2010-01-08)
BZ	8350 UG/L 2010-06-10
BZME	2300 UG/L 2010-06-10 (max 2300 UG/L 2006-04-03)
EBZ	1310 UG/L 2010-06-10
GRO	23700 UG/L 2010-06-10
IPBZ	57 UG/L 2010-06-10

	NAPH	228 UGL 2010-06-10
	PRZN	150 UGL 2010-06-10 (max 338 UGL 2009-06-10)
	TMB124	588 UGL 2010-06-10 (max 870 UGL 2010-06-10)
	TMB135	202 UGL 2010-06-10 (max 214 UGL 2010-01-08)
	XYLENES	3230 UGL 2010-06-10 (max 3450 UGL 2006-04-03)
Monitoring well:	GW3 no access	
lat/long:	34.0729884/-118.3718906	
depth to gw:	0 - 18.31	
sample data:	BTBZN	53 UGL 2010-06-10 (max 1180 UGL 2009-10-09)
	BTBZS	189 UGL 2006-10-09
	BZ	6900 UGL 2010-06-10 (max 12600 UGL 2007-09-29)
	BZME	4420 UGL 2010-06-10 (max 14100 UGL 2007-09-29)
	EBZ	1320 UGL 2010-06-10 (max 2070 UGL 2007-06-25)
	GRO	30800 UGL 2010-06-10 (max 143000 UGL 2009-10-09)
	IPBZ	50.5 UGL 2010-03-30 (max 189 UGL 2009-10-09)
	NAPH	210 UGL 2010-06-10 (max 354 UGL 2010-03-30)
	PRZN	97 UGL 2010-06-10 (max 608 UGL 2009-10-09)
	TMB124	1270 UGL 2010-06-10 (max 7590 UGL 2009-10-09)
	TMB135	396 UGL 2010-06-10 (max 2340 UGL 2009-10-09)
	XYLENES	5540 UGL 2010-06-10 (max 11600 UGL 2008-07-30)
	BR4FBZ	117 PERCENT 2009-06-30
	BZ	21 UGL 2008-06-30
	BZME	21 UGL 2008-06-30
	EBZ	41 UGL 2008-06-30
	PHCLG	5000 UGL 2009-06-30 (max 41 UGL 2005-06-30)
	TAME	29 UGL 2008-06-30
	XYLENES1314	120 UGL 2008-06-30
	XYLO	18 UGL 2008-06-30
Monitoring well:	GW4 active	
lat/long:	34.0730578/-118.3718472	
depth to gw:	13.22 - 16.86	
free product:	1800003 (2010-06-10)	
sample data:	BTBZN	65.9 UGL 2010-01-08
	BZ	6270 UGL 2010-01-08 (max 10200 UGL 2006-04-03)
	BZME	11400 UGL 2010-01-08 (max 15400 UGL 2006-04-03)
	EBZ	1520 UGL 2010-01-08 (max 2840 UGL 2008-02-28)
	GRO	61800 UGL 2010-01-08 (max 79700 UGL 2009-02-28)
	IPBZ	59 UGL 2010-01-08 (max 105 UGL 2009-06-10)
	NAPH	440 UGL 2010-01-08 (max 1310 UGL 2009-01-22)
	PRZN	463 UGL 2010-01-08 (max 248 UGL 2009-06-10)
	TMB124	2180 UGL 2010-01-08 (max 2950 UGL 2009-06-10)
	TMB135	586 UGL 2010-01-08 (max 785 UGL 2009-06-10)
	XYLENES	7700 UGL 2010-01-08 (max 13600 UGL 2009-05-10)
Monitoring well:	GW5 active	
lat/long:	34.0730671/-118.3721778	
depth to gw:	12.55 - 16.17	
sample data:	EBZ	5 UGL 2007-04-04 (max 7700 UGL 2007-04-04)
	PCE	1.7 UGL 2009-06-09
	TCLME	5.3 UGL 2009-04-09 (max 5.7 UGL 2008-10-24)
Monitoring well:	GW6 inactive	
lat/long:	34.0730444/-118.3718275	
depth to gw:	0 - 16.45	
sample data:	BZ	1.6 UGL 2008-10-24 (max 1380 UGL 2006-08-24)
Monitoring well:	GW6A active	
lat/long:	34.0730244/-118.3718275	
depth to gw:	13.0A - 18.61	
Monitoring well:	GW7 inactive	
lat/long:	34.0731222/-118.3718075	
depth to gw:	0 - 17.5	
sample data:	BTBZN	520 UGL 2010-06-10
Monitoring well:	GW7A active	
lat/long:	34.0731522/-118.3718075	
depth to gw:	14.13 - 17.5	
sample data:	BZ	1430 UGL 2010-05-10 (max 20300 UGL 2009-10-09)
Monitoring well:	GW8 active	

lat/long:	34.07302/-118.3718863
depth to gw:	14.32 - 17.05
sample data:	BTBZN 372 UGL 2009-10-09
Site:	BUG CITY/STUDIO EXPRESS
Address:	300 S LA CIENEGA BLVD
City:	LOS ANGELES
Map Loc:	78 - about .3 mile N of the subject
Status:	CLSD - Case Closed
The aquifer is potentially impacted. The case, 03749758, is managed by the Regional Water Quality Board.	
2003-03-13: STAFF LETTER	
2003-04-09: STAFF LETTER	
2003-04-18: ADDITIONAL INFORMATION REPORT	
2003-05-06: STAFF LETTER	
2003-05-30: PRELIMINARY SITE ASSESSMENT WORKPLAN	
2003-07-21: STAFF LETTER	
2003-07-31: MONITORING REPORT - QUARTERLY	
2003-08-29: CAPRAP - FEASIBILITY STUDY REPORT	
2003-08-29: INTERM REMEDIAL ACTION PLAN	
2003-10-07: STAFF LETTER	
2003-10-15: MONITORING REPORT - QUARTERLY	
2003-10-30: INTERM REMEDIAL ACTION PLAN	
2003-12-31: MTBE INVESTIGATION REPORT	
2004-01-15: MONITORING REPORT - QUARTERLY	
2004-01-15: REMEDIAL PROGRESS REPORT	
2004-01-21: STAFF LETTER	
2004-01-26: SITE VISIT / INSPECTION / SAMPLING	
2004-04-15: MONITORING REPORT - QUARTERLY	
2004-04-20: WELL INSTALLATION REPORT	
2004-07-15: MONITORING REPORT - QUARTERLY	
2004-08-10: SOIL AND WATER INVESTIGATION REPORT	
2004-10-15: MONITORING REPORT - QUARTERLY	
2004-10-29: INTERM REMEDIAL ACTION REPORT	
2005-01-15: MONITORING REPORT - QUARTERLY	
2005-04-15: MONITORING REPORT - QUARTERLY	
2005-07-15: MONITORING REPORT - QUARTERLY	
2005-10-15: MONITORING REPORT - QUARTERLY	
2006-01-15: MONITORING REPORT - QUARTERLY	
2006-02-06: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN	
2006-02-24: STAFF LETTER	
2006-04-15: MONITORING REPORT - QUARTERLY	
2006-07-15: MONITORING REPORT - QUARTERLY	
2006-10-15: MONITORING REPORT - QUARTERLY	
2006-10-15: REMEDIAL PROGRESS REPORT	
2007-01-15: MONITORING REPORT - QUARTERLY	
2007-01-15: REMEDIAL PROGRESS REPORT	
2007-04-15: MONITORING REPORT - QUARTERLY	
2007-04-15: REMEDIAL PROGRESS REPORT	
2007-07-15: MONITORING REPORT - QUARTERLY	
2007-07-15: REMEDIAL PROGRESS REPORT	
2007-10-15: MONITORING REPORT - QUARTERLY	
2007-10-15: REMEDIAL PROGRESS REPORT	
2008-01-15: MONITORING REPORT - QUARTERLY	
2008-04-15: MONITORING REPORT - QUARTERLY	
2008-04-15: REMEDIAL PROGRESS REPORT	
2008-07-15: MONITORING REPORT - QUARTERLY	
2008-10-15: MONITORING REPORT - QUARTERLY	
2008-10-15: REMEDIAL PROGRESS REPORT	
2009-03-25: WASTE DISCHARGE REQUIREMENTS	
2009-04-15: MONITORING REPORT - QUARTERLY	
2009-05-19: STAFF LETTER	
2009-06-15: STAFF LETTER	
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY	

lat/long:	34.0733638/-118.3718936
depth to gw:	12.87 - 17.34
Monitoring well:	MW-10 no access
lat/long:	34.07244/-118.3722086
depth to gw:	0 - 16.43
sample data:	GRO 68 UGL 2008-07-30
Monitoring well:	MW-11 no access
lat/long:	34.072071/-118.3718950
depth to gw:	0 - 18.36
sample data:	BTBZN 36.1 UGL 2009-10-01
	BTBZS 16.6 UGL 2009-10-01
	BZ 602 UGL 2009-10-01
	BZME 19.6 UGL 2009-10-01
	EBZ 133 UGL 2009-10-01 (max 187 UGL 2008-10-24)
	GRO 9.2 UGL 2008-07-30 (max 133 UGL 2008-07-30)
	IPBZ 8120 UGL 2009-10-01 (max 6910 UGL 2009-01-22)
	NAPH 89.7 UGL 2009-10-01
	PRZN 10 UGL 2009-10-01
	PRZN 192 UGL 2009-10-01
	TMB124 10.7 UGL 2009-10-01
	TMB135 25.1 UGL 2009-10-01
	XYLENES 54.1 UGL 2009-10-01 (max 82 UGL 2008-10-24)
Monitoring well:	MW-12 active
lat/long:	34.0727469/-118.3714069
depth to gw:	13.78 - 16.93
sample data:	BZCME 2.1 UGL 2008-10-24
	TCLME 10 UGL 2008-10-24
Monitoring well:	MW-13 active
lat/long:	34.0731449/-118.3711684
depth to gw:	14.46 - 16.83
sample data:	TCLME 1.1 UGL 2010-01-08 (max 2.9 UGL 2009-06-09)
Monitoring well:	MW-8 active
lat/long:	34.0728499/-118.3723044
depth to gw:	12.37 - 16.12
sample data:	PCE 1.2 UGL 2010-06-09 (max 1.6 UGL 2009-01-21)
	TCLME 5.8 UGL 2010-06-09 (max 13.4 UGL 2009-06-09)
Monitoring well:	MW14 active
lat/long:	34.0726699/-118.3715774
depth to gw:	14.82 - 17.98
sample data:	TCLME 2 UGL 2010-06-09 (max 4.9 UGL 2010-03-29)
Monitoring well:	MW15 active
lat/long:	34.0724753/-118.3725242
depth to gw:	14.28 - 16.27
Monitoring well:	MW16 active
lat/long:	34.0718888/-118.3719484
depth to gw:	11.81 - 14.09
sample data:	BTBZN 10 UGL 2010-01-07
Monitoring well:	VT1 active
lat/long:	34.0730278/-118.3719374
depth to gw:	13.42 - 18.2
sample data:	BTBZN 61 UGL 2010-06-10 (max 76.3 UGL 2010-03-30)
	BZ 13700 UGL 2010-06-10
	BZME 7440 UGL 2010-06-10
	EBZ 2440 UGL 2010-06-10 (max 2890 UGL 2009-06-10)
	GRO 54400 UGL 2010-06-10 (max 68000 UGL 2009-06-10)
	IPBZ 76.5 UGL 2010-06-10 (max 142 UGL 2009-06-10)
	NAPH 410 UGL 2010-06-10 (max 533 UGL 2009-06-10)
	PRZN 220 UGL 2010-06-10 (max 373 UGL 2009-06-10)
	TCLME 2.9 UGL 2009-06-10
	TMB124 1750 UGL 2010-06-10 (max 2670 UGL 2009-06-10)
	TMB135 552 UGL 2010-06-10 (max 793 UGL 2009-06-10)
	XYLENES 10400 UGL 2010-06-10 (max 14600 UGL 2009-06-10)
Monitoring well:	VT2 active

2009-07-15: SOIL AND WATER INVESTIGATION WORKPLAN	
2010-01-15: MONITORING REPORT - SEMI-ANNUALLY	
2010-06-22: STAFF LETTER	
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY	
Monitoring well:	EW-4 active
lat/long:	34.0730409/-118.3782157
depth to gw:	12.58 - 15.2
sample data:	ACE 97 UGL 2007-09-26 (max 2900 UGL 2007-09-26)
	ALK 868 MG/L 2006-12-28
	B 1.81 MG/L 2006-12-28
	BICAC03 865 MG/L 2006-12-28
	BTBZN 11 UGL 2007-03-27 (max 30 UGL 2006-09-27)
	BZ 898 UGL 2010-06-29 (max 4020 UGL 2005-09-27)
	BZME 17.8 UGL 2010-06-29 (max 4340 UGL 2005-12-14)
	CH 2300 UGL 2010-06-29
	CL 71.6 MG/L 2006-12-28
	CO2 132000 UGL 2010-06-29
	CYMP 9.4 UGL 2007-12-18 (max 21 UGL 2007-03-27)
	DPE 276 UGL 2010-06-29
	EBZ 536 UGL 2010-06-29 (max 871 UGL 2008-09-10)
	FE 3.9 MG/L 2006-12-28
	FE2 15 MG/L 2006-12-28 (max 3.5 MG/L 2006-12-28)
	FORMALD 19 UGL 2007-09-26 (max 180 UGL 2004-08-27)
	GRO 480 UGL 2007-03-27 (max 71800 UGL 2004-08-09)
	GROCC4C12 465 UGL 2007-12-18 (max 18300 UGL 2007-08-19)
	GROCC6C10 7140 UGL 2010-06-29 (max 65000 UGL 2009-09-10)
	MTBE 852 MG/L 2006-12-28 (max 7140 MG/L 2006-12-28)
	MTBE 48.1 UGL 2010-06-29 (max 106 UGL 2005-09-27)
	NA 351 MG/L 2006-12-28
	NAPH 23 UGL 2007-09-26 (max 123 UGL 2007-06-19)
	REDOX 124 MILLIVOLTS 2010-06-29
	SD4 37.2 MG/L 2006-12-28
	TEA 337 UGL 2006-12-28
	TDS 1190 MG/L 2006-12-28
	TMB124 38 UGL 2007-09-26 (max 590 UGL 2007-06-19)
	TMB135 18 UGL 2007-09-26 (max 441 UGL 2005-12-28)
	TOC 32 MG/L 2007-12-18 (max 86 MG/L 2006-09-27)
	XYLENES1314 1050 UGL 2010-06-29 (max 8550 UGL 2006-06-13)
	XYLO 493 UGL 2010-06-29 (max 5240 UGL 2004-08-09)
Monitoring well:	EW-5 active
lat/long:	34.0731676/-118.3762396
depth to gw:	0 - 14.12
sample data:	ACE 34.6 UGL 2006-09-27
	ALK 895 MG/L 2006-12-28
	B 1.7 MG/L 2006-12-28
	BICAC03 895 MG/L 2006-12-28
	BTBZN 2.5 UGL 2007-09-26
	BTBZS 2 UGL 2007-09-26
	BZ 43.3 UGL 2010-06-29 (max 396 UGL 2009-09-10)
	BZME 6.95 UGL 2010-06-29 (max 57 UGL 2004-08-09)
	CH4 1950 UGL 2010-06-29
	CI 80.4 MG/L 2006-12-28
	CO2 121000 UGL 2010-06-29
	CYMP 2.5 UGL 2007-09-26
	DPE 5.4 UGL 2007-09-26 (max 6.5 UGL 2006-12-28)
	DO 94 MG/L 2010-06-29 (max 5.4 MG/L 2010-06-29)
	EBZ 33 UGL 2010-06-29 (max 785 UGL 2004-08-09)
	FE 1.3 MG/L 2006-12-28
	FORMALD 50 UGL 2007-12-18 (max 190 UGL 2007-03-27)
	GRO 2740 UGL 2007-03-27 (max 38800 UGL 2004-08-09)
	GROCC4C12 5060 UGL 2007-12-18 (max 86 MG/L 2006-09-27)
	GROCC6C10 5570 UGL 2010-06-29 (max 14800 UGL 2008-09-10)
	IPBZ 4.9 UGL 2007-09-26 (max 10 UGL 2007-03-27)
	MTBE 53.4 MG/L 2006-12-28 (max 4.9 MG/L 2006-12-28)
	NA 86.2 UGL 2010-06-29 (max 288 UGL 2006-12-28)
	NAPH 412 MG/L 2006-12-28
	PRZN 17 UGL 2007-09-26 (max 76.6 UGL 2007-03-27)
	REDOX 9.1 UGL 2007-09-26 (max 21.8 UGL 2007-03-27)
	SD4 147 MILLIVOLTS 2010-06-29
	TEA 31.5 MG/L 2006-12-28
	TEA 428 UGL 2008-09-10 (max 581 UGL 2008-12-28)

Monitoring well:
lat/long:
depth to gw:
sample data:

TDS	1230 MG/L 2006-12-28
TMB124	2.6 UG/L 2007-09-26 (max 286 UG/L 2007-03-27)
TMB135	25.7 UG/L 2007-12-18 (max 64.1 UG/L 2007-03-27)
TOC	64.4 MG/L 2007-12-18 (max 101 MG/L 2006-09-27)
XYLENES1314	65.4 UG/L 2010-06-29 (max 4300 UG/L 2004-08-09)
XYLO	32.4 UG/L 2010-06-29 (max 2850 UG/L 2004-08-09)
ACE	29.5 UG/L 2007-09-26
ALK	965 MG/L 2006-12-28 (max 29.5 MG/L 2006-12-28)
B	2.95 MG/L 2006-12-28
BICAC03	965 MG/L 2006-12-28 (max 2.35 MG/L 2006-12-28)
BZ	1.1 UG/L 2006-12-28 (max 4200 UG/L 2004-08-09)
BZME	1.3 UG/L 2007-09-26 (max 3870 UG/L 2004-08-09)
CH4	20.8 UG/L 2007-09-26 (max 68 UG/L 2007-03-27)
CO2	62.9 MG/L 2006-12-28
CR	19500 UG/L 2006-12-28
CR6	0.22 MG/L 2006-12-28 (max 105000 MG/L 2006-12-28)
CR6	1.52 UG/L 2006-12-28
DIFE	12.2 UG/L 2006-09-10 (max 121 UG/L 2006-09-27)
DROC13C22	9 MG/L 2006-03-16 (max 12.2 MG/L 2006-03-16)
EBZ	47.6 UG/L 2006-03-16 (max 1130 UG/L 2004-08-09)
FE	4.4 MG/L 2006-12-28
FORMALD	24 UG/L 2007-09-26 (max 290 UG/L 2007-03-27)
GRO	127 UG/L 2007-03-27 (max 76700 UG/L 2004-08-09)
GROCC412	192 UG/L 2007-12-18 (max 709 UG/L 2007-06-19)
GROCC8C10	453 UG/L 2006-09-10
IPBZ	1.3 UG/L 2006-12-28
MM	95 MG/L 2006-12-28 (max 1.3 MG/L 2006-12-28)
MTBE	291 UG/L 2006-09-10 (max 494 UG/L 2004-10-26)
NA	430 MG/L 2006-12-28
SO4	129 MG/L 2006-12-28
TAME	328 UG/L 2006-03-16
TBA	362 UG/L 2006-09-10 (max 1310 UG/L 2006-06-13)
TDS	1380 MG/L 2006-12-28
TMB135	23.9 UG/L 2006-09-27
TOC	65.1 UG/L 2007-09-26 (max 59.3 MG/L 2006-09-27)
XYLENES1314	13.1 UG/L 2006-06-13 (max 8420 UG/L 2004-08-09)
XYLO	33 UG/L 2006-09-27 (max 5160 UG/L 2004-08-09)

Monitoring well:
lat/long:
depth to gw:
sample data:

EW-7 active	34 0729613/118.3763051
12.83 - 15.17	
ACE	43.1 UG/L 2007-09-26 (max 301 UG/L 2007-03-27)
ALK	785 MG/L 2006-12-28
B	9 MG/L 2006-12-28
BICAC03	785 MG/L 2006-12-28
BZ	3.6 UG/L 2007-03-27 (max 58 UG/L 2006-09-26)
BZME	1.72 UG/L 2010-06-29 (max 2982 UG/L 2004-08-09)
CH4	1.4 UG/L 2007-09-26 (max 1440 UG/L 2004-08-09)
CL	186 UG/L 2007-12-18 (max 1930 UG/L 2006-09-26)
CO2	210 MG/L 2006-12-28
CR	11000 UG/L 2006-12-28
CR	0.22 MG/L 2006-12-28 (max 111000 MG/L 2006-12-28)
CYNP	2.5 UG/L 2006-12-28
DIFE	16.1 UG/L 2010-06-29 (max 53 UG/L 2006-09-28)
EBZ	3.9 UG/L 2007-09-26 (max 150 UG/L 2005-01-20)
FE	5.42 MG/L 2006-12-28
FORMALD	70 UG/L 2007-09-26 (max 240 UG/L 2007-03-27)
GRO	832 UG/L 2007-03-27 (max 106000 UG/L 2004-08-09)
GROCC412	117 UG/L 2007-12-18 (max 482 UG/L 2007-09-26)
GROCC8C10	471 UG/L 2010-06-29 (max 355 UG/L 2006-09-10)
IPBZ	1 UG/L 2007-03-27
MM	1.8 MG/L 2006-12-28
MTBE	6.45 UG/L 2010-06-29 (max 142 UG/L 2004-10-26)
NA	407 MG/L 2006-12-28
NAPH	2.7 UG/L 2007-09-26 (max 74 UG/L 2006-09-28)
PRZN	1.9 UG/L 2007-09-26
SO4	12.2 MG/L 2006-12-28
TBA	212 UG/L 2008-09-10 (max 270 UG/L 2007-03-27)
TDS	1510 MG/L 2006-12-28

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-12 active	34 0732133/118.3760481
12.3 - 12.92	
ACE	102 UG/L 2007-09-26 (max 181 UG/L 2007-03-27)
ALK	1210 MG/L 2006-12-28
B	2.8 MG/L 2006-12-28
BICAC03	1210 MG/L 2006-12-28
BZ	110 UG/L 2010-06-29 (max 513 UG/L 2006-03-16)
BZME	2.42 UG/L 2006-12-03 (max 770 UG/L 2004-08-09)
CH4	108 UG/L 2007-12-18 (max 113 UG/L 2007-09-26)
CL	1220 MG/L 2006-12-28
CO2	119000 UG/L 2006-12-28
CR6	3.88 UG/L 2006-12-28
DIFE	17.8 UG/L 2010-06-29 (max 85 UG/L 2006-03-16)
EBZ	2.1 UG/L 2010-06-29 (max 272 UG/L 2004-06-06)
FE	1.02 MG/L 2006-12-28
FORMALD	42 UG/L 2007-09-26 (max 470 UG/L 2007-03-27)
GRO	1010 UG/L 2007-03-27 (max 19900 UG/L 2004-10-26)
GROCC412	137 UG/L 2007-12-18 (max 1430 UG/L 2007-09-26)
GROCC8C10	897 UG/L 2010-06-29 (max 1820 UG/L 2006-12-03)
IPBZ	4.7 UG/L 2007-03-27
MM	46 MG/L 2006-12-28 (max 4.7 MG/L 2006-12-28)
MTBE	3.68 UG/L 2010-06-29 (max 11 UG/L 2007-03-27)
NA	603 MG/L 2006-12-28
NAPH	13 UG/L 2007-09-26 (max 16.7 UG/L 2007-03-27)
PRZN	10 UG/L 2007-09-26
SO4	110 MG/L 2006-12-28
TBA	50.8 UG/L 2007-12-18 (max 185 UG/L 2007-03-27)
TDS	1590 MG/L 2006-12-28
TMB135	14 UG/L 2007-09-26 (max 24 UG/L 2006-09-27)
TOC	24.6 MG/L 2007-12-18 (max 58.1 MG/L 2006-09-27)
XYLENES1314	10.3 UG/L 2010-06-29 (max 1850 UG/L 2004-10-26)
XYLO	5.0 UG/L 2010-06-29 (max 1110 UG/L 2005-01-19)

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-13 active	34 0732133/118.3760481
10.68 - 13.85	
BZ	1410 UG/L 2004-08-09
BZME	2 UG/L 2005-12-14
DIFE	6.1 UG/L 2004-10-26
DROC13C22	1.2 MG/L 2006-03-16
GRO	3620 UG/L 2004-09-09
MTBE	2 UG/L 2004-10-26
TBA	24 UG/L 2004-10-26

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-14 active	34 0728494/118.3765081
13.57 - 14.61	
BZME	1 UG/L 2007-06-18 (max 2.4 UG/L 2005-12-13)
DIFE	26.3 UG/L 2006-09-09 (max 49.3 UG/L 2007-06-18)
EBZ	1 UG/L 2007-06-18
GRO	241 UG/L 2007-03-26
GROCC412	183 UG/L 2007-12-17 (max 219 UG/L 2007-06-18)
GROCC8C10	173 UG/L 2006-09-09
MTBE	9.55 UG/L 2006-09-09 (max 8.8 UG/L 2007-12-17)
TBA	119 UG/L 2008-09-09 (max 161 UG/L 2007-03-26)
XYLENES1314	2.2 UG/L 2007-06-18
XYLO	1.2 UG/L 2007-06-18

Monitoring well:
lat/long:

MW-15 active	34 0730553/118.3765161
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Monitoring well:
lat/long:
depth to gw:
sample data:

EW 4 active	34 0729613/118.3763051
14.45 - 14.45	
BZ	6100 UG/L 2004-02-12 (max 26400 UG/L 2003-11-08)
BZME	7250 UG/L 2004-02-12 (max 44000 UG/L 2003-11-08)
DIFE	125 UG/L 2004-02-12
EBZ	421 UG/L 2004-02-12 (max 3450 UG/L 2003-11-08)
GRO	61800 UG/L 2004-02-12 (max 196000 UG/L 2003-11-08)
MTBE	328 UG/L 2004-02-12
XYLENES1314	6500 UG/L 2004-02-12 (max 16000 UG/L 2003-11-08)
XYLO	4650 UG/L 2004-02-12 (max 8000 UG/L 2003-11-08)

Monitoring well:
lat/long:
depth to gw:
sample data:

EW 5 active	34 0729613/118.3763051
13.65 - 13.65	
BZ	1150 UG/L 2004-02-12 (max 7610 UG/L 2003-11-08)
BZME	1670 UG/L 2004-02-12 (max 6970 UG/L 2003-11-08)
EBZ	80 UG/L 2004-02-12
GRO	29300 UG/L 2004-02-12 (max 85100 UG/L 2003-11-08)
MTBE	815 UG/L 2004-02-12 (max 1850 UG/L 2003-11-08)
XYLENES1314	4120 UG/L 2004-02-12
XYLO	2940 UG/L 2004-02-12 (max 3210 UG/L 2003-11-08)

Monitoring well:
lat/long:
depth to gw:
sample data:

EW 6 active	34 0729613/118.3763051
14.25 - 14.25	
DIFE	186 UG/L 2004-02-12 (max 273 UG/L 2003-11-08)
GRO	2740 UG/L 2004-02-12 (max 5450 UG/L 2003-11-08)
MTBE	980 UG/L 2004-02-12 (max 2980 UG/L 2003-11-08)
TBA	858 UG/L 2004-02-12 (max 1300 UG/L 2003-11-08)
XYLENES1314	49 UG/L 2004-02-12
XYLO	11 UG/L 2004-02-12

Monitoring well:
lat/long:
depth to gw:
sample data:

EW 7 active	34 0729613/118.3763051
13.68 - 13.68	
BZ	12100 UG/L 2004-02-12 (max 43700 UG/L 2003-11-08)
BZME	33000 UG/L 2004-02-12 (max 62600 UG/L 2003-11-08)
EBZ	5360 UG/L 2004-02-12 (max 6160 UG/L 2003-11-08)
GRO	507000 UG/L 2004-02-12
XYLENES1314	41800 UG/L 2004-02-12
XYLO	20200 UG/L 2004-02-12

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-1 active	34 0731476/118.3761573
13.57 - 13.57	
BZ	6.6 UG/L 2006-09-10
BZME	1.5 UG/L 2004-08-09
CR	6.6 UG/L 2006-09-10 (max 11.7 UG/L 2007-12-18)
GRO	81 UG/L 2007-03-27 (max 3150 UG/L 2004-08-09)
GROCC412	455 UG/L 2007-12-18 (max 636 UG/L 2007-09-26)
GROCC8C10	478 UG/L 2006-09-10
IPBZ	1.4 UG/L 2006-12-28
MTBE	14.8 UG/L 2006-09-10 (max 139 UG/L 2004-10-26)
PRZN	1.4 UG/L 2006-12-28
TBA	353 UG/L 2008-06-10 (max 634 UG/L 2006-06-13)
XYLO	183 UG/L 2004-08-09

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-10 active	34 0732133/118.3760481
12.02 - 13.16	
DIFE	1.5 UG/L 2004-08-09
GRO	6.6 UG/L 2006-09-10
GROCC412	81 UG/L 2007-03-27 (max 3150 UG/L 2004-08-09)
GROCC8C10	455 UG/L 2007-12-18 (max 636 UG/L 2007-09-26)
IPBZ	1.4 UG/L 2006-12-28
MTBE	14.8 UG/L 2006-09-10 (max 139 UG/L 2004-10-26)
PRZN	1.4 UG/L 2006-12-28
TBA	353 UG/L 2008-06-10 (max 634 UG/L 2006-06-13)
XYLO	183 UG/L 2004-08-09

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-11 active	34 0732133/118.3760481
12.19 - 12.45	
BZ	7.8 UG/L 2006-03-16 (max 37200 UG/L 2005-01-19)
BZME	1.8 UG/L 2005-03-16 (max 4240 UG/L 2005-03-01)
CH4	12.4 UG/L 2010-06-29

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-16 active	34 0731959/118.3765191
13.41 - 14.48	
BZME	1.8 UG/L 2005-12-13
DIFE	2.2 UG/L 2007-06-18 (max 6.9 UG/L 2005-01-19)
MTBE	2.1 UG/L 2007-03-26 (max 6.4 UG/L 2004-07-01)

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-1R active	34 0731809/118.3765191
11.83 - 13.84	
BZ	480 UG/L 2010-06-29

Monitoring well:
lat/long:
depth to gw:

MW-2 active	34 0731809/118.3765191
14.66 - 14.66	

Monitoring well:
lat/long:
depth to gw:

MW-2R active	34 0731959/118.3765191
0 - 13.9	

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-3 active	34 0730006/118.376244
16.03 - 16.03	
BZ	4080 UG/L 2003-06-06

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-3R active	34 0730006/118.376244
12.75 - 17.15	
ACE	13.15 - 18.79
ALK	63.5 UG/L 2007-06-19 (max 354 UG/L 2007-03-27)
B	925 MG/L 2006-12-28 (max 53.3 MG/L 2006-12-28)
BICAC03	3.2 MG/L 2006-12-28
BZ	925 MG/L 2006-12-28 (max 3.2 MG/L 2006-12-28)
BZME	361 UG/L 2006-09-27
CH4	329 UG/L 2010-06-29 (max 13800 UG/L 2004-08-09)
CL	12.8 UG/L 2006-12-03 (max 17100 UG/L 2004-08-09)
CO2	487 UG/L 2007-12-18 (max 3090 UG/L 2006-09-27)
CR6	296 MG/L 2006-12-28
CR6	105000 UG/L 2006-12-28
DCA12	2.02 UG/L 2006-12-28
DIFE	18 UG/L 2007-12-18
EBZ	47.7 UG/L 2010-06-29 (max 56 UG/L 2006-09-27)
ETBE	27.2 UG/L 2010-06-29 (max 1640 UG/L 2004-06-09)
FORMALD	33 UG/L 2007-03-27
GRO	82 UG/L 2007-09-26 (max 450 UG/L 2007-03-27)
GROCC412	2410 UG/L 2007-03-27 (max 17700 UG/L 2004-08-09)
GROCC8C10	1440 UG/L 2007-12-18 (max 2030 UG/L 2007-09-26)
MM	2330 UG/L 2010-06-29 (max 2840 UG/L 2008-09-10)
MTBE	842 MG/L 2006-12-28 (max 2330 MG/L 2006-12-28)
NA	82.7 UG/L 2010-06-29
NAPH	500 MG/L 2006-12-28
SO4	22 UG/L 2007-09-26 (max 111 UG/L 2006-09-27)
TBA	40.1 MG/L 2006-12-28
TDS	161 UG/L 2009-09-10 (max 294 UG/L 2008-09-27)
TMB124	1670 MG/L 2006-12-28
TMB135	36 UG/L 2007-09-26 (max 786 UG/L 2006-09-27)
TOC	22 UG/L 2007-09-26 (max 350 UG/L 2006-09-27)
XYLENES1314	40.7 MG/L 2007-12-18 (max 73.6 MG/L 2006-09-27)
XYLO	36 UG/L 2010-06-29 (max 13700 UG/L 2004-08-09)
XYLO	17.4 UG/L 2010-06-29 (max 7200 UG/L 2004-08-09)

Monitoring well:
lat/long:
depth to gw:
sample data:

MW-3R active	34 0732133/118.3762803
12.32 - 14.21	
ACE	127 UG/L 2007-03-27
ALK	898 MG/L 2006-12-28

B	4.2 MGL 2006-12-28
BICAC03	895 MGL 2006-12-28
BTBN	7.8 UGL 2006-09-29
BZ	1.24 UGL 2009-12-03 (max 1640 UGL 2004-08-09)
BZME	7 UGL 2005-12-14 (max 820 UGL 2004-08-09)
CH4	65 UGL 2007-12-18 (max 117 UGL 2006-12-28)
CL	287 MGL 2006-12-28
CO2	95100 UGL 2006-12-28 (max 257 UGL 2006-12-28)
CR	025 MGL 2006-12-28 (max 257 MGL 2006-12-28)
DIFE	49.2 UGL 2010-06-29 (max 64.8 UGL 2006-03-18)
EBZ	4.1 UGL 2007-09-26 (max 1040 UGL 2004-08-09)
FE	9.9 MGL 2006-12-28 (max 4.1 MGL 2006-12-28)
FORMALD	8.7 UGL 2007-09-26 (max 280 UGL 2007-03-27)
GRO	2040 UGL 2007-03-27 (max 80200 UGL 2004-08-09)
GROCC412	681 UGL 2007-12-18 (max 1210 UGL 2007-06-19)
GROCC810	2880 UGL 2010-05-29
MN	611 MGL 2006-12-28 (max 2880 MGL 2006-12-28)
MTBE	92.5 UGL 2010-06-29 (max 555 UGL 2005-12-14)
NA	364 MGL 2006-12-28
NAPH	2 UGL 2007-09-26 (max 2.9 UGL 2007-03-27)
SO4	38.5 MGL 2006-12-28
TBA	1840 UGL 2010-05-29 (max 2830 UGL 2006-08-13)
TDS	1550 MGL 2006-12-28
TMB124	1.7 UGL 2007-09-26
TMB135	1.1 UGL 2007-09-26 (max 84.3 UGL 2006-08-28)
TOL	3.5 UGL 2007-12-18 (max 10.8 MGL 2006-09-28)
XYLENES1314	17.5 UGL 2007-09-26 (max 1290 UGL 2004-08-09)
XYLO	1.79 UGL 2008-09-10 (max 5960 UGL 2004-08-09)
Monitoring well:	MW 1 destroyed
lat/long:	34 0728778/-118 3760627
depth to gw:	13.57 - 13.57
sample data:	BZ 3490 UGL 2003-11-08
Monitoring well:	MW 10 active
lat/long:	34 0728778/-118 3760627
depth to gw:	13.16 - 13.16
sample data:	BZ 16 UGL 2003-11-08 BZME 10 UGL 2003-11-08 GRO 1050 UGL 2004-02-12 (max 2410 UGL 2003-11-08) MTBE 935 UGL 2004-02-12 (max 1140 UGL 2003-11-08) XYLO 149 UGL 2003-11-08
Monitoring well:	MW 11 active
lat/long:	34 0728778/-118 3760627
depth to gw:	12 - 12
sample data:	DIFE 103 UGL 2004-03-08 GRO 223 UGL 2004-03-08 MTBE 17.3 UGL 2004-03-08 XYLENES1314 2.1 UGL 2004-03-08 XYLO 1.2 UGL 2004-03-08
Monitoring well:	MW 12 active
lat/long:	34 0728907/-118 3761719
depth to gw:	11.87 - 11.87
sample data:	DIFE 70.4 UGL 2004-03-08 GRO 839 UGL 2004-03-08 MTBE 18 UGL 2004-03-08 TBA 50.8 UGL 2004-03-08 XYLO 91.4 UGL 2004-03-08 (max 50.8 UGL 2004-03-08)
Monitoring well:	MW 13 active
lat/long:	34 0728018/-118 3762996
depth to gw:	10.57 - 10.15
sample data:	BZ 71 UGL 2004-03-08 GRO 2390 UGL 2004-03-08 XYLENES1314 471 UGL 2004-03-08 XYLO 296 UGL 2004-03-08
Monitoring well:	MW 18 active
lat/long:	34 0731759/-118 3761775
depth to gw:	13.11 - 13.11
sample data:	BZ 209 UGL 2004-02-12

Monitoring well:	MW 2 destroyed
lat/long:	34 0731788/-118 3763017
depth to gw:	14.66 - 14.66
Monitoring well:	MW 2R active
lat/long:	34 0731788/-118 3763017
depth to gw:	13.46 - 13.46
Monitoring well:	MW 3 destroyed
lat/long:	34 0731788/-118 3763017
depth to gw:	16.03 - 16.03
sample data:	BZ 48800 UGL 2003-11-08
Monitoring well:	MW 3R active
lat/long:	34 0729871/-118 3762286
depth to gw:	14.27 - 14.27
Monitoring well:	MW 5 active
lat/long:	34 0729871/-118 3762286
depth to gw:	14.22 - 14.22
sample data:	BZ 5020 UGL 2004-02-12 (max 44850 UGL 2003-11-08) BZME 8240 UGL 2004-02-12 (max 84600 UGL 2003-11-08) DROCC13C22 1.4 MGL 2003-11-08 EBZ 1340 UGL 2004-02-12 (max 14700 UGL 2003-11-08) GRO 104000 UGL 2004-02-12 (max 67500 UGL 2003-11-08) XYLENES1314 16500 UGL 2004-02-12 (max 72000 UGL 2003-11-08) XYLO 9280 UGL 2004-02-12 (max 30200 UGL 2003-11-08)
Monitoring well:	MW 9 active
lat/long:	34 0729871/-118 3762286
depth to gw:	13.65 - 13.65
sample data:	BZ 378 UGL 2004-02-12 (max 15100 UGL 2003-11-08) BZME 83 UGL 2004-02-12 (max 21400 UGL 2003-11-08) DIFE 50 UGL 2004-02-12 EBZ 1450 UGL 2003-11-08 GRO 13700 UGL 2004-02-12 (max 162000 UGL 2003-11-08) MTBE 904 UGL 2004-02-12 (max 1580 UGL 2003-11-08) XYLENES1314 1670 UGL 2004-02-12 (max 17800 UGL 2003-11-08) XYLO 1280 UGL 2004-02-12 (max 8200 UGL 2003-11-08)

Site: MERRY GO ROUND DRY CLEANERS
Address: 8550 W 3RD ST
City: LOS ANGELES
Map Loc: 96 - about 3 mile NW of the subject
Status: REM - Remedial Action

The aquifer is potentially impacted. The case, 84681451, is managed by the Regional Water Quality Board.

- 2002-11-26: MONITORING REPORT - QUARTERLY
- 2003-01-03: NO ACTION
- 2003-02-28: MONITORING REPORT - QUARTERLY
- 2004-05-26: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER - #052804
- 2004-12-03: NOTICE OF VIOLATION - #120304
- 2010-05-28: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
- 2010-07-01: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
- 2010-07-15: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
- 2010-07-15: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER - #071510
- 2010-08-02: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER - #88210
- 2011-08-25: CLEANUP AND ABATEMENT ORDER
- 2011-11-16: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
- 2012-10-01: CLEANUP AND ABATEMENT ORDER
- 2012-12-17: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
- 2013-12-02: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
- 2014-02-13: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

Monitoring well:	DP1 active
lat/long:	33 9870544/-118 2656366
depth to gw:	17.92 - 17.92
Monitoring well:	DP1-U active

lat/long:	33 9870544/-118 2656366
depth to gw:	20.62 - 21.85
Monitoring well:	DP2 active
lat/long:	33 9870544/-118 2656366
depth to gw:	22.81 - 22.81
sample data:	DCE12C 5 UGL/KG 2006-12-07
Monitoring well:	DP2-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	21.75 - 23.22
Monitoring well:	DP2-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	21.75 - 23.22
Monitoring well:	MW1 active
lat/long:	33 9870544/-118 2656366
depth to gw:	17.91 - 18.27
Monitoring well:	MW1 active
lat/long:	33 9870544/-118 2656366
depth to gw:	17.81 - 18.27
Monitoring well:	MW1-L active
lat/long:	33 9870544/-118 2656366
depth to gw:	18.58 - 20.18
Monitoring well:	MW1-L active
lat/long:	33 9870544/-118 2656366
depth to gw:	18.59 - 20.18
Monitoring well:	MW10-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	17.02 - 20.58
Monitoring well:	MW10-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	17.02 - 20.58
sample data:	DCE12C < 91 UGL 2012-12-11 (max 11 UGL 2006-06-21) DCE12T < 53 UGL 2009-12-14 (max 1.85 UGL 2009-12-14) PCE 48.4 UGL 2012-12-11 (max 754 UGL 2006-05-30) TCE 2.13 UGL 2012-12-11 (max 22 UGL 2006-06-21) TCLME 4.76 UGL 2012-12-11 (max 8.3 UGL 2010-08-29)
Monitoring well:	MW11-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	16.76 - 23.35
Monitoring well:	MW11-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	16.76 - 22.65
Monitoring well:	MW11-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	16.76 - 23.35
sample data:	DCE12C < 7 UGL 2010-06-29 (max 326 UGL 2006-05-30) FC12 < 2.58 UGL 2010-06-29 (max 4.78 UGL 2009-07-09) PCE 683 UGL 2010-06-29 (max 33400 UGL 2006-06-21) DCE12C < 74 UGL 2012-05-07 (max 326 UGL 2006-05-30) FC12 < 1.67 UGL 2012-05-07 (max 495 UGL 2009-07-10)
2006-05-30	TCLME < 93 UGL 2010-06-29 6.07 (max 4.78 UGL 2009-07-09) PCE 1780 UGL 2012-12-12 (max 33400 UGL 2006-06-21) TCE 8 UGL 2012-12-12 (max 495 UGL 2006-05-30) TCLME < 51 UGL 2012-12-12 (max 1.83 UGL 2011-09-13)
Monitoring well:	MW12-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	16.04 - 20.31
Monitoring well:	MW12-U active
lat/long:	33 9870544/-118 2656366

depth to gw:	16.04 - 18.83
Monitoring well:	MW12-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	16.04 - 20.31
sample data:	DCE11 < 71 UGL 2010-05-28 (max 3.88 UGL 2009-07-09) DCE12C 7.81 UGL 2010-06-21 (max 3430 UGL 2009-07-09) DCE12T < 71 UGL 2009-12-14 (max 13.7 UGL 2009-07-09) sample data DCE11 PCE < 81 UGL 2012-12-11 (max 3.88 UGL 2009-07-09) DCE12C 10.1 UGL 2012-12-11 (max 3430 UGL 2009-07-09) DCE12T 4.36 UGL 2010-11-10 (max 13.7 UGL 2009-07-09) PCE 5310 UGL 2010-05-21 (max 21800 UGL 2006-05-25) TCE 29.3 UGL 2010-05-21 (max 630 UGL 2009-07-09) TCLME 1.78 UGL 2010-04-16 VC12C 3.46 UGL 2009-07-09 PCE 4960 UGL 2013-03-21 (max 23000 UGL 2011-02-10) TCE 118 UGL 2013-03-21 (max 630 UGL 2009-07-09) TCLME 1.91 UGL 2012-12-11 (max 2.08 UGL 2010-07-20) VC 3.46 UGL 2009-07-09
9-07-09	
Monitoring well:	MW13-L active
lat/long:	33 9870544/-118 2656366
depth to gw:	14.93 - 28.6
Monitoring well:	MW13-L active
lat/long:	33 9870544/-118 2656366
depth to gw:	14.93 - 28.4
Monitoring well:	MW13-L active
lat/long:	33 9870544/-118 2656366
depth to gw:	14.93 - 28.6
sample data:	CTCL 1 UGL 2006-06-22 (max 3.46 UGL 2006-06-22) DCE11 065 UGL 2006-06-22 (max 3.46 UGL 2006-06-22) DCE12C 43 UGL 2006-06-22 (max 3.46 UGL 2006-06-22) CTCL 1 UGL 2006-06-22 (max 3.46 UGL 2006-06-22) DCE11 065 UGL 2006-06-22 (max 3.46 UGL 2006-06-22) DCE12C 43 UGL 2006-06-22 (max 3.46 UGL 2006-06-22) DCE12T < 87 UGL 2011-05-16 (max 3.46 UGL 2006-06-22) DCE12T < 78 UGL 2009-07-10 (max 1.24 UGL 2006-06-22) PCE 4.19 UGL 2010-05-29 (max 37 UGL 2009-07-10) TCE 1.2 UGL 2010-06-29 (max 6.07 UGL 2009-07-10) TCLME < 58 UGL 2010-06-29 (10 (max 1.24 UGL 2006-06-22) PCE 3.38 UGL 2012-12-12 (max 37 UGL 2009-07-10) TCE < 64 UGL 2011-05-12 (max 6.07 UGL 2009-07-10) TCLME 1.8 UGL 2011-09-12 (max 3.49 UGL 2009-07-10) max 3.49 UGL 2009-07-10
Monitoring well:	MW13-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	10.07 - 15.55
Monitoring well:	MW13-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	13.54 - 15.3
Monitoring well:	MW13-U active
lat/long:	33 9870544/-118 2656366
depth to gw:	10.07 - 15.55
sample data:	DCE12C 1.36 UGL 2009-07-10 (max 3.45 UGL 2006-06-22) PCE < 67 UGL 2010-06-29 (max 1.36 UGL 2006-06-22) TCE 2.25 UGL 2009-07-10 TCLME 2.84 UGL 2011-sample data BOCME 13.6 UGL 2012-12-12 DCE12C 6.54 UGL 2012-12-12 1.06 29 36 UGL 2009-07-10 (max 6.54 UGL 2006-06-22)
Monitoring well:	MW14-L active
lat/long:	33 9870544/-118 2656366
depth to gw:	15.34 - 30.4

depth to gw	16.51 - 20.5
sample data:	DCE12C 1.08 UGL 2010-06-29 (max 8.2 UGL 2006-06-22) PCE 13.3 UGL 2010-06-29 (max 13.3 UGL 2006-06-22) TCE < 5.1 UGL 2010-06-29 (max 13.3 UGL 2006-06-22) TCLME 9.54 UGL 2010-06-29 (max 13.3 UGL 2006-06-22)
Monitoring well:	MW7-U active
lat/long:	33.9870544/-118.2656366
depth to gw	16.51 - 20.5
sample data:	DCE12C < 6.1 UGL 2011-09-13 (max 3.6 UGL 2006-06-22) PCE 13.3 UGL 2010-06-29 (max 13.3 UGL 2006-06-22) TCE < 5.1 UGL 2010-06-29 (max 13.3 UGL 2006-06-22) TCLME 7.3 UGL 2012-12-11 (max 13.3 UGL 2006-06-22) VC < 7.2 UGL 2011-09-13 (max 7.3 UGL 2011-09-13)
Monitoring well:	MW8-L active
lat/long:	33.9870544/-118.2656366
depth to gw	16.87 - 33.2
Monitoring well:	MW8-L active
lat/long:	33.9870544/-118.2656366
depth to gw	16.87 - 33.15
sample data:	DCE12C 68.4 UGL 2010-06-29 (max 102 UGL 2009-07-10) DCE12T 1.3 UGL 2010-06-29 (max 68.4 UGL 2006-06-22) FC12 47 UGL 2006-06-22 (max 1.3 UGL 2006-06-22) PCE 58 UGL 2010-06-29 (max 19.3 UGL 2009-12-15) TCE 25.4 UGL 2010-06-29 (max 32.6 UGL 2009-12-15) VC 4.11 UGL 2010-06-29 (max 28.4 UGL 2006-06-22)
Monitoring well:	MW8-L active
lat/long:	33.9870544/-118.2656366
depth to gw	16.87 - 33.2
sample data:	DCE11 < 6 UGL 2011-09-13 (max 7.3 UGL 2011-09-13) DCE12C 102 UGL 2012-12-11 (max 210 UGL 2011-09-13) DCE12T 1.1 UGL 2012-12-11 (max 102 UGL 2006-06-22) FC12 < 1.86 UGL 2011-09-13 PCE 95.1 UGL 2012-12-11 (max 205 UGL 2011-09-13) TCE 25.4 UGL 2010-06-29 (max 55.7 UGL 2011-05-18) VC < 59 UGL 2012-12-11 (max 25.4 UGL 2006-06-22)
Monitoring well:	MW8-U active
lat/long:	33.9870544/-118.2656366
depth to gw	15.86 - 19.29
Monitoring well:	MW8-U active
lat/long:	33.9870544/-118.2656366
depth to gw	15.68 - 19.29
sample data:	DCE11 37.4 UGL 2010-06-29 (max 52.2 UGL 2009-07-10) DCE12T < 66 UGL 2010-06-29 (max 1.1 UGL 2006-06-22) PCE 53.1 UGL 2010-06-29 (max 248 UGL 2006-06-22) TCE 2.3 UGL 2010-06-29 (max 47 UGL 2006-06-22) TCLME 2.3 UGL 2006-06-22 VC < 2.7 UGL 2010-06-29
Monitoring well:	MW8-U active
lat/long:	33.9870544/-118.2656366
depth to gw	15.86 - 19.29
sample data:	DCE11 6.83 UGL 2012-12-11 (max 52.2 UGL 2009-07-10) DCE12T < 66 UGL 2010-06-29 (max 1.1 UGL 2006-06-22) PCE 15 UGL 2012-12-11 (max 248 UGL 2006-06-22) VC < 2.7 UGL 2010-06-29
Monitoring well:	MW9-L active
lat/long:	33.9870544/-118.2656366
depth to gw	8.2 - 32.6
Monitoring well:	MW9-L active
lat/long:	33.9870544/-118.2656366
depth to gw	8.2 - 32.47
sample data:	CLM 1.52 UGL 2010-06-29 CLME 35.2 UGL 2010-06-29 DCE12C 24.4 UGL 2010-06-29 (max 32.7 UGL 2009-12-15) DCE12T 6 UGL 2006-06-22 (max 24.4 UGL 2006-06-22)

2006-04-15: MONITORING REPORT - QUARTERLY	
2006-07-15: MONITORING REPORT - QUARTERLY	
2006-10-15: MONITORING REPORT - QUARTERLY	
2007-01-15: MONITORING REPORT - QUARTERLY	
2007-04-15: MONITORING REPORT - QUARTERLY	
2007-07-15: MONITORING REPORT - QUARTERLY	
2007-10-15: MONITORING REPORT - QUARTERLY	
2008-01-15: MONITORING REPORT - QUARTERLY	
2008-02-07: STAFF LETTER	
2008-04-15: MONITORING REPORT - QUARTERLY	
2008-04-16: 2ND 5 YEAR REVIEW - 2008	
2008-06-15: INTERIM REMEDIAL ACTION PLAN	
2008-07-10: STAFF LETTER	
2008-07-15: MONITORING REPORT - QUARTERLY	
2008-09-30: INTERIM REMEDIAL ACTION PLAN	
2008-10-15: MONITORING REPORT - QUARTERLY	
2008-01-15: MONITORING REPORT - QUARTERLY	
2009-02-05: STAFF LETTER	
2009-04-15: MONITORING REPORT - QUARTERLY	
2009-06-15: STAFF LETTER	
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY	
2009-12-01: STAFF LETTER	
2010-01-15: MONITORING REPORT - QUARTERLY	
2010-04-15: MONITORING REPORT - QUARTERLY	
2010-05-15: RAP SAR	
2010-08-05: STAFF LETTER	
2010-08-15: MONITORING REPORT - QUARTERLY	
2010-09-21: STAFF LETTER	
2010-10-15: MONITORING REPORT - QUARTERLY	
Monitoring well:	MW-10 active
lat/long:	34.0783218/-118.3764042
depth to gw	9.92 - 11.8
sample data:	BZ < 5 UGL 2004-11-23 (max 25 UGL 2003-02-13) BZME < 1 UGL 2004-11-23 (max 50 UGL 2003-02-13) DPE < 2 UGL 2004-11-23 (max 100 UGL 2003-02-13) EBZ < 36 UGL 2004-11-23 (max 50 UGL 2003-02-13) ETBE < 2 UGL 2004-11-23 (max 100 UGL 2003-02-13) ETHANOL < 100 UGL 2004-11-23 (max 5000 UGL 2003-02-13) MEOH < 1 MG/L 2002-11-08 (max 100 MG/L 2001-11-20) MTBE 89 UGL 2004-11-23 (max 100 UGL 2003-02-13) PHCG 370 UGL 2004-11-23 (max 850 UGL 2003-02-13) TAME < 2 UGL 2004-11-23 (max 100 UGL 2003-02-13) TBA 19.4 UGL 2005-02-27 (max 16000 UGL 2002-11-07) XYLENES1314 87 UGL 2004-11-23 (max 50 UGL 2003-02-13) XYLO 25 UGL 2004-11-23 (max 50 UGL 2003-02-13)
Monitoring well:	MW-11 active
lat/long:	34.0783218/-118.3768271
depth to gw	9.9 - 11.92
sample data:	BZ < 25 UGL 2004-11-23 (max 100 UGL 2001-11-20) BZME < 50 UGL 2004-11-23 (max 200 UGL 2001-11-20) DPE < 100 UGL 2004-11-23 (max 400 UGL 2001-11-20) EBZ < 50 UGL 2004-11-23 (max 200 UGL 2001-11-20) ETBE 2.2 UGL 2005-02-28 (max 400 UGL 2001-11-20) ETHANOL 5481 UGL 2005-02-28 (max 1000 UGL 2003-02-14) MEOH < 1 MG/L 2002-11-08 (max 5000 MG/L 2001-11-20) MTBE 2.1 UGL 2005-02-28 (max 200 UGL 2001-11-20) PHCG 5481 UGL 2005-02-28 (max 1000 UGL 2001-11-20) TAME < 100 UGL 2004-11-24 (max 400 UGL 2001-11-20) TBA 19500 UGL 2005-02-28 (max 100000 UGL 2001-11-20) XYLENES1314 < 50 UGL 2004-11-23 (max 200 UGL 2001-11-20) XYLO < 50 UGL 2004-11-24 (max 200 UGL 2001-11-20)
Monitoring well:	MW-12 active
lat/long:	34.0761351/-118.3762326
depth to gw	7.95 - 10.93
sample data:	BZ < 10 UGL 2004-11-23 (max 100 UGL 2003-02-13) BZME < 20 UGL 2004-11-23 (max 200 UGL 2003-02-13) DPE < 40 UGL 2004-11-23 (max 400 UGL 2003-02-13) EBZ < 20 UGL 2004-11-23 (max 200 UGL 2003-02-13) ETBE < 40 UGL 2004-11-23 (max 400 UGL 2003-02-13)

depth to gw	15.5 UGL 2010-06-29 (max 24.4 UGL 2006-06-22) TCE < 5.1 UGL 2010-06-29 (max 15.5 UGL 2006-06-22) VC 5.14 UGL 2008-12-15 (max 15.5 UGL 2006-06-22)
Monitoring well:	MW9-L active
lat/long:	33.9870544/-118.2656366
depth to gw	8.2 - 32.6
sample data:	CLM < 1.52 UGL 2010-06-29 CLME 35.2 UGL 2010-06-29 DCE12C 122 UGL 2012-06-08 DCE12T 1.37 UGL 2012-06-08 (max 122 UGL 2006-06-22) PCE 15.5 UGL 2010-06-29 TCE 5.81 UGL 2012-06-08 (max 15.5 UGL 2006-06-22) TCLME 41 UGL 2006-06-22 (max 5.81 UGL 2006-06-22) VC 41.3 UGL 2012-06-08
Monitoring well:	MW9-U active
lat/long:	33.9870544/-118.2656366
depth to gw	16.98 - 23.1
Monitoring well:	MW9-U active
lat/long:	33.9870544/-118.2656366
depth to gw	16.98 - 22.95
sample data:	DCA11 < 67 UGL 2009-07-10 (max 5.14 UGL 2006-06-22) DCE11 15 UGL 2010-06-22 (max 5.14 UGL 2006-06-22) DCE12C 1.44 UGL 2010-06-29 (max 166 UGL 2008-06-22) DCE12T < 83 UGL 2010-06-29 (max 4.29 UGL 2009-07-10) PCE 29 UGL 2005-06-22 (max 1.3 UGL 2006-06-22) TCE 7.9 UGL 2006-06-22 TCLME 2.5 UGL 2006-06-22 VC 28.2 UGL 2010-06-29 (max 425 UGL 2009-07-10)
Monitoring well:	MW9-U active
lat/long:	33.9870544/-118.2656366
depth to gw	16.98 - 23.1
sample data:	DCA11 < 67 UGL 2009-07-10 (max 41.3 UGL 2006-06-22)
Site:	MOBIL #18-LNS (FORMER 11-LN9)
Address:	8489 BEVERLY BLVD
City:	LOS ANGELES
Map Loc:	98 - about 4 mile N of the subject
Status:	REM - Remedial Action
The aquifer is potentially impacted. The case, 03701105, is managed by the Regional Water Quality Board.	
1999-02-22: STAFF LETTER	
2009-04-15: MONITORING REPORT - QUARTERLY	
2002-07-15: MONITORING REPORT - QUARTERLY	
2002-10-15: ADDITIONAL INFORMATION REPORT	
2002-10-15: MONITORING REPORT - QUARTERLY	
2003-01-15: INVESTIGATION PROGRESS REPORT	
2003-04-15: MONITORING REPORT - QUARTERLY	
2003-04-15: MONITORING REPORT - QUARTERLY	
2003-07-15: INVESTIGATION PROGRESS REPORT	
2003-07-15: MONITORING REPORT - QUARTERLY	
2003-10-15: INVESTIGATION PROGRESS REPORT	
2003-10-15: MONITORING REPORT - QUARTERLY	
2003-01-15: INVESTIGATION PROGRESS REPORT	
2004-01-15: MONITORING REPORT - QUARTERLY	
2004-04-15: INVESTIGATION PROGRESS REPORT	
2004-04-15: MONITORING REPORT - QUARTERLY	
2004-07-15: MONITORING REPORT - QUARTERLY	
2004-10-15: MONITORING REPORT - QUARTERLY	
2005-01-15: MONITORING REPORT - QUARTERLY	
2005-04-15: MONITORING REPORT - QUARTERLY	
2005-06-22: SOIL AND WATER INVESTIGATION WORKPLAN	
2005-07-15: MONITORING REPORT - QUARTERLY	
2005-08-04: STAFF LETTER	
2005-10-15: MONITORING REPORT - QUARTERLY	
2006-01-15: MONITORING REPORT - QUARTERLY	

ETHANOL < 2000 UGL 2004-11-23 (max 20000 UGL 2003-02-13)	
MEOH < 1 MG/L 2002-11-07 (max 2000 MG/L 2001-11-20)	
MTBE < 20 UGL 2004-11-23 (max 200 UGL 2003-02-13)	
PHCG 220 UGL 2004-11-23 (max 1400 UGL 2003-05-22)	
TAME < 40 UGL 2004-11-23 (max 400 UGL 2003-02-13)	
TBA 1470 UGL 2005-02-27 (max 54000 UGL 2003-11-07)	
XYLENES1314 < 20 UGL 2004-11-23 (max 200 UGL 2003-02-13)	
XYLO < 20 UGL 2004-11-23 (max 200 UGL 2003-02-13)	
Monitoring well:	MW-13 active
lat/long:	34.0762267/-118.3785208
depth to gw	8.91 - 10.79
sample data:	BZ 11.9 UGL 2005-02-27 (max 50 UGL 2001-11-20) BZME < 20 UGL 2004-11-24 (max 100 UGL 2001-11-20) DPE < 40 UGL 2004-11-24 (max 200 UGL 2001-11-20) EBZ 6.6 UGL 2005-02-27 (max 100 UGL 2001-11-20) ETBE < 40 UGL 2004-11-24 (max 200 UGL 2001-11-20) ETHANOL < 2000 UGL 2004-11-24 (max 10000 UGL 2003-02-14) MEOH < 1 MG/L 2002-11-08 (max 2000 MG/L 2001-11-20) MTBE 14.2 UGL 2005-02-27 (max 130 UGL 2002-02-14) PHCG 699 UGL 2005-02-27 (max 7500 UGL 2003-02-14) TAME < 40 UGL 2004-11-24 (max 200 UGL 2001-11-20) TBA 3160 UGL 2005-02-27 (max 68000 UGL 2001-11-20) XYLENES 3.2 UGL 2005-02-27 XYLENES1314 < 20 UGL 2004-11-24 (max 100 UGL 2001-11-20) XYLO < 20 UGL 2004-11-24 (max 100 UGL 2001-11-20)
Monitoring well:	MW-14 active
lat/long:	34.0762318/-118.3781586
depth to gw	9 - 12.89
sample data:	BZ 1.2 UGL 2005-02-27 (max 50 UGL 2003-02-13) BZME < 2 UGL 2004-11-23 (max 100 UGL 2003-02-13) DPE < 4 UGL 2004-11-23 (max 200 UGL 2003-02-13) EBZ 2.2 UGL 2005-02-27 (max 100 UGL 2003-02-13) ETBE < 4 UGL 2004-11-23 (max 200 UGL 2003-02-13) ETHANOL < 200 UGL 2004-11-23 (max 10000 UGL 2003-02-13) MEOH < 1 MG/L 2002-11-07 (max 2000 MG/L 2001-11-20) MTBE 4.9 UGL 2005-02-27 (max 100 UGL 2003-06-28) PHCG 76.1 UGL 2005-02-27 (max 620 UGL 2003-05-22) TAME < 4 UGL 2004-11-23 (max 200 UGL 2003-02-13) TBA 1180 UGL 2005-02-27 (max 2400 UGL 2003-05-22) XYLENES1314 < 2 UGL 2004-11-23 (max 100 UGL 2003-02-13) XYLO < 2 UGL 2004-11-23 (max 100 UGL 2003-02-13)
Monitoring well:	MW-15 active
lat/long:	34.0762318/-118.3781586
depth to gw	11.49 - 13.77
sample data:	BZ < 10 UGL 2004-11-23 (max 50 UGL 2003-02-14) BZME < 20 UGL 2004-11-23 (max 100 UGL 2003-02-14) DPE 3.4 UGL 2005-02-27 (max 200 UGL 2003-02-14) EBZ < 20 UGL 2004-11-23 (max 100 UGL 2003-02-14) ETBE < 40 UGL 2004-11-23 (max 200 UGL 2003-02-14) ETHANOL < 2000 UGL 2004-11-23 (max 10000 UGL 2003-02-14) MEOH < 1 MG/L 2002-11-07 (max 2000 MG/L 2003-06-18) MTBE 4.9 UGL 2005-02-27 (max 100 UGL 2003-02-14) PHCG 204 UGL 2005-02-27 (max 250 UGL 2003-11-20) TAME < 40 UGL 2004-11-23 (max 200 UGL 2003-02-14) TBA 9800 UGL 2005-02-27 (max 25000 UGL 2002-11-07) XYLENES1314 < 20 UGL 2004-11-23 (max 100 UGL 2003-02-14) XYLO < 20 UGL 2004-11-23 (max 100 UGL 2003-02-14)
Monitoring well:	MW-16 active
lat/long:	34.0763218/-118.3767033
depth to gw	9.82 - 11.15
sample data:	BZ < 5 UGL 2004-11-23 (max 2.5 UGL 2001-11-20) BZME < 1 UGL 2004-11-23 (max 5 UGL 2001-11-20) DPE < 2 UGL 2004-11-23 (max 10 UGL 2001-11-20) EBZ < 1 UGL 2004-11-23 (max 5 UGL 2001-11-20) ETBE < 2 UGL 2004-11-23 (max 10 UGL 2001-11-20) ETHANOL < 100 UGL 2004-11-23 (max 500 UGL 2003-02-13) MEOH < 1 MG/L 2002-11-07 (max 100 MG/L 2001-11-20) MTBE 3.2 UGL 2005-02-27 (max 17 UGL 2002-05-18) PHCG < 100 UGL 2004-11-23 (max 430 UGL 2003-05-13)

	TAME	< 2 UG/L 2004-11-23 (max 10 UG/L 2001-11-20)
	TBA	118 UG/L 2005-02-27 (max 1700 UG/L 2002-05-16)
	XYLENES1314	< 5 UG/L 2004-11-23 (max 5 UG/L 2001-11-20)
	XYLO	< 1 UG/L 2004-11-23 (max 5 UG/L 2001-11-20)
Monitoring well: lat/long: depth to gw: sample data:	MW-17 active 34 0762 405/-118.3763323 8.96 - 11.89 BZ	1.1 UG/L 2004-11-23 (max 25 UG/L 2002-11-07)
Monitoring well: lat/long: depth to gw: sample data:	MW-2 active 34 0762 197/-118.3763513 8.31 - 11 BZ	21.3 UG/L 2005-02-27 (max 160 UG/L 2002-05-16)
	BZME	3.5 UG/L 2004-11-23 (max 52 UG/L 2002-05-16)
	DIPE	< 4 UG/L 2004-11-23 (max 100 UG/L 2003-02-13)
	EBZ	10 UG/L 2005-02-27 (max 330 UG/L 2002-05-16)
	ETBE	< 4 UG/L 2004-11-23 (max 100 UG/L 2003-02-13)
	ETHANOL	< 200 UG/L 2004-11-23 (max 500 UG/L 2003-02-13)
	MEOH	< 1 MG/L 2002-11-07 (max 200 MG/L 2001-11-20)
	MTBE	11.4 UG/L 2006-02-27 (max 630 UG/L 2002-05-16)
	PHCG	1230 UG/L 2005-02-27 (max 8600 UG/L 2001-11-20)
	TAME	< 4 UG/L 2004-11-23 (max 100 UG/L 2003-02-13)
	TBA	718 UG/L 2005-02-27 (max 21000 UG/L 2002-11-07)
	XYLENES	5.3 UG/L 2005-02-27 (max 19.8 UG/L 2004-07-24)
	XYLENES1314	28 UG/L 2004-11-23 (max 432 UG/L 2002-05-16)
	XYLO	12 UG/L 2004-11-23 (max 50 UG/L 2003-02-13)
Monitoring well: lat/long: depth to gw: sample data:	MW-5 active 34 0784 089/-118.3764084 9 - 12.01 BZ	< 5 UG/L 2004-11-23 (max 2.5 UG/L 2002-02-14)
	BZME	< 1 UG/L 2004-11-23 (max 5 UG/L 2002-02-14)
	DIPE	< 2 UG/L 2004-11-23 (max 10 UG/L 2002-02-14)
	EBZ	< 2 UG/L 2004-11-23 (max 10 UG/L 2002-02-14)
	ETBE	< 2 UG/L 2004-11-23 (max 10 UG/L 2002-02-14)
	ETHANOL	< 100 UG/L 2004-11-23
	MEOH	< 1 MG/L 2002-11-07 (max 100 MG/L 2001-11-20)
	MTBE	4.2 UG/L 2004-11-23 (max 382 UG/L 2002-08-15)
	PHCG	< 100 UG/L 2004-11-23 (max 240 UG/L 2003-02-13)
	TAME	< 2 UG/L 2004-11-23 (max 10 UG/L 2002-02-14)
	TBA	< 10 UG/L 2004-11-23 (max 2000 UG/L 2000-11-07)
	XYLENES1314	< 1 UG/L 2004-11-23 (max 5 UG/L 2002-02-14)
	XYLO	< 1 UG/L 2004-11-23 (max 5 UG/L 2002-02-14)
Monitoring well: lat/long: depth to gw: sample data:	MW-6 active 34 0762 373/-118.3761 9.42 - 12.49 BZ	< 5 UG/L 2004-08-26 (max 1 UG/L 2002-02-14)
	BZME	< 1 UG/L 2004-08-26
	DIPE	< 2 UG/L 2004-08-26
	EBZ	< 1 UG/L 2004-08-26
	ETBE	< 2 UG/L 2004-08-26
	ETHANOL	< 100 UG/L 2004-08-26
	MEOH	< 1 MG/L 2002-08-15 (max 100 MG/L 2002-02-14)
	MTBE	16 UG/L 2004-08-26 (max 26 UG/L 2002-08-15)
	PHCG	< 100 UG/L 2004-08-26 (max 550 UG/L 2003-02-13)
	TAME	< 2 UG/L 2004-08-26
	TBA	20 UG/L 2004-08-26 (max 1000 UG/L 2002-02-14)
	XYLENES1314	< 1 UG/L 2004-08-26
	XYLO	< 1 UG/L 2004-08-26
Monitoring well: lat/long: depth to gw: sample data:	MW-7 active 34 0782 154/-118.3764172 7.21 - 10.78 BZ	2.1 UG/L 2005-02-27 (max 190 UG/L 2002-11-07)
	BZME	< 2 UG/L 2004-11-23 (max 23 UG/L 2001-11-20)
	DIPE	< 2 UG/L 2004-11-23 (max 10 UG/L 2002-11-07)
	EBZ	1.3 UG/L 2005-02-27 (max 250 UG/L 2002-02-14)
	ETBE	< 2 UG/L 2004-11-23 (max 50 UG/L 2002-11-07)
	ETHANOL	< 100 UG/L 2004-11-23
	MEOH	< 1 MG/L 2002-11-07 (max 100 MG/L 2001-11-20)
	MTBE	7.6 UG/L 2005-02-27 (max 1600 UG/L 2002-08-15)

	GROCC412	122 UG/L 2010-04-10 (max 506 UG/L 2007-05-26)
	MEOH	132 UG/L 2008-09-18
	MTBE	1.48 UG/L 2010-04-10 (max 12.6 UG/L 2006-11-18)
	NO3N	12 MG/L 2008-09-06 (max 1.48 MG/L 2007-05-26)
	PH	6.82 PH UNITS 2008-09-06 (max 7.85 PH UNITS 2007-11-17)
	REDOX	42 MILLIVOLTS 2008-09-06 (max 223 MILLIVOLTS 2008-02-16)
	SO4	84 MG/L 2008-09-06
	TAME	81 UG/L 2007-03-03 (max 64 UG/L 2007-03-03)
	TBA	6200 UG/L 2010-04-10 (max 18900 UG/L 2006-11-18)
	XYLENES	1.17 UG/L 2008-05-07 (max 5.15 UG/L 2006-11-18)
Monitoring well: lat/long: depth to gw: sample data:	MW12 no access 34 076324/-118.3764024 0 - 12.19 BZ	63 UG/L 2009-03-07 (max 2.03 UG/L 2008-09-07)
	BZME	38 UG/L 2008-05-09 (max 2.38 UG/L 2009-03-07)
	CH4	34.6 UG/L 2008-09-06 (max 43.4 UG/L 2007-08-25)
	DIPE	3 UG/L 2010-04-10 (max 5.19 UG/L 2007-08-25)
	DO	3.06 MG/L 2008-09-06 (max 3.91 MG/L 2007-05-26)
	DRO	61.4 UG/L 2010-04-10 (max 64.6 UG/L 2007-03-03)
	EBZ	35 UG/L 2009-03-07 (max 2.63 UG/L 2007-05-03)
	ETBE	37 UG/L 2010-04-10 (max 2.63 UG/L 2006-11-18)
	FE2	0.69 MG/L 2008-09-06 (max 1.19 MG/L 2007-05-26)
	GROCC412	113 UG/L 2010-04-10 (max 667 UG/L 2007-05-26)
	MTBE	1.29 UG/L 2010-04-10 (max 16.6 UG/L 2007-03-03)
	NO3N	.11 MG/L 2008-09-06 (max 1.29 MG/L 2007-05-26)
	PH	6.83 PH UNITS 2008-09-06 (max 7.22 PH UNITS 2007-11-17)
	REDOX	65.2 MILLIVOLTS 2008-09-06 (max 78 MILLIVOLTS 2007-11-17)
	SO4	82 MG/L 2008-09-06
	TAME	1.73 UG/L 2007-03-03
	TBA	3540 UG/L 2010-04-10 (max 24300 UG/L 2007-08-25)
	LNK	1.27 UG/L 2008-03-25
	XYLENES	1.48 UG/L 2009-03-07 (max 5.78 UG/L 2007-03-03)
Monitoring well: lat/long: depth to gw: sample data:	MW13 no access 34 076324/-118.3764024 0 - 11.03 BZ	32 UG/L 2009-11-21 (max 3.1 UG/L 2008-02-16)
	BZME	49 UG/L 2007-08-25 (max 3.1 UG/L 2007-08-25)
	DRO	307 UG/L 2010-04-10
	EBZ	45 UG/L 2009-11-21 (max 307 UG/L 2007-08-25)
	ETBE	33 UG/L 2008-09-06 (max 307 UG/L 2008-06-07)
	GROCC412	161 UG/L 2010-04-10 (max 788 UG/L 2008-02-16)
	MTBE	1.62 UG/L 2010-04-10 (max 16.6 UG/L 2007-11-17)
	TBA	516 UG/L 2010-04-10 (max 2310 UG/L 2008-05-26)
	XYLENES	42 UG/L 2008-09-06 (max 516 UG/L 2008-02-16)
Monitoring well: lat/long: depth to gw: sample data:	MW14 active 34 0762 319/-118.3761579 10.45 - 12.65 BZME	66 UG/L 2005-09-21 (max 516 UG/L 2005-09-21)
	DIPE	41 UG/L 2009-11-21 (max 510 UG/L 2009-11-21)
	DRO	46.4 UG/L 2010-04-09 (max 120 UG/L 2006-11-18)
	EBZ	86 UG/L 2006-03-10 (max 46.4 UG/L 2006-03-10)
	ETBE	35 UG/L 2010-04-09 (max 46.4 UG/L 2010-04-09)
	GROCC412	124 UG/L 2010-04-09
	MTBE	4.84 UG/L 2010-04-09
	TBA	2550 UG/L 2010-04-09
Monitoring well: lat/long: depth to gw: sample data:	MW15 no access 34 0762 319/-118.3761579 0 - 14.53 BZ	48 UG/L 2009-03-07 (max 2550 UG/L 2006-11-18)
	BZME	48 UG/L 2009-11-21 (max 1.97 UG/L 2009-03-07)
	CH4	3.02 UG/L 2008-09-06 (max 4.52 UG/L 2008-02-16)
	DIPE	1.15 UG/L 2010-04-10 (max 2.65 UG/L 2006-11-18)
	DO	2.91 MG/L 2008-09-06 (max 3.95 MG/L 2008-02-16)
	DRO	39 UG/L 2010-04-10 (max 731 UG/L 2008-06-07)
	EBZ	28 UG/L 2008-03-07 (max 39 UG/L 2006-11-18)
	ETBE	47 UG/L 2010-04-10 (max 39 UG/L 2006-11-18)
	FE2	< 1 MG/L 2008-09-06 (max 39 MG/L 2007-05-26)
	GROCC412	89.3 UG/L 2010-04-10 (max 188 UG/L 2009-03-07)
	MTBE	2.63 UG/L 2010-04-10 (max 6.46 UG/L 2006-11-18)

	PHCG	1170 UG/L 2005-02-27 (max 7100 UG/L 2002-02-14)
	TAME	< 2 UG/L 2004-11-23 (max 50 UG/L 2002-11-07)
	DIPE	85.8 UG/L 2005-02-27 (max 20000 UG/L 2002-11-07)
	XYLENES	5.8 UG/L 2005-02-27
	XYLENES1314	23 UG/L 2004-11-23 (max 280 UG/L 2002-08-15)
	XYLO	11 UG/L 2004-11-23 (max 30 UG/L 2001-11-20)
Monitoring well: lat/long: depth to gw: sample data:	MW-8 active 34 0762 63/-118.3761609 9.09 - 13 BZ	28.3 UG/L 2005-02-27 (max 669 UG/L 2004-02-24)
	BZME	< 1 UG/L 2004-11-23
	DIPE	< 2 UG/L 2004-11-23 (max 4 UG/L 2002-05-16)
	EBZ	< 1 UG/L 2004-11-23 (max 2 UG/L 2002-05-16)
	ETBE	< 2 UG/L 2004-11-23 (max 4 UG/L 2002-05-16)
	ETHANOL	< 100 UG/L 2004-11-23
	MEOH	< 1 MG/L 2002-11-08 (max 100 MG/L 2002-05-16)
	MTBE	7.6 UG/L 2005-02-27 (max 51 UG/L 2002-05-16)
	PHCG	89.3 UG/L 2005-02-27 (max 20000 UG/L 2003-02-14)
	TAME	< 2 UG/L 2004-11-23 (max 4 UG/L 2002-05-16)
	TBA	< 10 UG/L 2004-11-23 (max 20 UG/L 2002-05-16)
	XYLENES1314	< 1 UG/L 2004-11-23 (max 11 UG/L 2002-05-16)
	XYLO	< 1 UG/L 2004-11-23
Monitoring well: lat/long: depth to gw: sample data:	MW-9 active 34 0762 61/-118.3762528 11.29 - 13.31 BZ	< 5 UG/L 2004-11-23 (max 1 UG/L 2001-11-20)
	BZME	< 1 UG/L 2004-11-23
	DIPE	< 2 UG/L 2004-11-23
	EBZ	< 1 UG/L 2004-11-23
	ETBE	< 2 UG/L 2004-11-23
	ETHANOL	< 100 UG/L 2004-11-23
	MEOH	< 1 MG/L 2002-11-07 (max 100 MG/L 2001-11-20)
	MTBE	86 UG/L 2004-11-23 (max 19 UG/L 2001-11-20)
	PHCG	< 100 UG/L 2004-11-23 (max 150 UG/L 2003-08-28)
	TAME	< 2 UG/L 2004-11-23
	TBA	< 10 UG/L 2004-11-23 (max 50 UG/L 2001-11-20)
	XYLENES1314	< 1 UG/L 2004-11-23
	XYLO	< 1 UG/L 2004-11-23
Monitoring well: lat/long: depth to gw: sample data:	MW10 active 34 076324/-118.3764024 9.96 - 12.31 BZ	1.47 UG/L 2008-09-06 (max 11.2 UG/L 2006-07-28)
	BZME	36 UG/L 2008-02-16 (max 33.5 UG/L 2008-07-28)
	CH4	54.7 UG/L 2008-09-06 (max 348 UG/L 2007-11-17)
	DIPE	3.04 MG/L 2008-09-06 (max 4.66 MG/L 2008-02-16)
	DRO	69.8 UG/L 2010-04-09 (max 2010 UG/L 2008-02-16)
	EBZ	96 UG/L 2008-09-06 (max 177 UG/L 2008-07-28)
	ETBE	45 UG/L 2007-06-08 (max 1.01 UG/L 2007-08-06)
	FE2	< 1 MG/L 2008-09-06 (max 1.01 MG/L 2007-05-26)
	GROCC412	219 UG/L 2010-04-09 (max 5800 UG/L 2006-07-28)
	MTBE	81 UG/L 2010-04-09 (max 219 UG/L 2005-06-27)
	NO3N	1 MG/L 2008-09-06 (max 3.51 MG/L 2008-02-16)
	PH	8.83 PH UNITS 2008-09-06 (max 6.99 PH UNITS 2007-11-17)
	PHCG	204 UG/L 2008-02-27
	REDOX	47 MILLIVOLTS 2008-09-06 (max 220 MILLIVOLTS 2007-05-26)
	SO4	80 MG/L 2008-09-06 (max 210 MG/L 2007-05-26)
	TBA	415 UG/L 2010-04-09 (max 1380 UG/L 2007-05-26)
	XYLENES	86 UG/L 2008-09-06 (max 1550 UG/L 2006-07-28)
Monitoring well: lat/long: depth to gw: sample data:	MW11 no access 34 076324/-118.3764024 0 - 11.94 BZ	1.68 UG/L 2006-11-18
	BZME	33 UG/L 2008-06-07 (max 1.69 UG/L 2006-11-18)
	CH4	21.3 UG/L 2008-09-06
	DO	3.34 MG/L 2008-09-06 (max 6.7 MG/L 2006-02-16)
	DRO	57.8 UG/L 2010-04-10 (max 202 UG/L 2006-06-07)
	EBZ	75 UG/L 2009-11-21 (max 2.24 UG/L 2006-11-18)
	ETBE	42 UG/L 2010-04-10 (max 4.88 UG/L 2006-05-26)
	FE2	< 1 MG/L 2008-09-06 (max 1.01 MG/L 2007-05-26)
Monitoring well: lat/long: depth to gw: sample data:	MW16 no access 34 0762 319/-118.3761579 0 - 11.46 BZ	51 UG/L 2008-11-08 (max 1.49 UG/L 2007-03-03)
	BZME	88 UG/L 2008-11-08 (max 1.49 UG/L 2007-03-03)
	DRO	46.5 UG/L 2010-04-10 (max 846 UG/L 2008-06-07)
	EBZ	44 UG/L 2008-06-07 (max 46.5 UG/L 2005-03-25)
	GROCC412	72.2 UG/L 2006-03-25
	MTBE	8 UG/L 2010-04-10 (max 3.7 UG/L 2007-03-03)
	PHCG	64.2 UG/L 2010-04-10 (max 185 UG/L 2008-08-15)
	XYLENES	49 UG/L 2008-11-08 (max 64.2 UG/L 2006-03-25)
Monitoring well: lat/long: depth to gw: sample data:	MW17 active 34 0762 405/-118.3763336 10.46 - 11.98 BZ	5.64 UG/L 2008-11-21
	BZME	1.82 UG/L 2006-11-18
	DRO	73 UG/L 2010-04-09 (max 132 UG/L 2008-02-15)
	GROCC412	113 UG/L 2010-04-09 (max 483 UG/L 2008-05-19)
	MTBE	75 UG/L 2010-04-09 (max 133 UG/L 2006-06-27)
	PHCG	152 UG/L 2005-06-27
	TAME	47 UG/L 2009-05-09 (max 152 UG/L 2009-05-09)
	TBA	26.7 UG/L 2010-04-09 (max 1830 UG/L 2005-05-19)
Monitoring well: lat/long: depth to gw: sample data:	MW18 no access 34 076324/-118.3765581 0 - 16.47 BZ	49 UG/L 2010-04-10 (max 25.7 UG/L 2008-03-07)
	BZME	76 UG/L 2008-03-07 (max 25.7 UG/L 2008-03-07)
	DIPE	36 UG/L 2010-04-10 (max 25.7 UG/L 2010-04-10)
	DRO	101 UG/L 2010-04-10 (max 493 UG/L 2008-06-07)
	EBZ	31 UG/L 2005-05-09 (max 101 UG/L 2008-05-19)
	GROCC412	59 UG/L 2010-04-10
	MTBE	2.64 UG/L 2010-04-10 (max 3.88 UG/L 2006-11-18)
	TBA	1340 UG/L 2010-04-10
	XYLENES	62 UG/L 2009-03-07 (max 1340 UG/L 2007-05-26)
Monitoring well: lat/long: depth to gw: sample data:	MW19 no access 34 0762 319/-118.3771352 0 - 13.68 BZME	25 UG/L 2008-06-07 (max 1340 UG/L 2006-06-07)
Monitoring well: lat/long: depth to gw: sample data:	MW2 active 34 0762 168/-118.3763552 9.01 - 11.37 BZ	3.28 UG/L 2009-11-21 (max 107 UG/L 2005-12-22)
	BZME	46 UG/L 2009-11-21 (max 7.04 UG/L 2005-09-21)
	DRO	376 UG/L 2006-11-21 (max 472 UG/L 2006-02-16)
	EBZ	2.14 UG/L 2009-11-21 (max 62.1 UG/L 2006-12-22)
	GROCC412	2250 UG/L 2009-11-21 (max 3740 UG/L 2005-12-22)
	MTBE	7.88 UG/L 2009-11-21 (max 124 UG/L 2006-12-22)
	PHCG	2270 UG/L 2005-06-27
	TBA	52.5 UG/L 2009-11-21 (max 4420 UG/L 2006-06-27)
	XYLENES	

Monitoring well: MW5 active
lat/long: 34.076237-118.376098
depth to gw: 10.71 - 14.06
sample data: BZ 98 UGL 2009-05-09 (max 78.1 UGL 2006-01-31)
BZME 1.41 UGL 2009-05-09 (max 124 UGL 2006-01-31)
DRO 39.1 UGL 2010-04-28
EBZ 41 UGL 2009-05-09 (max 164 UGL 2006-01-31)
GROC4C12 69.1 UGL 2010-04-29 (max 13100 UGL 2006-01-31)
MTBE 12.4 UGL 2010-04-29 (max 67 UGL 2006-07-29)
TBA 10.8 UGL 2010-04-29 (max 597 UGL 2008-06-06)
XYLENES 1.72 UGL 2009-05-09 (max 1160 UGL 2006-01-31)

Monitoring well: MW7 active
lat/long: 34.076208-118.3764176
depth to gw: 8.25 - 11.05
sample data: BZ 93 UGL 2010-04-09 (max 13 UGL 2005-12-22)

Monitoring well: MW7A active
lat/long: 34.076208-118.3764153
depth to gw: 8.59 - 11.08

Monitoring well: MW8 no access
lat/long: 34.076208-118.3764153
depth to gw: 0 - 13.13
sample data: BZ 59 UGL 2005-11-17 (max 48.4 UGL 2006-01-31)
BZME 88.2 UGL 2006-01-31
DRO 4510 UGL 2009-06-06 (max 26400 UGL 2008-02-15)
EBZ 49.4 UGL 2006-01-31
GROC4C12 35.3 UGL 2008-02-15 (max 10100 UGL 2006-01-31)
MTBE 34 UGL 2008-06-06 (max 129 UGL 2006-07-28)
TBA 18 UGL 2008-06-06 (max 200 UGL 2006-07-28)
XYLENES 1830 UGL 2006-01-31

Monitoring well: MW8 active
lat/long: 34.076208-118.3764153
depth to gw: 12.26 - 13.51
sample data: BZ 89 UGL 2009-03-07 (max 105 UGL 2006-01-31)

Site: JUST TIRES
Address: 8425 BEVERLY BLVD
City: LOS ANGELES
Map Loc: 99 - about .5 mile N of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03710330, is managed by the Regional Water Quality Board.

2008-08-22: STAFF LETTER
2008-09-16: NOTICE TO COMPLY
2008-10-01: OTHER REPORT / DOCUMENT
2008-12-10: STAFF LETTER
2009-02-02: SOIL AND WATER INVESTIGATION WORKPLAN
2009-02-04: STAFF LETTER
2009-05-01: SOIL AND WATER INVESTIGATION REPORT
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2009-09-14: STAFF LETTER
2009-12-01: STAFF LETTER
2010-01-15: SOIL AND WATER INVESTIGATION WORKPLAN
2010-01-15: MONITORING REPORT - SEMI-ANNUALLY
2010-03-15: SOIL AND WATER INVESTIGATION REPORT
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY

Monitoring well: MW-1 active
lat/long: 34.078122-118.379912
depth to gw: 10.45 - 10.8
sample data: BZME 1.3 UGL 2010-04-28 (max 2.9 UGL 2007-04-24)
DRO 66 MGL 2010-04-28 (max 8900 MGL 2007-04-29)
GRO 200 UGL 2010-04-28 (max 250 UGL 2009-10-27)
GRO 11 MGL 2009-10-27 (max 28000 MGL 2007-04-24)
PHCG 9.5 MGL 2010-04-28 (max 11 MGL 2010-04-28)

Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03701112.

Site: ARCO #1278 (FORMER)
Address: 8800 BURTON WAY
City: BEVERLY HILLS
Map Loc: 105 - about .5 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03704158, is managed by the Regional Water Quality Board.

2002-06-13: STAFF LETTER
2002-09-30: SOIL AND WATER INVESTIGATION REPORT
2002-10-15: MONITORING REPORT - QUARTERLY
2003-02-28: 1326/ REQUIREMENT
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-15: MONITORING REPORT - QUARTERLY
2004-07-29: NOTICE OF VIOLATION
2004-10-15: MONITORING REPORT - QUARTERLY
2005-01-15: MONITORING REPORT - QUARTERLY
2006-01-08: NOTICE OF VIOLATION
2006-01-15: MONITORING REPORT - QUARTERLY
2006-01-15: MONITORING REPORT - QUARTERLY
2006-01-15: MONITORING REPORT - QUARTERLY
2006-01-15: MONITORING REPORT - QUARTERLY
2006-02-15: INTERIM REMEDIAL ACTION PLAN
2006-02-15: INTERIM REMEDIAL ACTION REPORT
2006-02-15: SITE CONCEPTUAL MODEL REPORT
2006-02-15: SITE CONCEPTUAL MODEL REPORT
2006-02-15: SITE CONCEPTUAL MODEL REPORT
2006-02-15: SOIL AND WATER INVESTIGATION REPORT
2006-02-15: SOIL AND WATER INVESTIGATION WORKPLAN
2006-02-15: SOIL AND WATER INVESTIGATION WORKPLAN
2006-04-11: STAFF LETTER
2006-04-15: MONITORING REPORT - QUARTERLY
2006-04-15: SITE CONCEPTUAL MODEL REPORT
2006-10-15: MONITORING REPORT - QUARTERLY
2006-10-15: SITE CONCEPTUAL MODEL REPORT
2007-01-15: MONITORING REPORT - QUARTERLY
2007-01-15: SITE CONCEPTUAL MODEL REPORT
2007-04-15: MONITORING REPORT - QUARTERLY
2007-04-15: SITE CONCEPTUAL MODEL REPORT
2007-07-15: MONITORING REPORT - QUARTERLY
2007-07-15: SITE CONCEPTUAL MODEL REPORT
2007-10-15: MONITORING REPORT - QUARTERLY
2007-10-15: SITE CONCEPTUAL MODEL REPORT
2008-01-15: MONITORING REPORT - QUARTERLY
2008-01-15: SITE CONCEPTUAL MODEL REPORT
2008-01-29: STAFF LETTER
2008-04-15: INTERIM REMEDIAL ACTION REPORT
2008-04-15: MONITORING REPORT - QUARTERLY
2008-04-15: SITE CONCEPTUAL MODEL REPORT
2008-07-15: MONITORING REPORT - QUARTERLY
2008-10-15: MONITORING REPORT - QUARTERLY
2008-10-15: SITE CONCEPTUAL MODEL REPORT
2008-11-13: STAFF LETTER
2009-01-15: MONITORING REPORT - QUARTERLY
2009-01-15: SITE CONCEPTUAL MODEL REPORT
2009-02-09: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2009-02-09: INTERIM REMEDIAL ACTION PLAN
2009-02-09: SITE VISIT / INSPECTION / SAMPLING
2009-03-12: STAFF LETTER
2009-04-15: MONITORING REPORT - QUARTERLY
2009-04-15: SITE CONCEPTUAL MODEL REPORT
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - SEMI-ANNUALLY
2009-07-15: PILOT STUDY / TREATABILITY REPORT

XYLENES .11 MG/KG 2009-04-22 (max 12 MG/KG 2007-04-24)
XYLENES1314 2 UGL 2010-04-28 (max 2.8 UGL 2009-10-27)
XYLO 38 UGL 2010-04-28 (max 2 UGL 2008-10-27)

Monitoring well: MW-2 active
lat/long: 34.0761928-118.37391
depth to gw: 9.33 - 9.7

Monitoring well: MW-3 active
lat/long: 34.0761928-118.3740284
depth to gw: 9.16 - 9.5
sample data: BZME 0088 MG/KG 2009-04-22 (max 2 MG/KG 2009-04-22)
DRO 48 MGL 2010-04-28 (max 4300 MGL 2007-04-24)
EBZ 2.4 UGL 2010-04-28 (max 110 UGL 2007-04-24)
GRO 4.5 MGL 2008-10-27 (max 11000 MGL 2007-04-24)
PHCG 1.4 MGL 2010-04-28
XYLENES 019 MG/KG 2009-04-22 (max 1.4 MG/KG 2009-04-22)

Site: 8767 WILSHIRE BLVD LP
Address: 8767 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 100 - about .5 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03705233 is managed by the Regional Water Quality Board.

2007-01-10: REQUEST FOR CLOSURE
2007-01-18: STAFF LETTER
2007-02-28: ADDITIONAL INFORMATION REPORT
2007-04-05: SITE VISIT / INSPECTION / SAMPLING
2007-08-14: CLOSURE/NO FURTHER ACTION LETTER

Site: CEDAR SINAI MEDICAL CENTER
Address: 8767 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 101 - about .5 mile NW of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03786250.

2005-03-17: STAFF LETTER
2005-04-01: ADDITIONAL INFORMATION REPORT
2005-08-03: SITE VISIT / INSPECTION / SAMPLING
2005-08-08: NOTIFICATION - PRECLOSURE
2005-09-28: CLOSURE/NO FURTHER ACTION LETTER

Site: CHELINI (FORMER)
Address: 341 N ROBERTSON BLVD
City: BEVERLY HILLS
Map Loc: 104 - about .5 mile W of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03783448.

2005-05-09: STAFF LETTER
2006-06-15: ADDITIONAL INFORMATION REPORT
2006-06-15: SOIL AND WATER INVESTIGATION WORKPLAN
2006-07-15: STAFF LETTER
2006-10-15: PRELIMINARY SITE ASSESSMENT REPORT
2006-12-18: SITE VISIT / INSPECTION / SAMPLING
2007-01-03: CLOSURE/NO FURTHER ACTION LETTER

Site: 10 PRODUCTIONS
Address: 8322 BEVERLY BLVD
City: LOS ANGELES
Map Loc: 105 - about .5 mile NE of the subject

2009-07-15: PILOT STUDY/TREATABILITY REPORT
2009-07-15: WELL INSTALLATION REPORT
2005-07-15: WELL INSTALLATION REPORT
2006-06-13: SITE CONCEPTUAL MODEL
2008-11-03: CLEAN UP FUND - 5 YEAR REVIEW SUMMARY
2010-07-15: MONITORING REPORT - SEMI-ANNUALLY
2010-07-15: SITE CONCEPTUAL MODEL

Monitoring well: GTW2 no access
lat/long: 34.0717192-118.3841361
depth to gw: 0 - 0
sample data: DIPE 73 UGL 2005-03-25 (max 2.2 UGL 2005-03-25)
GRO 0.71 MGL 2005-12-28 (max 2.2 MGL 2004-09-29)
MTBE 1.5 UGL 2005-03-25 (max 2.2 UGL 2004-09-29)
TBA 56 UGL 2005-12-28 (max 500 UGL 2005-03-25)

Monitoring well: GTW4 active
lat/long: 34.0722471-118.38415
depth to gw: 21.33 - 29.44
sample data: GRO 14 MGL 2002-12-27 (max 56 MGL 2002-12-27)

Monitoring well: GTW5 active
lat/long: 34.071903-118.3839208
depth to gw: 20.4 - 28.4
sample data: BZ 2.1 UGL 2005-05-08
EBZ 2.7 UGL 2008-05-29 (max 230 UGL 2005-12-27)
DCA12 2.1 UGL 2006-05-08
DIPE 1.6 UGL 2005-12-27 (max 2.1 UGL 2004-09-28)
EBZ 11.8 UGL 2008-05-29 (max 75.8 UGL 2006-05-08)
GRO 142 UGL 2008-05-29 (max 867 UGL 2006-05-08)
IPBZ 8.8 UGL 2006-05-08 (max 142 UGL 2006-05-08)
MTBE 1.6 UGL 2008-05-29 (max 21 UGL 2005-12-27)
NAPH 6 UGL 2006-05-08
PZLN 6.7 UGL 2006-05-08
TBA 11.2 UGL 2008-03-03 (max 210 UGL 2005-12-27)
XYLENES 2.5 UGL 2008-03-03 (max 11.8 UGL 2006-05-08)
XYLENES1314 2.6 UGL 2005-12-27 (max 4.3 UGL 2005-03-24)
XYLO 62 UGL 2005-03-24 (max 2.6 UGL 2005-03-24)

Monitoring well: GTW6 active
lat/long: 34.0717483-118.3836662
depth to gw: 18.21 - 26.2
sample data: BZ 2 UGL 2008-05-29 (max 320 UGL 2005-03-24)

Monitoring well: MW1 active
lat/long: 34.0719563-118.3839272
depth to gw: 20.09 - 28.11

Monitoring well: MW12 active
lat/long: 34.0721975-118.3839254
depth to gw: 20.35 - 28.42
sample data: GRO 69.6 UGL 2006-12-06

Monitoring well: MW15 no access
lat/long: 34.07205-118.3836564
depth to gw: 0 - 25.72
sample data: BZ 1.2 UGL 2006-08-09 (max 20 UGL 2005-03-24)
EBZ 9 UGL 2006-12-06 (max 240 UGL 2005-03-24)
GRO 50.3 UGL 2006-08-09
TBA 28 UGL 2005-12-07
XYLENES 10.1 UGL 2006-08-09
XYLENES1314 45 UGL 2005-03-24
XYLO 3.1 UGL 2005-03-24

Monitoring well: MW16 no access
lat/long: 34.0715264-118.3842128
depth to gw: 0 - 0
sample data: DRO 281200 PPM 2008-02-22
GRO 2000 PPM 2008-02-22 (max 28120 PPM 2004-09-29)
OILM 168900 PPM 2008-02-22
XYLO 4 UGL 2004-09-29 (max 168900 UGL 2004-09-29)

Monitoring well: MW17 active
lat/long: 34 07 1911N-118 38 39873
depth to gw: 20.83 - 28.89
sample data: BZ 2.4 UG/L 2005-03-24
GRO 14 MG/L 2005-12-27 (max 2.4 MG/L 2002-12-27)
TBA 265 UG/L 2006-11-06 (max 1400 UG/L 2005-12-27)
XYLENES 2.6 UG/L 2009-11-10
XYLENES1314 5.4 UG/L 2002-12-27

Monitoring well: MW18 no access
lat/long: 34 07 19162N-118 38 39855
depth to gw: 0 - 26.9
sample data: BZ 1930 UG/L 2008-05-29 (max 13000 UG/L 2005-03-24)

Monitoring well: MW18A active
lat/long: 34 07 19162N-118 38 39855
depth to gw: 27.35 - 29.07

Monitoring well: MW2 active
lat/long: 34 07 19595N-118 38 41358
depth to gw: 21.54 - 29.56
sample data: BZ 66.9 UG/L 2008-05-29 (max 810 UG/L 2002-12-27)

Monitoring well: MW22 no access
lat/long: 34 07 14721N-118 38 38673
depth to gw: 0 - 25.96
sample data: BZ 76 UG/L 2005-12-28 (max 120 UG/L 2002-12-27)
BZME 4.7 UG/L 2005-12-28
EEZ 16 UG/L 2005-12-28 (max 20 UG/L 2002-12-27)
GRO 3.7 MG/L 2005-12-28 (max 5.4 MG/L 2002-12-27)
MTBE 2 UG/L 2004-09-29
XYLENES1314 12 UG/L 2005-12-28 (max 23 UG/L 2002-12-27)
XYLO 9.8 UG/L 2005-12-28 (max 12 UG/L 2005-03-25)

Monitoring well: MW23 active
lat/long: 34 07 17141N-118 38 35327
depth to gw: 20 - 28.12
sample data: BZ 5 UG/L 2009-11-10 (max 260 UG/L 2005-03-24)
BZME 2.4 UG/L 2005-03-24
DIPE 4.3 UG/L 2005-03-24
EBZ 7 UG/L 2009-11-10 (max 10.3 UG/L 2006-11-09)
GRO 79 UG/L 2008-03-03 (max 485 UG/L 2006-11-09)
MTBE 1.2 UG/L 2009-11-10 (max 17 UG/L 2005-03-24)
TBA 25.4 UG/L 2008-03-03 (max 2300 UG/L 2005-12-27)
XYLENES 1.2 UG/L 2009-11-10
XYLENES1314 9.8 UG/L 2005-03-24 (max 1.1 UG/L 2004-09-28)
XYLO 1 UG/L 2005-03-24

Monitoring well: MW24 dry
lat/long: 34 07 10051N-118 38 36696
depth to gw: 0 - 26.55
sample data: MTBE 31 UG/L 2005-03-25 (max 1 UG/L 2004-09-28)

Monitoring well: MW25 active
lat/long: 34 07 1163N-118 38 3269
depth to gw: 18.55 - 26.28
sample data: GRO 063 MG/L 2005-12-27 (max 1 MG/L 2004-10-11)

Monitoring well: MW26 active
lat/long: 34 07 12004N-118 38 41562
depth to gw: 27 - 28.64

SWIS Solid Waste Information System

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. Active solid waste disposal sites, Inactive or Closed solid waste disposal sites and Transfer facilities.

NT Toxic Releases

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

This list has been researched within half of a mile radius of the subject site.

Site: WARDROBE CLEANERS
Address: 8389 W 3RD ST
City: LOS ANGELES
Map Loc: 65 - about 3 mile NE of the subject
Status: ASSM - Site Assessment

id: SL0603740571 - substance: 127184

Monitoring well: INJ-1 no access
lat/long: 33 93284957N-118 3715345
depth to gw: 0 - 0
sample data: TCE 224 UG/L 2008-06-11 (max 6 UG/L DCE12C)

Monitoring well: INJ-2 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.66 - 15.04

Monitoring well: INJ-2 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.66 - 15.04
sample data: XYLO 5.4 UG/L 2009-03-17 (max 17.2 UG/L BZ)

Monitoring well: INJ-3 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.95 - 15

Monitoring well: INJ-3 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.95 - 15
sample data: XYLENES1314 53 UG/L 2009-03-17 (max 3 UG/L ACE)

Monitoring well: INJ-4 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.65 - 14.75

Monitoring well: INJ-4 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.65 - 14.75
sample data: TCLME 1.2 UG/L 2009-12-22 (max 12 UG/L TCLME)

Monitoring well: INJ-5 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.8 - 14.36

Monitoring well: INJ-5 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.8 - 14.36
sample data: TCE 124 UG/L 2009-12-22 (max 12 UG/L ACE)

Monitoring well: MW-1 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.51 - 14.61

Monitoring well: MW-1 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.51 - 14.61
sample data: TCLME 2.2 UG/L 2009-07-09 (max 12 UG/L TCLME)

Monitoring well: MW-2 active

This list has been researched within 1 mile radius of the subject site.

Site: SAN VICENTE & BEVERLY
Address: 8555 BEVERLY BLVD, NWC
City: WEST HOLLYWOOD
Map Loc: 108 - about .6 mile NW of the subject
Status: CLSD - Closed

id: 19-AA-5207

Unit: D1
Activity: SOLID WASTE DISPOSAL SITE
Status: CLOSED (Operational)
TO BE DETERMINED (Regulatory)
Inspection: ANNUAL
Permit Date: PERMITDATE
Operator: YANG, YA CHEN
27963 FARM HILL DR
HAYWARD CA
Owner: REFER TO LA COUNTY LEA
MONTEREY PARK CA
213-9814151

WIP Well Investigation Program

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs. The focus of this program is to monitor and protect drinking water.

No listings within 1 mile radius of the subject site.

WQ Drinking Water Program

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirements.

In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

Below, the latest and maximum analysis of contaminants are reported (only positive reading are included). MCL is the Maximum Contaminant Level or enforceable drinking water standard. RPHL is the Recommended Public Health Level. Additional information is available upon request.

No listings within half of a mile radius of the subject site.

REGIONAL SOURCES

lat/long: 33 93284957N-118 3715345
depth to gw: 12.53 - 14.29

Monitoring well: MW-2 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.53 - 14.29
sample data: TCLME 5.1 UG/L 2009-07-09 (max 12 UG/L BDCME)

Monitoring well: MW-3 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.56 - 14.08

Monitoring well: MW-3 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.56 - 14.08
sample data: VC 25 UG/L 2009-07-09 (max 925 UG/L VC)

00060 REH11HS SITE IS A 10,970 SQUARE FEET AREA WITH A SINGLE-STORY BUILDING AND PAVED ASPHALT PARKING IN A MIXED COMMERCIAL AND RESIDENTIAL AREA OF LOS ANGELES. BASED ON THE INFORMATION PROVIDED, A DRY CLEANING FACILITY HAS CONTINUOUSLY OCCUPIED THE SITE FOR AT LEAST 56 YEARS, AND A REPORTED USE OF CHLORINATED SOLVENT, FROM AS EARLY AS 1971 THROUGH AT LEAST 2001. WARDROBE CLEANERS CURRENTLY USES A NATURAL ORGANIC SOLVENT FOR DRY CLEANING. IN NOVEMBER 2005, AEI CONDUCTED SUBSURFACE INVESTIGATION THAT INCLUDED COLLECTION OF SOIL AND DISCRETE GROUNDWATER SAMPLES. THE INVESTIGATION CONCLUDED THAT THE SOIL BENEATH THE SITE HAD BEEN IMPACTED DUE TO THE RELEASE OF TETRACHLOROETHYLENE (PCE) AND TRICHLOROETHYLENE (TCE) WHICH IS CONSISTENT WITH SOLVENT USED IN DRY CLEANING OPERATIONS. AEI ALSO IDENTIFIED THE DRY CLEANING MACHINE AND WASTE STORAGE AREA AS POTENTIAL CONTAMINANT SOURCES. THE SOIL ANALYTICAL DATA SHOW PCE CONCENTRATIONS AS HIGH AS 585.00 MICROGRAMS PER KILOGRAM (µG/KG) AT 24 FEET BELOW GROUND SURFACE (BGS) AND AS HIGH AS 1.030 MICROGRAMS PER LITER (µG/L) IN GROUNDWATER AT THE SITE. BASED ON THE SITE ASSESSMENT CONDUCTED, A RAP FOR SOIL AND GROUNDWATER, THE SOIL RAP IS PROPOSING EXCAVATION OF IMPACTED SOIL TO 10 FEET BGS AND IN-SITU CHEMICAL OXIDATION USING FENTON'S REAGENT FOR GROUNDWATER REMEDIATION. ADDITIONAL GROUNDWATER MONITORING WELLS ARE BEING PROPOSED TO MONITOR THE REMEDIATION AT THE SITE. ACCORDING TO THE DEPARTMENT OF WATER RESOURCES BULLETIN NO. 104, THE SITE IS LOCATED IN THE SANTA MONICA BASIN OF THE COASTAL PLAIN OF LOS ANGELES. THE SITE IS UNDERLAIN BY THE LAKEWOOD FORMATION AND THE TOP OF THE UPPERMOST EXPOSITION AQUIFER OCCURS AT APPROXIMATELY 60 FEET BGS. BASED ON THE SOIL BORING LOG, THE SOIL BENEATH THE SITE CONSISTS OF SILTY CLAY, CLAYEY SAND AND CLAYEY SILT. GROUNDWATER AT THE SITE IS ENCOUNTERED BETWEEN 20 AND 26 FEET BGS.

1 2009-05-20: 13267 REQUIREMENT
2009-05-20: NOTICE OF VIOLATION
2010-08-31: 13267 REQUIREMENT
2 2010-11-08: STAFF LETTER
2011-01-12: STAFF LETTER
2011-04-13: STAFF LETTER
2011-07-15: COST RECOVERY AGREEMENT
2012-01-10: AMENDMENT TO ORDER
2012-07-06: 13267 REQUIREMENT
2013-02-14: 13267 REQUIREMENT

Monitoring well: INJ-1 no access
lat/long: 33 93284957N-118 3715345
depth to gw: 0 - 0
e data: TCE 224 UG/L 2008-06-11 (max 6 UG/L DCE12C)

Monitoring well: INJ-2 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.66 - 15.04

Monitoring well: INJ-2 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.66 - 15.04
sample data: XYLO 5.4 UG/L 2009-03-17 (max 17.2 UG/L BZ)

Monitoring well: INJ-3 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.95 - 15

Monitoring well: INJ-3 active
lat/long: 33 93284957N-118 3715345
depth to gw: 12.95 - 15
sample data: XYLENES1314 53 UG/L 2009-03-17 (max 3 UG/L ACE)

Monitoring well: INJ-4 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.65 - 14.75

Monitoring well: INJ-4 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.65 - 14.75
sample data: TCLME 1.2 UG/L 2009-12-22 (max 12 UG/L TCLME)

Monitoring well: INJ-5 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.8 - 14.38

Monitoring well: INJ-5 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.8 - 14.38
sample data: TCE 124 UG/L 2009-12-22 (max 12 UG/L ACE)

Monitoring well: MW-1 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.51 - 14.61

Monitoring well: MW-1 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.51 - 14.61
sample data: TCLME 2.2 UG/L 2009-07-09 (max 12 UG/L TCLME)

Monitoring well: MW-2 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.53 - 14.29

Monitoring well: MW-2 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.53 - 14.29
sample data: TCLME 5.1 UG/L 2009-07-09 (max 12 UG/L BDCME)

Monitoring well: MW-3 active
lat/long: 33.93284957-118.3715345
depth to gw: 12.56 - 14.08
sample data: VC 25 UG/L 2009-07-09 (max 925 UG/L VC)

Site: MERRY GO ROUND DRY CLEANERS
Address: 8550 W 3RD ST
City: LOS ANGELES
Map Loc: 95 - about 3 mile NW of the subject
Status: REM - Remedial Action

id: SL184681451, substance: PCE, TCE, VOC

000 REA1 2002-11-26: MONITORING REPORT - QUARTERLY
2003-01-03: NO ACTION
2003-02-28: MONITORING REPORT - QUARTERLY
2004-05-26: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER - #052604
2004-12-03: NOTICE OF VIOLATION - #120304
2009-05-28: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2010-07-01: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2010-07-15: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
5 2010-07-15: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER - #071510
2010-08-02: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER - #080210
2011-06-25: CLEANUP AND ABATEMENT ORDER
2011-11-16: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2012-10-01: CLEANUP AND ABATEMENT ORDER
2012-12-17: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2013-12-02: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
92014-02-13: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER

Monitoring well: DPI active

lat/long: 33.9870544-118.2656366
depth to gw: 17.92 - 17.92

Monitoring well: DP1-U active
lat/long: 33.9870544-118.2656366
depth to gw: 20.62 - 21.86

Monitoring well: DP2 active
lat/long: 33.9870544-118.2656366
depth to gw: 22.81 - 22.81
ple data: DCE12C 5 UG/KG 2008-12-07

Monitoring well: DP2-U active
lat/long: 33.9870544-118.2656366
depth to gw: 21.75 - 23.22

Monitoring well: DP2-U active
lat/long: 33.9870544-118.2656366
depth to gw: 21.75 - 23.22

Monitoring well: MW1 active
lat/long: 33.9870544-118.2656366
depth to gw: 17.91 - 18.27

Monitoring well: MW1 active
lat/long: 33.9870544-118.2656366
depth to gw: 17.91 - 18.27

Monitoring well: MW1-L active
lat/long: 33.9870544-118.2656366
depth to gw: 18.58 - 20.18

Monitoring well: MW1-L active
lat/long: 33.9870544-118.2656366
depth to gw: 18.58 - 20.18

Monitoring well: MW10-U active
lat/long: 33.9870544-118.2656366
depth to gw: 17.02 - 20.58

Monitoring well: MW10-U active
lat/long: 33.9870544-118.2656366
depth to gw: 17.02 - 20.58
sample data: DCE12C < 91 UG/L 2012-12-11 (max 11 UG/L 2006-06-21)
DCE12T < 53 UG/L 2009-12-14 (max 168 UG/L 2009-12-14)
PCE < 48.4 UG/L 2012-12-11 (max 754 UG/L 2006-05-30)
TCE 2.13 UG/L 2012-12-11 (max 22 UG/L 2006-06-21)
TCLME 4.76 UG/L 2012-12-11 (max 8.3 UG/L 2010-06-29)

Monitoring well: MW11-U active
lat/long: 33.9870544-118.2656366
depth to gw: 16.76 - 23.35

Monitoring well: MW11-U active
lat/long: 33.9870544-118.2656366
depth to gw: 16.76 - 23.35

Monitoring well: MW11-U active
lat/long: 33.9870544-118.2656366
depth to gw: 16.76 - 23.35
sample data: DCE12C < 7 UG/L 2010-06-29 (max 326 UG/L 2006-05-30)
PCE < 2.58 UG/L 2010-06-29 (max 4.78 UG/L 2009-07-09)
PCE 863 UG/L 2010-06-29 (max 33400 UG/L 2006-06-21)
sample data: DCE12C < 74 UG/L 2012-06-07 (max 326 UG/L 2006-06-21)
PCE12 < 61.87 UG/L 2012-06-07 TCE 7.47 UG/L 2010-06-29 (max 495 UG/L 2006-05-30)
TCLME < 93 UG/L 2010-06-29 6-07 (max 4.78 UG/L 2009-07-09)
PCE 1780 UG/L 2012-12-12 (max 33400 UG/L 2006-06-21)
TCE 8 UG/L 2012-12-12 (max 495 UG/L 2006-05-30)
TCLME < 51 UG/L 2012-12-12 (max 1.83 UG/L 2011-09-13)

Monitoring well: MW12-U active
lat/long: 33.9870544-118.2656366
depth to gw: 16.04 - 20.31

Monitoring well: MW12-U active
lat/long: 33.9870544-118.2656366
depth to gw: 16.04 - 18.83

Monitoring well: MW12-U active
lat/long: 33.9870544-118.2656366
depth to gw: 16.04 - 20.31
sample data: DCE11 < 71 UG/L 2010-05-28 (max 3.88 UG/L 2009-07-09)
DCE12C 7.81 UG/L 2010-06-21 (max 3430 UG/L 2009-07-09)
DCE12T < 71 UG/L 2008-12-14 (max 13.7 UG/L 2009-07-09)sample data DCE11< 81 UG/L
2012-12-11 (max 3.88 UG/L 2009-07-09)
DCE12C 10.1 UG/L 2012-12-11 (max 3430 UG/L 2009-07-09)
DCE12T 4.36 UG/L 2010-11-10 (max 13.7 UG/L 2009-07-09)
PCE 5310 UG/L 2010-06-21 (max 21800 UG/L 2006-05-25)
TCE 25.3 UG/L 2010-06-21 (max 690 UG/L 2009-07-09)
TCLME 1.75 UG/L 2010-04-16
VC 3.48 UG/L 200
PCE 4880 UG/L 2013-03-21 (max 23000 UG/L 2011-02-10)
TCE 118 UG/L 2013-03-21 (max 630 UG/L 2009-07-09)
TCLME 1.91 UG/L 2012-12-11 (max 2.08 UG/L 2010-07-20)

9-07-09 VC 3.48 UG/L 2009-07-09

Monitoring well: MW13-L active
lat/long: 33.9870544-118.2656366
depth to gw: 14.93 - 28.6

Monitoring well: MW13-L active
lat/long: 33.9870544-118.2656366
depth to gw: 14.93 - 28.4

Monitoring well: MW13-L active
lat/long: 33.9870544-118.2656366
depth to gw: 14.93 - 28.6
sample data: CTCL < 1 UG/L 2008-06-22 (max 3.48 UG/L 2006-06-22)
DCA12 < 0.96 UG/L 2006-06-22 (max 3.48 UG/L 2006-06-22)
DCE11 < 43 UG/L 2009-05-22 (max 3.46 UG/L 2006-06-22)
CTCL < 1 UG/L 2006-06-22 (max 3.48 UG/L 2006-06-22)
DCA12 < 0.96 UG/L 2006-06-22 (max 3.48 UG/L 2006-06-22)
DCE11 < 43 UG/L 2009-05-22 (max 3.46 UG/L 2006-06-22)
DCE12C < 67 UG/L 2011-05-16 (max 3.48 UG/L 2006-06-22)
DCE12T < 78 UG/L 2009-07-10 (max 1.24 UG/L 2006-06-22)
PCE 4.18 UG/L 2010-06-29 (max 27 UG/L 2009-07-10)
TCE 1.2 UG/L 2010-06-29 (max 6.07 UG/L 2009-07-10)
TCLME < 58 UG/L 2010-06-29 (10 (max 1.24 UG/L 2006-06-22)
PCE 3.38 UG/L 2012-12-12 (max 27 UG/L 2009-07-10)
TCE < 84 UG/L 2011-08-12 (max 6.07 UG/L 2009-07-10)
TCLME 1.8 UG/L 2011-09-12 (max 3.48 UG/L 2009-07-10)
max 3.48 UG/L 2009-07-10

Monitoring well: MW13-U active
lat/long: 33.9870544-118.2656366
depth to gw: 10.07 - 15.55

Monitoring well: MW13-U active
lat/long: 33.9870544-118.2656366
depth to gw: 13.54 - 15.3

Monitoring well: MW13-U active
lat/long: 33.9870544-118.2656366
depth to gw: 10.07 - 15.55
sample data: DCE12C 1.36 UG/L 2009-07-10 (max 3.48 UG/L 2006-06-22)
PCE < 67 UG/L 2010-06-29 (max 1.36 UG/L 2006-06-22)
TCE 2.25 UG/L 2009-07-10
TCLME 2.84 UG/L 2011sample data BDCME 13.6 UG/L 2012-12-12
DSCHE 6.54 UG/L 2012-12-12
DCE12C 1.0-06-29
36 UG/L 2009-07-10 (max 6.54 UG/L 2006-06-22)
PCE 13.5 UG/L 2012-12-12
TCE 2.25 UG/L 2009-07-10
TCLME 28.6 UG/L 2012-12-12

Monitoring well: MW14-L active
lat/long: 33.9870544-118.2656366
depth to gw: 15.34 - 30.4

Monitoring well: MW14-L active
lat/long: 33.9870544-118.2656366
depth to gw: 15.34 - 30.4

Monitoring well: MW14-L active
lat/long: 33.9870544-118.2656366
depth to gw: 15.34 - 30.4
sample data: DCA17 09 UG/L 2006-06-22 (max 2.64 UG/L 2006-06-22)
DCE12C 18.2 UG/L 2010-05-29 (max 37.3 UG/L 2009-07-10)
DCE12T 13 UG/L 2006-06-22 (max 13.2 UG/L 2006-06-22)
DCA12 09 UG/L 2006-06-22 (max 26.6 UG/L 2006-06-22)
sample data: DCE12C 21.1 UG/L 2011-09-13 PCE 2.88 UG/L 2010-06-29 (max 15.5 UG/L 2006-06-22)
TCE 4.45 UG/L 2010-06-29-13 (max 37.3 UG/L 2009-07-10)
DCE12T 13 UG/L 2006-06-22 (max 21.1 UG/L 2006-06-22)
PCE 40.9 UG/L 2011-09-13
TCE 14.8 UG/L 2011-09-13
TCLME < 53 UG/L
TCLME 37 UG/L 2006-06-22 (max 4.45 UG/L 2006-06-22)
L 2011-09-13 (max 14.6 UG/L 2006-06-22)
VC < 93 UG/L 2011-09-13 (max 1.27 UG/L 2011-09-13)

Monitoring well: MW14-U active
lat/long: 33.9870544-118.2656366
depth to gw: 13.5 - 17

Monitoring well: MW14-U active
lat/long: 33.9870544-118.2656366
depth to gw: 13.5 - 17
sample data: DCE12C 6.05 UG/L 2010-06-29 (max 36.2 UG/L 2008-07-10)
PCE 60 UG/L 2010-06-29
TCE 10 UG/L 2010-06-29 (max 60 UG/L 2006-06-22)
TCLME < 95 UG/L 2010-06-29

Monitoring well: MW14-U active
lat/long: 33.9870544-118.2656366
depth to gw: 13.5 - 17
sample data: DCE12C 2.33 UG/L 2012-12-11 (max 36.2 UG/L 2009-07-10)
PCE 36.5 UG/L 2012-12-11 (max 60 UG/L 2010-06-29)
TCE 8.26 UG/L 2012-12-11 (max 36.5 UG/L 2006-06-22)
TCLME < 67 UG/L 2012-12-11 (max 6.26 UG/L 2006-06-22)

Monitoring well: MW15-L active
lat/long: 33.9870544-118.2656366
depth to gw: 13.88 - 21.65

Monitoring well: MW15-L active
lat/long: 33.9870544-118.2656366
depth to gw: 13.88 - 19.98
sample data: PCE 3.92 UG/L 2009-12-15

Monitoring well: MW15-L active
lat/long: 33.9870544-118.2656366
depth to gw: 11.62 - 18.4

Monitoring well: MW15-U active
lat/long: 33.9870544-118.2656366
depth to gw: 12.93 - 13.77
sample data: PCE < 84 UG/L 2009-12-15 (max 3.92 UG/L 2006-06-22)

Monitoring well: MW15-U active
lat/long: 33.9870544-118.2656366
depth to gw: 11.62 - 18.4
sample data: PCE 1.07 UG/L 2011-09-13 (max 3.92 UG/L 2006-06-22)

DCE12C 24.4 UG/L 2010-06-29 (max 32.7 UG/L 2009-12-15)
 DCE12T 8 UG/L 2006-06-22 (max 24.4 UG/L 2006-06-22)
 PCE 15.5 UG/L 2010-06-29 (max 24.4 UG/L 2006-06-22)
 TOE <.51 UG/L 2010-06-29 (max 15.5 UG/L 2006-06-22)
 TCLME .41 UG/L 2006-06-22 (max 15.5 UG/L 2006-06-22)
 VC 5.14 UG/L 2009-12-15 (max 15.5 UG/L 2006-06-22)

Monitoring well: MW9-U active
 lat/long: 33.9670544/-118.2656366
 depth to gw: 8.2 - 32.6
 sample data: CLEA < 1.52 UG/L 2010-06-29
 CLME 36.2 UG/L 2010-06-29
 DCE12C 122 UG/L 2012-06-08
 DCE12T 1.37 UG/L 2012-06-08 (max 122 UG/L 2006-06-22)
 PCE 15.5 UG/L 2010-06-29
 TCE 5.81 UG/L 2012-06-08 (max 15.5 UG/L 2006-06-22)
 TCLME 41.1 UG/L 2006-06-22 (max 5.81 UG/L 2006-06-22)
 VC 41.3 UG/L 2012-06-08

Monitoring well: MW9-U active
 lat/long: 33.9670544/-118.2656366
 depth to gw: 16.98 - 23.1

Monitoring well: MW9-U active
 lat/long: 33.9670544/-118.2656366
 depth to gw: 18.98 - 22.95
 sample data: DCA11 <.87 UG/L 2009-07-10 (max 5.14 UG/L 2006-06-22)
 DCE11 .13 UG/L 2006-06-22 (max 5.14 UG/L 2006-06-22)
 DCE12C 1.44 UG/L 2010-06-29 (max 189 UG/L 2006-06-22)
 DCE12T <.83 UG/L 2010-06-29 (max 4.29 UG/L 2009-07-10)
 PCE .29 UG/L 2006-06-22 (max 1.3 UG/L 2006-06-22)
 TCE 7.9 UG/L 2006-06-22
 TCLME 2.5 UG/L 2006-06-22
 VC 28.2 UG/L 2010-06-29 (max 425 UG/L 2009-07-10)

Monitoring well: MW9-U active
 lat/long: 33.9670544/-118.2656366
 depth to gw: 16.98 - 23.1
 sample data: DCA11 <.87 UG/L 2009-07-10 (max 41.3 UG/L 2006-06-22)

Site: MERRY GO ROUND DRY CLEANER
 Address: 8550 W 3RD ST
 City: LOS ANGELES
 Map Loc: 95 - about .3 mile NW of the subject
 Status: 1 - Leak being confirmed
 id: 4-0622 , substance: VOCs

Site: CHELINI
 Address: 341 N ROBERTSON BLVD
 City: BEVERLY HILLS
 Map Loc: 104 - about .5 mile W of the subject
 Status: 1 - Leak being confirmed
 id: 4-0721 , substance: TPH

Site: CHELINI
 Address: 341 N ROBERTSON BLVD
 City: BEVERLY HILLS
 Map Loc: 104 - about .5 mile W of the subject
 Status: -
 id: SL743803601

Status Codes: Facilities or sites are ranked within each region on a scale 1-15 according to priority.

This list has been researched within 1 mile radius of the subject site

Site: WEST HOLLYWOOD DUMP
 Address: SAN VICENTE BLVD & BEVERLY BLVD
 City: WEST HOLLYWOOD
 Map Loc: 107 - about .6 mile NW of the subject
 Status: -

Site: WEST HOLLYWOOD DUMP
 Address: SAN VICENTE BLVD & BEVERLY BLVD
 City: WEST HOLLYWOOD
 Map Loc: 107 - about .6 mile NW of the subject
 Status: 15

15

OPERATING PERMITS

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting. The inclusion in this section does not imply that an environmental problem exists presently or has in the past.

RCRA-G Resource Conservation and Recovery Information System - Generators

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities.

Status Codes: L - Generators who generate at least 1000 kg/mo of non-acutely hazardous waste (or 1 kg/mo of acutely hazardous waste)
 S - Generators who generate 100 kg/mo but less than 1000 kg/mo of non-acutely haz waste
 T - Transporter

This list has been researched within a quarter of a mile radius of the subject site.

Site: BEVERLY HILLS AUTO BODY GROUP
 Address: 201 N SAN VICENTE BLVD
 City: BEVERLY HILLS
 Map Loc: 3 - about 0 mile NW of the subject
 Status: S - Small Generator
 Permit id#: CAD981688104

Acknowledge date 12/12/2006
 Activities at this facility include:
 GENERAL AUTOMOTIVE REPAIR

Site: HOTEL NIKKO AT BEVERLY HILLS
 Address: 465 S LA CIENEGA BLVD

Site: ARCO S.S. 1278
 Address: 8800 BURTONWAY
 City: BEVERLY HILLS
 Map Loc: 106 - about .5 mile W of the subject
 Status: OPEN
 id: SL74.7201858 , substance: PET

LD Land Disposal Sites

The Land Disposal program managed by the State Water Control Board, regulates the waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills. California Code of Regulations (CCR) Title 23, (Chapter 15) contains the regulatory requirements for hazardous waste. CCR Title 27, contains the regulatory requirements for wastes other than hazardous waste.

No listings within half of a mile radius of the subject site.

TPC Toxic Pits

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually, in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).

Special exemption provisions have been created for surface impoundment that receive mining wastes.

No listings within 1 mile radius of the subject site.

SWAT Solid Waste Assessment Test - Regional

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District.

This program is currently not funded and thus not updated.

City: LOS ANGELES
 Map Loc: 8 - about .1 mile W of the subject
 Status: S - Small Generator

Permit id#: CAD983618257
 Acknowledge date 07/16/1992
 Activities at this facility include:
 HOTELS (EXCEPT CASINO HOTELS) AND MOTELS

Site: MILLER DM INC
 Address: 8500 BURTONWAY
 City: LOS ANGELES
 Map Loc: 37 - about 2 mile NW of the subject
 Status: S - Small Generator

Permit id#: CAR000156554
 Activities at this facility include:
 USED CAR DEALERS

Site: ELLIS BMW MERCEDES SPECIALIST
 Address: 8435 W 3RD ST
 City: LOS ANGELES
 Map Loc: 42 - about 2 mile N of the subject
 Status: -
 Permit id#: CAD097865348

Site: LA MIRAGE CLEANERS
 Address: 8474 W 3RD ST, LA CIENGA
 City: LOS ANGELES
 Map Loc: 52 - about .3 mile N of the subject
 Status: S - Small Generator

Permit id#: CAD983609918
 Acknowledge date 07/18/1992

Site: CHERMO AUTOMOTIVE CENTER
 Address: 5567 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 54 - about 2 mile SW of the subject
 Status: S - Small Generator

Permit id#: CAD982408916
 Acknowledge date 03/31/1991

Site: WARDROBE CLEANERS
 Address: 8389 W 3RD ST
 City: LOS ANGELES
 Map Loc: 66 - about 2 mile NE of the subject
 Status: -
 Permit id#: CAD981613201

Site: WILSHIRE HILL CLNRS
 Address: 6621 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 70 - about .3 mile SW of the subject
 Status: S - Small Generator
 Permit id#: CAG000555029

Acknowledge date 09/23/1994
Site: ADVANCED M R I OF BEVERLY HILL
Address: 8641 WILSHIRE BLVD, STE 105
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: S - Small Generator
Permit ID#: CAD983629932
Acknowledge date 07/16/1992
Activities at this facility include:
OFFICES OF PHYSICIANS, MENTAL HEALTH SPECIALISTS
Site: PRENATAL DIAGNOSTIC CTR
Address: 8641 WILSHIRE BLVD, STE 200
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: S - Small Generator
Permit ID#: CAD983618760
Acknowledge date 07-16-1992
Activities at this facility include:
OFFICES OF PHYSICIANS, MENTAL HEALTH SPECIALISTS
Site: BEVERLY WILSHIRE CLEANERS
Address: 8302 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 84 - about .3 mile SE of the subject
Status: S - Small Generator
Permit ID#: CAD981674516
Acknowledge date 07/16/1992
Activities at this facility include:
DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)
Site: MERRY GO ROUND
Address: 8550 W 3RD ST
City: LOS ANGELES
Map Loc: 96 - about .3 mile NW of the subject
Status: S - Small Generator
Permit ID#: CAD991633142
Acknowledge date 03/31/1991.

SARA SARA Title III, section 313 (TRIS)
Title III of the Superfund Amendments and Reauthorization Act, Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification (SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS).
Below summary information for the last five year period is reported grouping the releases into air, water, underground injection, land, public offsite treatment (pow) and transportation offsite.
No listings within a quarter of a mile radius of the subject site.

NC Nuclear Regulatory Commission Licensees
The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1.42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities, and for the import and export of special nuclear material.
No listings within a quarter of a mile radius of the subject site.

PCB PCB Waste Handlers Database
The U.S. Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act.
No listings within a quarter of a mile radius of the subject site.

PCS Permit Compliance System
PCS is a database that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS was developed by The U.S. Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement states of NPDES facilities.
No listings within a quarter of a mile radius of the subject site.

AFS AIRS Facility System
AFS contains emissions and compliance data on air pollution point sources tracked by the U.S. EPA and state and local environmental regulatory agencies. There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size), carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone.
AFS replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aromatic Data (SAROAD).
No listings within a quarter of a mile radius of the subject site.

PE Section Seven Tracking System (SSTS)
SSTS evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year.
No listings within a quarter of a mile radius of the subject site.

FIFRA FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)
NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA).
No listings within a quarter of a mile radius of the subject site.

FFIS Federal Facilities Information System (FFIS)
Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies.
No listings within a quarter of a mile radius of the subject site.

CICIS Chemicals in Commerce Information System (CICIS)
Chemicals in Commerce Information System contains an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes. CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA.
No listings within a quarter of a mile radius of the subject site.

FINDS FINDS EPA Facility Index System
The U.S. Environmental Protection Agency maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes.
Facilities that have been reported elsewhere in this report will not be listed under this category.
No listings within a quarter of a mile radius of the subject site.

HWIS Hazardous Waste Information System
The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2946.
Status Codes: EPA Facility Permit Number
CAL - State permanent number
CAC - State provisional or emergency number
CAH - State prov or perm number for household hazardous waste collections
CAI - State permanent number for exotic pest detection
CAS - State permanent number issued by county for emergency response
CAE - State prov number for hazardous waste removal caused by natural disasters
CAX - State permanent or provisional number issued prior to 1987. No longer used.
CLU - State permanent number issued by county for clandestine lab cleanup
CAR - Federal permanent number
CA - Federal permanent number
CAD - Federal permanent or provisional number. State provisional before 1988.
CAT - Federal permanent number
CAP - Federal provisional or emergency number

This list has been researched within a quarter of a mile radius of the subject site.
Site: DON NELSON
Address: 488 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAC002574396
Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 2.52
Site: FINAL FILM
Address: 470 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 2 - about 0 mile NW of the subject
Status: EPA ID#: CAL00141747
Photochemical waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 01 09 04 04
Site: BEVERLY HILLS BODY SHOP
Address: 201 N SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 3 - about 0 mile NW of the subject
Status: EPA ID#: CAX00144105
Site: BEVERLY HILLS AUTO BODY
Address: 201 N SAN VICENTE BLVD
City: BEVERLY HILLS
Map Loc: 3 - about 7 mile S of the subject
Status: EPA ID#: CAD991688104
Aq sol with org residue<10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 17
Unspecified aqueous solution ton 1.33 22
Oxygenated solvents ton .71 2.54 3.98 2.96 .14 23 .38 28
Oxygenated solvents ton 35
Unspecified solvent mixture ton 1.16
Latex waste ton .76
Unspec organic liquid mixture ton 1.16
Site: HOLLY HILLS AUTO CENTER
Address: 201 N SAN VICENTE BLVD
City: BEVERLY HILLS
Map Loc: 3 - about 0 mile NW of the subject
Status: EPA ID#: CAL00083218
Unspec organic liquid mixture ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 81 23
Site: THE 310 SURGICAL CENTER
Address: 310 SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 4 - about 0 mile NW of the subject
Status: EPA ID#: CAL00147163
Inorganic solid waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 31
Lab waste chemicals ton 33
Site: LAWRY'S RESTAURANT
Address: 100 N LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 5 - about 0 mile W of the subject
Status: EPA ID#: CAC002586196

Oilwater sludge ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
4.89

Site: LA CIENEGA TENNIS CENTER
Address: 325 N LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 6 - about .0 mile W of the subject
Status: EPA ID# CAL001417224

Oilwater sludge ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
1.38
Other organic solids ton 1.25

Site: HOTEL NIKKO AT BEVERLY HILLS
Address: 465 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 8 - about .0 mile W of the subject
Status: EPA ID# CAD983618257

Unspec organic liquid mixture ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
5.8

Site: SLS
Address: 465 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 8 - about .0 mile W of the subject
Status: EPA ID# CAC002645120

Oilwater sludge ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
4.17

Site: LEMERIDIAN HOTEL
Address: 465 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 8 - about .0 mile W of the subject
Status: EPA ID# CAC002825181

Asbestos containing waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
5.8
Other organic solids ton .04

Site: AMD INVESTMENTS
Address: 455 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 9 - about .1 mile NW of the subject
Status: EPA ID# CAD000316034

Site: 1X THE STINKING ROSE
Address: 55 N LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 10 - about .1 mile SW of the subject
Status: EPA ID# CAC000906216

Asbestos containing waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
10.54

Site: LAWRY'S RESTAURANTS
Address: 55 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 11 - about .1 mile SW of the subject
Status: EPA ID# CAC000226489

Site: DR JONATHAN M ENGEL DDS INC

Lab waste chemicals ton 24

Site: TOWER MAGNETIC IMAGING INC
Address: 444 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 16 - about .1 mile NW of the subject
Status: EPA ID# CAL923513888

Restricted Metal Sludge ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
2 78 99
Inorganic solid waste ton .1 04 .02

Site: BEST QUALITY CLEANERS
Address: 430 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 17 - about .1 mile NW of the subject
Status: EPA ID# CAL000277553

Aq sol with org residues<10% ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
Halogenated solvents ton 24 12 .13
Hydrocarbon solvents ton

Site: VAL V GONZALEZ DMD
Address: 426 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 18 - about .1 mile NW of the subject
Status: EPA ID# CAL000179931

Unspecified aqueous solution ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
Inorganic solid waste ton

Site: GOLD PHOTO
Address: 420 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 19 - about .1 mile NW of the subject
Status: EPA ID# CAL00033669

Photochemical waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
1.09

Site: RAY CARRIERE
Address: 151 N HAMILTON DR
City: BEVERLY HILLS
Map Loc: 20 - about .1 mile S of the subject
Status: EPA ID# CAC002700950

Site: JASON LIE
Address: 126 N LE DOUX RD
City: BEVERLY HILLS
Map Loc: 21 - about .1 mile SW of the subject
Status: EPA ID# CAC002678947

Site: RENE CHABA
Address: 449 LE DOUX RD
City: LOS ANGELES
Map Loc: 22 - about .1 mile NW of the subject
Status: EPA ID# CAC002585728

Oilwater sludge ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
4.17

Site: REHABILITATION CENTRE OF BEVER

Address: 50 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 12 - about .1 mile SW of the subject
Status: EPA ID# CAL920292666

Site: HORMOZ ZAHIRI, M.D.
Address: 50 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 12 - about .1 mile SW of the subject
Status: EPA ID# CAL000121084

Photochemical waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
63 .02

Site: BEVERLY PARK ASSOCIATES
Address: 435 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 13 - about .1 mile NW of the subject
Status: EPA ID# CAC000503792

Site: EVERLY PARK HOTEL CORP
Address: 435 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 13 - about .1 mile NW of the subject
Status: EPA ID# CAC000038661

Site: DR FRISCH, DR. BOBES
Address: 434 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 14 - about .1 mile NW of the subject
Status: EPA ID# CAL921195212

Site: MIDAS PARTNERSHIP
Address: 434 S SAN VICENTE BLVD, STE 100
City: LOS ANGELES
Map Loc: 14 - about .1 mile NW of the subject
Status: EPA ID# CAL000069685

Site: CENTER FOR ORTHOPEDIC AND SPOR
Address: 434 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 14 - about .1 mile NW of the subject
Status: EPA ID# CAC001265560

Unspec oil cont waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
23

Site: CEDARS SINAI MED CENTER
Address: 444 SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 15 - about .1 mile NW of the subject
Status: EPA ID# CAL000253822

Unspecified aqueous solution ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
12
Off-spec, aged surplus inorg ton .02
Inorganic solid waste ton 3
Waste oil and mixed oil ton 42
Off-spec, aged or surplus org ton .16 .13
Empty non-pesticide cont-30 gal ton .02

Address: 580 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 23 - about .1 mile SE of the subject
Status: EPA ID# CAC001464904

Unspec oil cont waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
1.04

Site: MARINA BRICK
Address: 134 STANLEY DR
City: BEVERLY HILLS
Map Loc: 24 - about .1 mile SW of the subject
Status: EPA ID# CAC000361116

Asbestos containing waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
2.44

Site: US PRINTING
Address: 402 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 25 - about .1 mile NW of the subject
Status: EPA ID# CAL000071048

Photochemical waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
12

Site: PRIME PACIFIC INVESTMENT CORP
Address: 6535 COLGATE AVE
City: LOS ANGELES
Map Loc: 26 - about .2 mile NW of the subject
Status: EPA ID# CAC002596029

Oilwater sludge ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
32 2214

Site: JOHN LAM
Address: 8607 CLIFTON WAY
City: BEVERLY HILLS
Map Loc: 27 - about .2 mile W of the subject
Status: EPA ID# CAC002691155

Site: TOM GREEN
Address: 6641 W 6TH ST
City: LOS ANGELES
Map Loc: 28 - about .2 mile SE of the subject
Status: EPA ID# CAC002682096

Site: HOME OWNERS ASSOCIATION
Address: 125 N GALE DR
City: BEVERLY HILLS
Map Loc: 29 - about .2 mile S of the subject
Status: EPA ID# CAC002638840

Inorganic solid waste ton 8889 9091 9293 9495 9697 9899 0001 0203 0405 0607 0809 1011
6
Unspec oil cont waste ton 2.75

Site: MARY LEOPOLD
Address: 6618 W 6TH ST, # 6616
City: LOS ANGELES
Map Loc: 30 - about .2 mile SE of the subject
Status: EPA ID# CAC002676602

Site: CRM PROP INC
Address: 333 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 31 - about .2 mile NW of the subject
Status: EPA ID#: CAC000645272

Site: CA OIL PUMPING INC
Address: 321 S SAN VICENTE BLVD, APT 503
City: LOS ANGELES
Map Loc: 32 - about .2 mile NW of the subject
Status: EPA ID#: CAL000375795

Site: DAVID & CARLTON GEBBIA
Address: 321 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 32 - about .2 mile NW of the subject
Status: EPA ID#: CAC002639572

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
4

Site: MEN AT WORK
Address: 8501 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 33 - about .2 mile S of the subject
Status: EPA ID#: CAC000282537

Unspecified aqueous solution ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
1.04

Site: DAVID ANSON DDS
Address: 8500 WILSHIRE BLVD, STE 800
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL000176314

Aq sol with org residues > 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
04 .06
Unspecified solvent mixture ton 16 14 .06 02 02

Site: LEON R PECK DDS PROF CORP
Address: 8500 WILSHIRE BLVD, STE 815
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL000109905

Photochemical waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
.1 12

Site: MARVIN I KARP MD INC
Address: 8500 WILSHIRE BLVD, STE # 514
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL930153386

Restricted Metal Sludge ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
01 .05

Site: SAMUEL TARICA DDS
Address: 8500 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject

Status: EPA ID#: CAL000083396

Site: HOWARD S. MEHLER P.H. J.D. & A
Address: 8500 WILSHIRE BLVD, STE 1005
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL000016776

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
1.04

Site: NK BEVERLY HILLS CORPORATION
Address: 8500 WILSHIRE BLVD, STE 609
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAC000891624

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
48.04 35.06 5.9

Site: V M S REALTY PARTNERS
Address: 8500 WILSHIRE BLVD
City: LOS ANGELES
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAC000501936

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
231

Site: VMS-BUCKEYE
Address: 8500 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAC000050605

Site: SAMUEL R TARECA DDS/PROFESSIO
Address: 8500 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL000265692

Site: LILIA AGADGANIAN DDS, INC
Address: 8500 WILSHIRE BLVD, STE 601
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL000276692

Inorganic solid waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
01
Unspec organic liquid mixture ton 01

Site: BEVERLY HILLS PERIODONTAL ART
Address: 8500 WILSHIRE BLVD, STE 819
City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAL000227894

Inorganic solid waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Site: V M S REALTY PARTNERS
Address: 8500 WILSHIRE BLVD

City: BEVERLY HILLS
Map Loc: 34 - about .2 mile S of the subject
Status: EPA ID#: CAC000501936

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
231

Site: L FLYNT, LTD 8484
Address: 8484 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 35 - about .2 mile S of the subject
Status: EPA ID#: CAC001026926

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
2 53

Site: GREAT WESTERN SAVINGS
Address: 8484 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 35 - about .2 mile S of the subject
Status: EPA ID#: CAC000700784

Site: DAVID CAMPANELLI, D.C.
Address: 8530 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 36 - about .2 mile SW of the subject
Status: EPA ID#: CAL000142813

Photochemical waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
02

Site: 8530 WILSHIRE LLC
Address: 8530 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 36 - about .2 mile SW of the subject
Status: EPA ID#: CAC000320129

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
216 205

Site: JEFFREY MASON, D.C.
Address: 8530 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 36 - about .2 mile SW of the subject
Status: EPA ID#: CAL000122744

Photochemical waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
31

Site: SC DEVELOPMENT CO
Address: 8530 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 36 - about .2 mile SW of the subject
Status: EPA ID#: CAC000254721

Site: 8530 ASSOCIATES LLC
Address: 8530 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 36 - about .2 mile SW of the subject
Status: EPA ID#: CAC002560672

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
14.32 106

Polychlorinated biphenyls ton 2

Site: SOUTH COAST DEVELOPMENT
Address: 8530 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 36 - about .2 mile SW of the subject
Status: EPA ID#: CAC000609472

Site: BEVERLY HILLS LIMITED CAR EMPO
Address: 8500 BURTON WAY
City: LOS ANGELES
Map Loc: 37 - about .2 mile NW of the subject
Status: EPA ID#: CAC002249625

Unspecified aqueous solution ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
10.84

Site: MIDAS INTERNATIONAL CORP
Address: 8537 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 38 - about .2 mile SW of the subject
Status: EPA ID#: CAL000202891

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
Waste oil and mixed oil ton .32 40.96

Site: MIDAS OF BEVERLY HILLS
Address: 8537 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 38 - about .2 mile SW of the subject
Status: EPA ID#: CAL000236890

Unspec organic liquid mixture ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
55 .22

Site: MIDAS MUFFLER
Address: 8537 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 38 - about .2 mile SW of the subject
Status: EPA ID#: CAL912355123

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
Unspecified solvent mixture ton .07 .4 08
Waste oil and mixed oil ton .46 .66
Unspec organic liquid mixture ton .14 .45
Liq with hal org>1g/l ton .22 .04

Site: MOBIL OIL STN. #17322
Address: 230 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 39 - about .2 mile NW of the subject
Status: EPA ID#: CA0000084962

Site: DIRECTORS GUILD
Address: 8436 W 3RD ST
City: LOS ANGELES
Map Loc: 40 - about .2 mile N of the subject
Status: EPA ID#: CAC000827128

Site: BASIC P R E INC & SUPP PRE INC
Address: 8436 W 3RD ST

City: LOS ANGELES
Map Loc: 40 - about .3 mile N of the subject
Status: EPA ID#: CAC001180520

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
2.5

Site: BASIC P R E INC & SUPP PRE INC
Address: 8435 W 3RD ST
City: LOS ANGELES
Map Loc: 40 - about .3 mile N of the subject
Status: EPA ID#: CAC001313248

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
.13

Site: STEIN PROPERTIES
Address: 423 S HOLT ST
City: LOS ANGELES
Map Loc: 41 - about .2 mile NW of the subject
Status: EPA ID#: CAC002578735

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
1.59

Site: ELLIS BMW MERCEDES SPECIALIST
Address: 8435 W 3RD ST
City: LOS ANGELES
Map Loc: 42 - about .2 mile N of the subject
Status: EPA ID#: CAD097869348

Aq sol with org residues > 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
0.08
Aq sol with org residues < 10% ton 0.08
Oxygenated solvents ton .61 19 04 08
Unspecified solvent mixture ton .1 23 1.77 2.17 19 12 07 21
Waste oil and mixed oil ton 12.5
Oilwater sludge ton 2.17
Org liquids with restr metals ton 06
Other organic solids ton 02

Site: ELI'S B M W
Address: 8435 W 3RD ST
City: LOS ANGELES
Map Loc: 42 - about .2 mile N of the subject
Status: EPA ID#: CAC00120553

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
.41

Site: PARTY PAPER LIFE
Address: 350 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 43 - about .2 mile N of the subject
Status: EPA ID#: CAC00262590

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
3.6

Site: NORTH MOTOR WORKS
Address: 200 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 44 - about .2 mile S of the subject
Status: EPA ID#: CAL00098233

Site: LEXICON SCHOOL OF LANGUAGES
Address: 840 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 45 - about .2 mile SE of the subject
Status: EPA ID#: CAC000728072

Sol without metals (PH > 12.5) ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
21
Paint sludge ton 23
Liquids with pH < 2 ton 21

Site: JK HOLDING LP
Address: 215 S LA CIENEGA BLVD, STE 209
City: BEVERLY HILLS
Map Loc: 47 - about .2 mile S of the subject
Status: EPA ID#: CAC002825335

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
6

Site: OSTRROW COMPANY INC
Address: 417 HOLP AVE
City: LOS ANGELES
Map Loc: 48 - about .2 mile NW of the subject
Status: EPA ID#: CAC002294897

Other organic solids ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
5.95
Unspecified sludge ton 6.9

Site: THE FINE ARTS THEATER
Address: 8556 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 49 - about .2 mile SW of the subject
Status: EPA ID#: CAC000637272

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
7

Site: CARLYLE GALAXY WISHIRE LP
Address: 8601 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 51 - about .2 mile SW of the subject
Status: EPA ID#: CAC002599746

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
10.11
Asbestos containing waste ton 17.89
Asbestos containing waste ton 21.91
Asbestos containing waste ton 25.38
Asbestos containing waste ton 25.28
Asbestos containing waste ton 28.96
Asbestos containing waste ton 29.49
Asbestos containing waste ton 29.49
Asbestos containing waste ton 33.71
Asbestos containing waste ton 33.71
Asbestos containing waste ton 33.71
Asbestos containing waste ton 33.71
Asbestos containing waste ton 6.74

Site: WILSHIRE STANLEY CO
Address: 8601 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 51 - about .3 mile SW of the subject
Status: EPA ID#: CAC000668600

Site: CARLYLE GALAXY WILSHIRE LP
Address: 8601 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 51 - about .2 mile SW of the subject
Status: EPA ID#: CAC00260806

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
34

Site: 8601 WILSHIRE BLVD ASSOCIATES
Address: 8601 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 51 - about .2 mile SW of the subject
Status: EPA ID#: CAC002582226

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
505 40.45

Site: LA MIRAGE CLEANERS
Address: 8474 W 3RD ST
City: LOS ANGELES
Map Loc: 52 - about .2 mile N of the subject
Status: EPA ID#: CAL000107781

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
64
Halogenated solvents ton 82 61 1.3 26.99 75
Hydrocarbon solvents ton
Unspec organic liquid mixture ton

Site: HI-TECH ONE HOUR PHOTO
Address: 8474 W 3RD ST
City: LOS ANGELES
Map Loc: 52 - about .2 mile N of the subject
Status: EPA ID#: CAL000075200

Site: CHEVRON USA, STATION #3691
Address: 206 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 53 - about .2 mile S of the subject
Status: EPA ID#: CAC000152037

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
2.25

Site: MOBIL OIL COMPANY
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: EPA ID#: CAC000527496

Site: CHERMO AUTOMOTIVE CENTER
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: EPA ID#: CAD982408916

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
1
Unspecified aqueous solution ton 1.15 2.27 1.04
Unspecified solvent mixture ton 07 07
Oilwater sludge ton 1.13 1.22 1.21
Org liquids with halogens ton 1.54 .12

Unspec organic liquid mixture ton 25 62

Site: CHERMO AUTOMOTIVE CENTER
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: EPA ID#: CAD982408916

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
1
Unspecified aqueous solution ton 1.15 2.27 1.04
Unspecified solvent mixture ton 07 07
Oilwater sludge ton 1.13 1.22 1.21
Org liquids with halogens ton 1.54 .12
Unspec organic liquid mixture ton 25 62

Site: EXXONMOBIL OIL CORP #11554
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: EPA ID#: CAL000582226

Aq sol with org residues > 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
1.46
Aq sol with org residues < 10% ton 5 20.52 4.29 .01
Inorganic solid waste ton 3.31 12.46 87 2.47 .08
Tank Bottom waste ton .62
Unspec organic liquid mixture ton 6.67

Site: WALLY AUTOMOTIVE DETAILING
Address: 8567 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 54 - about .2 mile SW of the subject
Status: EPA ID#: CAL000305714

Oilwater sludge ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
2.08

Site: CHARLES SADLER MD PC
Address: 8447 WILSHIRE BLVD, STE 424
City: BEVERLY HILLS
Map Loc: 55 - about .2 mile S of the subject
Status: EPA ID#: CAL000080138

Photochemical waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
51 51

Site: ANAT REALTY INC
Address: 8447 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 55 - about .2 mile S of the subject
Status: EPA ID#: CAC000630856

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
2.52 19.09

Site: 8447 WILSHIRE TIC
Address: 8447 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 55 - about .2 mile S of the subject
Status: EPA ID#: CAC000737128

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
202 76.66
Restricted Metal Sludge ton

Site: SHAPELL INDUSTRIES
Address: 8383 WILSHIRE BLVD, # 700
City: BEVERLY HILLS
Map Loc: 56 - about 3 mile S of the subject
Status: EPA ID#: CAX00061408

Site: J M B PROPERTIES COMPANIES
Address: 8383 WILSHIRE BLVD, STE 210
City: BEVERLY HILLS
Map Loc: 56 - about 3 mile S of the subject
Status: EPA ID#: CAC000537464

Unspec oil cont waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Site: MAXIMILIAN WEINSTEIN DDS
Address: 8383 WILSHIRE BLVD, STE 358
City: BEVERLY HILLS
Map Loc: 56 - about 3 mile S of the subject
Status: EPA ID#: CAL00067185

Inorganic solid waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
Oxygenated solvents ton 32 02
Unspec organic liquid mixture ton

Site: ARDEN REALTY LIMITED PARTNERSH
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about 2 mile S of the subject
Status: EPA ID#: CAC001363120

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 2.53

Site: 8383 WILSHIRE
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about 2 mile S of the subject
Status: EPA ID#: CAL00088613

Oxygenated solvents ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 23 4
Waste oil and mixed oil ton 46
Unspec oil cont waste ton 4.5
Polychlorinated biphenyls ton

Site: WILSHIRE-SAN VICENTE CO
Address: 8383 WILSHIRE BLVD, # 210
City: BEVERLY HILLS
Map Loc: 56 - about 3 mile S of the subject
Status: EPA ID#: CAL00045151

Site: EQUITY OFFICE PROPERTIES INC
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about 2 mile S of the subject
Status: EPA ID#: CAC000718224

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 18.77
Polychlorinated biphenyls ton 2.42

Site: KONE ELEVATOR

Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about 2 mile S of the subject
Status: EPA ID#: CAC002646640

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 .1

Site: ARDEN REALTY INC
Address: 8383 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 56 - about 2 mile S of the subject
Status: EPA ID#: CAC002113016

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 3.37 1.68

Site: DOUGLAS FEMMETT LLC
Address: 8382 WILSHIRE BLVD, STE 101
City: BEVERLY HILLS
Map Loc: 57 - about 2 mile S of the subject
Status: EPA ID#: CAC002674956

Site: KARL STORZ ENDOSCOPY AMERICA
Address: 850 S SAN VICENTE BLVD
City: LOS ANGELES
Map Loc: 58 - about 3 mile SE of the subject
Status: EPA ID#: CAP400483309

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 2.53
Other organic solids ton 8
Lab waste chemicals ton .89

Site: KUBLUCKI PADEUSZ
Address: 6617 ORANGE ST
City: LOS ANGELES
Map Loc: 59 - about 3 mile SE of the subject
Status: EPA ID#: CAC002586653

Oil/water sludge ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 4.33

Site: LA THIRD INVESTMENT
Address: 8487 W 3RD ST
City: LOS ANGELES
Map Loc: 60 - about 3 mile N of the subject
Status: EPA ID#: CAC000959580

Site: RESOURCE COLLECTION INC
Address: 330 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 61 - about 3 mile N of the subject
Status: EPA ID#: CAC002595627

Aq sol with org residues > 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 .91

Site: MURRAY PEPPER/HOMESLK SHOP
Address: 330 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 61 - about 2 mile NW of the subject
Status: EPA ID#: CAC000179981

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 10

Site: ST BAGGETT
Address: 330 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 61 - about 3 mile N of the subject
Status: EPA ID#: CAC002883511

Site: CITY NATIONAL BANK
Address: 8420 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 62 - about 3 mile S of the subject
Status: EPA ID#: CAC000694480

Site: BEVERLY HILLS PORSCHE
Address: 8423 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 63 - about 3 mile S of the subject
Status: EPA ID#: CAL922656457

Site: ZIPPER PORSCHE
Address: 8423 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 63 - about 3 mile S of the subject
Status: EPA ID#: CAL000017619

Halogenated solvents ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 02

Site: FIRST INTERSTATE BANK
Address: 8495 W 3RD ST
City: LOS ANGELES
Map Loc: 65 - about 3 mile N of the subject
Status: EPA ID#: CAC000723457

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 1

Site: WARDROBE CLEANERS
Address: 8389 W 3RD ST
City: LOS ANGELES
Map Loc: 66 - about 2 mile NE of the subject
Status: EPA ID#: CAD981613201

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 1.27 32
Halogenated solvents ton .77
Hydrocarbon solvents ton
Solids with hal org > 1g/g ton 15

Site: SYDNEY PRESSBERG
Address: 8384 W 3RD ST
City: LOS ANGELES
Map Loc: 67 - about 3 mile NE of the subject
Status: EPA ID#: CAC002590688

Oil/water sludge ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 39

Site: SOUTH MARK PACIFIC
Address: LA CIENEGA BLVD & 3RD

City: LOS ANGELES
Map Loc: 68 - about 3 mile N of the subject
Status: EPA ID#: CAC000034561

Site: 6521 MARYLAND LLC
Address: 6521 MARYLAND DR
City: LOS ANGELES
Map Loc: 69 - about 3 mile E of the subject
Status: EPA ID#: CAC002688490

Site: BEVERLY HILLS COPY COPY DBA CO
Address: 8621 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 70 - about 3 mile SW of the subject
Status: EPA ID#: CAL00182958

Unspec organic liquid mixture ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 03
Photochemical waste ton 04

Site: WILSHIRE HILL CLNRS
Address: 8621 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 70 - about 3 mile SW of the subject
Status: EPA ID#: CAC000552029

Aq sol with org residues < 10% ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 .06 12 12 12 24 24
Halogenated solvents ton
Hydrocarbon solvents ton .13
Hydrocarbon solvents ton .15
Unspec organic liquid mixture ton

Site: BEVCON I LLC
Address: 8489 W 3RD ST
City: LOS ANGELES
Map Loc: 71 - about 3 mile N of the subject
Status: EPA ID#: CAC002605436

Asbestos containing waste ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 2.52
Waste oil and mixed oil ton 2.08

Site: RJ ALLEN INC
Address: 8489 W 3RD ST
City: LOS ANGELES
Map Loc: 71 - about 3 mile N of the subject
Status: EPA ID#: CAC002638458

Polychlorinated biphenyls ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 .45

Site: SHARKMAN CONSTRUCTION
Address: 8489 W 3RD ST
City: LOS ANGELES
Map Loc: 71 - about 3 mile N of the subject
Status: EPA ID#: CAC002586614

Other organic solids ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11 8

Site: INTERCITY EQUITIES
Address: 8377 WILSHIRE BLVD
City: BEVERLY HILLS

Map Loc: 72 - about .3 mile S of the subject
Status: EPA ID# CAX00023585

Site: MB PICASSO BODY SHOP
Address: 8357 W 3RD ST
City: LOS ANGELES
Map Loc: 73 - about .3 mile NE of the subject
Status: EPA ID# CAL000288751

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Aq sol with org residues<10% ton 2.16
Aq sol with org residues<10% ton 2.16
Unspecified solvent mixture ton 22 .31 4

Site: FUNCTIONAL RESTORATION MEDICAL
Address: 237 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 75 - about .3 mile S of the subject
Status: EPA ID# CAL000163458

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Photochemical waste ton 02

Site: PICASSO AUTO BODY & MECH
Address: 8355 W 3RD ST
City: LOS ANGELES
Map Loc: 76 - about .3 mile NE of the subject
Status: EPA ID# CAL000098238

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Waste oil and mixed oil ton 3.13

Site: SELECT EUROPEAN AUTO BODY SHOP
Address: 8355 W 3RD ST
City: LOS ANGELES
Map Loc: 76 - about .3 mile NE of the subject
Status: EPA ID# CAL000037786

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Oxygenated solvents ton 42 .17
Hydrocarbon solvents ton .21
Unspecified solvent mixture ton 35
Waste oil and mixed oil ton 2.5

Site: BUG CITY
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .3 mile N of the subject
Status: EPA ID# CAC002120520

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Aq sol with org residues<10% ton 35.44
Waste oil and mixed oil ton 1.25

Site: LUXURY LINE INC
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .3 mile N of the subject
Status: EPA ID# CAC001108520

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Tank Bottom waste ton 33

Site: 1X FOG CORP
Address: 300 S LA CIENEGA BLVD

City: LOS ANGELES
Map Loc: 78 - about .3 mile N of the subject
Status: EPA ID# CAC001008288

Waste oil and mixed oil ton 88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11
Unspec oil cont waste ton 4.58
8.34

Site: FOG CORP
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .2 mile NW of the subject
Status: EPA ID# CAC000614352

Site: LUXURY LINE INC
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .2 mile NW of the subject
Status: EPA ID# CAC000663352

Site: MARGARET G EASTMAN
Address: 300 S LA CIENEGA BLVD
City: LOS ANGELES
Map Loc: 78 - about .3 mile N of the subject
Status: EPA ID# CAC002572970

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Unspec oil cont waste ton 2

Site: GRAND LUXADLIN CONSTRUCTION I
Address: 8505 W 3RD ST, STE 111
City: LOS ANGELES
Map Loc: 79 - about .3 mile N of the subject
Status: EPA ID# CAC002368991

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Unspec organic liquid mixture ton 05

Site: MARIAM PEITZER
Address: 8272 W 4TH ST
City: WEST HOLLYWOOD
Map Loc: 80 - about .3 mile E of the subject
Status: EPA ID# CAC000610075

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Other organic solids ton 06

Site: AVINASH M MONDKAR MD MEDICAL C
Address: 8641 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAL000064392

Site: RETINA VITREONS ASSOC.
Address: 8641 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAL000060072

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Photochemical waste ton 54 76 1.2

Site: STEVEN BROURMAN
Address: 8641 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAL000107715

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Restricted Metal Sludge ton 02 06 05

Site: PRENATAL DIAGNOSTIC CTR
Address: 8641 WILSHIRE BLVD,STE 200
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAD983616760

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Restricted Metal Sludge ton 09 1 04
Oxygenated solvents ton .13 28 13
Unspecified solvent mixture ton 13

Site: D SOLOMON DDS K JACOBS DDS
Address: 8641 WILSHIRE BLVD,SUITE 315
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAL000097723

Site: ADVANCED M R I OF BEVERLY HILL
Address: 8641 WILSHIRE BLVD,STE 105
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAD983629932

Site: DR GARY BRAZINA
Address: 8641 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAL000115667

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Unspec oil cont waste ton 19.26
Photochemical waste ton .16 02

Site: MAURICE LEVY'S MEDICAL PRACTIC
Address: 8641 WILSHIRE BLVD,STE 220
City: BEVERLY HILLS
Map Loc: 82 - about .3 mile SW of the subject
Status: EPA ID# CAL000112541

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Restricted Metal Sludge ton 02
Photochemical waste ton 01 01

Site: RON FRANK
Address: 6555 COLGATE AVE
City: LOS ANGELES
Map Loc: 83 - about .3 mile E of the subject
Status: EPA ID# CAC001012980

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Asbestos containing waste ton 2.53

Site: BEVERLY WILSHIRE CLEANERS
Address: 8302 WILSHIRE BLVD

City: BEVERLY HILLS
Map Loc: 84 - about .3 mile SE of the subject
Status: EPA ID# CAD981674518

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Halogenated solvents ton 57
Hydrocarbon solvents ton 25

Site: MANDARIN WILSHIRE
Address: 8300 WILSHIRE BLVD
City: BEVERLY HILLS
Map Loc: 86 - about .3 mile SE of the subject
Status: EPA ID# CAC000027011

Site: CHEZ MOI HOA
Address: 660 SWEETZER AVE
City: LOS ANGELES
Map Loc: 87 - about .3 mile SE of the subject
Status: EPA ID# CAC002601029

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Oil/Water sludge ton 1.35

Site: JACK PARIS DDS
Address: 239 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 88 - about .3 mile S of the subject
Status: EPA ID# CAL000074599

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Waste oil and mixed oil ton 79

Site: DAVID J PRIMAC DMD INC
Address: 239 S LA CIENEGA BLVD,STE 208
City: BEVERLY HILLS
Map Loc: 88 - about .3 mile S of the subject
Status: EPA ID# CAL000211590

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Inorganic solid waste ton 04
Oxygenated solvents ton

Site: LEON W NAIDITCH, D.D.S., INC
Address: 239 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 88 - about .3 mile S of the subject
Status: EPA ID# CAL000178218

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Unspec organic liquid mixture ton

Site: GARY H OBERSTEIN DDS
Address: 239 S LA CIENEGA BLVD,STE 210
City: BEVERLY HILLS
Map Loc: 88 - about .3 mile S of the subject
Status: EPA ID# CAL921275931

Site: BEVERLY HILLS DENTAL CARE
Address: 239 S LA CIENEGA BLVD
City: BEVERLY HILLS
Map Loc: 88 - about .3 mile S of the subject
Status: EPA ID# CAL000125640

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Inorganic solid waste ton
 Unspec organic liquid mixture ton 01

Site: AL D KORNBLATT DDS
 Address: 240 S LA CIENEGA BLVD, STE 303
 City: BEVERLY HILLS
 Map Loc: 89 - about .3 mile S of the subject
 Status: EPA ID# CAL00079278

Site: FOX PHOTO INC
 Address: 131 N LA CIENEGA BLVD
 City: LOS ANGELES
 Map Loc: 90 - about .3 mile N of the subject
 Status: EPA ID# CAL00078833

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Restricted Metal Sludge ton 14 .12
 Inorganic solid waste ton 01
 Photochemical waste ton .14

Site: ASAF GLIZER
 Address: 8685 CLIFTON WAY
 City: BEVERLY HILLS
 Map Loc: 91 - about .3 mile W of the subject
 Status: EPA ID# CAC00269226

Site: ROBERT ISHIBASNI
 Address: 8319 W 3RD ST
 City: LOS ANGELES
 Map Loc: 92 - about .3 mile NE of the subject
 Status: EPA ID# CAC00259848

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Asbestos containing waste ton 2.52

Site: CEDAR SINAI
 Address: SAN VICENTE BLVD & 3RD ST
 City: LOS ANGELES
 Map Loc: 93 - about .3 mile NW of the subject
 Status: EPA ID# CAC00065968

Site: CITY COLOR
 Address: 8570 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 94 - about .3 mile SW of the subject
 Status: EPA ID# CAL00124004

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Photochemical waste ton 04

Site: DAVID SEDCHI
 Address: 6500 W 6TH ST
 City: LOS ANGELES
 Map Loc: 95 - about .3 mile SE of the subject
 Status: EPA ID# CAC00268488

Site: MERRY GO ROUND
 Address: 8550 W 3RD ST
 City: LOS ANGELES
 Map Loc: 98 - about .3 mile NW of the subject

Site: CEDARS SINAI MEDICAL CENTER
 Address: 444 S SAN VICENTE BLVD
 City: LOS ANGELES
 Map Loc: 16 - about .0 mile NW of the subject
 Status: 90048 24360 (192014)

Site: GREAT WESTERN SAVINGS
 Address: 8484 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 95 - about .2 mile S of the subject
 Status: 0000008056 GAS STATION 8792 9789 (1937833)

Activity: GAS STATION

Site: TISHMAN WEST COMPANIES ET AL
 Address: 8436 W 3RD ST
 City: LOS ANGELES
 Map Loc: 40 - about .2 mile N of the subject
 Status: " " (192013)

Site: TISHMAN WEST COMPANIES ETAL
 Address: 8436 W 3RD ST
 City: LOS ANGELES
 Map Loc: 40 - about .3 mile N of the subject
 Status: 90048 25355 (192014)

Site: CANNON GROUP INC
 Address: 640 S SAN VICENTE BLVD
 City: LOS ANGELES
 Map Loc: 45 - about .2 mile SE of the subject
 Status: " " A " (191998)

Site: UNOCAL SS#3664
 Address: 8536 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 46 - about .2 mile SW of the subject
 Status: 0000007906 GAS STATION 8792 9791 (1987833)

Activity: GAS STATION

Site: CHERKO AUTO
 Address: 8567 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 54 - about .2 mile SW of the subject
 Status: 00000051025 GAS STATION 87 9786 (192005)

Site: MOBIL OIL CORP S/S #18-GWX
 Address: 8567 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 54 - about .2 mile SW of the subject
 Status: 90211 8424 (192014)

Status: EPA ID# CAD961633142

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Aq sol with org residues<10% ton
 Halogenated solvents ton .44 .61 1.04 .8

Site: MARY GO ROUND CLEANERS
 Address: 8550 W 3RD ST
 City: LOS ANGELES
 Map Loc: 96 - about .3 mile NW of the subject
 Status: EPA ID# CAD981625783

Site: EXXON RAS #7-8701
 Address: S ROBERTSON BLVD
 City: LOS ANGELES
 Status: EPA ID# CAL00001873

88/89 90/91 92/93 94/95 96/97 98/99 00/01 02/03 04/05 06/07 08/09 10/11

Unspecified aqueous solution ton .08

UST Permitted Underground Storage Tanks - State Water Quality Control Board

The Corteses Bill (AB2013), enacted in 1983, required registration of all underground storage tanks (UST) with the State Water Quality Control Board by July 1, 1984. About 176,000 tanks and surface impoundments were registered between 1984 and 1987. An amendment (AB 1413) was passed in 1987, effectively removing the State Board from the registration process starting January 1, 1988. The data reflects the information collected by the state between 1984 and 1987 as well as recent time and includes all tanks and surface impoundments in use or closed after 1974.

Home and farm heating fuel tanks with capacities of 1,100 gallons or less and "structures such as sumps, separators, storm drains, catch basins, oil field gathering lines, refinery pipelines, lagoons, evaporation ponds, well cellars, separation sumps, lined and unlined pits, sumps and lagoons" except those defined as UST under HSWA or may be regulated to protect water quality under the Porter-Cologne Water Quality Control Act are excluded.

This list has been researched within a quarter of a mile radius of the subject site.

Site: HOTEL NIKKO ST
 Address: 477 S LA CIENEGA BLVD
 City: LOS ANGELES
 Map Loc: 7 - about .0 mile W of the subject
 Status: 7141 1905024396 (192010)

Site: LA CIENEGA REALTY ASSOC.
 Address: 435 S LA CIENEGA BLVD
 City: LOS ANGELES
 Map Loc: 13 - about .1 mile NW of the subject
 Status: 19004981 5P_ (19)

Site: CEDARS SINAI MEDICAL CENTER
 Address: 444 S SAN VICENTE BLVD
 City: LOS ANGELES
 Map Loc: 16 - about .1 mile NW of the subject
 Status: 7134 1905024390 (192013)

Site: MOBIL OIL CORP SS 11GWX
 Address: 8567 WILSHIRE BLVD
 City: BEVERLY HILLS
 Map Loc: 54 - about .2 mile SW of the subject
 Status: 00000050112 FRUIT GROVE 8792 9792 (1987849)

Activity: FRUIT GROVE

Site: MARC A FOGEL
 Address: 300 S LA CIENEGA BLVD
 City: LOS ANGELES
 Map Loc: 78 - about .2 mile NW of the subject
 Status: " " F " (191968A)

Site: FACILITY 10255
 Address: S ROBERTSON BLVD
 City: BEVERLY HILLS
 Status: 10255 (192005)

ATTACHMENT (F)

SANBORN FIRE INSURANCE REVIEW

Fire insurance maps are large-scale maps that depict the commercial, industrial and residential sections of approximately twelve thousand cities and towns in the United States of America.

These specialized maps were first prepared for the exclusive use of fire insurance companies and underwriters to provide accurate, current and detailed information about the buildings they were insuring. Information relied upon in place of personal examinations of property.

Fire insurance maps show the size, shape and construction of dwellings, commercial buildings and factories, as well as indicate widths and names of Avenues, property boundaries and house and block numbers.

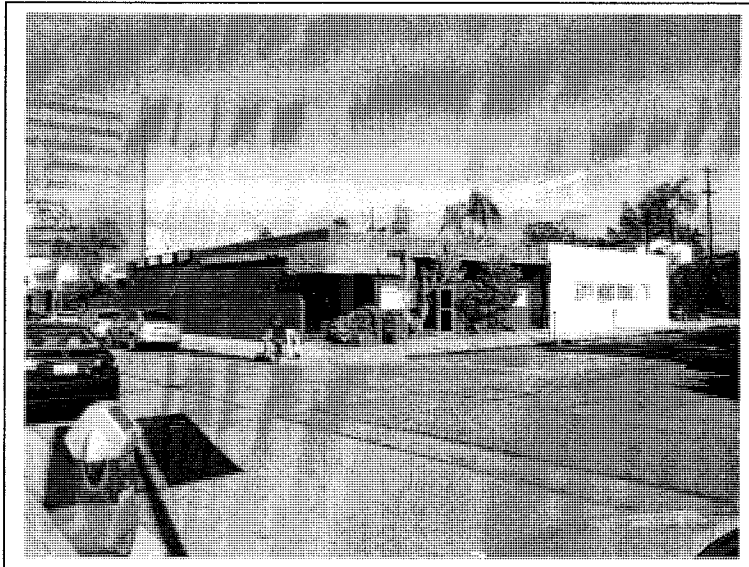
The primary benefit of reviewing fire insurance maps is to analyze historical land use of subject property and its immediate area. In this review, special emphasis is given to the existence and location of fuel storage tanks, flammable or other potentially hazardous substances, as well as the nature of businesses located on site.

No Fire Insurance Maps are available for the area surrounding the subject site. Lack of coverage of the site indicates an area of little commercial development prior to 1950.

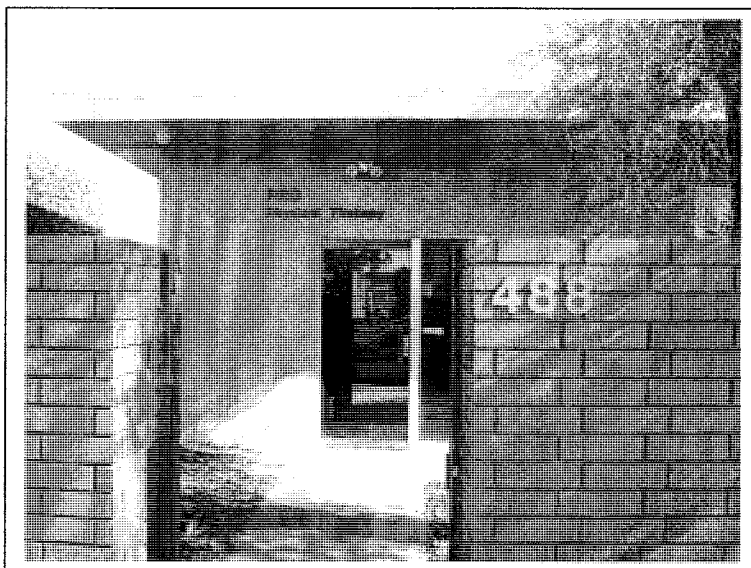
ATTACHMENT (G)

PHOTOGRAPHS OF THE SUBJECT SITE

PHOTOGRAPHS OF THE SUBJECT SITE
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048



Picture (1). Subject Site Facing North



Picture (2). Subject Site (Physical Therapy Office)

PHOTOGRAPHS OF THE SUBJECT SITE
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048



Picture (3). View of Asphalt-paved Parking Area east of Subject Site

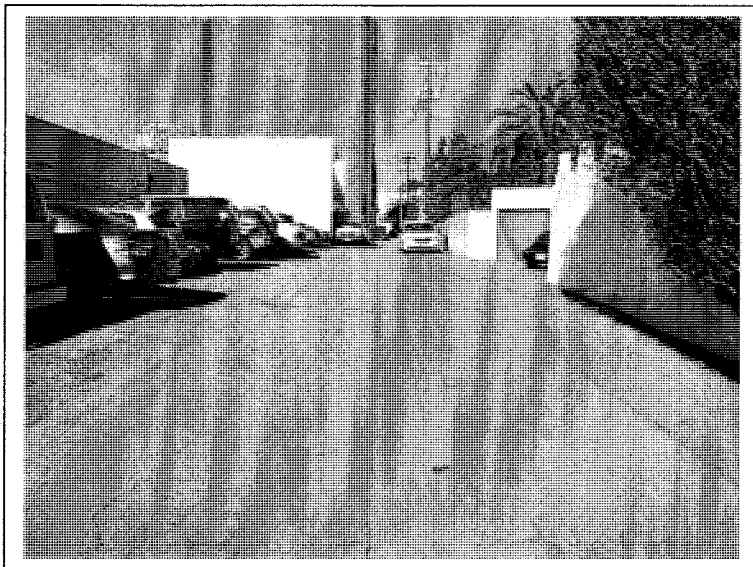


Picture (4). View of Concrete-paved Parking Area east of Subject Site

PHOTOGRAPHS OF THE SUBJECT SITE
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048



Picture (5). Two (2) Trash-bins near northeast corner of Subject Site

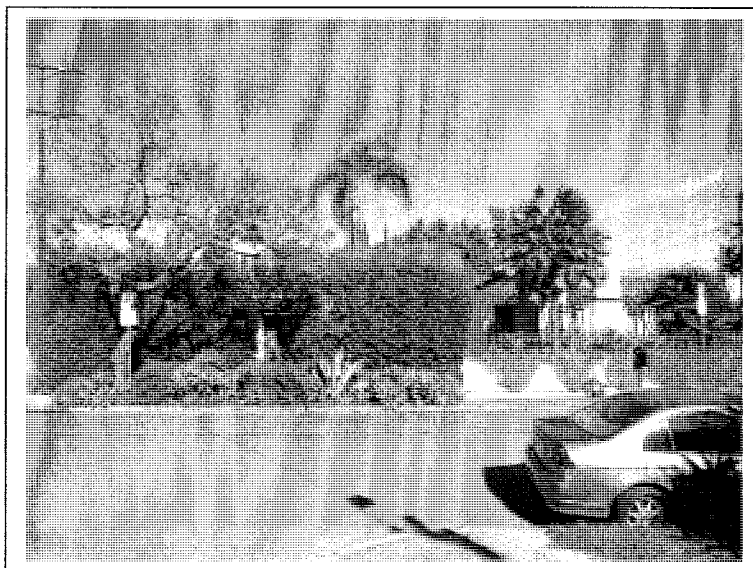


Picture (6). View of alleyway east of the Subject Site

PHOTOGRAPHS OF THE SUBJECT SITE
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048



Picture (7). Property north of the Subject Site (Commercial Area / Retail Stores)



Picture (8). Property east of the Subject Site across an alleyway (Residential Area)

PHOTOGRAPHS OF THE SUBJECT SITE
488 & 490-498 South San Vicente Boulevard, Los Angeles, California 90048



Picture (9). Property south of the Subject Site across W. 5th Street
(Asphalt-paved Parking Lot)



Picture (10). Property west of the Subject Site across S. San Vicente Boulevard
(Residential Area / Apartment Building)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

488 S. San Vicente Bl
DOT Case No. CEN 16-44900

Date: November 6, 2017

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED
MIXED-USE DEVELOPMENT LOCATED AT 488 SOUTH SAN VICENTE
BOULEVARD**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Gibson Transportation Consulting, dated May 31, 2017, for the proposed mixed-use development project located at 488 South San Vicente Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. The transportation impact analysis included the detailed analysis of two signalized intersections. Based on DOT's traffic impact criteria¹, the proposed development is not expected to result in any significant traffic impacts at the two study intersections identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 54 residential apartment units and 5,651 square-foot of commercial floor area. The site is currently occupied by a medial office and retail space. The project will provide 79 subterranean parking spaces. Vehicle access to the project site will be provided via a full access driveway on 5th Street. The project is expected to be completed by 2020.

B. Trip Generation

The project is estimated to generate a net increase of 269 daily trips, a net increase of 21 trips in the a.m. peak hour, and a net increase of 25 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip

¹ Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **San Vicente Boulevard** is designated a Boulevard II which would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. **5th Street** is designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project will provide 79 parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550 at (213) 482-7024. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. The conceptual site plan for the project is illustrated in **Attachment 3**.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

J:\Letters\2017\CEN16-44900_488 San Vicente Blvd MU ts ltr.doc

- c: Faisal Alserri, Council District No. 5
Mohammad Blorfroshan, Western District Office, DOT
Taimour Tanavoli, Case Management, DOT
Carl Mills, BOE Development Services
Jonathan Chambers, Gibson Transportation Consulting

**Attachment 1
488 San Vicente Bl**

**TABLE 3
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS**

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Orlando Avenue & 3rd Street	A.M.	0.626	B	0.626	B	0.000	NO
		P.M.	0.594	A	0.597	A	0.003	NO
2.	Orlando Avenue / Gale Street & San Vicente Boulevard	A.M.	0.702	C	0.707	C	0.005	NO
		P.M.	0.561	A	0.563	A	0.002	NO

**Attachment 2
488 San Vicente BI**

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per Dwelling Unit	6.65	20%	80%	0.51	65%	35%	0.62
Medical/Dental Office Building	720	per ksf	39.10	79%	21%	2.48	27%	73%	3.11
Shopping Center	820	per ksf	42.94	61%	39%	1.00	49%	51%	3.73
Trip Generation Estimates									
<u>Proposed Project</u>									
Apartments	220	54 DU	359	6	22	28	21	12	33
Transit Adjustment - 10% [b]			-36	-1	-2	-3	-2	-1	-3
Retail	820	5.651 ksf	243	4	2	6	10	11	21
Transit Adjustment - 10% [b]			-24	0	-1	-1	-1	-1	-2
Pass-By Trip Adjustment - 50% [c]			-110	-2	-1	-3	-5	-5	-10
Gross Project Trips			432	7	20	27	23	16	39
<u>Existing to be Removed</u>									
Medical Office	720	1.614 ksf	63	3	1	4	1	4	5
Transit Adjustment - 10% [b]			-6	0	0	0	0	-1	-1
Pass-By Trip Adjustment - 10% [c]			-6	0	0	0	0	0	0
Retail	820	5.824 ksf	250	4	2	6	11	11	22
Transit Adjustment - 10% [b]			-25	0	-1	-1	-1	-1	-2
Pass-By Trip Adjustment - 50% [c]			-113	-2	-1	-3	-5	-5	-10
Removed Trips			163	5	1	6	6	8	14
TOTAL			269	2	19	21	17	8	25

Notes:

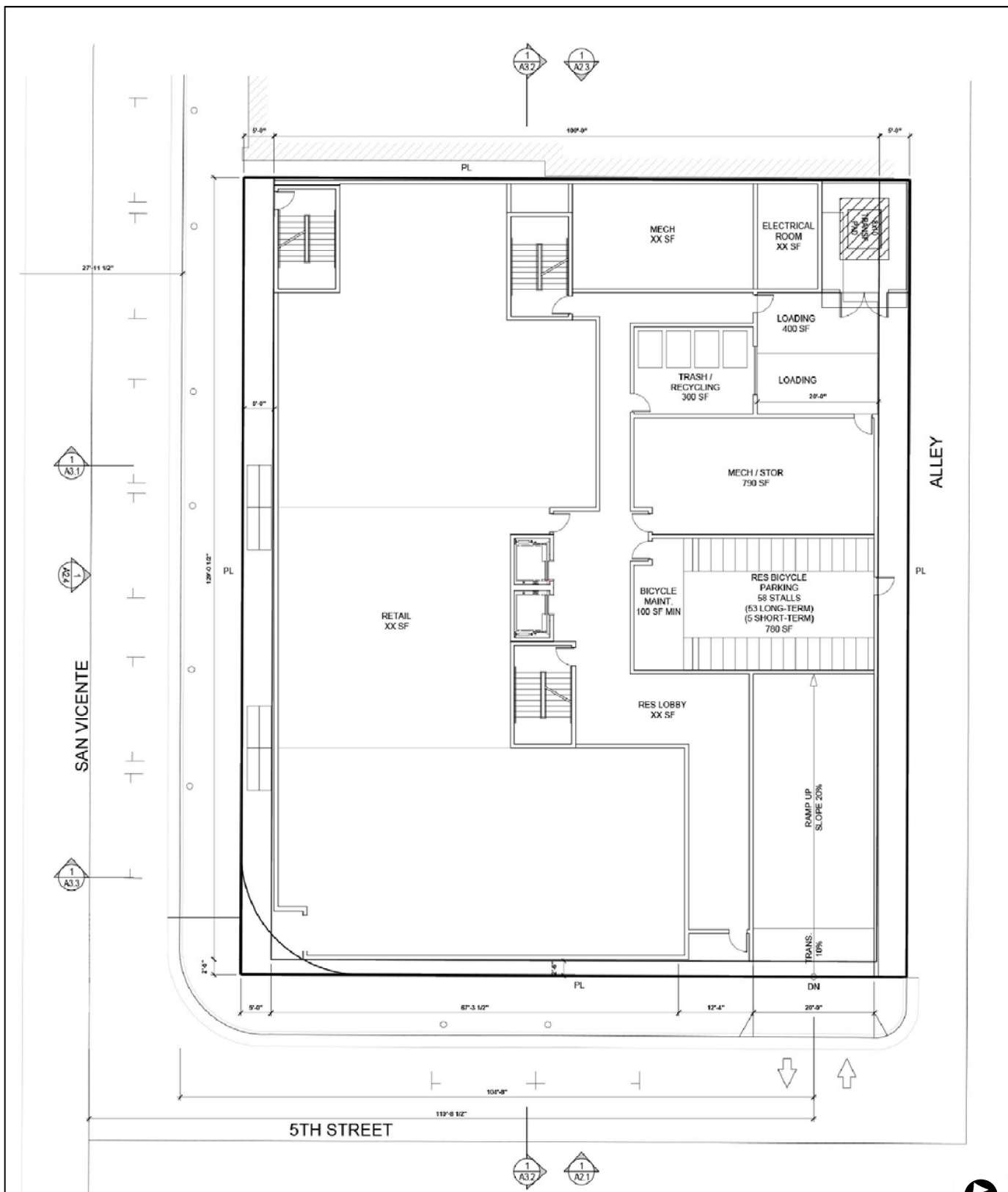
ksf = 1,000 square feet; du = dwelling units;

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] The Project Site is located approximately 1/3 mile from a Rapid bus stop (at La Cienega Boulevard & 3rd Street) and adjacent to stops for Metro Line 30/330. Therefore, it is eligible for a 10% transit credit based on LADOT's *Transportation Impact Study Guidelines*.

[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Attachment 3
488 San Vicente Bl



Source: R&A Architecture + Design, Inc. April, 2017.



PROJECT SITE PLAN

FIGURE 1



DRAFT

MEMORANDUM

TO: Nick Leathers, Elizabeth Peterson Group

FROM: Jonathan Chambers, P.E.

DATE: May 31, 2017

RE: Transportation Impact Analysis for the
488 South San Vicente Boulevard Mixed-Use Project
Los Angeles, California

Ref: J1555

Gibson Transportation Consulting, Inc. (GTC) conducted a traffic impact analysis for the above-referenced project. This memorandum summarizes the analysis.

PROJECT DESCRIPTION

The Neman Group, Inc. (Applicant) proposes to develop a seven-story mixed-use building at 488 South San Vicente Boulevard (Project). The Project would include a total of 54 apartment units and approximately 5,651 square feet (sf) of retail uses over three levels of subterranean parking. The apartment units would include 12 studio units, 26 one-bedroom units, and 16 two-bedroom units. The Project site is currently developed with 5,824 square feet (sf) of retail space and 1,614 sf of medical office space.

The Project has three subterranean parking levels with 79 total vehicular parking spaces (including 32 spaces that are part of tandem parking pairs) and 58 bicycle parking stalls. Vehicular access to the Project would be provided via a single driveway on 5th Street. The Project site plan is shown in Figure 1. It is expected to be completed in Year 2020.

The Project is located along South San Vicente Boulevard three blocks southeast of La Cienega Boulevard. South San Vicente Boulevard is a local-access frontage road to San Vicente Boulevard, and provides one-way northwest-bound travel between Orlando Avenue and Drexel Avenue. The Project is also bordered by 5th Street to the south and an alleyway to the east. The Project is served by Routes 30 (a local bus line) and 330 (a limited-stop bus line) operated by the Los Angeles County Metropolitan Transit Authority (Metro). There are stops in both directions within 300 feet of the Project.

STUDY SCOPE

The scope of intersection analysis for this study was developed in consultation with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding

(MOU) dated May 14, 2017, which was reviewed and approved by LADOT. A copy of the signed MOU is provided in Attachment A.

As shown in Figure 2, two signalized intersections in the vicinity of the Project site were selected for detailed traffic analysis:

1. Orlando Avenue & 3rd Street
2. Orlando Avenue / Gale Drive & San Vicente Boulevard

Morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak period turning movement counts were collected at the two study intersections in May 2017 and are provided in Attachment B. The study intersections were analyzed under the following scenarios:

1. Existing (Year 2017) Conditions
2. Existing with Project (Year 2017) Conditions
3. Future without Project (Year 2020) Conditions
4. Future with Project (Year 2020) Conditions

Intersection Analysis Methodology

Consistent with *Transportation Impact Study Guidelines* (LADOT, December 2016), intersection capacity was analyzed using the “Critical Movement Analysis (CMA) – Planning” (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology. The CMA methodology, implemented using LADOT’s Calcadb Lite spreadsheet application, calculates volume-to-capacity (V/C) ratio and determines intersection level of service (LOS), which is a letter grade ranging from A (free-flow conditions) to F (congested conditions, over capacity).

The significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using LADOT’s sliding scale methodology, in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases, in accordance with the following:

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	V/C	
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of existing and future operating conditions at the study intersections, with and without the Project.

PROJECT TRAFFIC

Trip generation estimates for the Project were calculated using trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). A 10% transit credit was applied to Project trips to account for proximity to transit. Trips currently generated at the Project site from the existing retail and medical office uses were credited against the proposed Project trips. Table 1 shows the trip generation estimates for the Project. As shown, the Project is expected to generate a net total of 269 daily trips, including 21 morning peak hour trips (two inbound trips and 19 outbound trips), and 25 afternoon peak hour trips (17 inbound trips and eight outbound trips).

Project trips were assigned to the street system according to the general pattern indicated in Figure 2. The intersection-level trip distribution pattern for the Project at the study intersections is shown in Figure 3. Figure 4 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours. These trips were added to the Existing and Future without Project peak hour traffic volumes to produce Existing with Project (Year 2017) and Future with Project (Year 2020) peak hour traffic volumes at each individual study intersection.

INTERSECTION LEVELS OF SERVICE

The Existing Conditions intersection peak hour traffic volumes are illustrated in Figure 5. The Existing with Project Conditions, shown in Figure 6, were compared to the Existing Conditions to identify potential Project impacts at the two study intersections. As shown in Table 2, both study intersections are anticipated to operate at LOS A or B under both Existing Conditions and Existing with Project Conditions. Based on LADOT significant impact criteria, the incremental increase in the V/C ratios with the addition of Project traffic would not exceed the significance thresholds at any of the study intersections under Existing with Project Conditions.

The Future without Project Conditions (Year 2020) were developed by applying an ambient growth factor of 1% per year compounded annually to the Existing traffic volumes. The total adjustment applied over the three-year period was 3.03%. The volumes for Future without Project Conditions are illustrated in Figure 7. The Future with Project Conditions (Year 2020) were developed by adding Project traffic to the Future without Project traffic volumes and are shown in Figure 8.

As shown in Table 3, the two intersections are anticipated to operate at LOS C or better during both peak hours, without and with Project traffic. Based on LADOT significant impact criteria, the incremental increase in the V/C ratios with the addition of Project traffic would not exceed the significance thresholds at both study intersections under Future with Project Conditions. Therefore, no significant impact would occur and no mitigation is required. Intersection LOS worksheets are provided in Attachment C.

PARKING

The Project is eligible for a density bonus pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.25 because it would provide affordable units. Based on California Assembly Bill

744, a mixed-income development located within 0.5 miles of a major transit stop (such as the Metro Rapid Bus stop on La Cienega Boulevard near the Project) cannot be required to provide more than 0.5 parking spaces per bedroom. Therefore, the Project must provide 0.5 parking spaces for each studio or one-bedroom unit and one space per each two-bedroom unit.

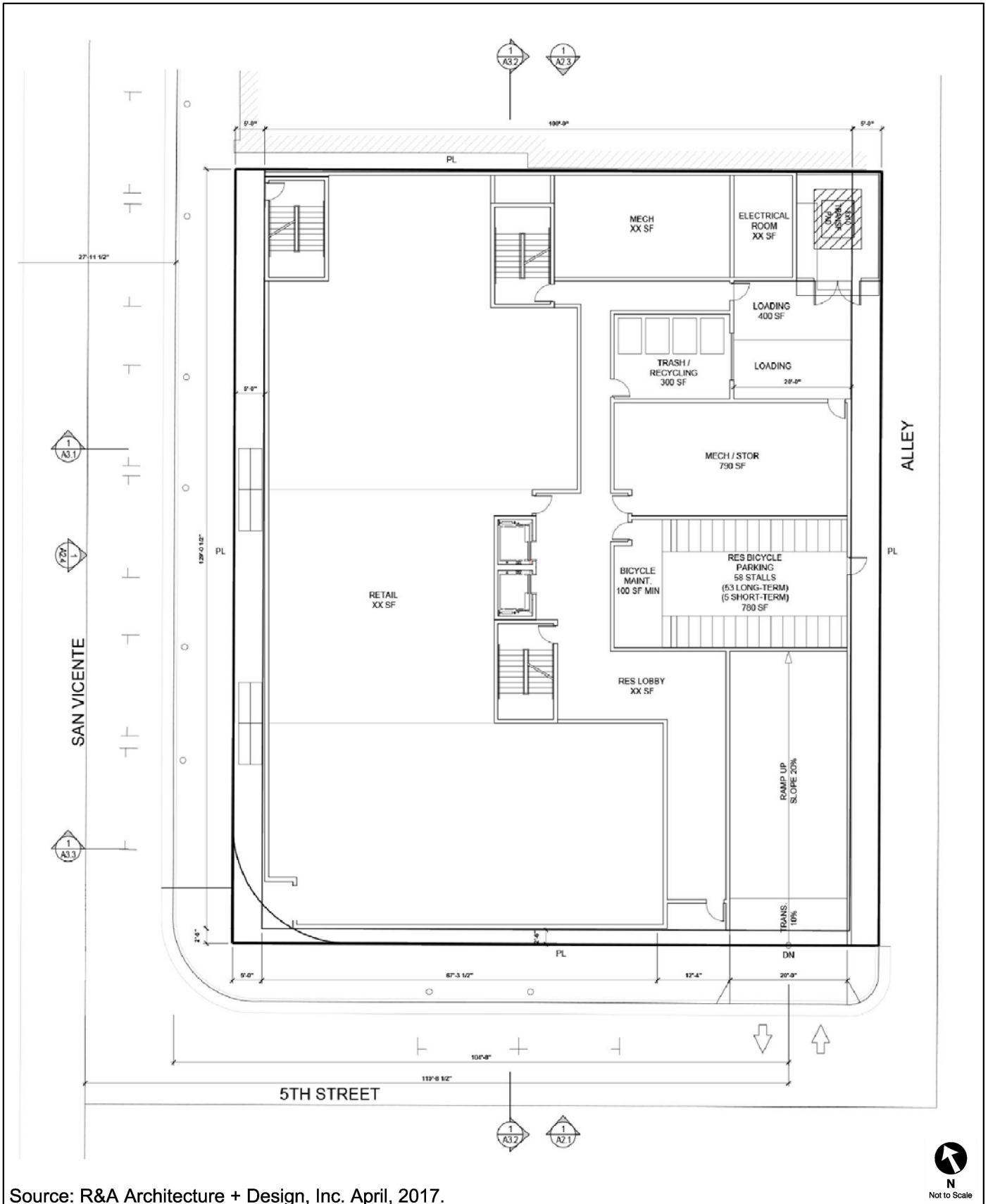
Based on the proposed unit count, and as summarized in Table 4, the Project would be required to provide 35 parking spaces for the residential use and 19 spaces for the commercial use (including a 15% reduction for the provision of bicycle parking, as allowed by LAMC Section 12.24.A.4). The total parking requirement, therefore, is 54 spaces. Because the Project would provide 79 spaces, its vehicular requirement would be satisfied.

CONGESTION MANAGEMENT PROGRAM

2010 Los Angeles County Congestion Management Program (Metro, 2010) (CMP) provides guidelines for conducting impact analyses on specific intersections and freeway segments identified for long-term traffic monitoring. Detailed analysis must be conducted at any monitoring intersection where the Project would add more than 50 trips in a peak hour and at any monitoring freeway segment where the Project would add more than 150 trips in a peak hour. Because the Project generates fewer than 50 net trips, no further analysis is required.

SUMMARY AND CONCLUSION

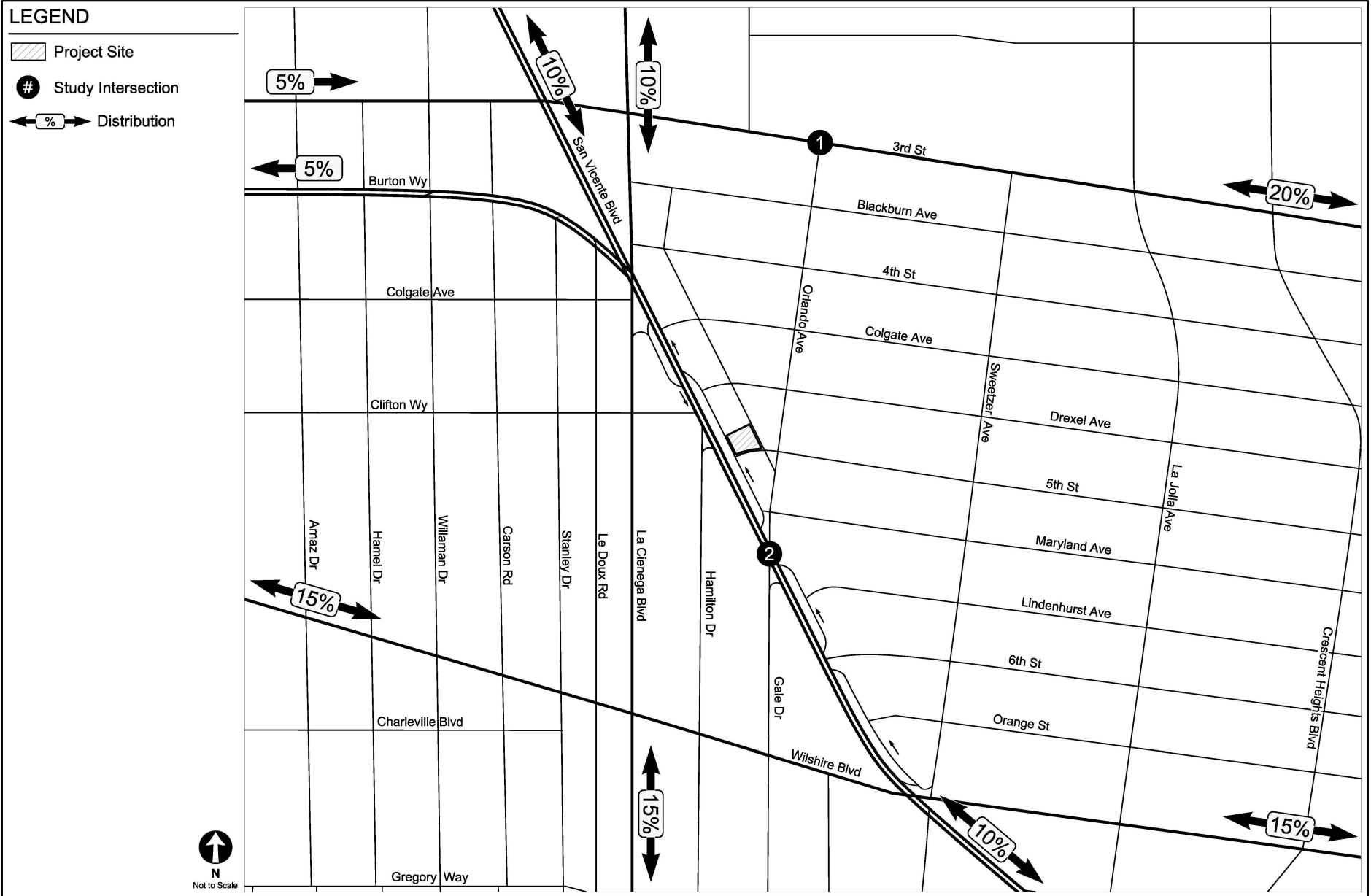
- The Project consists of the development of 54 apartment units and 5,651 sf of retail in a seven-story building over three levels of subterranean parking.
- The Project would replace approximately 5,824 sf of retail space and 1,614 sf of medical office space.
- The Project would provide 79 vehicular parking spaces and 58 bicycle parking spaces for residents, employees, and visitors.
- Site access would be provided via a full-access driveway to 5th Street along the southern border of the Project.
- The Project is anticipated to generate 281 net new daily trips, including 21 during the morning peak hour and 27 during the afternoon peak hour.
- Project traffic would not result in significant impacts at either of the two study intersections under Existing with Project Conditions or Future with Project Conditions. Therefore, no mitigation measures are required or recommended.
- The Project provides sufficient vehicular parking to meet City of Los Angeles requirements pursuant to the LAMC.



Source: R&A Architecture + Design, Inc. April, 2017.

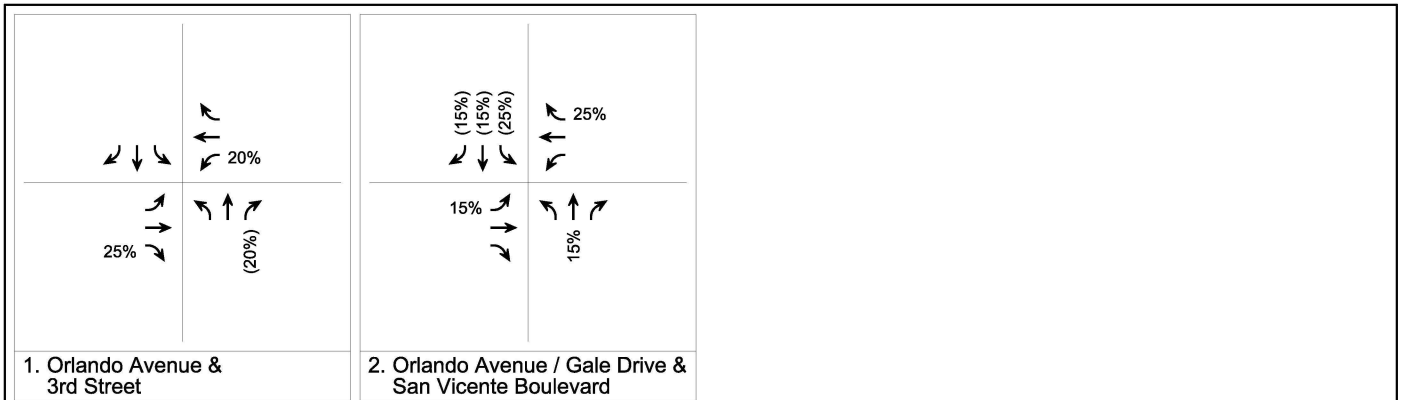
PROJECT SITE PLAN

FIGURE 1



STUDY AREA & PROJECT TRIP DISTRIBUTION

FIGURE
2



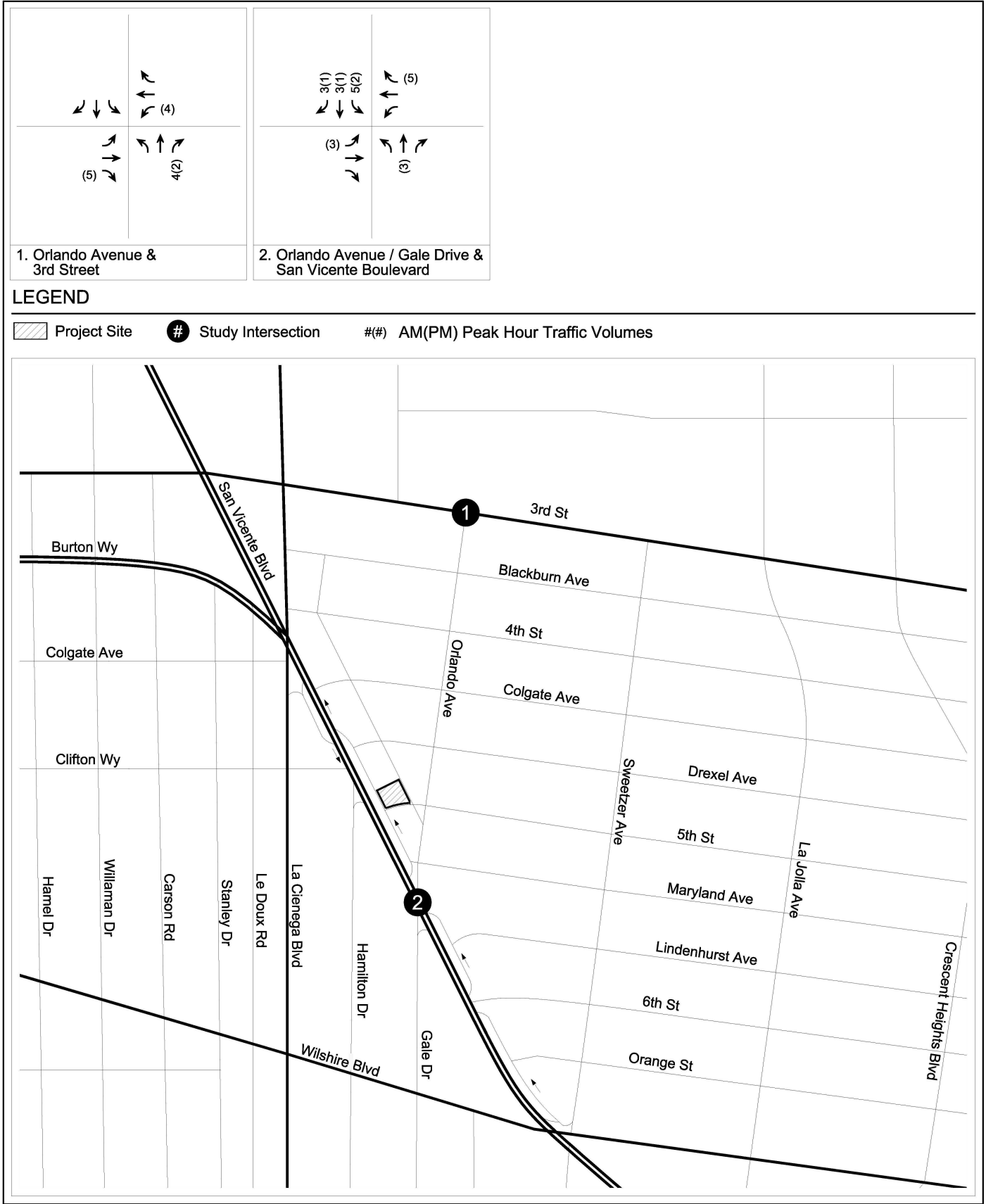
LEGEND

Project Site
 Study Intersection
 % () Inbound(Outbound) Trip Percentage



PROJECT TRIP DISTRIBUTION AT STUDY INTERSECTIONS

FIGURE 3



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4

<p>88(39) 165(175) 28(27)</p> <p>26(66) 1,336(691) 56(10)</p>	<p>*(*) 320(253) 126(36)</p> <p>60(103) 1,842(1,055) 92(33)</p>
<p>13(10) 477(977) 46(114)</p> <p>25(40) 79(272) 42(126)</p>	<p>68(179) 804(1,757) 104(57)</p> <p>19(35) 16(34) 30(42)</p>
<p>1. Orlando Avenue & 3rd Street</p>	<p>2. Orlando Avenue / Gale Drive & San Vicente Boulevard</p>

LEGEND

Project Site
 Study Intersection
 #(#) AM(PM) Peak Hour Traffic Volumes
 * Negligible Volume



**EXISTING (YEAR 2017)
PEAK HOUR TRAFFIC VOLUMES**

**FIGURE
5**

1. Orlando Avenue & 3rd Street	2. Orlando Avenue / Gale Drive & San Vicente Boulevard

LEGEND

Project Site
 Study Intersection
 #(#) AM(PM) Peak Hour Traffic Volumes
 * Negligible Volume



**EXISTING WITH PROJECT (YEAR 2017)
PEAK HOUR TRAFFIC VOLUMES**

**FIGURE
6**

<p>1. Orlando Avenue & 3rd Street</p>	<p>2. Orlando Avenue / Gale Drive & San Vicente Boulevard</p>

LEGEND

Project Site
 Study Intersection
 #(#) AM(PM) Peak Hour Traffic Volumes
 * Negligible Volume



FUTURE WITHOUT PROJECT (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7

1. Orlando Avenue & 3rd Street	2. Orlando Avenue / Gale Drive & San Vicente Boulevard

LEGEND

Project Site
 Study Intersection
 #(#) AM(PM) Peak Hour Traffic Volumes
 * Negligible Volume



**FUTURE WITH PROJECT (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES**

**FIGURE
8**

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates [a]									
Apartments	220	per Dwelling Unit	6.65	20%	80%	0.51	65%	35%	0.62
Medical/Dental Office Building	720	per ksf	39.10	79%	21%	2.48	27%	73%	3.11
Shopping Center	820	per ksf	42.94	61%	39%	1.00	49%	51%	3.73
Trip Generation Estimates									
<u>Proposed Project</u>									
Apartments	220	54 DU	359	6	22	28	21	12	33
<i>Transit Adjustment - 10% [b]</i>			-36	-1	-2	-3	-2	-1	-3
Retail	820	5.651 ksf	243	4	2	6	10	11	21
<i>Transit Adjustment - 10% [b]</i>			-24	0	-1	-1	-1	-1	-2
<i>Pass-By Trip Adjustment - 50% [c]</i>			-110	-2	-1	-3	-5	-5	-10
Gross Project Trips			432	7	20	27	23	16	39
<u>Existing to be Removed</u>									
Medical Office	720	1.614 ksf	63	3	1	4	1	4	5
<i>Transit Adjustment - 10% [b]</i>			-6	0	0	0	0	-1	-1
<i>Pass-By Trip Adjustment - 10% [c]</i>			-6	0	0	0	0	0	0
Retail	820	5.824 ksf	250	4	2	6	11	11	22
<i>Transit Adjustment - 10% [b]</i>			-25	0	-1	-1	-1	-1	-2
<i>Pass-By Trip Adjustment - 50% [c]</i>			-113	-2	-1	-3	-5	-5	-10
Removed Trips			163	5	1	6	6	8	14
TOTAL			269	2	19	21	17	8	25

Notes:

ksf = 1,000 square feet; du = dwelling units;

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] The Project Site is located approximately 1/3 mile from a Rapid bus stop (at La Cienega Boulevard & 3rd Street) and adjacent to stops for Metro Line 30/330. Therefore, it is eligible for a 10% transit credit based on LADOT's *Transportation Impact Study Guidelines*.

[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 2
EXISTING WITH PROJECT CONDITIONS (YEAR 2017)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Orlando Avenue & 3rd Street	A.M.	0.604	B	0.604	B	0.000	NO
		P.M.	0.574	A	0.577	A	0.003	NO
2.	Orlando Avenue / Gale Street & San Vicente Boulevard	A.M.	0.678	B	0.683	B	0.005	NO
		P.M.	0.574	A	0.577	A	0.003	NO

TABLE 3
FUTURE WITH PROJECT CONDITIONS (YEAR 2020)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Orlando Avenue & 3rd Street	A.M.	0.626	B	0.626	B	0.000	NO
		P.M.	0.594	A	0.597	A	0.003	NO
2.	Orlando Avenue / Gale Street & San Vicente Boulevard	A.M.	0.702	C	0.707	C	0.005	NO
		P.M.	0.561	A	0.563	A	0.002	NO

**TABLE 4
VEHICULAR PARKING REQUIREMENT**

Type of Room or Land Use	Parking Spaces
<i>Parking Rate</i>	
Residential	0.5 spaces per bedroom [a]
Retail	1 space per 250 sf [b]
<i>Project Parking Requirement</i>	
Studio Units (12 units)	6
One-Bedroom Units (26 units)	13
Two-Bedroom Units (16 units)	16
Retail (5,651 sf) [c]	19
TOTAL CODE REQUIREMENT	54

Notes:

sf = square feet

[a] Maximum allowable parking requirement per California Assembly Bill 744.

[b] Pursuant to LAMC Section 12.21.A.4.

[c] Includes 15% vehicular parking reduction for provision of bicycle parking pursuant to LAMC Section 12.24.A.4.

Attachment A
Memorandum of Understanding



Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: 488 San Vicente

Project Address: 488-494 S. San Vicente Blvd., Los Angeles, CA 90048

Project Description: The Project consists of a mixed-use development, which includes 54 apartment units with approximately 6,153 square feet (sf) of retail uses.

LADOT Project Case Number: _____ Project Site Plan attached? (Required) Yes No

II. TRIP GENERATION

Geographic Distribution: N 20 % S 25 % E 35 % W 20 %
(Residential/Commercial)

Illustration of Project trip distribution percentages at Study intersections attached? (Required) Yes No

Trip Generation Adjustments (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source of Trip Generation Rate(s)? ITE 9th Edition Other: _____

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) Yes No

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>1</u>	<u>20</u>	<u>21</u>
PM Trips	<u>18</u>	<u>9</u>	<u>27</u>

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2020 Ambient or CMP Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) Yes No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied) Yes No

Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis) Yes No

Is this Project located on a street within the High Injury Network? Yes No




IV. CONTACT INFORMATION

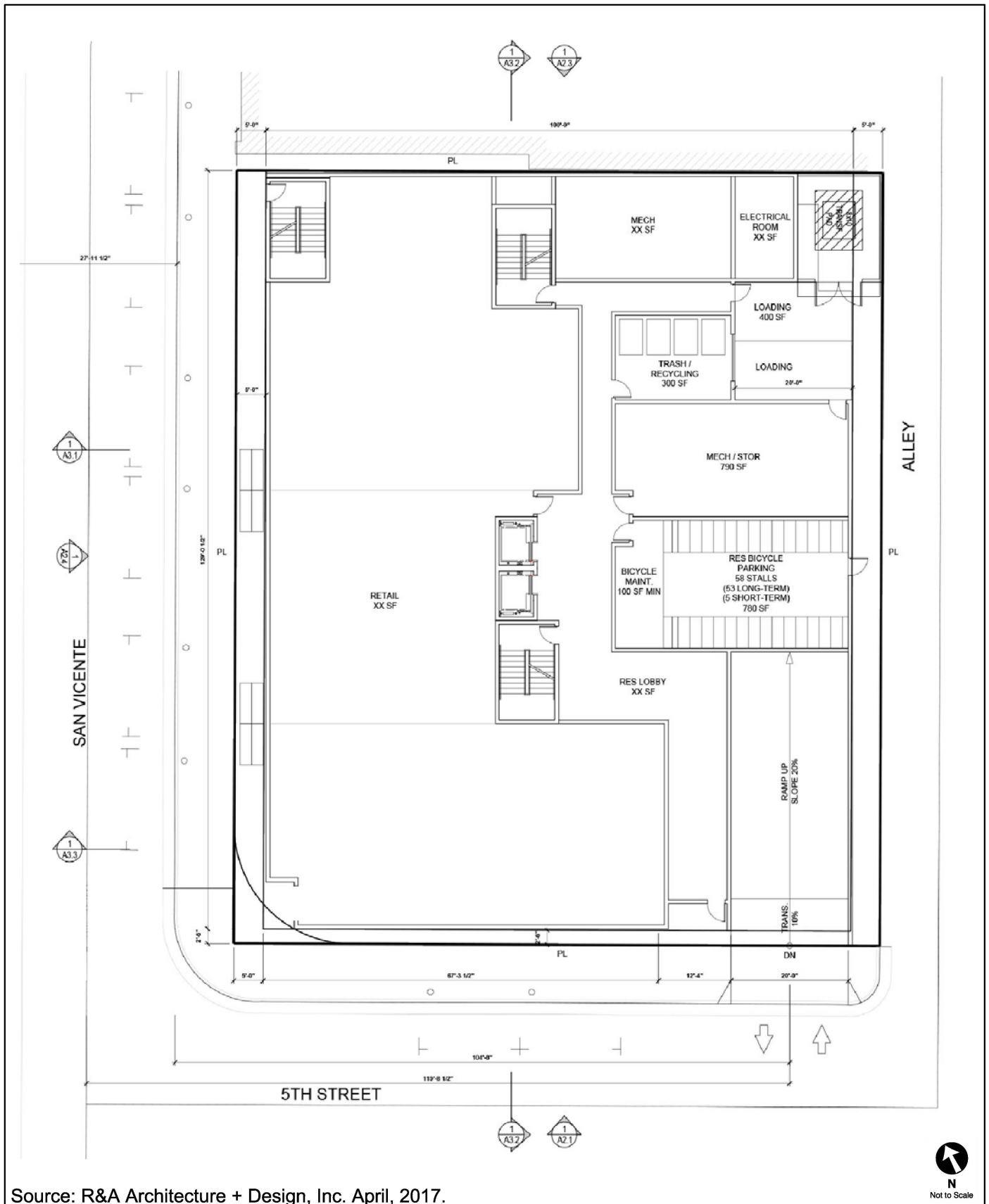
CONSULTANT

DEVELOPER

Name: Gibson Transportation Consulting, Inc.
 Address: 555 W 5th Street, Suite 3375, Los Angeles, CA 90013
 Phone Number: (213) 683-0088
 E-Mail: jchambers@gibsontrans.com

Kiwi Neman, 488 San Vicente LLC
1101 E. 18th St
Los Angeles, CA 90021
kiwi@alliancetextiles.net

Approved by:	<small>Digitally signed by Jonathan Chambers DN: cn=Jonathan Chambers, o, ou, email=jchambers@gibsontrans.com, c=US Date: 2017.05.10 11:54:36 -0700</small> <u>X Jonathan Chambers</u>	<u>5/14/2017</u>	x		<u>5/11/17</u>
	Consultant's Representative	Date		LADOT Representative	Date



Source: R&A Architecture + Design, Inc. April, 2017.

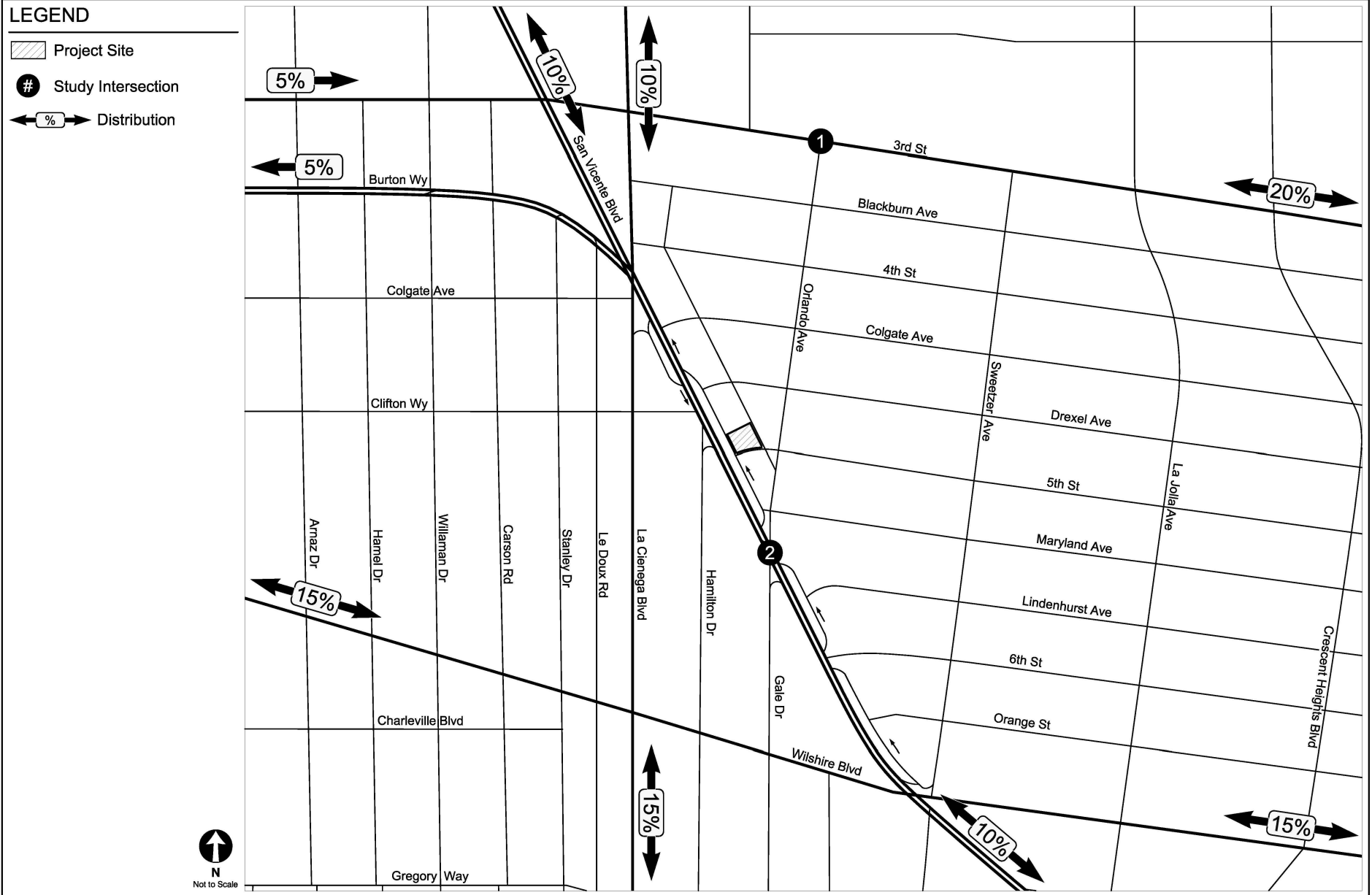
PROJECT SITE PLAN

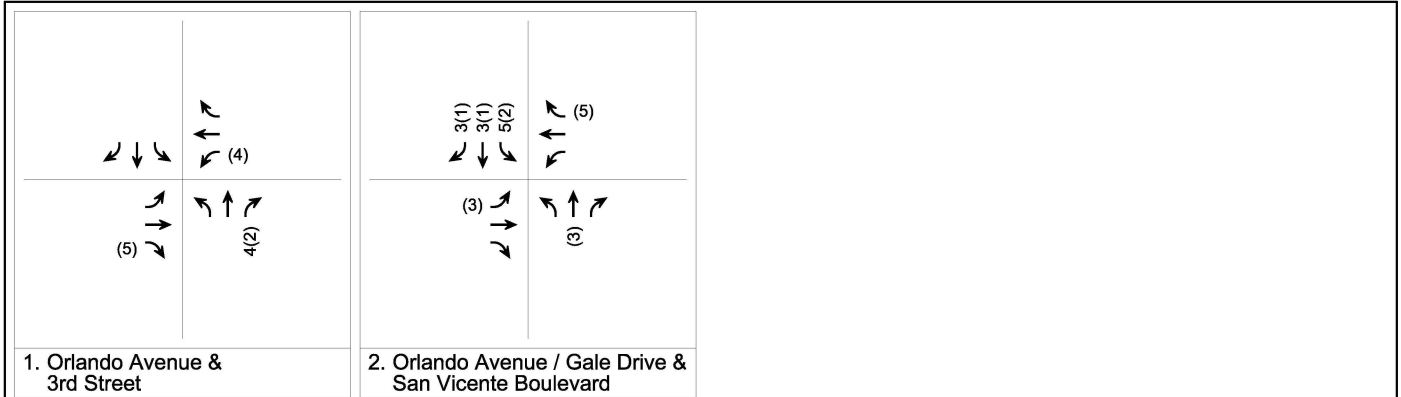
FIGURE 1



STUDY AREA AND PROPOSED ANALYZED LOCATIONS

FIGURE
2





LEGEND

Project Site
 Study Intersection
 ## AM(PM) Peak Hour Traffic Volumes



**PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES**

**FIGURE
4**

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
<i>Trip Generation Rates</i> [a]									
Apartments	220	per Dwelling Unit	6.65	20%	80%	0.51	65%	35%	0.62
Medical/Dental Office Building	720	per ksf	39.10	79%	21%	2.48	27%	73%	3.11
Shopping Center	820	per ksf	42.94	61%	39%	1.00	49%	51%	3.73
<i>Trip Generation Estimates</i>									
<u>Proposed Project</u>									
Apartments	220	53 DU	352	5	22	27	21	12	33
<i>Transit Adjustment - 10% [b]</i>			-35	-1	-2	-3	-2	-1	-3
Retail	820	6.585 ksf	283	4	3	7	12	13	25
<i>Transit Adjustment - 10% [b]</i>			-28	0	-1	-1	-1	-2	-3
<i>Pass-By Trip Adjustment - 50% [c]</i>			-128	-2	-1	-3	-6	-5	-11
Gross Project Trips			444	6	21	27	24	17	41
<u>Existing to be Removed</u>									
Medical Office	720	1.614 ksf	63	3	1	4	1	4	5
<i>Transit Adjustment - 10% [b]</i>			-6	0	0	0	0	-1	-1
<i>Pass-By Trip Adjustment - 10% [c]</i>			-6	0	0	0	0	0	0
Retail	820	5.824 ksf	250	4	2	6	11	11	22
<i>Transit Adjustment - 10% [b]</i>			-25	0	-1	-1	-1	-1	-2
<i>Pass-By Trip Adjustment - 50% [c]</i>			-113	-2	-1	-3	-5	-5	-10
Removed Trips			163	5	1	6	6	8	14
TOTAL			281	1	20	21	18	9	27

Notes:

sf = square feet; du = dwelling units;

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] The Project Site is located approximately 1/3 mile from a Rapid bus stop (at La Cienega Boulevard & 3rd Street) and adjacent to stops for Metro Line 30/330. Therefore, it is eligible for a 10% transit credit based on LADOT's *Transportation Impact Study Guidelines*.

[c] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Attachment B

Traffic Counts

Turning Movement Count Report AM

Location ID: 1
 North/South: Orlando Avenue
 East/West: 3rd Stret

Date: 05/18/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	18	1	0	214	13	4	9	3	6	62	1	340
7:15	16	22	3	4	301	6	4	2	7	6	64	1	436
7:30	14	24	0	3	323	11	7	12	7	9	104	1	515
7:45	24	35	6	10	361	12	6	19	8	9	131	2	623
8:00	28	38	8	6	306	14	9	24	5	13	120	4	575
8:15	17	45	8	5	330	14	12	18	5	13	112	2	581
8:30	19	47	6	5	339	16	15	18	7	11	114	5	602
8:45	27	53	2	6	303	12	17	10	7	18	120	9	584
9:00	15	51	3	5	255	8	13	23	9	21	150	5	558
9:15	9	36	10	8	196	26	20	21	6	12	155	1	500
9:30	9	42	5	9	173	21	15	13	4	18	123	6	438
9:45	5	47	9	14	135	30	16	16	6	33	163	4	478

Total Volume:	192	458	61	75	3236	183	138	185	74	169	1418	41	6230
Approach %	27%	64%	9%	2%	93%	5%	35%	47%	19%	10%	87%	3%	

Peak Hr Begin:	7:45												
PHV	88	165	28	26	1336	56	42	79	25	46	477	13	2381
PHF	0.949			0.926			0.913			0.944			0.955

Turning Movement Count Report PM

Location ID: 1
 North/South: Orlando Avenue
 East/West: 3rd Stret

Date: 05/18/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	31	4	10	153	15	24	38	9	20	221	8	543
15:15	6	39	7	7	189	9	16	36	8	22	209	2	550
15:30	4	41	5	17	157	12	21	34	9	21	225	3	549
15:45	15	45	9	12	163	5	25	48	8	32	241	11	614
16:00	9	45	6	12	205	0	30	41	11	35	210	2	606
16:15	6	31	6	12	172	0	18	47	10	45	242	2	591
16:30	7	46	7	8	159	2	34	46	6	28	271	0	614
16:45	11	37	8	15	192	2	28	48	7	35	261	4	648
17:00	9	49	5	10	169	2	22	72	8	32	244	0	622
17:15	9	41	7	15	168	2	20	62	11	26	215	3	579
17:30	9	33	9	13	167	2	36	74	14	34	251	2	644
17:45	12	52	6	28	187	4	48	64	7	22	267	5	702

Total Volume:	107	490	79	159	2081	55	322	610	108	352	2857	42	7262
Approach %	16%	72%	12%	7%	91%	2%	31%	59%	10%	11%	88%	1%	

Peak Hr Begin:	17:00												
PHV	39	175	27	66	691	10	126	272	40	114	977	10	2547
PHF	0.861			0.876			0.883			0.936			0.907

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	3	0	1	0	11	0	6	0
7:15	4	0	1	0	8	0	3	0
7:30	4	0	5	0	12	0	3	0
7:45	5	1	7	0	21	0	8	0
8:00	11	0	0	0	5	0	2	0
8:15	12	1	0	0	8	0	11	0
8:30	13	0	9	0	7	0	8	2
8:45	3	0	7	0	20	0	14	0
9:00	12	0	9	0	10	0	4	0
9:15	11	0	7	0	14	0	12	0
9:30	18	0	9	0	21	1	18	1
9:45	8	0	3	0	16	0	10	0

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	44	0	18	1	23	0	17	1
15:15	16	0	18	1	36	0	18	1
15:30	8	0	15	0	32	2	10	0
15:45	34	0	7	0	21	0	13	0
16:00	15	0	9	1	32	0	15	0
16:15	19	0	13	1	18	0	14	0
16:30	18	1	17	0	23	0	20	0
16:45	15	5	16	0	27	0	8	0
17:00	18	0	14	1	24	0	10	0
17:15	16	1	8	0	30	0	22	1
17:30	24	0	10	1	19	0	25	0
17:45	20	0	12	0	26	0	12	1

Turning Movement Count Report AM

Location ID: 2
 North/South: Orlando Avenue/Gale Drive
 East/West: San Vicente Boulevard

Date: 05/18/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	26	4	14	338	5	3	0	2	7	78	3	480
7:15	0	29	10	12	436	6	14	2	3	11	108	4	635
7:30	0	44	9	15	476	9	5	2	6	15	123	9	713
7:45	0	49	26	13	516	14	5	3	5	23	153	12	819
8:00	0	54	22	22	443	23	13	1	4	24	180	16	802
8:15	0	68	28	14	489	14	10	4	2	12	178	20	839
8:30	0	73	33	19	447	21	4	5	3	28	205	14	852
8:45	0	92	44	11	478	30	3	1	6	28	194	17	904
9:00	0	87	21	16	428	27	13	6	8	36	227	17	886
9:15	0	61	15	19	412	19	9	7	3	32	185	12	774
9:30	0	60	26	9	402	23	16	5	5	17	180	16	759
9:45	0	75	21	21	426	22	13	4	5	14	156	18	775

Total Volume:	0	718	259	185	5291	213	108	40	52	247	1967	158	9238
Approach %	0%	73%	27%	3%	93%	4%	54%	20%	26%	10%	83%	7%	

Peak Hr Begin:	8:15												
PHV	0	320	126	60	1842	92	30	16	19	104	804	68	3481
PHF	0.820			0.961			0.602			0.871			0.963

Turning Movement Count Report PM

Location ID: 2
 North/South: Orlando Avenue/Gale Drive
 East/West: San Vicente Boulevard

Date: 05/18/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	66	7	30	280	8	9	9	14	18	473	37	951
15:15	0	61	14	29	252	5	14	8	11	15	444	31	884
15:30	0	61	8	17	254	11	6	10	5	12	452	55	891
15:45	0	65	7	27	269	9	13	7	5	12	388	56	858
16:00	0	74	8	24	286	8	15	15	11	16	382	52	891
16:15	0	56	17	25	246	5	14	8	13	17	413	49	863
16:30	0	46	10	24	231	11	11	14	9	18	428	59	861
16:45	0	59	7	30	272	9	16	7	14	12	389	56	871
17:00	0	93	6	27	242	13	15	24	12	16	381	52	881
17:15	0	77	4	26	237	18	10	14	14	17	411	48	876
17:30	0	51	9	36	274	15	4	26	17	15	269	30	746
17:45	0	72	5	20	287	9	8	30	13	24	397	54	919

Total Volume:	0	781	102	315	3130	121	135	172	138	192	4827	579	10492
Approach %	0%	88%	12%	9%	88%	3%	30%	39%	31%	3%	86%	10%	

Peak Hr Begin:	15:00												
PHV	0	253	36	103	1055	33	42	34	35	57	1757	179	3584
PHF	0.963			0.936			0.841			0.944			0.942

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	2	0	0	0	2	0	0	0
7:15	3	1	0	0	0	0	0	0
7:30	3	0	2	0	0	0	0	0
7:45	5	1	2	0	0	0	0	0
8:00	4	0	2	0	3	0	0	0
8:15	1	2	0	1	0	0	0	0
8:30	3	0	0	0	1	0	0	0
8:45	4	1	0	1	1	0	0	0
9:00	0	0	0	0	1	0	0	0
9:15	7	0	5	0	0	0	0	0
9:30	4	0	1	0	0	0	0	0
9:45	5	0	4	0	1	0	0	0

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	2	1	1	0	0	0	0
15:15	4	1	4	2	2	0	0	0
15:30	2	1	0	1	1	1	1	0
15:45	5	1	1	0	4	0	0	0
16:00	3	1	0	1	2	1	0	0
16:15	6	0	2	1	2	0	0	0
16:30	3	2	0	0	5	0	0	0
16:45	9	0	1	0	3	0	0	0
17:00	6	0	3	0	3	0	0	0
17:15	1	0	3	0	1	2	0	0
17:30	3	0	1	1	1	0	0	0
17:45	2	1	0	2	0	0	0	0

Attachment C
Level of Service Worksheets

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Orlando Avenue		Year of Count:	2017		Ambient Growth: (%):	1		Conducted by:	GTC		Date:				
	East-West Street:	3rd Street		Projection Year:	2020		Peak Hour:	AM		Reviewed by:			Project:	488 San Vicente MU			
		No. of Phases		2				2				2				2	
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0				0				0	
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0				0				0				0	
		ATSAC-1 or ATSAC+ATCS-2?		2				2				2				2	
		Override Capacity		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	
		WB--		0				0				0				0	
		NB--		0				0				0				0	
		SB--		0				0				0				0	
		EB--		0				0				0				0	

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Orlando Avenue		Year of Count:	2017		Ambient Growth: (%):	1		Conducted by:	GTC		Date:						
	East-West Street:	3rd Street		Projection Year:	2020		Peak Hour:	PM		Reviewed by:			Project:	488 San Vicente MU					
No. of Phases		2		2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0		0		0		0		0	
	Through	272	0	438	0	272	440	0	280	0	451	0	280	0	453	0	280	0	453
	Through-Right		0							0		0		0		0		0	
	Right	126	0	0	2	128	0	0	130	0	0	2	132	0	0	0	132	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	27	0	27	0	27	27	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through		0							0		0		0		0		0	
	Through	175	0	241	0	175	241	0	180	0	248	0	180	0	248	0	180	0	248
	Through-Right		0							0		0		0		0		0	
	Right	39	0	0	0	39	0	0	40	0	0	0	40	0	0	0	40	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
EASTBOUND	Left	10	0	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through		0							0		0		0		0		0	
	Through	977	1	546	0	977	548	0	1007	1	562	0	1007	1	565	0	1007	1	565
	Through-Right		1							1				1				1	
	Right	114	0	114	5	119	119	0	117	0	117	5	122	0	122	0	122	0	122
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	10	0	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through		0							0		0		0		0		0	
	Through	691	1	379	0	691	379	0	712	1	390	0	712	1	390	0	712	1	390
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	68	0	68	0	68	0	68	0	68	0	68
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	465	North-South:	467	North-South:	479	North-South:	481	North-South:	481	North-South:	481	North-South:	481	North-South:	481	North-South:	481
		East-West:	546	East-West:	548	East-West:	562	East-West:	565	East-West:	565	East-West:	565	East-West:	565	East-West:	565	East-West:	565
		SUM:	1011	SUM:	1015	SUM:	1041	SUM:	1046	SUM:	1046	SUM:	1046	SUM:	1046	SUM:	1046	SUM:	1046
VOLUME/CAPACITY (V/C) RATIO:		0.674		0.677		0.694		0.697		0.697		0.697		0.697		0.697		0.697	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.574		0.577		0.594		0.597		0.597		0.597		0.597		0.597		0.597	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

EXHIBIT D

SITE & SURROUNDING AREA PHOTOS

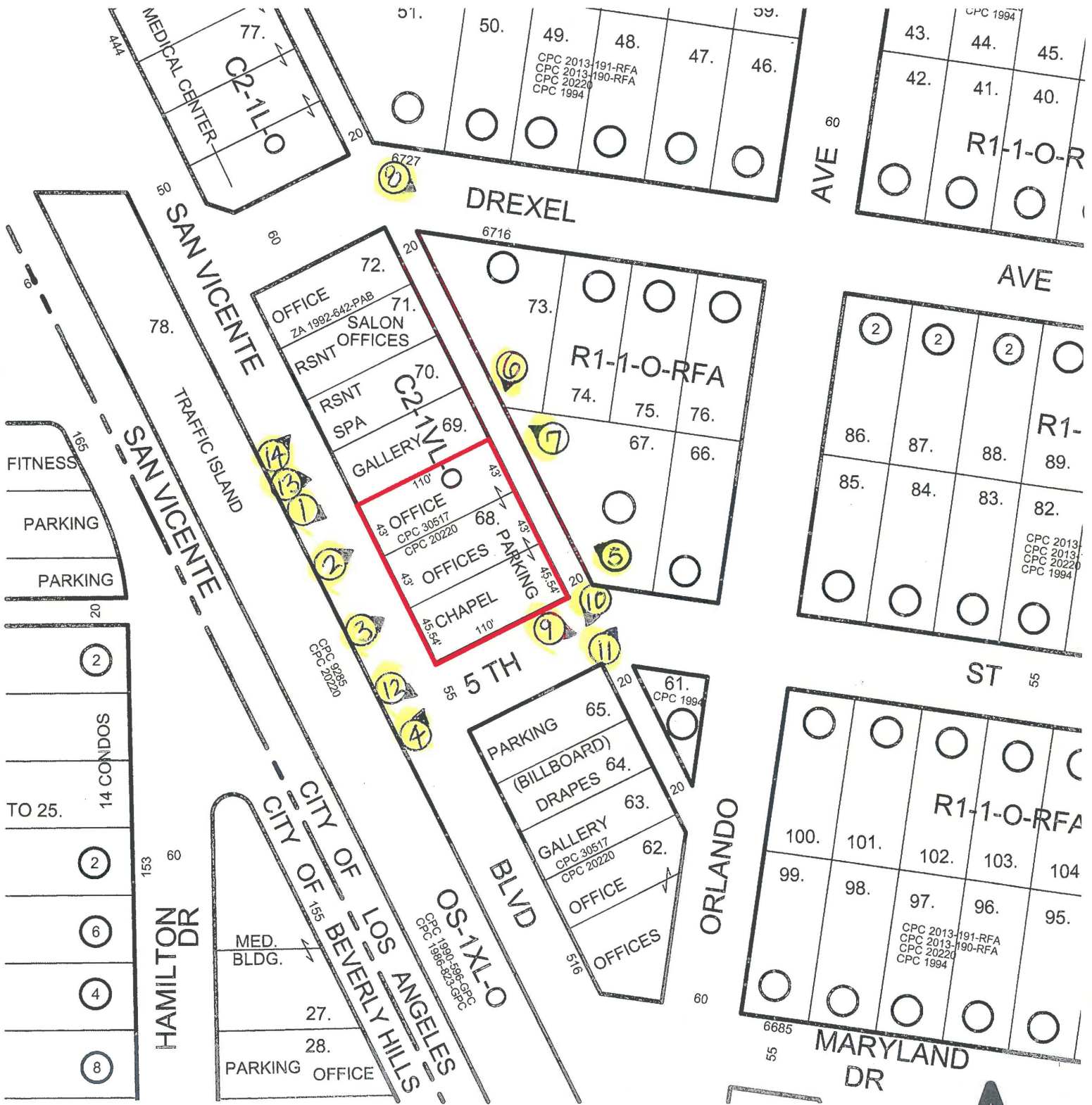


PHOTO BROCHURE



RADIUS MAPS ETC

3544 PORTOLA AVENUE
 LOS ANGELES CA 90032
 OFF/FAX (323) 221-4555
 RADIUSMAPSETC@SBCGLOBAL.NET

SITE LOCATION:

488-494 S. SAN VICENTE BOULEVARD
 LOS ANGELES CA 90048

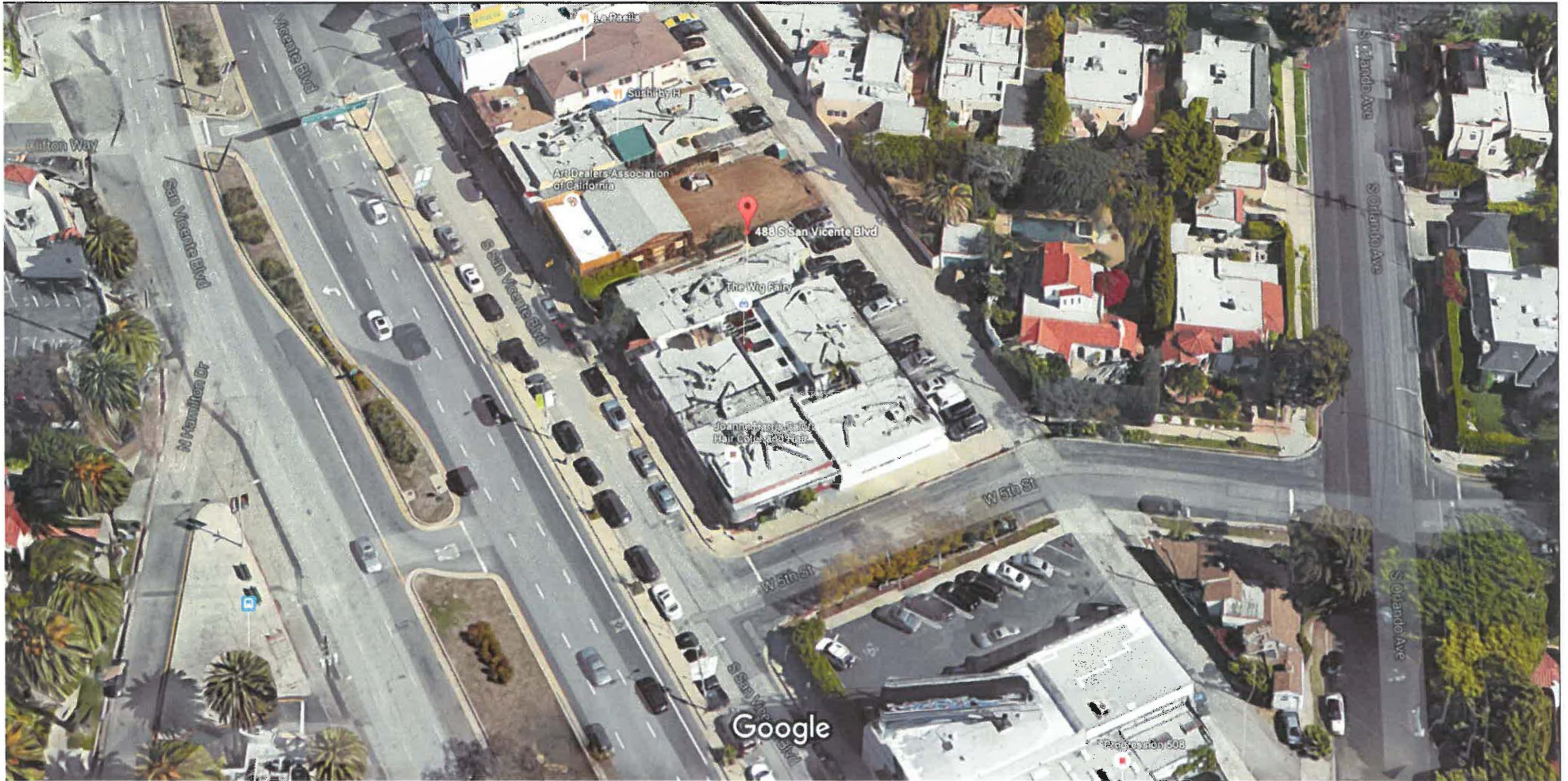
CASE NO.:

DATE: 06 - 17 - 2016
 SCALE: 1" = 100'
 D.M.: 132 B 173
 T.B. PAGE: 633 GRID: A-2
 APN: 5510-005-033,034



488 S San Vicente Blvd

Los Angeles, CA 90048



Imagery ©2016 Google, Map data ©2016 Google 20 ft

1.



2.



3.



4.



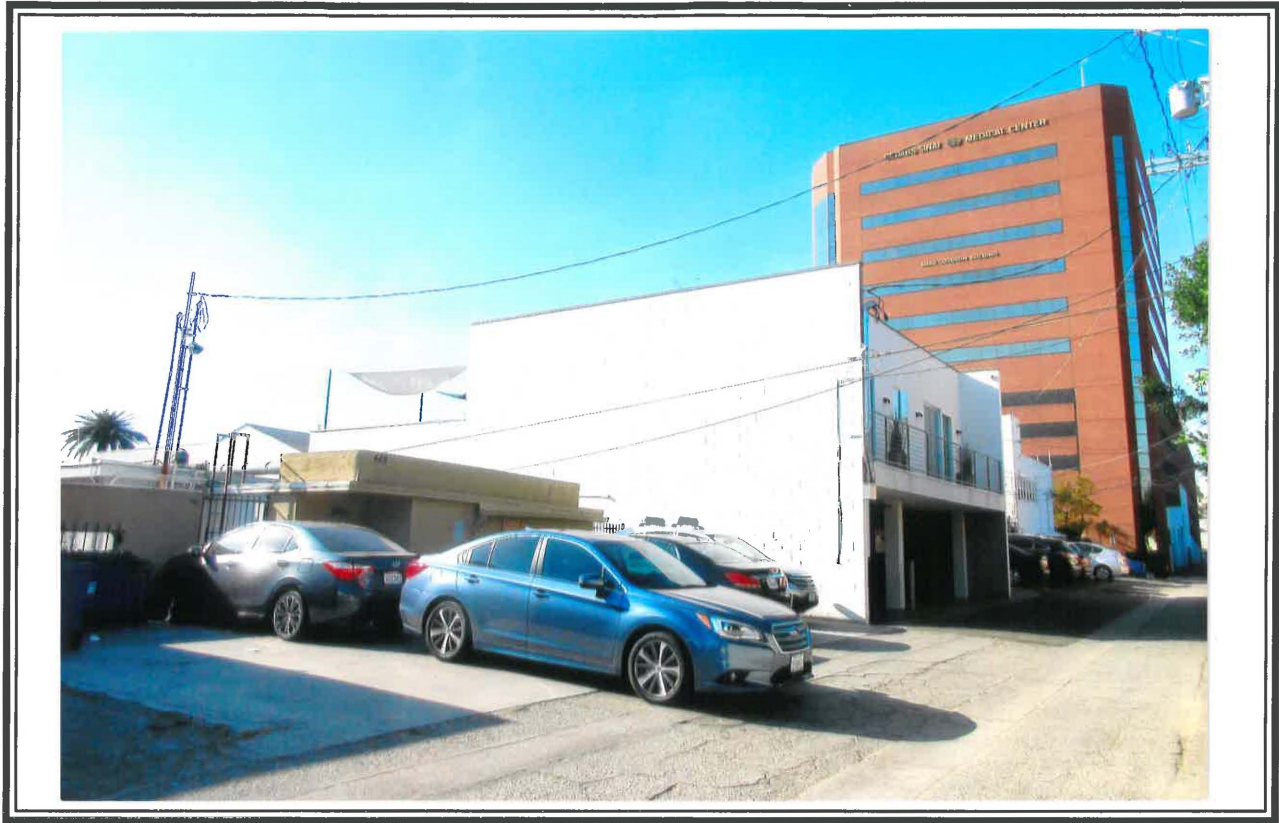
5.



6.



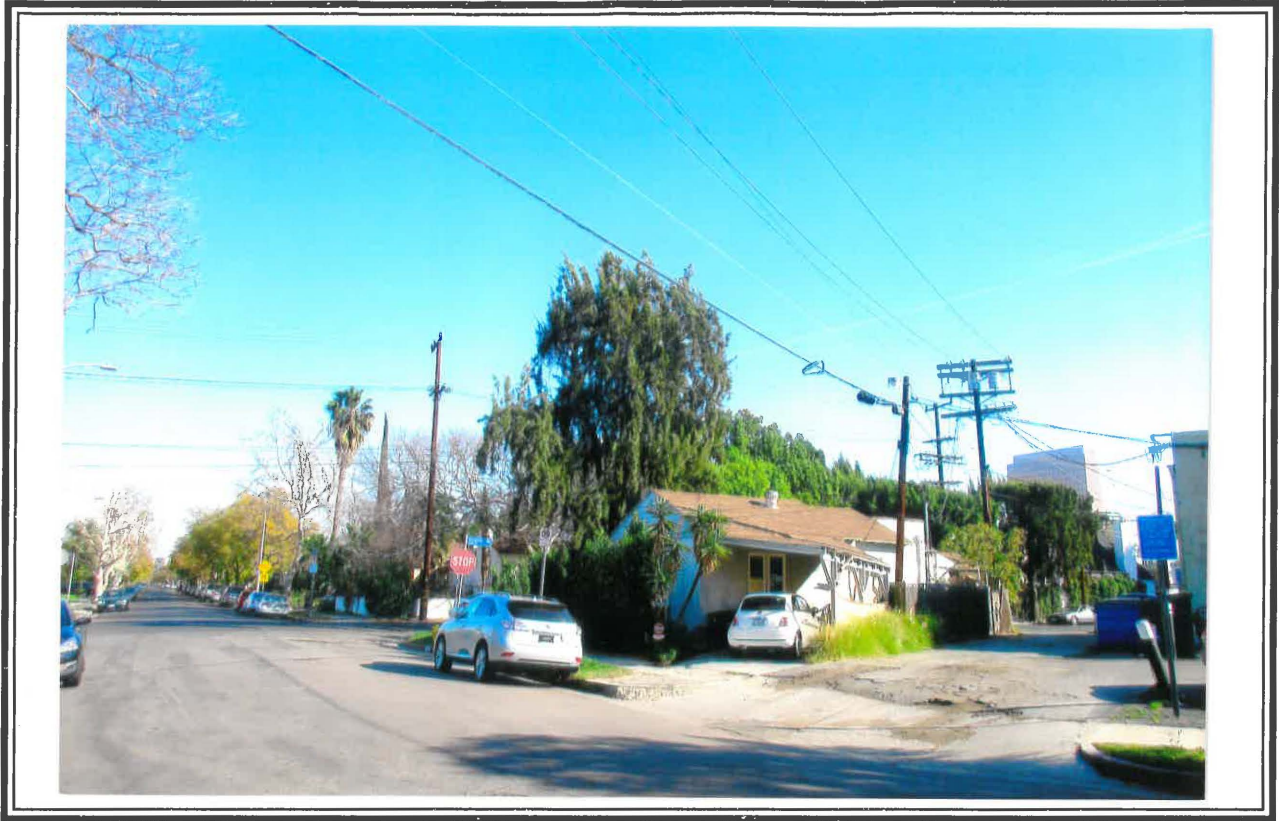
7.



8.



9.



10.



11.



12.



13.



14.



EXHIBIT E

NEIGHBORHOOD COUNCIL & PUBLIC COMMENT LETTERS



**BOARD OF DIRECTORS
2016-2018**

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Taylor Nichols

Joshua Paget

Laura Petry

Richard Risemberg

Scott Sale

Marc Sigal

Marc Sinnott

David Sobel

Nick Solish

Don Whitehead

Roque Wicker

September 18, 2017

Courtney Shum (via email courtney.shum@lacity.org)
City Planning Associate
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 763

**Subject: 488 S. San Vicente Blvd
Case No. CPC-2016-2203-DB**

Dear Ms. Shum,

We appreciate the opportunity to comment on this application as the certified neighborhood council serving the area in which the project is located.

The Mid City West Community Council (MCW) Board of Directors approved the following motion (20 yeas, 4 nays, 0 abstentions, and 1 recusal) at the Tuesday, September 12, 2017 board meeting:

Motion: Mid-City West Community Council supports the project as proposed, with the following stipulations:

- All parking spaces will be preserved for the exclusive use of the proposed project;
- Applicant will work with LADOT to implement an allway stop on Orlando Ave and 5th St;
- Support neighbors in any permit parking changes sought with city;
- Parking manager/attendant to be on duty;
- 488 residents will not be able to get street parking permits;
- Rooftop to close at 10 PM, nightly;
- Affordable housing units will be covenanted for 55 years; and

- Privacy measures to be built in to balconies.

Thank you for your attention to this matter. Please feel free to contact us via email at knakata@midcitywest.org or mberker@midcitywest.org as needed.

Sincerely,

Keith Nakata and Mehmet Berker
Planning and Land Use Committee, Co-Chairs
Mid City West Community Council

Cc: Office of Council District No. 5, Hon. Paul Koretz (via Email)
Office of Council District No. 5, Aviv Kleinman “
Office of Council District No. 5, Robert Oliver “
Nick Leathers, Elizabeth Peterson Group “



488 san vicente

Craig Brill <craig@dogsportla.com>
To: courtney.shum@lacity.org

Wed, Dec 20, 2017 at 6:36 PM

Courtney,

i wanted to thank you for having us at the hearing in regards to 488 S. San Vicente Blvd.

i wanted to re-iterate my support for this project. as i am the neighbor directly across the alley and the only one who would be negatively impacted by it.

The developers have been great with their community outreach and have held two community meeting plus a presentation was done for the Beverly Wilshire Homeowners Association, and their representative Rosalie Klein was in attendance at that meeting. (why she gave public comment to the contrary boggles the mind)

We are in desperate need of housing in this city and that the this developer has gone up and above to include moderate and low income is great! but even without it, this project is needed. What better place to put such buildings but on our boulevards close to transit corridors. we only have room to go up and increase our density. as everyone stated at the meeting they all agreed we need density and affordable housing. (just not in their back yard.). There are many examples of where even taller buildings co-exist just fine with SFR's. Wilshire corridor being one them. also all the new apt and hotels being built on wilshire blvd in the miracle mile area. why should those SFR's bear the brunt of density.

we must all share in this.

The Architects did a wonderful job in respecting my property and those around it. the gradual set backs as the building rises and placing the gym from the third floor to the 7th so it can coexist with the outdoor space is great and helps increase our privacy (which we appreciate).

i would also like to address some of the complaints of area residents, some who live blocks away and will not be impacted.

1) Parking (for some reason MCWNC requested that the commercial parking not be used after business hours and that residents not be given parking permits for street parking. this is really unreasonable. this parking should be used for night time guests of the residents, and also if they have extra spaces, they should be able to rent out to the near by restaurants which would help alleviate street parking even more. also residents should be able to at least get visitor permits. for guests, plus there is metered parking along san vicente, and some on 5th. st.

2). The 10pm curfew for the outdoor space on the 7th floor. why should there be a curfew? as long as they are complying with current noise laws, this space should be able to be enjoyed. We SFR homeowners certainly don't have the same requirements. we should be able to possibly disturbed them on occasion for special occasions, family bbq's but they don't get the same rights?

3) the objection to the retail or even of putting a restaurant on the commercial floor space. we love walking to neighborhood restaurants, and we frequent the two that are already there. so wether its a market, why should this development be excluded from what other space on the block already have. this seems capricious and discriminatory at best.

4) some have objected stating they would not have purchase their home had they known this was going up. i have to say this will be 75ft. vs the goodson building at 150ft. if you didn't want to live near a high-rise building with concern for you privacy, why would purchase a house 3 doors down on the same street as the goodson building. and with the angle of the lot and the streets, i can't see where this development will harm or impact their privacy or their shading.

All i can say is thanks for listening, i hope you recommend to the planning commission that they approve this project. we need it, and our current zoning laws must be updated, so developers do not have to ask for all these "off menu" items. It is time we put NIMBYISM out to pasture and start developing this city and making it easier and cheaper for developers to do their jobs.

when looking at the time frame just this developer has had to go through and the years it takes to get a project approved and off the ground seems ludicrous to me. i'm not sure why with all those hurdles they would still want to build.

BEVERLY-WILSHIRE HOMES ASSOCIATION, INC.

A NON-PROFIT CORPORATION DEDICATED TO
COMMUNITY IMPROVEMENT AND LOWER PROPERTY TAXES

8443 West Fourth Street ● Los Angeles, CA 90048-4101 ● Phone 323/653-6254 & 323/653-5357 e-mail TheBWHA2@AOL.COM

To Los Angeles Planning Commission

Re. CPC-2016-2203-DB ENV-2016-2204-CE
488-498. S. San Vicente Blvd.

December 20, 2017

Honorable City Planning Commission'

Beverly Wilshire Homes Association opposes the project as proposed at 488 San Vicente for the following reason:

The discretionary actions and incentives applied to take this project out of the realm of an SB 1818 project and becomes a project that requires a general plan amendment.

The City's version of SB 1818 (Ordinance 179681) was written to specifically protect adjacent single family homes from oversized density bonus projects in the city.

It states under 25(f)(5)(ii) "**No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.**"

It further states that "No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located within 1,500 feet of a Transit Stop but **no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.**"

Here the existing zoning allows for a 45 foot building. The Applicant is requesting an "off menu" height of 75 feet. City Ordinance 179681 (SB1818) Section 25(f)(5)(i) states "In any zone in which the height or number of stories is limited, **this height increase shall permit a maximum of eleven additional feet or one additional story**, whichever is lower, to provide the Restricted Affordable Units." **This limits this Project to a maximum height to 56 feet.**

Approving this project would obliterate the protections that the City contemplated in passing this ordinance. Please do not allow this abuse of the City and the neighbors and deny this application as presented.

Sincerely,

Rosalie Wayne for Diana Plotkin
Beverly Wilshire Homes Association



Courtney Shum <courtney.shum@lacity.org>

488 San Vicente Project

2 messages

Scott Schreiber <scottwschreiber@gmail.com>

Mon, Aug 28, 2017 at 6:25 PM

To: courtney.shum@lacity.org

Cc: "Sabbah-Mani, Jessica" <JSabbah-Mani@proskauer.com>

Hi Courtney,

Hope all is well with you. I am reaching out in regards to the proposed development project at 488 San Vicente (Case # ENV-2016-2204-EAF). As a direct neighbor, we have some serious concerns regarding this project and have been actively participating in the Mid City West neighborhood planning meetings related to this. Specifically, the project's large off-menu variance requests are in direct opposition to the spirit of the SB1818 ordinance which has specific provisions to height, FAR and setbacks to protect single family R1 neighborhoods directly adjacent to such projects. If you have a few minutes I would greatly appreciate to discuss this via phone. My phone number is [310-279-0317](tel:310-279-0317).

Case Info:

<http://planning.lacity.org/caseinfo/casesummary.aspx?case=ENV-2016-2204-EAF>

Full text of SB1818:

<http://cityplanning.lacity.org/HousingInitiatives/PDF/City%20Attorney%20SB%201818%20Ordinancefinal.pdf>

Thanks,
Scott

 **488 San Vicente - Notes.docx**
19K

Scott Schreiber <scottwschreiber@gmail.com>

Wed, Aug 30, 2017 at 7:53 AM

To: courtney.shum@lacity.org

Cc: "Sabbah-Mani, Jessica" <JSabbah-Mani@proskauer.com>

Hi Courtney,

I wanted to follow up on the below email. Please let me know you received it and if you could discuss with me.

Thanks
Scott

Sent from my iPhone

[Quoted text hidden]

<488 San Vicente - Notes.docx>

488 San Vicente

The project asks for variances in direct opposition of the SB1818 ordinance which had specific provisions enacted in order to prevent negative impact on R1 single family housing.

75 foot requested height vs allowable 45 foot height. This height will cause unmitigated damage to the quality of life and property value for dozens of single family homes in close proximity to the project. Will cause severe shading (ie. No sunlight) and cause extreme privacy issues to neighbors. This is proven explicitly by the developer's own study of the shading. Additionally, the balconies of the side and rear units in the project will ruin any privacy to neighbors within several blocks in the Beverly grove neighborhood. This leads to additional safety concerns for the neighbors as well.

Per SB1818 in Grey text

“(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.”

***** This specifically shows that the portion of the lot within 50 feet of the R1 zone shall not be granted the height bonus. This provision was enacted to prevent harm to single family homes within close proximity to the project.**

(iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or **across an alley** from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop **but no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.**

Developer has not stated that the project is within 1500 feet to reach this exclusion – and even if shown to be within this range, the provision states additional height shall not be granted a variance for the portion of the lot within 50 feet of R1 (which is a very significant portion of the lot)

Per subparagraph 4(4)(i) 4) Floor Area Ratio. (i) A percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%;

Developer requests a FAR of nearly 4:1 vs 1.5:1 – This floor area ratio is completely off menu and not permitted under SB1818 or any other ordinance. This alone is a red flag and further reason to consider why the zoning laws have been crafted in such a manner to protect neighborhoods from developments such as this. The bonus of 35% would increase the 1.5 ratio to merely about 2:1 (HALF of what the developer is seeking at 4:1).

Per Subparagraph (g)(2)(i)(c) - Even to receive merely the **on menu** density bonus (which would create only a 2:1 FAR at 45 feet with a 50 foot setback form the R1) , The affordable housing costs could be offered without any density bonus incentive.

As far as the off menu requests ->

(3) Requests for Waiver or Modification of any Development Standard(s) **Not on the Menu.** (i) For Housing Development Projects that qualify for a Density Bonus and for which the applicant requests a waiver or modification of any development standard(s) that is not included on the Menu of Incentives in Paragraph (f), above, and that are not subject to other discretionary applications, the following shall apply:

The decision-maker shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the decision-maker, based upon 14 substantial evidence, makes either of the two findings set forth in **Subparagraph (g)(2)(i)(c), above**

The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that: (i) **The Incentive is not required in order to provide for affordable housing costs** as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; “

The paragraph above states if **the Incentive is not required in order to provide for affordable housing costs** it shall not be granted

The developer has not explicitly shown that these off-menu incentives are needed in order to make the project feasible. With projected rents that aimed to attract extremely high income residents it is unlikely that the project would need the additional height and FAR for feasibility. There is a clear difference between feasibility to provide affordable housing and to get an extremely lucrative return for the investor. We must consider the home value of the adjacent neighbors and the integrity of the community.

Parking is a grave issue already in the neighborhood and this project will cause extreme harm to the situation in the neighborhood. There is a complete and utter lack of parking for residents and guests of residents in the R1 Zone. The streets of Drexel and Orlando are a non-permit zone during non-business hours and this would be fully taken advantage of by residents, guests, and retail users of the project. This is already an issue due to the restaurants and other businesses several blocks away who take advantage of the non-permit hours.



Courtney Shum <courtney.shum@lacity.org>

488-498 South San Vicente Blvd. Project Case No. CPC-2016 2203-DB

Scott Schreiber <scottwschreiber@gmail.com>

Wed, Dec 13, 2017 at 2:04 PM

To: courtney.shum@lacity.org

Cc: elaine.deleon@lacity.org, Faisal Alserri <faisal.alserrri@lacity.org>, Jessica Mani <jessica.sabbah@gmail.com>

Hi Courtney,

Hope all has been well with you since we last spoke a few months ago regarding the 488 San Vicente Project. As we previously spoke about before, as an immediate adjacent neighbor to the project I am deeply concerned with the proposed height and density of the project as well as the impact on privacy/shading, and parking, among others. I am not alone in this concern as over 100 neighbors in the Beverly Grove neighborhood have signed a petition against the project. I have attached some notes and analysis of the project after reviewing the density bonus ordinance in detail. I hope that you and any related team members will review this and consider this before the upcoming meeting next Wednesday 12/20/17.

Please let me know if you have any questions.

Best,
Scott Schreiber

 **488 San Vicente - Notes.docx**
16K

488-498 South San Vicente Blvd. Project Case No. CPC-2016 2203-DB

We recently purchased, and subsequent remodeled, a house for our family on Drexel between San Vicente and Orlando immediately adjacent to the project - We were not made aware of the development until May of this year. We are vehemently opposed to the development project along with a group of over 100+ neighbors who have signed a petition against the project.

The project asks for variances in direct opposition of the SB1818 ordinance which had specific provisions enacted in order to prevent negative impact on R1 single family housing.

Developers proposed 75 foot height vs allowable 45 foot height:

This height will cause unmitigated damage to the quality of life and property value for dozens of single family homes in close proximity to the project. This will cause severe shading (ie. No sunlight) and cause extreme privacy issues to neighbors. This is proven explicitly by the developer's own study of the shading. Additionally, the balconies of the side and rear units in the project will ruin any privacy to neighbors within several blocks in the Beverly grove neighborhood. This leads to additional safety concerns for the neighbors as well. These items are specific proof as to why SB1818 had specific provisions to prevent these issues from arising.

Per the Density Bonus ordinance 179681 (SB1818) Section 25(f)(5):

(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.

*** This specifically shows that the portion of the lot within 50 feet (a large portion) should not be granted the height bonus.

(iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop but no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.

The developer has not stated that the project is within 1500 feet to reach this exclusion – and even if shown to be within this range, the provision states additional height shall not be granted a variance for the portion of the lot within 50 feet of R1 (which is a very significant portion of the lot)

The Developer requests a FAR of nearly 4:1 vs 1.5:1 – This floor area ratio is completely off menu and not permitted under SB1818 or any other ordinance. This alone is a red flag and further reason to consider why the zoning laws have been crafted in such a manner to protect neighborhoods from developments such as this. The bonus of 35% would increase the 1.5 ratio to merely about 2:1 (HALF of what the developer is seeking).

Per subparagraph 4(4)(i) 4) Floor Area Ratio. (i) A percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%; or

Per Subparagraph (g)(2)(i)(c) - Even to receive merely the **on menu** density bonus (which would create only a 2:1 FAR at 45 feet with a 50 foot setback form the R1) , The affordable housing costs could be offered without any density bonus incentive.

“Action. The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that: (i) **The Incentive is not required in order to provide for affordable housing costs** as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; “

As far as the off menu requests ->

(3) Requests for Waiver or Modification of any Development Standard(s) **Not on the Menu**. (i) For Housing Development Projects that qualify for a Density Bonus and for which the applicant requests a waiver or modification of any development standard(s) that is not included on the Menu of Incentives in Paragraph (f), above, and that are not subject to other discretionary applications, the following shall apply:

The decision-maker shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the decision-maker, based upon 14 substantial evidence, makes either of the two findings set forth in **Subparagraph (g)(2)(i)(c), above (WHICH SAYS SHALL NOT BE GRANTED IF The Incentive is not required in order to provide for affordable housing costs)**

Essentially, the developer has not shown that the off menu incentives (or even the on-menu) are required in order to provide the affordable housing units. The developers are simply using the affordable housing as a way to get the project approved on a spot-zoning basis. 7 stories is simply way too large when considering the adjacent single family homes and adjacent one-two story commercial properties. The adjacent single family homes should not be degraded sharply in value so that the developers can gain an egregious profit and at the same time abuse the spirit of the affordable housing density bonuses.

Parking is a grave issue already in the neighborhood and this project will cause extreme harm to the situation in the neighborhood. There is a complete and utter lack of parking for residents and guests of residents in the R1 Zone. The streets of Drexel and Orlando are a non-permit zone during non-business hours and this would be fully taken advantage of by residents, guests, and retail users of the project. This is already an issue due to the restaurants and other businesses several blocks away who take advantage of the non-permit hours.

Law Offices of

Murray D. Fischer

A PROFESSIONAL CORPORATION

433 N. Camden Drive, Suite 970

Beverly Hills, CA 90210

Telephone: (310) 276-3600

Fax: (310) 276-4345

Email: mdfrelaw@earthlink.net

January 18, 2018

3060.026

Faisal Alserri, Director of Planning & Land Use CD5 - faisal.alserrri@lacity.org

Courtney Shum, City Planner - courtney.shum@lacity.org

Paul Koretz, Los Angeles City Councilmember CD5- paul.koretz@lacity.org

Re: 488-498 South San Vicente Blvd. Project

Case No. CPC-2016 2203-DB

(the "Proposed Project")

My client, Scott and Jessica Schreiber reside at 6706 Drexel Ave., Los Angeles, CA 90048 (the "Residence"), which is in the immediate vicinity of where the Proposed Project is located. As you will see from the below, their Residence is substantially and negatively impacted not only by the height of the Proposed Project, but also as to the reduction of their privacy, street parking and natural light on their Residence during certain parts of the year as shown on the Shade and Shadow Study. They are not the only ones adversely impacted by the Proposed project.

The majority of people in this residential area (Beverly Grove) have purchased their property because it is a quiet, residential neighborhood where they can enjoy their lives and raise their children. As you will note, neighbors within this area are very concerned over the large size, scale and character of the Proposed Project that the developer is proposing for their neighborhood and the related impacts on their livelihood. In fact, it was the understanding of homeowners that a building similar in size to the Cedar-Sinai Goodson building to the north of the Proposed Project, which is located on San Vicente Blvd, would never be permitted for new construction due to the City Council's passing of a Revised Zoning Ordinance for this area.

While we all agree that affordable housing is needed, it cannot be overwhelming or imposing as to destroy the fabric of an existing neighborhood as described above. Further, developers relying on such density and height bonuses should not be permitted to exceed such bonuses by going “off-menu”. The SB1818 code has specific provisions to prevent such abuse of the codes, which were intended to provide for much needed affordable housing while protecting adjacent single family neighborhoods.

Per the Density Bonus ordinance 179681 (SB1818) Section 25(f)(5):
(ii) “No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone”. This is clear language that exclaims this project should not be allowed additional height beyond 50 feet for a significant portion of the lot. The developer claims that in the proposed plans their setback increases to address this point as the floor level increases, however a significant amount of the building is still in disagreement of this code.

In addition, the developer’s plan assume that the Proposed Project is within the required distance to a Transit Stop to ask for off-menu incentives. Per Section 25 of the code, “*No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop*”.

The project is directly across an alley from lots classified as an R1 zone. The developer has claimed that the project is within 1,500 feet of the upcoming Wilshire & La Cienega transit stop. Utilizing sidewalks and crosswalks on the most direct route, the project is approximately 2,270 feet from this stop. Therefore, no additional height should be permitted beyond the original 45 foot height permitted for this zone based on the provisions within the code, and the developer’s 75 foot plan is in direct conflict with this.

It should also be noted that this Transit Stop is not within the City of Los Angeles, but the City of Beverly Hills. Recently, the City of Beverly Hills has taken an opposite view of Transit Stops and is doing more investigation with respect to increased density around these Transit Stops.

The Proposed Project as designed directly imposes on the privacy and quality of life of the residents of the adjacent neighborhood. Per review of the completed Shade and Shadow Study, you will note that there are time periods where the building severely curtails the amount of natural light on the residential neighborhood. As discussed above, the excessive height in the proposed building would cause severe privacy issues to nearby homes as there will be balconies facing the neighborhood from great height.

Similarly, although the developer plans to provide the required parking per the code, it is clear that this will not be nearly enough to prevent a significant impact to the adjacent neighborhood parking in the R1 zone. The adjacent neighborhood maintains parking that is currently not protected to permit-only use on nights/weekends, and is already completely overburdened by non-resident visitors to adjacent businesses. The developer has not made plans to push the city to change this area to permit-only on a 24/7 basis to prevent negative impacts from this project. In this case the developer is simply trying to maximize their economic benefits and is not providing for anything to the neighborhood that would mitigate the impacts of items such as shading, privacy, and parking.

If you go so far as to approve this project, make sure that the Affordable Housing Component (whether it is saleable housing or rental housing) has a 30+ year Covenant that it cannot be taken out of the Affordable Housing program. Limit the type of uses that can be provided to be non-evasive type of uses. Do not allow for medical, restaurant, physical fitness or uses that require greater parking ratios, as all of these require excess parking spaces. It is a noted fact that these types of users will seek out cheaper and easier places to park in the adjacent neighborhood. Whatever type of parking is in the building, it should be validated, free parking for both the customers and employees so that the users and guests will not be parking upon the residential streets.

Ensure that the parking in the adjacent neighborhood is changed to a 24/7 permit required zone and that no residents of the building will be granted such permits as they will be reserved for the R1 homeowners. Ensure that the design encompasses the discussions from the Mid-City West planning committee which included specific factors to ensure privacy to the adjacent neighbors (ie. Planters to set back views on balconies, progressive setback on higher floors, privacy glass, etc.).

To summarize, this development is totally out of character with the adjacent neighborhood and is abusing the Affordable Housing Code in its requests for extremely off menu incentives which only benefit the developer. The project is simply too tall and too dense to co-exist with the neighborhood as it is proposed.

As discussed above, there are clear reasons as to why the code has specific provisions to prevent projects of this nature. Please consider enforcing the code as it was written which considered these types of issue at the time it was written. We cannot afford to set a standard of spot-zoning in this neighborhood. It was represented to these neighbors that they wouldn't see this type of project again after the disaster of the Cedars building, and the residential community asks you not to approve or support this project as it is currently proposed.

Very truly yours,
Law Offices of Murray D. Fischer
A Professional Corporation



Murray D. Fischer

cc: Scott Schreiber and Jessica Sabbah-Mani



Courtney Shum <courtney.shum@lacity.org>

re: "488-498 South San Vicente Blvd. project", Case No. CPC-2016 2203-DB."

T Brooks <tamarbrx@att.net>
To: courtney.shum@lacity.org

Wed, Dec 13, 2017 at 10:28 PM

Dear Ms. Shum,

It has been brought to my attention that there is a project under consideration that will build a **7 story** building on San Vicente at Drexel in my neighborhood (90048). I find this very troubling that you and the city planners are so quick to disregard zoning restrictions and rules, which in this case, restrict new construction to a limit of no more than **3 stories**.

As I am unable to attend your public meeting regarding this project, I would like to give you my opinion by email.

Ever since the construction of the Goodson/Cedar Sinai building at the corner of Drexel & San Vicente, the building codes have called for this strict guideline of 3 stories. Yet the Developers want to disregard the laws and more than double that. We know that the Developers have deep pockets and probably have a way to funnel money to the decision makers in the city developing and planning center of LA, but really, how can you keep selling us out and disregarding the needs of existing homeowners to be shielded from this city abuse?

Do not try to tell me that these developers did not know the restrictions before they bought the property. Clearly those restrictions were already in place and they have chosen to disregard them and they probably sense that you will give them a nice pat on the back, maybe even a slap on the wrist, and then go ahead and allow them to do it anyway.

I implore you to consider the damage and disruption to the neighborhood that all these extra units will do to our neighborhood. A tall building such as that will cut down on our sunlight in the winter half of the year, and make it more difficult to move about in this lovely inner city neighborhood.

Please consider my request and that of my neighbors and do not approve of this project. I would like for you to keep me apprised of the progress of this approval/disapproval process. The neighborhood is watching and hoping you will do the right thing for the homeowners.

Thank you,
Tamar Brooks
Allan Brooks
[6371 Maryland Drive, Los Angeles, 90048](#)



Courtney Shum <courtney.shum@lacity.org>

488-498 South San Vicente Blvd / PROJECT CASE # CPC-2016 2204-CE

2 messages

Jason Director <jasondirector@aol.com>
To: courtney.shum@lacity.org

Thu, Dec 14, 2017 at 1:42 PM

Hello Courtney,

I'm writing you today to add my voice to the people who are speaking out against the proposed complex located at 488-498 South San Vicente Blvd. (PROJECT CASE # CPC-2016 2204-CE). While I understand we are in a housing shortage and need to build housing for LA residents I don't think exceptions should be made to nearly double the height of the proposed complex.

As a resident of neighboring W. 5th St. I just want to say that my family and I are opposed to the amount of stories the developer is asking for. The current building code calls for no more than three stories, and we would prefer that code to be enforced.

Sincerely,
Jason Director

6617 W. 5th St.
Los Angeles, CA 90048

Courtney Shum <courtney.shum@lacity.org>
To: Nick Leathers <nick@epgla.com>

Fri, Dec 15, 2017 at 6:06 AM

[Quoted text hidden]

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Courtney Shum, City Planner
Department of City Planning
T: (213) 978-1916 **E:** courtney.shum@lacity.org
200 N. Spring St., Room 763
Los Angeles, CA 90012



Courtney Shum <courtney.shum@lacity.org>

Fw: proposed project at 488 So. San Vicente

Carole Sack <caroles57@att.net>

Thu, Dec 14, 2017 at 4:26 PM

Reply-To: Carole Sack <caroles57@att.net>

To: "courtney.shum@lacity.org" <courtney.shum@lacity.org>, "paul.koretz@lacity.org" <paul.koretz@lacity.org>

Subject: Re: proposed project at [488 So. San Vicente](#)

Dear Ms. Shum and Councilman Koretz:

I am writing to you in opposition to the proposed 7 story project at [488 S. San Vicente Blvd.](#)

I have been a resident of this neighborhood for the majority of my life. It's my belief that the project's scale and overwhelming height are incompatible to the surrounding area. As you are probably aware of, the Zoning Code requires transitional heights for commercial buildings adjacent to single family homes (R1 zoning). Those transitional heights need to be maintained. This applicant is asking for that requirement to be waived. This would be detrimental to the adjacent neighborhood.

The applicant is proposing a 7 story building on property zoned for 3 stories! None of the other tall buildings that the applicant cites are comparable. They are not adjacent to R1 and are not located on San Vicente, other than the 444 San Vicente building which was built prior to Message S (which reduced the height restrictions.)

I am sure that the applicant was well aware of the zoning requirements when the [488 So. San Vicente](#) property was purchased.

I live on Drexel Avenue which has become a "highway" since it was posted on the Wayz app. The traffic has become unbearable. Not only that, parking has become a nightmare. We have preferential parking on one side of the street and 2 hour parking on the other side. Valets from 3rd Street park cars here; workers from San Vicente park here sometimes all day. We have called parking enforcement with no help. If this massive project is approved it will totally increase our problems.

Please do not let this project go forward as proposed. As I said before, the current transitional heights need to be maintained. Thanking you in advance for your consideration and help.

Carole Sackley
CaroleSack1@gmail.com



Courtney Shum <courtney.shum@lacity.org>

488-498 S. San Vicente Bl case# CPC-2016 2204-CE

djknot@aol.com <djknot@aol.com>
To: courtney.shum@lacity.org

Thu, Dec 14, 2017 at 5:34 PM

Ms Shum,

Re: 488-498 S. San Vicente case # CPC-2016 2204-CE

For over 34 years I have lived on Drexel Ave, approximately one block from the proposed project. Although I will be unable to attend the meeting on December 20, 2017 at City Hall I am requesting that my opinion be considered.

I am adamantly opposed to any deviation of the existing building codes (i.e. three story limit) for the aforementioned project. It is my understanding that the developer is requesting a waiver to build a 54 unit, seven story apartment structure at this location. Our neighborhood is already overly congested. Traffic is extremely heavy in our neighborhood, and street parking is already impossible. Our neighborhood is already suffering from over development. Allowing this project would have a negative impact on our quality of life. Please make the developer follow the rules.

Thank you for your consideration.

Respectfully,

David Kalish
DJKNOT@AOL.COM



Courtney Shum <courtney.shum@lacity.org>

488-498 South San Vicente Blvd. project", Case No. CPC-2016 2203-DB

Shelley Wagers <shelley@wagersmail.net>
To: courtney.shum@lacity.org

Fri, Dec 15, 2017 at 1:57 PM

I live less than a half-mile from [488-498 So. San Vicente Blvd.](#), and I object to the developers' plans for that site, which far exceed limits under prevailing code.

The developers are offering the usual bogus arguments, but it comes down to this:

- They will generate high-end units but do nothing to address the real shortage, affordable housing.
- Given the city's lax enforcement, the developers know they will never have to deliver on their promise of affordable units.
- The project will burden infrastructure that's already way overloaded.
- And it violates both the zoning code *and* the scale & character of our neighborhood.

The city must put a stop to reckless development. If speculators cannot make use of 488-498 South San Vicente without shredding the zoning code, they need to find a different property.

Shelley Wagers

[6507 West 5th St, LA 90048](#)



Courtney Shum <courtney.shum@lacity.org>

488-498 south san Vicente Blvd Project. Case# CPC-2016 2204-CE

rdrewfrancis@aol.com <rdrewfrancis@aol.com>
To: courtney.shum@lacity.org

Sat, Dec 16, 2017 at 10:50 AM

Dear Ms Shum,

Please be advised that I am a home owner who has lived at 6626 W 5th st residence for over 14years. At the end western end of my 5th st (300 yards away) is the site of the proposed project.

It is my understanding that the developers would like the city to grant them a variance on the three story building codes limits that are presently the Law for our neighborhood.

It is of vital importance to remember **the developers purchased this property knowing the strict limitations** and now they want to change the rules to allow for a 7 stories apartment building complex. Their money and affluence cannot undermine the residences who request to be protected by the City.

Everyday as I leave my home to travel west to my Medical office. I immediately have to contend with the massive traffic jam that is always there at the intersection of 5th st and San Vicente. Doing my best to merge into the grid lock is incredibly stressful and frustrating. It literally takes a full 15minutes just to get merged and then past the next very congested at San Vicente/La Cienega intersection(adjacent to the remodeled Beverly center). This next intersection is not more then 300 yards from the 5th st and San vicente intersection. It is a massive grid lock that moves at a snails pace as thousand of vehicles try to travel to their work destinations.

I have contacted Cal Trans and their customer service request line and complained about the traffic Mess I have to encounter daily multiple times. Telling them the same conundrum that is this highly congested intersection. I requested a full traffic light and traffic flow audit to see if there is any way to better a terrible situation. Nothing has changed! The situation has only exacerbated through the past 5 years. It is a daily Nightmare. **Please hold the line on what remains of our strict building codes and not allow any variance to occur.**

Ms Shum I will not be able to attend the city hall meeting this December 20th. Patients want to receive my medical care while their deductibles are covered prior to the New Year. Once again I strongly request that you Please do not ALLOW any change in the building codes for this project. I literally **BEG** you as a fellow Los Angeleno and home owner.

Most respectfully yours,
R. Drew Francis
[310-717-1249](tel:310-717-1249) cell

CO-FOUNDER / FORMULATOR
SmartyPantsVitamins.com



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Courtney Shum <courtney.shum@lacity.org>

We aren't trying to change the rules, (merely to uphold them). Re: 488 San Vicente project, CPC-2016-2203-DB

Bruce <brucekbaum@gmail.com>
To: courtney.shum@lacity.org, paul.koretz@lacity.org

Sat, Dec 16, 2017 at 11:42 AM

Dear Courtney,

When the people who bought the plot of land at 488 San Vicente did so, they were fully aware that various size and height restrictions applied, and yet did so anyway, assuming like so many others before them, such as the developers of the half-finished Target project, that they could simply bull their way through, make the residence or city planning bend to their desires. Change the rules.

But those rules are there for a purpose.

It's as if somebody purchased a ticket for "Hamilton" way up in the second balcony, but then decided, "Well, I don't care what my ticket says, I want to sit in the front row."

Well sorry, but that isn't the ticket you bought.

About ten years ago, a group of us, concerned about increasing traffic flow, requested to put in speed bumps. We were told at the time, there wouldn't be a need, that "traffic wasn't heavy enough." But when they put in a meter, even the inspector was astonished to discover that on Drexel alone, the average daily traffic-flow was just over nineteen hundred cars a day.

And that was ten years ago.

Since then things have only gotten worse...

Much worse.

To the point that Orlando at rush hour, is backed up at a dead stand-still, from San Vicente all the way back up to Fourth. Side-streets like Drexel or Colgate have become gridlocked and clogged. Finding a parking spot, a challenge to impossible.

And what's going to happen with the arrival of seventy-nine new residents? And their guests? Where are they going to park? What about a ground-floor business? A store going in? A health club? Those cars are going to go where?

Nobody wants to stand in the way of progress, and in fact we welcome it as well as the creation of new housing, but not at the expense of a neighborhood we love and all of it within the context of an equitable and reasonable approach that balances the needs of this neighborhood with the needs of the future, and all of it within the context of existing and agreed-upon height and size regulations.

Ours is one of only a handful of neighborhoods with an RFA and we accomplished it by sitting down with everyone, builders, contractors, real estate agents, and finding a formula that everyone could live with. And are prepared to do it again. To sit down and find a formula that is reasonable, equitable and agreeable to all.

Personally, I am prepared to live with a building four stories tall... Five,.. But seven.. is simply too big.

We also call on Councilperson Koretz, gratified for his past support and to urge his continued efforts in support of existing height and size regulations as we move together toward a solution that everyone can live with.

Respectfully yours,

Bruce Kirschbaum

(30 year resident of Beverly Grove)

(A c.c. copy will be mailed to Councilperson Korte's office as well)



Courtney Shum <courtney.shum@lacity.org>

RE: Case No. CPC-2016 2204-CE

John Germano <germano.john@gmail.com>
To: courtney.shum@lacity.org
Cc: Stephen LaManna <steve@iala.com>

Sun, Dec 17, 2017 at 2:58 PM

Dear Courtney,

I am writing because we are unable to attend the Wednesday, December 20th meeting where the 54 unit apartment building on the corner of 5th Street and San Vicente Blvd will be discussed. We share the same block as the proposed building which will be to the west of us. I am concerned that the height of the building will block afternoon sun on our property. I think 7 stories will be too high and if the property must be developed the three story height limit would be, at least, better.

Thank you for your consideration,

Stephen LaManna
John Germano

6701 W 5th Street
Los Angeles, CA 90048



Courtney Shum <courtney.shum@lacity.org>

Re: 488-498 South San Vicente Blvd. project, Case No. CPC-2016 2203-DB - strongly opposed to this project

susan collette <susanhc90025@yahoo.com>
Reply-To: susan collette <susanhc90025@yahoo.com>
To: "courtney.shum@lacity.org" <courtney.shum@lacity.org>

Mon, Dec 18, 2017 at 12:30 AM

Dear Ms. Shum:

We live on Drexel a few blocks from the proposed project, utilize San Vincente and drive by the site frequently, and are strongly opposed to the project. We moved to the area in 1985, and have experienced ever-worsening urbanization and traffic congestion.

The developer bought the property knowing the limits on building, yet is banking on City Planning and elected officials to offer spot zoning for the parcel. These "exceptions" are becoming more commonplace than occasional allowances. In this case, the proposed development is much, much bigger than what is allowed, and there is no reason for it other than to enrich the developer -- at the expense of the people who live nearby or commute through the area. Traffic is already intolerable in the area, and San Vincente is one of the few arterials remaining with some available capacity.

Also, the tall buildings in the area, some coming close to the roadways, make this once open area feel claustrophobic. In some cases, they block previous visibility from the side streets, making driving less safe.

We are counting on our representatives to look out for us and not give a green light to more and more traffic generators and oversized developments. Please don't approve this project and others like it.

Thank you!
Susan and Martin Collette



Courtney Shum <courtney.shum@lacity.org>

488-498 S. San Vicente Blvd./Case No. CPC-2016-2203-DB

CYNTHIA COMSKY <cyncom@mac.com>

Mon, Dec 18, 2017 at 12:25 PM

To: councilmember.Koretz@lacity.org

Cc: courtney.shum@lacity.org

Dear Councilman Koretz,

Unfortunately, I can't be at the meeting on Wednesday but I am very concerned about this impending and illegal project at my corner and the impact of what it is going to do to our residential neighborhood.

This project is the most outrageous of the SB 1818 projects in our immediate area. What is proposed far exceeds the height limits for projects adjacent to R1 homes, particularly on a very narrow 33 foot wide road.

Our cars, which measure 6'6" in width, doubled for the two sides of the street takes up 13 feet plus a few inches curb side. This leaves under 20 feet in the middle of the street unless trucks(gardener's, utility, delivery, workman's, etc.) are parked at the curb. Then there's less room in the middle of the street and cars are always parked on both sides of the street.

The access and egress, constant traffic from a building of this proposed size at our corner is going to create a hazard with two lanes of traffic moving in opposite directions. The narrow little space on San Vicente in front of where the proposed building would be always has cars parked. Thus people will enter and exit this proposed building primarily from 5th Street. This east west traffic will take up another 13 plus feet. This estimate of space is just for cars and no space between parked and moving vehicles.

This could be a disaster- life and death because this traffic pattern, both during construction and after caused by this oversized building. This project is going to make it impossible for emergency vehicles- a fire truck, an ambulance or a police car to reach any of us on 5th Street, in case of need.

The underlying zoning permits a building 45 feet tall. A density bonus for low income housing allows them to build 56 feet on San Vicente. But no more than 45 feet within 50 feet of the adjacent single family homes. Here they are asking for 75 feet. Also reduced parking.

It is my understanding that there are legal limits as to what kinds of structures can be built adjacent to single family homes. Please insist that this company stay with the legal laws and insist upon the correct zoning laws.

Thank you very much for your help and consideration.

Cynthia Comsky
6640 west 5th Street
Los Angeles, CA 90048



Courtney Shum <courtney.shum@lacity.org>

Opposition to 488 San Vicente Project CPC-2016-2203-DB

Joanne Silver <silverjoanne90@gmail.com>
To: courtney.shum@lacity.org, Paul.koretz@lacity.org

Mon, Dec 18, 2017 at 2:48 PM

My name is Joanne Silver, a thirty-year resident of Beverly Grove and while openly and definitively acknowledging the need for growth in our city, believe the builders of this proposed 488 San Vicente project must remain within reasonable and acceptable height and size limitations in regards to our surrounding community, and **I AM NOT ALONE**.

In just **ONE HOUR**, walking only **TWO BLOCKS**, (two up Drexel and one down Fifth), I collected **FIFTY-FIVE** signatures of residents expressing concern, confusion, outrage and opposition to allowing variances for a building that will negatively impact their lives. (see petition attached below)

People in this neighborhood do not want to see allowances granted to a blatantly out-of-scale building that they believe will have such an obviously negative impact on their own lives and that of the surrounding area in terms of traffic, noise, parking, congestion, loss of light and loss of privacy, and to prove it, we are prepared to once again, walk this neighborhood, knock on doors, talk to neighbors, gather petitions, gather signatures, and to demonstrate loudly and incontestably to City Hall, City Planning and anyone else, exactly the way the people of this neighborhood feel.

Thank you so much for your attention and time,

Yours, sincerely,

Joanne Silver

 [488Petition page 1.pdf](#)

 [488Petition page 2.pdf](#)

 [Petition cover letter \(2\).docx](#)
12K

Regarding: 488 South San Vicente Blvd. CPC-2016-2203-DB SPR

To Councilman Koretz,

I am signing this petition to oppose the proposed 7 story project at 488 San Vicente at Fifth Street.

As a resident of this neighborhood, I believe the project's scale, massing and height are incompatible with the surrounding area. The Zoning Code requires transition heights for commercial buildings adjacent to single family homes, (R-1 zoning). Those transitional heights need to be maintained. This applicant is asking that those requirements be waived to the detriment of the adjacent neighborhood.

I oppose this **7 story building** proposed for a **3 story zone**. The applicant cites other tall buildings in the area. The one tall building at 444 San Vicente was built in 1985 prior to the passage of Measure U which reduced the height allowed for such buildings. The other tall buildings cited are not comparable. They are not adjacent to R-1 and are not located on San Vicente.

When I bought my home, I relied on the local zoning in making my decision. The **developer** of this project **knew the zoning requirements** when the 488 parcel was purchased. I am asking for a fair balance between the needs for affordable housing and the existing fabric of this community.

Thank you.

NAME	ADDRESS	SIGNATURE
David Ng	6717 Drexel Ave LA, CA 90048	<i>David Ng</i>
JEWEL DABAH	6727 DREXEL AV LA 90048	<i>Jewel Dabah</i>
SIMI DABAH	6727 DREXEL AV LA 90048	<i>[Signature]</i>
Freeman Michaels	6700 Drexel Ave	<i>[Signature]</i>
Karina Bertko	6677 Drexel ave	<i>[Signature]</i>
CAROL JACKLEY	6647 Drexel Ave	<i>Carol Jackley</i>
TAHERI HOMERA	6641	<i>[Signature]</i>
Jon Hammer	6651 Drexel	<i>[Signature]</i>
Michael Zaidowicz	6607 Drexel Ave.	<i>[Signature]</i>
Cladio DAKEMAN	6631 Drexel Ave	<i>[Signature]</i>
REEVA SHERMAN	6611 DREXEL AVE.	<i>Reeva Sherman</i>
JOSEPH ALEXANDER	6627 DREXEL AVE.	<i>Joseph Alexander</i>
SIMA HAR-LEV	6621 DREXEL AVE.	<i>[Signature]</i>
SHARON STRASSER	6616 DREXEL AVE.	<i>Sharon Strasser</i>
HELEN STRASSER	6616 DREXEL AVE.	<i>Helen Strasser</i>
BRENDA BASEMAN	6626 DREXEL AVE	<i>B. Baseman</i>
BEN MOCHSIBICH	6636 DREXEL AVE	<i>[Signature]</i>
CAROLE S. KAHN	6650 DREXEL AVE	<i>[Signature]</i>
RICHARD N. KAHN	6650 DREXEL AVE.	<i>Richard Kahn</i>
JOANNE SILVER	6656 DREXEL AVE	<i>[Signature]</i>
EDWIN DREXEL	6626	<i>[Signature]</i>
Shirley Berk	4676 Drexel Ave	<i>Shirley Berk</i>
Demetrius Moore	4482 Drexel	<i>[Signature]</i>
Joanne Lee	6711 Drexel Ave	<i>Joanne Lee</i>
HARRY LEE	6711 DREXEL	<i>Harry Lee</i>
Lee A. Begon	6712 Drexel	<i>[Signature]</i>
T Koorosh Kohan	6660 Drexel	<i>[Signature]</i>
D. KALISH	6640 Drexel	<i>[Signature]</i>

NAME	ADDRESS	SIGNATURE
Scott Scheiber	6706 DREXEL	
Jessica Sabbah - Manly	6706 DREXEL	
Miriam Leitzer	8272 W. 4th St	
Gayle H. Albert	445 N. Crescent Hts	
DANE KENDALL	355 N. SIERRA BONITA	
Rosalie Wayne	8140 BLACKBURN	
Joel Post	8145 Blackburn Ave.	
Charles Lindenblatt	8250 Blackburn Av. #6	
DENISE DISTEFANO	6700 W 5th St. Lt.	
Meredith Sniedt	6681 W. 5th St	
Elan Sniedt	6681 W. 5th St	
ELAN REED	667 W 5th St	
FRANCES REED	667 W. 5th St	
IRENE BOWERS	6646 W. 5th St	
Natalie Bowers	6646 W. 5th St.	
MILI HERRMAN	6626 W 5th	
Rosetta Anish	6616 W. 5th	
ELIZABETH NOVAK	6637 Lindenhurst	
JEFF NOVAK	6637 Lindenhurst	
Helen Storm	6656 W 5th	
Melody DiDonato	6656 W 5th	
Jason Director	6617 W 5th St.	
Aula Harrison	6617 W 5th St	
Arddy Lichtstein	6627 W 5th Street	
Jasmine G. Bagley	8023 S 2nd Ave 90305	
Laura Kirschbaum	6656 Drexel Ave	
BRUCE KIRSCHBAUM	6656 DREXEL AVE	



Courtney Shum <courtney.shum@lacity.org>

488-498 South san Vicente Blvd project CPC 2016-2204-CE

katica <katica555@aol.com>
To: courtney.shum@lacity.org

Mon, Dec 18, 2017 at 3:57 PM

Dear Ms. Shum

Please be advised that I live at 6626 West 5th St. for over 15 years. My home is approximately 300 yards away from the proposed project. My understanding is that the developers want to change the rules/codes to fit their agenda. The developers knew the rules and limitations when they purchased this property. This is why we have the rules/codes in place. We need protection from our city. A 7 story building would be a catastrophe in many ways. This intersects 6th and San Vicente. Total grid lock nightmare.

This would be very unfair to the residents that live here and call this their neighborhood. We love and care for our homes and now developers who will be coming in to develop and out to make money, will not reside here are trying to bend the rules. While the developers leave once the project is done, they don't care what state they leave everything behind. We will be left with a horrible traffic jam, grid lock worse than what we are already experiencing.

Our grid lock and heavy traffic is already stressful and frustrating. We are committed to our beautiful neighborhood and want to keep it that way.

I/We are begging you to NOT allow changing the building codes for this project.

Thank You

Katica
[310-717-1330](tel:310-717-1330)

Katica Francis
Golden Cabinet Medical
[2019 Sawtelle Blvd.](http://www.katicafrederick.com)
Los Angeles, Ca. 90025
[310-575-1955](tel:310-575-1955)



Courtney Shum <courtney.shum@lacity.org>

488 San Vicente Blvd.

Freeman Michaels <freeman@grouptoteam.com>
To: courtney.shum@lacity.org

Tue, Dec 19, 2017 at 9:38 AM

Dear Courtney Shum,

I live at 6700 Drexel Avenue. I will be directly and dramatically impacted by the proposed project at [488 San Vicente Blvd](#), which is directly behind my home. My wife and I object to this project for the following reasons:
We have real problems with traffic in our neighborhood - this project will strain an already untenable situation - just merging onto San Vicente from Drexel, during peak traffic times, is a nightmare - there is already a line of car down my streets (Drexel and Orlando) during peak traffic. Parking in our neighborhood is also very difficult, and this project will make it much worse. The size of the building is not aligned with the neighborhood. This building will created rows of neighbors looking directly into my back yard. In general, it takes away from the residential neighborhood. This size project will have a density effect on our residential neighborhood, profoundly changing it in a negative way.

I strongly oppose this project.

Freeman Michaels,
A joyful, creative and connected man.
Group To TEAM Leadership Solutions
freeman@grouptoteam.com
Cell: (323) 309-5853
www.GroupToTeam.com

Here is a short video that offers 5 tips to developing and fostering TEAM
<http://www.grouptoteam.com/5-tips-to-help-transform-your-group-into-a-team>





Courtney Shum <courtney.shum@lacity.org>

Traffic on Tuesday at 9am

1 message

Freeman Michaels <freemanpmichaels@gmail.com>

Wed, Feb 14, 2018 at 9:22 AM


To: faisal.alserri@lacity.org, Courtney Shum <courtney.shum@lacity.org>

Regarding 488 San Vicente - I live at 6700 Drexel Avenue Los Angeles CA 90048, directly behind the proposed project. I just shot this video about 10 minutes ago (roughly 9am). I hereby attest to this traffic pattern as "normal" for this area.

The proposed project will make the current traffic problem significantly worse.

This is one very strong reason, why I oppose the proposed project.

Freeman Michaels

 **IMG_4122.MOV**
20155K



Courtney Shum <courtney.shum@lacity.org>

Re: Hearing for 488-498 San Vicente Blvd. 90048

peterharris59@netzero.net <peterharris59@netzero.net>
To: courtney.shum@lacity.org

Tue, Dec 19, 2017 at 3:21 PM

Dear Ms. Shum,

We are writing you today to urge you to please vote NO on the developer's proposal for 488-498 San Vicente Blvd. The developer knew the current zoning laws when the property was purchased. The current allowable height is 3 stories. The developer is now asking for more than TWICE that at 7 stories. A project of this size would have a terrible effect on our neighborhood. This would also set a dangerous precedent for other vulnerable parcels along the boulevard.

These proposed structures are directly behind our houses. We will lose much privacy and light. This will surely create more traffic and noise for residents.

There is a petition currently being circulated against the project as planned. Please add our names to this list. As many residents of Los Angeles, we are tired of seeing our city "up for sale." We are tired of seeing disregard for current zoning laws. We are tired of seeing our lawmakers hand out generous tax breaks and zoning exemptions for rich developers who do next to nothing about much needed affordable, low income, or homeless housing to our underserved residents.

Thank you for listening. Please feel free to contact us for your thoughts on this.

Sincerely,

Peter David Harris
Alejandro Hernandez
[6526 Drexel Avenue](#) 90048
[\(323\) 931-7778](#)



Courtney Shum <courtney.shum@lacity.org>

RE: CPC-2016-2203-DB ENV-2016-2204-CE 488-498 S. San Vicente Blvd.

KEITH B NAKATA <keithnakata@earthlink.net>
To: courtney.shum@lacity.org
Cc: Councilmember Koretz <paul.koretz@lacity.org>

Tue, Dec 19, 2017 at 3:49 PM

Honorable City Planning Commission,

Thank you for the opportunity to communicate with you about this proposed Project. As a local resident and stakeholder I have serious concerns about the impacts of this proposed Project.

The proposed Project is requesting a combination of several discretionary actions that combined with the incentives offered under state law combine together, form something that no longer bears a resemblance to a standard SB1818 type project and takes on the appearance of something that should require a General Plan Amendment, to be allowed. Under the City's version of the SB1818 Density Bonus Ordinance 179681, specifically, adjacent to a R-1 zone, it was designed to be more restrictive in order to protect single family housing from oversized density bonus projects in the city.

It states under 25(f)(5) (ii) **"No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.**

It goes on to state in Ordinance 179681 (SB1818) Section 25(f)(5)(iii) "No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located within 1,500 feet of a Transit Stop but **no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.**"

The Project is requesting "off menu" discretionary action for a FAR of 4.17:1. Under SB1818, **a developer can request a FAR of 3.0:1 in a C2-1VL-0 zone, which is the zoning where this project is located, doubling the existing current FAR of 1.5:1 under current zoning.**

The Project is requesting a "off menu" height of 75 feet which is well above the existing zoning which allows for a 45 foot tall building. In City Ordinance 179681 (SB1818) Section 25(f)(5)(i) "In any zone in which the height or number of stories is limited, **this height increase shall permit a maximum of eleven additional feet or one additional story**, whichever is lower, to provide the Restricted Affordable Units." **That would limit this Project to a the maximum height to 56 feet.**

All of these restrictions were designed to protect the R1 zones from over height projects. This Project combines so many discretionary actions along with allowable density bonus entitlements to no longer protect this R1 zone from the this density bonus "off menu" laced project.

I'm also concerned about any use as a "short term" rental, essentially a hotel use, which I have seen being applied for by all ready built apartments in our area and is completely destructive to the formation of affordable housing momentum and rent housing as a whole.

Somehow, the city has allowed the abuse of the SB1818 ordinance along with "Off-Menu" discretionary requests to obliterate the protections of the SB1818 adjacent to the R1 zones regarding oversized, over height, and out of scale projects that will prove to have a lasting long term impact on this valuable and limited resource, the single family home. Please do not allow developers to abuse the city SB1818 Ordinance when they really need a General Plan Amendment and a higher level of review to achieve to program they are seeking.

Respectfully,

Keith

KEITH NAKATA
keithnakata@earthlink.net



Courtney Shum <courtney.shum@lacity.org>

Urgent re tomorrow's mtg Case# CPC-2016 2204-CE

melody didonato <melody.didonato@gmail.com>
To: courtney.shum@lacity.org

Tue, Dec 19, 2017 at 5:09 PM

My name is Helene Storm. I am a resident on 5th Street near the location of the proposed building, 488-498 [South San Vicente Boulevard](#)., as well as an owner of properties in this area. I was the court reporter for the Presiding Judge in Beverly Hills Court for over 10 years and have much legal experience with building requirements and the mandates of the limitations therefor. As the City Planner I am sure you know that this property's present building codes have a "strict" limit of no more than 3 stories. The street congestion that presently exists cannot endure the impact upon it's community of this proposed apartment complex. And, as an aside, the present "proposed" structure is one-inch higher than the required law for a seven floor structured building and therefore would need to be built to meet a higher standard for high rise building requirements.

Please be advised that I am outraged by the potential of the City Planner's Office over-ruling the "present building codes" for a three story building and permitting this seven-story structure to be built. It is my intention to hire legal counsel for this entire area to investigate carefully the City Planner's Approval should you over-rule the limitations presently set in stone as the existing law for this site. I, as one of many, object to this structure as proposed and the impact and damages that would prevail upon this residential community should it be approved.

I trust a decision therefor will be based on a legal foundation that can be explained in a Court of Law and that the Office of the City Planner is prepared to accept the damages sustained by its residents during, following and after any variance that you choose to approve.

Cordially Yours,

Helene Storm
(310) 927-1796



Urgent retooorrow's mtg Re: Case# CPC-2016 2204-CE

2 messages

Helen Storm <stormhelene@aol.com>
To: courtney.shum@lacity.org

Tue, Dec 19, 2017 at 4:53 PM

> On Dec 19, 2017, at 3:47 PM, Helen Storm <stormhelene@aol.com> wrote:

>

> Dear Courtney Shum, City Planner,

>

> My name is Helene Storm. I am a resident on 5th Street near the location of the proposed building, 488-498 South San Vicente Boulevard., as well as an owner of properties in this area. I was the court reporter for the Presiding Judge in Beverly Hills Court for over 10 years and have much legal experience with building requirements and the mandates of the limitations therefor. As the City Planner I am sure you know that this property's present building codes have a "strict" limit of no more than 3 stories. The street congestion that presently exists cannot endure the impact upon it's community of this proposed apartment complex. And, as an aside, the present "proposed" structure is one-inch higher than the required law for a seven floor structured building and therefore would need to be built to meet a higher standard for high rise building requirements.

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>

>

> Cordially Yours,

>

> Helene Storm

> (310) 927-1796

Helen Storm <stormhelene@aol.com>
To: courtney.shum@lacity.org

Tue, Dec 19, 2017 at 5:26 PM

> On Dec 19, 2017, at 4:53 PM, Helen Storm <stormhelene@aol.com> wrote:

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>> On Dec 19, 2017, at 3:47 PM, Helen Storm <stormhelene@aol.com> wrote:

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>>

>>

>> Cordially Yours,

>>
>> Helene Storm
>> (310) 927-1796
>



Courtney Shum <courtney.shum@lacity.org>

5th and San Vicente project

AmyG93@aol.com <AmyG93@aol.com>

Tue, Dec 19, 2017 at 5:35 PM

To: courtney.shum@lacity.org, joan.pelico@lacity.org, robert.oliver@lacity.org, Paul.Koretz@lacity.org

Hi Courtney,

I am appalled at what has happened to our city. No following codes, why have them?

These developers care nothing for the mess in our city. The code does not allow the to build this high.

LaCienega, is one of the busiest area's in the city. Mass construction, no way to cross, No way to drive thru the congestion.

Our area is a target, we are full up and really angry at the disregard of the city of our needs,

Please deny this project

Amy Challenger,

Tom Challenger

5th st

LA 90048